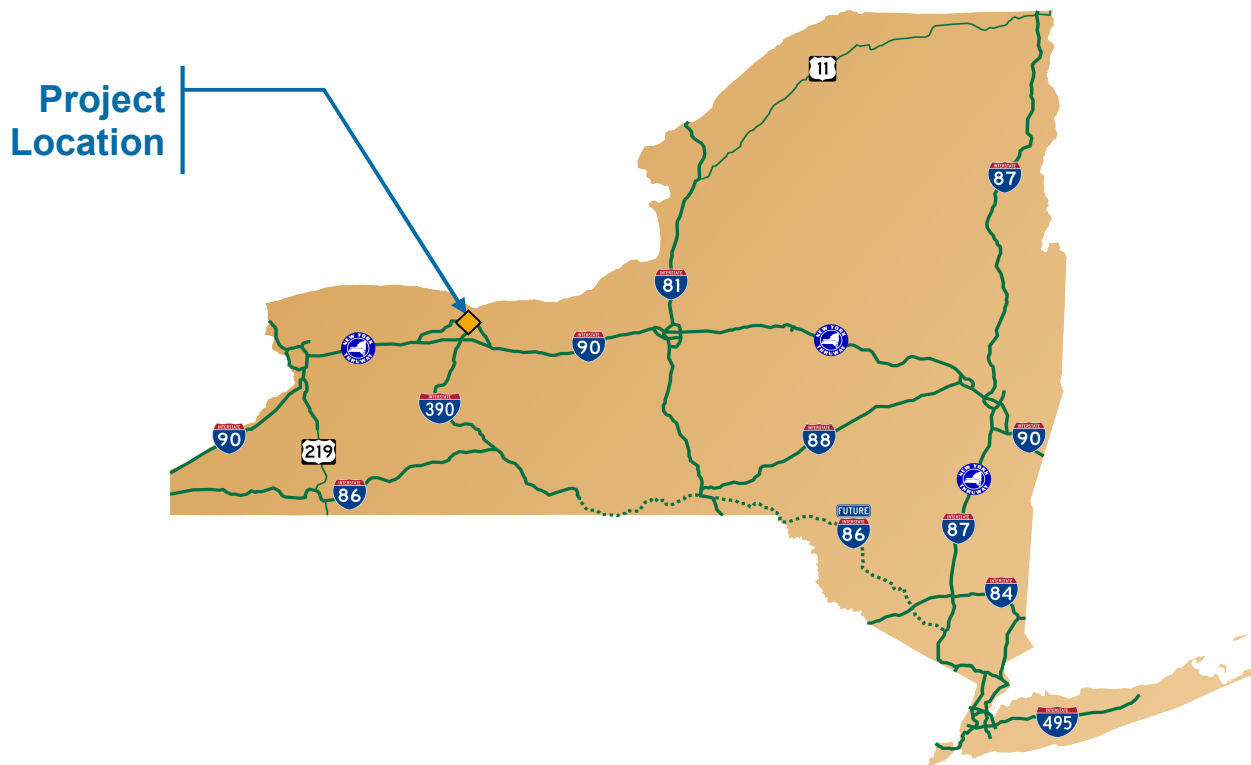


Transportation Project Report

Project Scoping Report/Final Design Report

May 2019

East Main Street Reconstruction
Project Identification Number (PIN): 4CR0.05
City of Rochester
Monroe County



ANDREW M. CUOMO
Governor

Department of
Transportation



U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

Milestones

Signatures

Dates

A. IPP Approval:

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

Kevin Bush, P.E.
Regional Director, NYSDOT Region 4

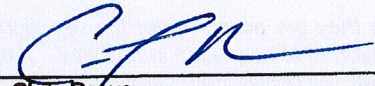
9/14/16

B. Recommendation for Scoping & Design Approval:

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

Environmental Determination & Federal Aid Process Concurrence:

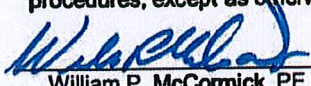
The NYSDOT on behalf of FHWA (based on the Federal Environmental Approval Worksheet) concurs with the classification of this project as a NEPA Class II, Categorical Exclusion (c list) as described in this document.


Chris Reeve
NYSDOT R4, Regional Planning & Program Manager

6/3/19

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

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


William P. McCormick, PE
Erdman Anthony

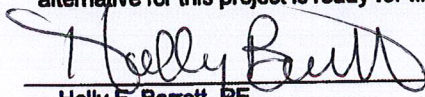
5/13/19

D. Public Hearing Certification (23 USC 128):

Nonstandard Feature Approval: Scoping & Design Approval:

- A public hearing was held on _____ in accordance with 23 USC 128.
- OR, A Notice of Opportunity was published in accordance with 23 CFR 771. A public hearing was not held.
- OR, A public hearing was not required. A public information meeting was held on 02/28/2019
- The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project.
- OR, No nonstandard features have been identified, created, or retained.

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


Holly E. Barrett, PE
City Engineer, City of Rochester

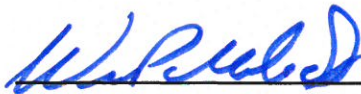
6.5.19

List of Preparers

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

William P. McCormick, PE, Principal, Erdman Anthony

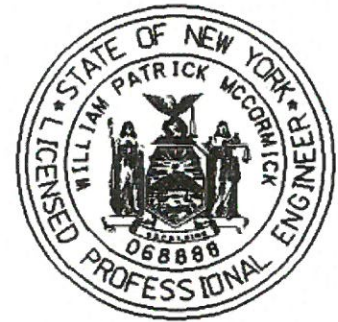
Description of Work Performed: Directed the preparation of the PSR/FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.



Signature



Date



Note: It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.

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CHAPTER 1 – PROJECT DEVELOPMENT

1.1. Introduction

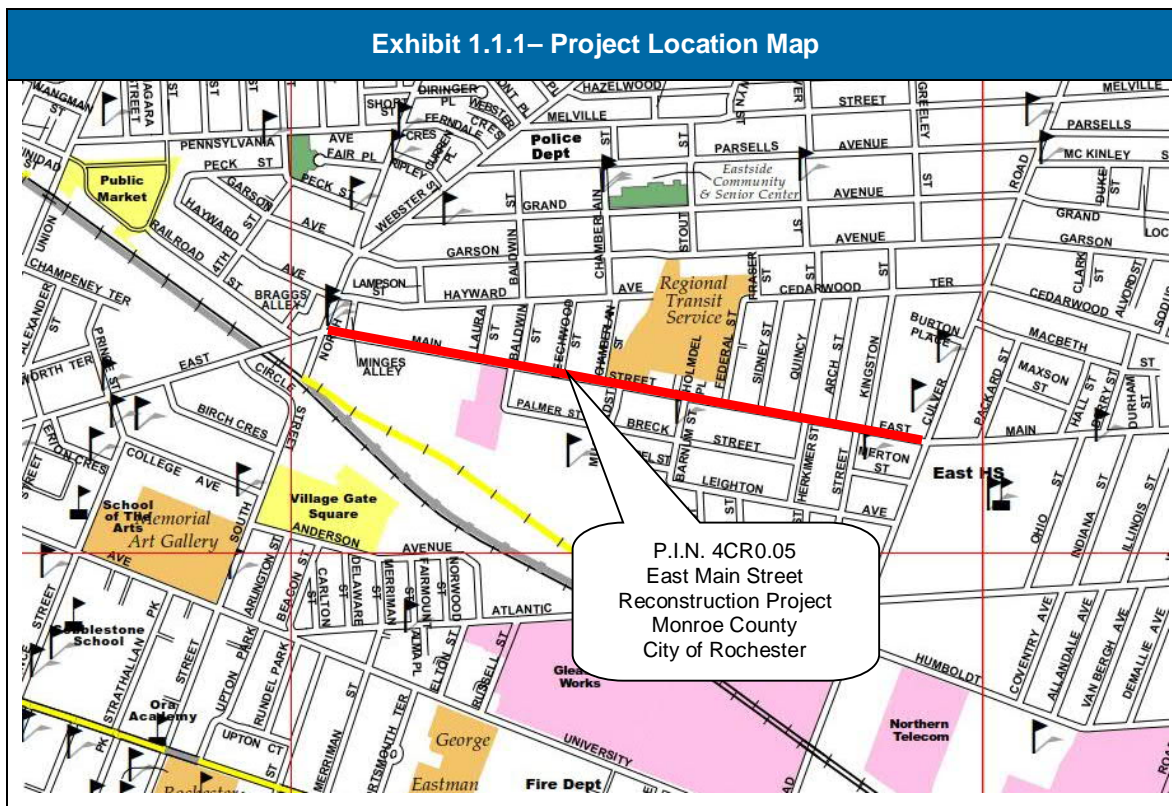
This project proposes to reconstruct East Main Street between North Goodman Street and Culver Road that implements Complete Streets infrastructure improvements to increase safety, redefine mobility, and enhance the streetscape of the corridor.

This Design Report serves as a decision-making tool and documents impacts of the reconstruction improvements along East Main Street. The project is located in the Southeast Quadrant of the City of Rochester, Monroe County, New York. East Main Street is owned and maintained by the City of Rochester. This report was prepared in accordance with the New York State Department of Transportation (NYSDOT) Procedures for Locally Administered Federal Aid Projects Manual, NYSDOT Project Development Manual, 6 NYCRR Part 617, and 23 CFR 771.

1.1.1. Project Location

A project location map is included in Exhibit 1.1.1. The project is located on East Main Street between North Goodman Street to Culver Road in the City of Rochester, Monroe County, New York. The following is a project location summary:

- A. Route number: N/A
- B. Route name: East Main Street
- C. Municipality: City of Rochester
- D. County: Monroe
- E. Length: 0.90 Miles (approximately 4,700 Feet)
- F. Limits: North Goodman Street to Culver Road



1.2. Purpose, Need and Objectives

1.2.1. Project Need

Since its last reconstruction in the early 1980's, the East Main Street corridor between North Goodman Street and Culver Road has significantly deteriorated and almost exclusively accommodates automobile traffic. The roadway exhibits failing pavement and does not provide adequate pedestrian and bicycle facilities.

The project is needed to address the following transportation needs:

- (1) Repair and reconstruct deteriorated pavement surface that is nearing the end of its useful life.
- (2) Pedestrian accessibility and safety are in poor condition and do not fully meet current standards.
- (3) The corridor lacks a safe, dedicated, bicycle facility with connectivity to the existing bicycle network.
- (4) Streetscape of the corridor is visually unappealing and in need of enhancement for successful revitalization of surrounding properties.

1.2.2. Project Purpose

The purpose of this project is to reconstruct the corridor and provide the opportunity to foster multimodal transportation including pedestrian, bicycle and transit accommodations, significantly improve safety and accessibility, and reinforce cultural identity of the corridor. Implementation of these Complete Street elements would contribute to the revitalization of East Main Street and would benefit area residents, business owners, and the traveling public.

1.2.3 Project Objectives

The project would be progressed with the following primary objectives:

- (1) Provide a full-depth pavement surface that increases the service life and rideability of East Main Street.
- (2) Improve and promote multi-modal transportation access including accommodations for pedestrian, bicycle and transit facilities.
- (3) Improve pedestrian facilities in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and improve the safety of pedestrian, bicycle and motor vehicle traffic.
- (4) Improve urban streetscape and public realm of corridor including enhancements to lighting, landscape, and other amenities that reinforce community identity and support revitalization.
- (5) Improve the condition of traffic control devices (signs, pavement markings and traffic signals) in accordance with the National Manual of Uniform Traffic Control Devices and the New York State Supplement (MUTCD).

1.3. Project Alternative(s)

Alternatives Under Consideration:

No Build: This alternative would not provide any pavement or streetscape improvements. Although this alternative would not satisfy any of the project objectives, it will be carried forward as a baseline for comparison to the other alternatives being considered.

Alternative 2 - Full Depth Pavement Reconstruction – Sidewalk Level One Way Cycle Tracks:

Alternative 2 includes full depth pavement reconstruction of East Main Street with streetscape improvements that would consist of new sidewalks and curb ramps installed according to ADAAG or PROWAG as applicable. The existing 50'-0" curb-to-curb pavement section width would be reduced and reconstructed with a full depth asphalt treatment. The new asphalt pavement would improve service life, ride quality, friction, and cross slope of the roadway consisting of two travel lanes, one in each direction. A center two-way left turn lane (CTWLTL) or left turn lanes would be provided between North Goodman Street and Federal Street, and between Quincy Street and Culver Road. The CTWLTL would be removed between Federal Street and Quincy street and on-street parking would be provided on one side of the street. On-street parking would consist of a parallel parking lane located on one side of East Main Street between Federal Street and Quincy Street. A curb bump-out would be provided to better define parking and shorten the pedestrian crossing distance across street.

Pedestrians would be accommodated by concrete sidewalks on both sides of the street. A snow storage or curb lawn area would be provided between the street and asphalt cycle track for the entire length of the project. The curb lawn area would provide space for traffic signs, light poles, street trees or other landscape amenities.

Bicyclists would be accommodated by a sidewalk level one-way cycle track on each side of East Main Street, one in each direction, between the curb lawn and sidewalk. The cycle tracks would provide a protected, dedicated, space for bicyclists to improve the riding comfort level and safety for all users. Construction of the cycle track would be of a contrasting material from the adjacent concrete sidewalk, such as asphalt. A decorative buffer treatment would also be installed to separate the bicyclists and pedestrians, if desired. Safe transitions would be provided at signalized intersections and at the project limits to connect with existing bicycle infrastructure, where available.

Standard pavement markings and traffic signs would be upgraded to meet current MUTCD standards. Existing traffic signals would be maintained with minor enhancements. The existing lighting system would be replaced by a new ornamental lighting system that would provide appropriate roadway and pedestrian level lighting.

Landscape elements would include street trees and low-level, low maintenance plantings in the curb lawn area if desired. A raised median island would be provided west of Mustard Street with an opening for a pedestrian crossing. Other streetscape elements would include pedestrian furnishings in the form of trash receptacles, benches, bike racks, and wayfinding signage.

Alternatives Dismissed from Consideration:

Alternative 1 – Full Depth Pavement Reconstruction – Street Level Conventional Bike Lanes:

Alternative 1 includes full depth pavement reconstruction of East Main Street with streetscape improvements that would consist of new sidewalks and curb ramps installed according to ADAAG or PROWAG as applicable. The existing 50'-0" curb-to-curb pavement section width would be reduced and reconstructed with a full depth asphalt treatment. The new asphalt pavement would improve service life, ride quality, friction, and cross slope of the roadway consisting of two travel lanes and bicycle lanes, one in each direction, and a CTWLTL from North Goodman Street to Culver Road.

Pedestrians would be accommodated by concrete sidewalks on both sides of the street. A snow storage or curb lawn area would be provided between the street and sidewalk for the entire length of the project

except between Federal Street and Quincy Street where a wide adjacent sidewalk and on-street parking would be provided to better facilitate business activities. The curb lawn area would provide space for traffic signs, light poles, street trees and other amenities. On-street parking would consist of a parallel parking lane located on one side of East Main Street between Federal Street and Quincy Street. A curb bump-out would be provided to better define parking and shorten the pedestrian crossing distance across street. Bicyclists would be accommodated in on-street bike lanes or a combined vehicle/bike lanes, or shared lanes, in areas of on-street parking.

Standard pavement markings and traffic signs would be upgraded to meet current MUTCD standards. Existing traffic signals would be maintained with minor enhancements. The existing lighting system would be replaced by a new ornamental lighting system that would provide appropriate roadway and pedestrian level lighting.

Landscape elements would include street trees and low-level plantings in the curb lawn area if desired. A raised median island would be provided west of Mustard Street with an opening for a pedestrian crossing. Other streetscape elements would include pedestrian furnishings in the form of trash receptacles, benches, tables, bike racks and wayfinding signage.

While this alternative meets all of the project objectives, it was not as favorable to the public as presented in Alternative 2. In addition, overwhelming comments from the public information meeting indicated preference of the bicycle accommodations included in Alternative 2 over Alternative 1. Therefore, Alternative 1 has been eliminated from further study.

Alternative 3 - Full Depth Pavement Reconstruction – Sidewalk Level Two Way Cycle Track:

Alternative 3 would include all of the same improvements as Alternative 2 except bicycle accommodations would be provided by a sidewalk level two-way cycle track on the south side of East Main Street, as opposed to a sidewalk level one-way cycle track located on each side of the street. Challenges include transitioning to/from adjoining facilities at the termini of the cycle track and potential safety issues arising from the contra-flow movement of cyclists on one side of the road interacting with pedestrians and vehicles. Frequent driveways and side streets along East Main Street would require numerous interruptions of the two-way cycle track for vehicle access creating additional points of conflict compared to Alternative 2.

It has been determined through engineering judgement and comments from the public information meeting that the implementation of two-way cycle track is not an appropriate setting for East Main Street. Therefore, Alternative 3 was eliminated from further study.

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

1.4 Project Effects

1.4.1 Environmental Classification

Exhibit 1.4.1 Environmental Classification Summary			
NEPA Classification	Class II C	BY	NYSDOT
SEQRA Type:	Type II	BY	City of Rochester

NEPA (National Environmental Policy Act):

The proposed project meets the criteria established for a NEPA Class II, C List Categorical Exclusion in accordance with 23 CFR 771.117(c). Class II actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Impact

Statement (EIS) or an Environmental Assessment (EA). The Federal Environmental Approval Worksheet (FEAW) is contained in Appendix B. Categorical Exclusions do not require FHWA’s concurrence.

SEQRA (State Environmental Quality Review Act):

The City of Rochester is the SEQRA Lead Agency. The city has classified the project as a Type II Action in accordance with 6 NYCRR, Part 617. No further review under SEQR is required and a SEQR Environmental Assessment Form is not required.

1.4.2 Comparison of Considered Alternatives

Exhibit 1.4.2 Comparison of Considered Alternatives		
Category	Alternatives Evaluated	
	No Build	Preferred Alternative 2
Environmental Impacts		
Cultural Resources (Section 106)	None	No Adverse Effect
Endangered/ Threatened Species	None	May Affect, Not Likely to Adversely Affect the northern long eared bat
Social Impacts		
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	Improved pedestrian and bicycle mobility
Environmental Justice	No Effect	No disproportionate high and adverse effects to minority or low-income populations
General Social Groups	No Effect	Beneficial impacts for disabled, children, and elderly (new accessible sidewalks and crossings, low stress bicycle facility)
Economic and/or Operational Impacts		
Reduction of Parking	No Effect	On-street parking reduced to two block section (Federal to Quincy)
Operation at ETC+20	LOS D	LOS D
Utilities	None	New Water Main \$1,110,000
Construction Cost	None	\$8.1M

Proposed Mitigation:

None.

1.4.3 Anticipated Permits/Coordination/Certifications

Exhibit 1.4.3 Anticipated Permits/Certifications/Coordination	
<u>Permits</u>	
NYS Department of Environmental Conservation (NYSDEC):	
<ul style="list-style-type: none"> • State Pollutant Discharge Elimination System (SPDES) General Permit 	
Others	
<ul style="list-style-type: none"> • Local Permits 	
<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	
Municipalities – City of Rochester, Monroe County Department of Transportation (MCDOT), New York State Department of Transportation (NYSDOT)	
Utilities – Frontier Telephone, Rochester Gas & Electric, Charter Communications, AT&E Local Network, Green Light Networks, Fibertech Networks, Monroe County Water Authority	
<u>Certifications</u>	
None	

1.5 Preferred Alternative

Alternative 2 has been identified as the preferred alternative that best meets the project objectives and has been selected by the City of Rochester with input from stakeholders and the public. The No Build Alternative would 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

The East Main Street Reconstruction project will be funded by Federal STP-Urban funding with a 80% federal Share, 15% State share, and 5% local share. Additional funding is provided through Empire State Development (CFA #66929) and a local city share for watermain improvements.

Design approval is scheduled for Spring of 2019 with construction scheduled to begin in Spring of 2020 and last two construction seasons (18 months). Exhibits 1.6-1 and 1.6-2 summarize the project schedule and project costs, respectively, below.

Exhibit 1.6-1 - Project Schedule	
Activity	Date Occurred/Tentative
Scope Approval	September 2016
Design Approval	May 2019
Construction Start	September 2020
Construction Complete	November 2021

Exhibit 1.6-2 - Project Costs		
Potential Alternatives	Alternative 2	
Earthwork		\$337,760
Pavement and Subbase		\$1,638,440
Drainage		\$461,728
Sidewalks, Curb, and Curb Ramps		\$1,012,300
Signs & Pavement Markings		\$124,600
Traffic Signals		\$150,000
Street Lighting		\$750,000
Utilities (Water)		\$1,040,000
WZTC		\$500,000
Landscaping		\$500,800
Miscellaneous/Incidentals	10%	\$666,563
Field Change	5%	\$350,000
Mobilization	4%	\$293,288
Subtotal in Base Year Dollars		\$7,625,479
Contingency/Risk	10%	\$762,548
Subtotal in Base Year Dollars		\$8,388,027
<i>Cost Data Year and Midpoint of Construction Year</i>	2019	2021
Inflation/Escalation to Midpoint of Construction	3%	\$510,831
Award/Construction Cost		\$8,899,000
ROW		\$25,000
Total Project Cost		\$8,924,000
Rounded to nearest \$10K		\$8,930,000

1.7 Public Involvement

A public informational meeting was held on February 28, 2019. The project letting is scheduled for June 2020. Exhibit 1.7 includes a listing of public involvement meetings and other milestone dates:

Exhibit 1.7 Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Stakeholder Meeting #1	October 18, 2018
Present to Beechwood Neighborhood Mtg	November 1, 2018
Present to RTS	December 19, 2018
Stakeholder Meeting #2	January 24, 2019
Public Informational Meeting	February 28, 2019
Current Project Letting date	June 2020

Refer to Appendix G for project correspondence.

For additional information or to provide comments, please contact:

Timothy Hubbard, Project Manager
 Please include the six-digit Project Identification Number (PIN) 4CR0.05
 Questions or comments: email: tim.hubbard@cityofrochester.gov
 Telephone: (585) 428-7154

Mailing Address:
 City of Rochester
 Department of Environmental Services
 City Hall Room 300B, 30 Church Street
 Rochester, NY 14614-1290

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

East Main Street functional classification and NHS data was obtained from the NYSDOT Functional Classification Viewer website. Truck Access and Qualifying Highway data was obtained from NYSDOT's Official Description of Designated Qualifying and Access Highways (April 2015). A summary of the data is provided in Exhibit 2.1.

Exhibit 2.1 Classification Data	
Route(s)	East Main Street
Functional Classification	Urban Minor Arterial
National Highway System (NHS)	No
Designated Truck Access Route	No
Qualifying Highway	No
Within 1 mile (1.6 km) of a Qualifying Highway	No
Within the 16 ft (4.9 m) vertical clearance network	No

2.2 Planning Considerations

2.2.1 Abutting Highway Segments and Future Plans

East Main Street is an urban minor arterial that extends east-west within the City of Rochester. The street is not on the National Highway System (NHS) within the vicinity of the project. The project begins at the intersection of North Goodman Street at the western limit and continues east to Culver Road. East Main Street travel lanes are typically 11-feet wide with a 12-foot two-way center left turn lane and 8-foot wide parking lanes. The horizontal alignment is generally tangent and the roadway profile is considered level. The speed limit is 30 miles per hour. Based on field inspection, the existing pavement is in fair to poor condition with general longitudinal and traverse cracking. Seventeen (17) local streets intersect East Main Street within the project limits. The immediate abutting segment of East Main Street to the west was recently resurfaced through the City of Rochester's 2016 Preventive Maintenance Group #3 Project (PIN 4750.60). This project also included improvements to the East Main Street and North Goodman Street intersection where median islands and curbed bump-outs were constructed.

North Goodman Street is a two-way, principal arterial that extends north-south through the City of Rochester beginning at the intersection of East Main Street and continues north to the north City line. Within the project vicinity, the roadway is curbed and the pavement width is typically 30 feet wide south of East Main Street and 60 feet wide to the north. The posted speed limit is 30 miles per hour.

Culver Road is a two-way two-lane urban minor arterial that extends north-south through the City of Rochester beginning at the intersection of Monroe Avenue and continues north to the north City line. Within the project vicinity, the roadway is curbed and the pavement width is typically 42 feet wide south of East Main Street and 45 feet wide to the north. The posted speed limit is 30 miles per hour.

There are no further plans to reconstruct or widen highway segments within the project corridor, or the adjoining segments, within the next 20 years.

2.2.2 Local Plans for the Project Area

This project is on the region's Transportation Improvement Program (TIP) as project number H17-14-MN1, the Statewide Transportation Improvement Program (STIP) as PIN 4CR0.05 and is consistent with the City of Rochester's Comprehensive Plan and Comprehensive Access & Mobility Plan (CAMP) as well as the Bicycle Master Plan and the Complete Streets Policy. Additionally, this project is consistent with the community planning documents as outlined below.

The following documents were reviewed to determine the community's issues and recommended actions as they relate to the East Main Street corridor:

- A planning document dated May 2013 published by the City of Rochester's Department of Neighborhood and Business Development (NBD) conducted a 4-step collaborative planning process to revitalize the commercial district on East Main Street from Goodman Street to Culver Road.
- A report produced by the Community Design Center of Rochester (CDCR) in June 2015 built upon the work done by the 4-step planning process mentioned above and the goals established by the Steering Committee for the East Main Street Corridor Revitalization Project. The report illustrated community and stakeholder ideas to improve, enhance and transform the East Main Street corridor. The report is intended to be a resource for members of the adjacent neighborhoods as well as residents, business owners, organizations and other individuals planning to develop or improve properties within the project area.
- The City of Rochester's East Main Arts and Market Initiative dated November 2015 was written to identify multi-modal circulation, access, and parking improvements along with recommendations for land use development, streetscape enhancements, and community branding, as well as strategies to promote housing opportunities in the areas immediately east of Rochester's Center City, which adjoin both the Neighborhood of the Arts and the Public Market/Marketview Heights.

After review of the reports above, the community's vision included redefining East Main Street into a complete street which would provide a multi-modal (vehicles, pedestrians, and cyclists) facility with vibrant public realm elements incorporating pedestrian, bicyclist, and transit amenities, landscape features, and lighting enhancements.

Several property sites along East Main Street are planned to undergo redevelopment including the Hillside building located at 1337 East Main Street, a new police substation at 1200 East Main Street, and an expansion of the Rochester Genesee Regional Transit Authority (RGRTA) facility. Project construction plans and were not available at the time of the distribution of this report.

2.2.3. Access Control

East Main Street is without control of access throughout the project limits and would remain unchanged under the proposed alternative.

2.3. Traffic Considerations

2.3.1 Traffic Volumes

2.3.1.1 Existing and Future Traffic Volumes -

Manual turning movement counts at the intersections of East Main Street with North Goodman Street, Mustard Street, and Culver Road were collected on Wednesday, September 12th, 2018 between 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM. The intersection weekday AM and PM peak hours at the intersection occurred from 7:45 AM to 8:45 AM and 4:30 PM to 5:30 PM, respectively. Detailed count data and peak hour volumes are contained in Appendix C.

Annual average daily traffic (AADT) and Design Hourly Volume (DHV) for East Main Street was obtained from the NYSDOT Traffic Data Viewer. The project's Estimated Time of Completion (ETC) is 2021. A design year of 2041 (ETC+20) was selected per Appendix 5 of the NYSDOT Project Development Manual. Traffic volume projections were completed for ETC (2021) and the design year ETC+20 (2041). A growth rate of 0.5% was applied based recommendations found in the Monroe County Department of Transportation's (MCDOT) Traffic Volume Trends Memorandum dated June 20, 2018. This annual growth factor (straight) was used to forecast AADT volumes for the years 2021, and 2041, which appear in Exhibit 2.3.1.1. Similarly, the growth factor was used to forecast peak hour volumes and are contained in Appendix C. According to NYSDOT Classification Reports, the heavy vehicle percentage for East Main Street is 7%.

Exhibit 2.3.1.1 Existing and Future Traffic Volumes		
East Main Street (North Goodman Street to Culver Road)		
Year	AADT	DHV
Existing (2018)	7,725	907
ETC (2021)	7,838	920
ETC+20 (2041)	8,592	1,009

Note: ETC is the Estimated Time of Completion

2.3.2 Speed Studies

The posted speed limit and operating speeds were obtained using NYSDOT's Speed Count Hourly Reports. The latest speed count report for East Main Street was obtained from September 2010. Speed data is presented in Exhibit 2.3.2.

Exhibit 2.3.2 Speeds	
Route	East Main Street
Existing Speed Limit (mph)	30
Operating Speed (mph) and Method Used for Measurement	35.7 EB / 35.9 WB Station Speed Count Report

The operating speed is a single speed that reflects the majority of motorists. Transportation agencies use the internationally accepted off-peak 85th percentile speed to represent the operating speed. The 85th percentile speed is the operating speed that only 15% of the motorists exceed during off-peak hours.

2.3.3 Level of Service Analysis

A capacity analysis was performed on the signalized intersections within the project study area. Level of Service (LOS) is a qualitative measure describing motorist satisfaction with various factors influencing the degree of traffic congestion including travel time, speed, maneuverability, and delay. The methodology for performing capacity analyses and determining level of service is documented in the Highway Capacity Manual (HCM) (Transportation Research Board, Washington D.C., 2010) Levels of service range from A

to F. LOS A describes traffic operations with little or no delay while LOS F describes highly congested conditions with substantial delays. LOS D or better is generally considered acceptable during peak traffic hours in urban areas. Analyses based on the HCM methodology were generated using Synchro traffic analysis software for the signalized intersections of Goodman Street, Mustard Street and Culver Road with East Main Street. The LOS was calculated for AM and PM peak hours in order to determine delay and congestion during commuter peak hours. Detailed LOS results, analysis, and methodology along with software outputs are contained in Appendix C.

The Estimated Time of Completion (ETC) is 2021. A design year of 2041 (ETC+20) was selected per Appendix 5 of the NYSDOT Project Development Manual. Traffic volume projections were completed for ETC (2021) and the design year ETC+20 (2041). A traffic forecast table with diagrams for each intersection are provided in Appendix C.

2.3.3.1 Existing level of service and capacity analysis –

Existing and future No Build scenario levels of service (LOS) for roadway segments within the study area were observed to operate at level of service B or better during the morning and evening peak hours and are expected to continue to provide an acceptable level of service throughout the design year.

Existing levels of service results for the signalized intersections are provided in Exhibit 2.3.3.1. The intersections of North Goodman Street, Mustard Street, and Culver Road operate with acceptable levels of service of LOS D or better during both AM and PM peak hours. Detailed intersection analysis results are contained in Appendix C.

Exhibit – 2.3.3.1 Peak Hour Level of Service and Delay Existing (2018) Conditions					
Intersection	Approach	Weekday AM		Weekday PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
East Main Street @ North Goodman Street	Eastbound L	D	41.9	D	39.9
	Eastbound TR	A	7.9	B	12.2
	Westbound LTR	B	18.7	C	27.4
	Northbound LTR	C	26.0	C	26.3
	Southbound LT	D	44.5	D	50.7
	Southbound R	Yield Controlled – omitted from analysis			
	Overall	B	15.7	C	22.9
East Main Street @ Mustard Street	Eastbound L	A	4.6	A	5.4
	Eastbound TR	A	4.6	A	6.4
	Westbound L	A	8.0	A	4.8
	Westbound TR	B	13.8	A	5.4
	Northbound LTR	B	20.0	B	12.6
	Southbound LT	C	23.1	B	17.7
	Southbound R	A	2.0	A	7.2
	Overall	B	10.3	A	6.4
East Main Street @ Culver Road	Eastbound L	D	36.3	C	21.9
	Eastbound T	B	18.1	C	24.3
	Eastbound R	A	4.4	A	3.8
	Westbound L	B	16.3	B	19.4
	Westbound TR	C	33.9	B	17.6

Exhibit – 2.3.3.1 Peak Hour Level of Service and Delay Existing (2018) Conditions					
Intersection	Approach	Weekday AM		Weekday PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
	Northbound L	C	20.1	B	17.9
	Northbound TR	B	13.5	C	27.7
	Southbound L	B	11.8	C	20.6
	Southbound T	B	20.0	B	17.3
	Southbound R	A	3.1	A	3.2
	Overall	C	20.1	C	20.4

2.3.3.2 Future No-Build Design Year Level of Service –

Level of service intersection analyses were completed for future No Build conditions at ETC (2021) and ETC+20 (2041). They are summarized in Exhibits 2.3.3.2-1, and Exhibit 2.3.3.2-2. According to the projected future No Build ETC analysis, the signalized intersections of East Main Street with North Goodman Street, Mustard Street, and Culver Road would operate with acceptable levels of service of LOS D or better and experience minor increases in delay through the design year with the exception of the movements listed below.

East Main Street and North Goodman Street – During the AM peak hour of the ETC+20 (2041) condition, The intersection is projected to operate at LOS D overall. It is recommended that if the project were not constructed that this movement be monitored throughout the design year.

East Main Street and Culver Road – During the AM peak hour of the ETC+20 (2041) condition, the eastbound left is projected to operate at LOS F, with 83 seconds of delay. The intersection is projected to operate at LOS D overall. It is recommended that if the project were not constructed that this movement be monitored throughout the design year.

Exhibit – 2.3.3.2-1 Peak Hour Level of Service and Delay No Build ETC (2021) Conditions					
Intersection	Approach	Weekday AM		Weekday PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
East Main Street @ North Goodman Street	Eastbound L	D	41.8	D	39.7
	Eastbound TR	A	8.0	B	12.5
	Westbound TR	B	19.1	C	27.9
	Northbound LTR	C	25.9	C	26.2
	Southbound LT	D	44.5	D	51.1
	Southbound R	Yield Controlled – omitted from analysis			
	Overall	B	15.9	C	23.1
East Main Street @ Mustard Street	Eastbound L	A	4.7	A	5.5
	Eastbound TR	A	4.6	A	6.5
	Westbound L	A	8.0	A	4.8
	Westbound TR	B	14.0	A	5.4
	Northbound LTR	C	20.1	B	12.6
	Southbound LT	C	23.2	B	17.7
	Southbound R	A	2.0	A	7.3

Exhibit – 2.3.3.2-1 Peak Hour Level of Service and Delay No Build ETC (2021) Conditions					
Intersection	Approach	Weekday AM		Weekday PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
	Overall	B	10.5	A	6.4
East Main Street @ Culver Road	Eastbound L	D	39.5	C	22.0
	Eastbound T	B	18.2	C	24.5
	Eastbound R	A	4.4	A	3.8
	Westbound L	B	16.4	B	19.6
	Westbound TR	D	34.8	B	17.7
	Northbound L	C	20.8	B	18.1
	Northbound TR	B	13.5	C	28.3
	Southbound L	B	11.8	C	21.6
	Southbound T	C	20.3	B	17.4
	Southbound R	A	3.4	A	3.2
	Overall	C	20.5	C	20.7

Exhibit – 2.3.3.2-2 Peak Hour Level of Service and Delay No Build ETC+20 (2041) Conditions						
Intersection	Approach	Weekday AM		Weekday PM		
		LOS	Delay (s/veh)	LOS	Delay (s/veh)	
East Main Street @ North Goodman Street	Eastbound L	D	41.8	D	39.7	
	Eastbound TR	A	8.9	B	14.8	
	Westbound TR	C	21.2	C	31.5	
	Northbound LTR	C	25.5	C	26.0	
	Southbound LT	D	45.5	D	52.0	
	Southbound R	Yield Controlled – omitted from analysis				
	Overall	B	16.9	C	24.6	
East Main Street @ Mustard Street	Eastbound L	A	5.2	A	5.9	
	Eastbound TR	A	5.0	A	7.3	
	Westbound L	A	8.1	A	4.8	
	Westbound TR	B	15.9	A	5.9	
	Northbound LTR	C	20.3	B	12.4	
	Southbound LT	C	23.3	B	17.7	
	Southbound R	A	2.6	A	7.5	
	Overall	B	11.6	A	7.0	
East Main Street @ Culver Road	Eastbound L	F	83.1	C	23.3	
	Eastbound T	B	18.4	C	25.9	
	Eastbound R	A	4.3	A	3.7	
	Westbound L	B	16.6	C	21.0	
	Westbound TR	D	44.7	B	18.3	
	Northbound L	C	30.2	C	20.1	

Exhibit – 2.3.3.2-2 Peak Hour Level of Service and Delay No Build ETC+20 (2041) Conditions					
	Northbound TR	B	14.0	C	34.7
	Southbound L	B	12.1	D	39.8
	Southbound T	C	22.6	B	18.2
	Southbound R	A	5.4	A	3.1
	Overall	D	25.8	C	23.6

2.3.3.3 Future Build Design Year Level of Service –

Level of service intersection analyses were also completed for future Build conditions at ETC (2021) and ETC+20 (2041). They are summarized in Exhibit 2.3.31 and Exhibit 2.3.1.6 (3)-2. The Build scenario levels of service represent the traffic impact on the study area if the preferred alternative in this report were constructed. Under the preferred alternative the center turn lane would be removed between Federal Street and Kingston Street. The eastbound right turn storage lane at Culver Road would also be removed.

According to the projected future Build ETC analysis, the signalized intersections of East Main Street with North Goodman Street, Mustard Street, and Culver Road would operate with acceptable levels of service of LOS D or better and experience minor increases in delay through the design year with the exception of the movements listed below.

East Main Street and Culver Road – Under the proposed alternative, the eastbound right turn lane would be removed. During the AM peak hour of the ETC+20 (2041) condition, the eastbound left is projected to operate at LOS F, with 83 seconds of delay. Minor signal timing adjustments in the AM peak hour would mitigate the eastbound left to LOS D with 42 seconds of delay. Additionally, the eastbound thru-right and westbound left turn movement would both operate at LOS F with 82 seconds of delay during the PM peak hour. Minor signal timing adjustments in the PM peak hour would mitigate the eastbound thru-right and westbound left movements to LOS D with 46 seconds and 52 of delay, respectively. It is recommended that these movements be monitored throughout the design year.

Exhibit – 2.3.3.3-1 Peak Hour Level of Service and Delay Build ETC (2021) Conditions					
Intersection	Approach	Weekday AM		Weekday PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
East Main Street @ North Goodman Street	Eastbound L	D	41.8	D	39.7
	Eastbound TR	A	8.0	B	12.5
	Westbound TR	B	19.1	C	27.9
	Northbound LTR	C	25.9	C	26.2
	Southbound LT	D	44.5	D	51.1
	Southbound R	Yield Controlled – omitted from analysis			
	Overall	B	15.9	C	23.1
East Main Street @ Mustard Street	Eastbound L	A	4.7	A	5.5
	Eastbound TR	A	4.6	A	6.5
	Westbound L	A	8.0	A	4.8
	Westbound TR	B	8.0	A	5.4
	Northbound LTR	C	20.1	B	12.6

Exhibit – 2.3.3.3-1 Peak Hour Level of Service and Delay Build ETC (2021) Conditions					
	Southbound LT	C	23.2	B	17.7
	Southbound R	A	2.0	A	7.3
	Overall	B	10.5	A	6.4
East Main Street @ Culver Road	Eastbound L	D	39.5	C	22.4
	Eastbound TR	B	15.8	C	34.9
	Westbound L	B	17.2	C	29.3
	Westbound TR	D	34.8	B	17.7
	Northbound L	C	20.8	B	18.1
	Northbound TR	B	13.5	C	28.3
	Southbound L	B	11.8	C	21.6
	Southbound T	C	20.3	B	17.4
	Southbound R	A	3.4	A	3.2
Overall	C	21.0	C	25.1	

Exhibit – 2.3.3.3-2 Peak Hour Level of Service and Delay Build ETC+20 (2041) Conditions					
Intersection	Approach	Weekday AM		Weekday PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
East Main Street @ North Goodman Street	Eastbound L	D	41.8	D	48.1
	Eastbound TR	A	8.9	B	14.1
	Westbound TR	C	21.2	C	22.9
	Northbound LTR	C	25.5	C	26.0
	Southbound LT	D	45.5	D	44.7
	Southbound R	Yield Controlled – omitted from analysis			
	Overall	B	16.9	C	24.1
East Main Street @ Mustard Street	Eastbound L	A	5.2	A	4.8
	Eastbound TR	A	5.0	B	14.0
	Westbound L	A	8.1	A	8.5
	Westbound TR	B	15.9	B	10.6
	Northbound LTR	C	20.3	B	16.2
	Southbound LT	C	23.3	C	23.1
	Southbound R	A	2.6	A	4.2
	Overall	B	11.6	B	12.4
East Main Street @ Culver Road*	Eastbound L	D	41.8	C	20.9
	Eastbound TR	B	14.6	D	46.2
	Westbound L	B	16.6	C	31.6
	Westbound TR	D	36.1	B	16.3
	Northbound L	D	49.6	C	21.8
	Northbound TR	B	16.1	D	50.6
	Southbound L	B	14.0	D	51.7

Exhibit – 2.3.3.3-2 Peak Hour Level of Service and Delay Build ETC+20 (2041) Conditions					
	Southbound T	C	27.2	B	19.5
	Southbound R	A	5.1	A	3.4
	Overall	C	25.0	C	34.8

*Minor signal timing split adjustments made to intersection

2.3.4 Safety and Crash History Analysis

An accident analysis was performed in accordance with the Highway Design Manual Chapter 5 Section 5.3. Crash data covering a three-year period from May 27, 2015 to July 2, 2018 was compiled by the New York State Accident Location Information System (ALIS). Project study area data was provided along East Main Street from North Goodman Street to Culver Road.

East Main Street between North Goodman Street to Culver Road was investigated to identify high incident areas, possible accident clusters and potential causal factors. Crash rates for segments and intersections were calculated and compared to average rates provided by the Monroe County Department of Transportation for similar functional intersection class. Non-reportable and unknown crashes were not included in the accident rate calculations. These rates are illustrated in Exhibit 2.3.4.

Exhibit 2.3.4 Segment and Intersection Collision Summary				
Location	No. Of Reportable Accidents¹	Analysis Period (Months)	Accident Rate ARct	MCDOT Average ARcr
Midblock				
East Main Street (N. Goodman Street to Culver Road)	15	36	2.02 (Acc/MVM)	4.47 (Acc/MVM)
Signalized Intersections				
East Main Street & North Goodman Street	26	36	1.18 (Acc/MEV)	1.56 (Acc/MEV)
East Main Street & Mustard Street	7	36	0.80 (Acc/MEV)	1.28 (Acc/MEV)
East Main Street & Culver Road	26	36	1.12 (Acc/MEV)	1.54 (Acc/MEV)
Unsignalized Intersections				
East Main Street & Minges Alley	1	36	0.11 (Acc/MEV)	0.76 (Acc/MEV)
East Main Street & Baldwin Street	2	36	0.23 (Acc/MEV)	0.76 (Acc/MEV)
East Main Street & Sidney Street	4	36	0.45 (Acc/MEV)	0.76 (Acc/MEV)
East Main Street & Herkimer Street	1	36	0.11 (Acc/MEV)	0.76 (Acc/MEV)
East Main Street & Arch Street	1	36	0.11 (Acc/MEV)	0.76 (Acc/MEV)
1. Reportable accidents only. It should be noted that several MV104-A forms indicated the reportable status of the accident of "unknown" and were not included in the accident rate calculations.				

A total of 83 accidents occurred over the three-year study period; 15 midblock and 68 at various intersections with East Main Street. Two (2) of the accidents involved a pedestrian, and two (2) of the accidents involved bicyclists. Injury resulted from 18 of the 83 total accidents and the remaining 65 were property damage only. None resulted in a fatality.

The calculated midblock segment accident rate per million vehicle miles (Acc/MVM) was 2.02 (Acc/MVM), which was less than the MCDOT average accident rate of 4.47 (Acc/MVM) for similar type facility. One accident involved a pedestrian who crossed East Main Street between parked cars, not at a crosswalk, and was struck by a vehicle.

At the signalized intersection of East Main Street and North Goodman Street, the calculated average annual accident rate per million entering vehicles (Acc/MEV) was 1.18 Acc/MEV, which is less than the MCDOT average of 1.56 Acc/MEV for a similar type intersection. Supporting summary data is included in Appendix C. There is an apparent cluster of rear end accidents, as 9 of the 26 accidents were of this type. The remaining accident types were (4) sideswipes, (3) left turns, (1) right turns, (1) right angle, and (7) other. A majority of the rear ends can be attributed to the steep downhill eastbound grade on approach to the intersection. One accident involved a pedestrian who was crossing the roadway against traffic without a traffic signal or cross walk. Note the pedestrian accident occurred prior to intersection safety improvements completed in 2017.

At the signalized intersection of East Main Street and Mustard Street, the calculated average annual accident rate per million entering vehicles (Acc/MEV) was 0.80 Acc/MEV, which is less than the MCDOT average of 1.28 Acc/MEV for a similar type intersection. Of the 7 total accidents, the predominant accident pattern involved (5) rear end collisions. The remaining accidents consisted of (1) sideswipes and (1) right angle. There were no other apparent accident patterns or clusters at the intersection.

At the signalized intersection of East Main Street and Culver Road, the calculated average annual accident rate per million entering vehicles (Acc/MEV) was 1.12 Acc/MEV, which was less than the MCDOT average of 1.54 Acc/MEV for a similar type intersection. Of the 26 total accidents, the predominant accident pattern was (8) rear end accidents. The remaining accident types were (4) sideswipes, (2) right angles, (5) left turns, (1) right turn, (1) head on collision, (2) bicyclist, and (3) others. There were no other apparent accident patterns or clusters at the intersection.

There were unsignalized accidents at the intersections of Minges Alley, Baldwin Street, Sidney Street, Herkimer Street, and Arch Street with average rates below the MCDOT average for similar type intersections except for Baldwin Street and Sidney Street, which were 0.23 Acc/MEV and 0.45 Acc/MEV, respectively. There were no apparent accident patterns or clusters at the unsignalized intersections.

2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets)

Pedestrians

Pedestrians are accommodated along both sides of East Main Street on 8-foot concrete sidewalks adjacent to the curb. Within the 8-foot wide sidewalk space includes a 4-foot dedicated space for occasional street light poles, street trees, traffic signs, hydrants and pedestrian amenities (bike racks, trash receptacles, planters). The condition of the sidewalks is fair to poor. Curb ramps at intersection crossings are diagonal and many do not meet handicap accessibility requirements in accordance with the ADAAG or PROWAG.

Under the proposed alternative, East Main Street sidewalks and curb ramps along would be reconstructed to 6'-6" minimum width and slope consistent with NYSDOT, ADAAG and PROWAG requirements as applicable. Two new midblock crossings would be installed on East Main Street. One crossing would be located in the vicinity of Laura Drive and a second crossing would be located near Quincy Street. The new midblock crossings would provide connectivity and guide pedestrians across East Main Street at designated locations halfway between existing traffic signals. The crossing would increase pedestrian safety via reduction in pavement width from 50 feet to 33 feet. ADA-compliant sidewalk ramps, including detectable warning devices would be installed at all side street crossing locations.

The proposed western midblock crossing would be located in the vicinity of the new Rochester Police Department substation and Neighborhood Service Center near Laura Street. The newly constructed facility would provide a public space and bike facility within the old ROW of Laura Street. A midblock crossing would provide safe access to the facility and the proposed bike route on Laura Street.

The proposed eastern midblock crossing would be located at the intersection of Quincy and Herkimer near the eastern end of the existing retail businesses and proposed on-street parking areas. Additionally, the midblock crossing would connect bike route 17b across East Main Street which becomes the Garson Avenue Bike Boulevard, as presented in the City of Rochester's Bike Boulevard Master Plan.

Bicyclists

There are no existing designated bicycle routes or separate provisions for bicyclists along East Main Street. Bicyclist may legally use the travel way. The corridor lacks a safe, dedicated, facility for bicyclists.

Under the proposed alternative, bicyclists would be accommodated by a protected bicycle lane, or a one-way cycle track, at the same elevation as the sidewalk on each side of East Main Street. The one-way cycle track would be located between the snow storage area and the sidewalk, separated from vehicular traffic by raised curbing. The separation from vehicular traffic would help to eliminate perceived risk, increase safety, and encourage bicycle activity for all ages and abilities.

Transit

The Rochester Genesee Regional Transportation Authority's (RGRTA) Regional Transit Service (RTS) provides and operates transit services for the greater Monroe County area. RGRTA's headquarters is located at 1372 East Main Street and the main entrance intersects East Main Street, opposite of Mustard Street. A considerable amount of bus traffic traverses East Main Street on a daily basis as there are 17 total transit stops within the project limits; 10 eastbound and 7 westbound. Additionally, there are various RTS routes that serve the immediate area along East Main Street.

Under the proposed alternative, transit stops along East Main Street would remain and special design consideration would be given to the interaction with boarding/deployment area and crossing the one-way cycle track in the form of appropriate pedestrian crosswalk striping and signage. Coordination with RTS would be made for recommendations of potential bus stop removals or relocations during final design.

2.4 Structures

2.4.1 Structures Data

There are no structures within the project limits.

2.4.2 Hydraulic Considerations

There are no bridges or culverts within the project limits.

2.5 Design Standards

The following publications were used in the development of the design:

- A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)
- NYSDOT Highway Design Manual (HDM)
- National Manual on Uniform Traffic Control Devices for Streets and Highways and the New York State Supplement (MUTCD)
- The Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (United States Access Board) (ADAAG)

- 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
- Guide for the Development of Bicycle Facilities, 2012 4th Edition, American Association of State Highway and Transportation Officials (AASHTO)
- Urban Bikeway Design Guide, 2014 2nd Edition, National Association of City Transportation Officials
- Separated Bike Lane Planning and Design Guide, May 2015, Federal Highway Administration

2.5.1 Critical Design Elements

Exhibit 2.5.1 summarizes the critical design elements for East Main Street:

Exhibit 2.5.1 Critical Design Elements for East Main Street					
PIN:		4CR0.05	NHS (Y/N):		No
Route No. & Name:		East Main Street	Functional Classification:		Urban Minor Arterial
Project Type:		Reconstruction	Design Classification:		Non-NHS Urban Arterial
% Trucks:		7%	Terrain:		Level
ADT (2041):		8,592	Truck Access/Qualifying Hwy.		Access-No; Qualifying-No
Element		Standard	Existing Condition	Proposed Condition	
1	Design Speed	30 mph Minimum, 40 mph Maximum (Central Business District) HDM Section 2.7.2.3 A	35 mph	35 mph	
2	Lane Width	Travel Lanes: 11 ft Minimum, 12 ft Desirable Turning Lanes: 11 ft Minimum, 12 ft Desirable Parking Lanes: 8 ft minimum HDM Section 2.7.2.3 B. Exhibit 2-4	11 ft 10 ft - 12 ft 8 ft	11.5 ft – 12.5 ft 10 ft ² 8 ft	
3	Shoulder Width	Curbed: 0 ft Minimum, 4 ft Desirable HDM Section 2.7.2.3 C. Exhibit 2-4	8 ft	0 ft ¹	
4	Horizontal Curve Radius	263 ft (@ e _{max} = 4.0%) HDM Section 2.7.2.3 D. Exhibit 2-4	>263 ft	>263 ft	
5	Superelevation	4% Maximum HDM Section 2.7.2.3 E	Normal Crown	Normal Crown	
6	Stopping Sight Distance (Horizontal and Vertical)	220 ft Minimum HDM Section 2.7.2.3 F. Exhibit 2-4	>220 ft	>220 ft	
7	Maximum Grade	7% HDM Section 2.7.2.3 G. Exhibit 2-4	6%	6%	
8	Cross Slope	1.5% Min. to 3.0% Max. HDM Section 2.7.2.3 H	2%	3%	
9	Vertical Clearance	14' Min., 14'-6" Desirable BM Section 2.4	N/A	N/A	
10	Design Loading Structural Capacity	New and Replacement Bridges/Culverts NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle BM Section 2.6, HDM 19.5.3	N/A	N/A	
11	Pedestrian Accommodations	Comply with HDM Chapter 18	5 ft (min)	Complies with PROWAG	
1. A 0 to 4 ft minimum shoulder may be used where shared lanes or separate bicycling provisions are provided. 2. Denotes Non-standard feature.					

2.5.2 Other Design Parameters

Other important engineering standards and normally accepted practices upon which the alternative is based are included in the following exhibits:

Exhibit 2.5.2-1 Other Design Parameters		
Element	Standard	Proposed Condition
Level of Service	LOS D or better, HDM §5.2.3.4	LOS D or better
Drainage Design Storm: Culverts	50 Years	N/A
Storm Drainage System	5 Years	5 Years
Ditches	10 Years	N/A

Exhibit 2.5.2-2 Other Design Parameter: Design Vehicle		
Location	Design Vehicle	Vehicle Accommodated
East Main Street	SU, HDM §5.7.1.1	SU

2.5.3 Existing and Proposed Highway/Bridge Plan and Section

Typical sections, plans, and profiles representing the proposed improvements are included in Appendix A. The existing horizontal alignment East Main Street would be maintained throughout the project limits. In general, modifications would be made to the vertical alignment to improve drainage and the adjacent snow storage, cycle track and sidewalk area to install the new curb and achieve adequate grade requirements.

Highway:

The existing typical section of East Main Street between North Goodman Street and Culver Road consists of a 50-foot curb to curb pavement width; 11-foot travel lanes, 12-foot center two way left turn lane, and 8-foot parking lanes in each direction.

Under the proposed alternative, the East Main Street curb to curb pavement would be reduced to 32-feet between North Goodman St. and Culver Road. 11-foot travel lanes and a 10-foot center two-way left turn lane (CTWLTL) would be provided between North Goodman Street and Federal Street, and between Kingston Street and Culver Road. The CTWLTL would be removed between Federal Street and Culver Road and an 8' parking lane would be installed with 12-foot travel lanes. Left turn lanes would be provided at the intersections of North Goodman Street, Mustard Street and Culver Road.

Curb:

Existing granite curb lines both sides of East Main Street. The curb condition appears to be in good to fair condition based on field observation with spot locations of significant deterioration. In general, the existing curb reveal is sufficient, however, there are locations where the existing curb reveal is below standard.

All existing curb would be replaced with vertical faced granite curb to accommodate the proposed reduced roadway width according to City standards. The curb would provide a physical barrier between the existing roadway and the new cycle track and sidewalk.

Driveways:

There are numerous existing commercial and residential driveways that line the corridor within the project limits. Existing driveways would be individually designed to City standards to the greatest extent practicable. Driveways would be modified or removed only after consultation with the property owner. Refer to the plans in Appendix A for proposed driveway locations and layout.

2.5.4 Nonstandard/Nonconforming Features

The critical design element that does not meet standard criteria within the project limits is as follows:

Turn Lane Width – The proposed center two way left turn lane width would be reduced to 10' along East Main Street. The width reduction would provide adequate space to construct the sidewalk, cycle track and snow storage area, while calming traffic, slowing speeds, and shortening crossing distance across East Main Street. A nonstandard feature justification form is contained in Appendix F.

2.6 Other Infrastructure Considerations

2.6.1 Pavement and Shoulder Conditions

The existing East Main Street pavement surface is in fair to poor condition based on field observation. The roadway exhibits general alligator cracking as well as transverse cracking throughout the project limits. In various locations, it appears the pavement has severe cracking or has recently been patched for utility repairs. Side street pavements appear to exhibit similar conditions as East Main Street.

The East Main Street pavement would be reconstructed with a full depth treatment. Alternative 2 would require full depth reconstruction because of modifications to the existing road profile to accommodate pavement drainage, new curb, sidewalks, cycle track; and new sidewalks within the existing right of way. Significant underground utility relocations and installations would remove extensive sections of the existing pavement structure including the removal and relocation of existing RG&E electric duct bank along the proposed north curb line, as well as the installation of a new 12" watermain along the proposed south curb line. The new pavement section would be designed for a 50-year service life using the ESAL-based method described in the NYSDOT Comprehensive Pavement Design Manual. See Appendix D for the ESAL pavement design. Full depth reconstruction of the asphalt pavement would improve service life, ride quality, friction, and cross slope. The full depth pavement reconstruction treatment would be in accordance with NYSDOT Comprehensive Pavement Design Manual.

2.6.2 Right of Way

The right-of-way width along East Main Street is 66 feet. Two (2) fee acquisitions would be required to construct the proposed improvements. One take would be required to tie in the new curb line to the existing pavement at Minges Alley; and one take to provide an ADA accessible curb ramp at Culver Road. Plans illustrating the highway boundary are included in Appendix A. Grading releases would be obtained from property owners as necessary to install reconnection of walkways, driveways, and points of access. An anticipated right-of-way acquisition table is summarized in Appendix H and displayed on the plans in Appendix A. All other work would be performed within the existing highway boundary.

2.6.3 Geotechnical

There are no special geotechnical concerns with the soils within the project limits.

2.6.4 Access Management

Existing driveway access to abutting properties would not be impacted by the proposed project. Proposed access management treatments to improve safety for pedestrians and bicyclists would include appropriate striping and signage to alert bicyclists that motorists may be entering or exiting a driveway and to alert motorists that bicyclists may be crossing a driveway. Other potential improvements would include installation of curb at the back edge of sidewalk adjacent to parking lots to define separation and prevent encroachment of parked vehicles on the pedestrian walkway.

2.6.5 Traffic Control Devices

2.6.5.1 Traffic Signals - There are three signalized intersections along East Main Street located at North Goodman Street, Mustard Street and Culver Road. The existing traffic signal equipment at each intersection are summarized in Exhibits 2.6.5.1-1, 2.6.5.1-2, and 2.6.5.1-3 below:

Exhibit – 2.6.5.1-1 Traffic Signal System Summary – North Goodman Street at East Main Street	
Ownership and Maintenance	City of Rochester / Monroe County
Signal Configuration	Mast Arm
Signal Section Type	12-inch
Signal Head Illumination Type	LED
Overhead Signs	Left Turn Only on eastbound approach Left / Thru Only on southbound approach No Turn on Red on westbound approach
Cabinet & Controller Type	Ground mounted in southwest quadrant
Actuation / Phasing	Actuated, 3-Phase
Coordination	Yes
Pedestrian Signal	Audible/tactile, hand/man with countdown timers at all crossing approaches
Pedestrian Push Buttons	Yes, at all crossing approaches

Exhibit – 2.6.5.1-2 Traffic Signal System Summary – Mustard Street at East Main Street	
Ownership and Maintenance	City of Rochester / Monroe County
Signal Configuration	Mast Arm
Signal Section Type	12-inch
Signal Head Illumination Type	LED
Overhead Signs	Left Turn Only on eastbound, westbound approaches Right Turn Only on southbound approach Left / Thru on southbound approach
Cabinet & Controller Type	Ground mounted in northwest quadrant
Actuation / Phasing	Semi-actuated, 3-Phase
Coordination	Yes
Pedestrian Signal	Hand/man with countdown timers at all crossing approaches
Pedestrian Push Buttons	Yes, at all crossing approaches

Exhibit - 2.6.5.1-3 Traffic Signal System Summary – Culver Road at East Main Street	
Ownership and Maintenance	City of Rochester / Monroe County
Signal Configuration	Mast Arm
Signal Section Type	12-inch
Signal Head Illumination Type	LED
Overhead Signs	Left Turn Only on all approaches Right Turn Only on southbound, eastbound approaches No Turn on Red on northbound, southbound, eastbound approaches
Cabinet & Controller Type	Ground mounted in southeast quadrant
Actuation / Phasing	Pre-timed, 4-Phase
Coordination	Yes
Pedestrian Signal	Hand/man with countdown timers at all crossing approaches
Pedestrian Push Buttons	Yes, at all crossing approaches

Based on field observation, the traffic signal systems appear to be in good condition and would be retained. Signal heads would be relocated as appropriate based on the proposed lane configurations. Powder coating of the North Goodman Street signal poles as an aesthetic feature would be reviewed during detailed design. Traffic signal back plates will be installed on all signal heads within the project. Inductance loops disturbed by construction would be replaced in kind. Pedestrian poles and push button modifications would also be reviewed during detailed design and modified as appropriate to meet current National Manual of Uniform Traffic Control Devices (MUTCD) standards. Audible/tactile pedestrian signal devices would be installed at the Mustard Street and Culver Road intersections in accordance with MCDOT specifications.

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

2.6.5.3 Pavement Markings - Pavement markings on East Main Street were in poor condition at the time of field inspection. Two-way center left turn lanes barrier line separates two-way traffic; one-lane in each direction. Auxiliary turn lanes are provided at the intersections of Mustard Street (left turn) and Culver Road (left turn & eastbound right turn). White edge lines delineate the auxiliary turn lanes and through lanes. Arrow symbols identify the left and right turn lanes. Stop bars and crosswalks exist at all project approaches to signalized intersections. New pavement markings would be installed throughout the project limits in accordance with current NYSDOT, MUTCD, and MCDOT standards.

2.6.6 Drainage Systems

The existing drainage system consists of a closed system that conveys storm water collected by the curbed roadway to catch basins which connect to a combined sewer trunkline that runs down the center of the roadway. Existing catch basins affected by the curb line modifications or adjacent to new curb would be replaced with new pipes connecting to the existing laterals. New curb and sidewalk improvements would also encourage positive drainage. Frames and covers would be replaced and/or adjusted to meet final grades as appropriate.

2.6.7 Utilities and Lighting

2.6.7.1 Utilities - The following utilities are present in the general vicinity of the project improvement area:

- Underground gas lines owned by Rochester Gas and Electric (private)
- Underground electrical distribution lines owned by Rochester Gas and Electric (private)
- Underground electrical (lighting) distribution lines owned by City of Rochester (public)
- Underground water transmission and distribution lines owned by the City of Rochester (public)
- Underground sanitary sewers owned by Monroe County Pure Waters (public)
- Underground fiber optic communication owned by Monroe County Pure Waters (public)
- Underground telephone distribution lines owned by Frontier Telephone (private)
- Underground cable owned by Crown Castle / Fibertech (private)
- Underground cable owned by Charter Communications (private)

Proposed modifications to the existing utilities would be finalized as the design progresses, with a coordination meeting held at the start of final design. Exhibit 2.6.7.1 contains a listing of major existing utilities and potential conflicts with the proposed design.

Exhibit – 2.6.7.1 Utilities				
Owner	Type	Location/Side	Length	Condition/Conflict
Rochester Gas and Electric	Gas Main 8" WR. ST.	Entire Project Limits (South)	4635 ft	8" gas main anticipated to remain
Rochester Gas and Electric	Gas Main 4" WR. ST.	Sta. 20+51 – 31+41 LT (North)	1090 ft	4" gas main anticipated to remain
Rochester Gas and Electric	Gas Main 6" WR. ST.	Sta. 36+67 – 56+69 LT (North)	2178 ft	6" gas main anticipated to remain
Rochester Gas and Electric	Electrical Duct Bank	Entire Project Limits (North)	4635 ft	Conflicts with proposed curb
Frontier	Telephone Duct Bank	Entire Project Limits (North)	4635 ft	Telephone duct bank anticipated to remain
City of Rochester	Water 24" C.I.	Sta. 10+23 – 24+81 RT (South)	1458 ft	24" water main anticipated to remain
City of Rochester	Water 6" C.I.	Sta. 24+81 – 56+84 RT (South)	3205 ft	6" water main to be abandoned
City of Rochester	Water 8" D.I.	Sta. 10+37 – 17+30 LT (North)	693 ft	8" water main anticipated to remain
City of Rochester	Water 12" D.I.	Sta. 24+81 – 41+48 RT (South)	1667 ft	Conflicts with proposed curb between Sta. 25+68 – 41+48
City of Rochester	Water 8" C.I.	Sta. 47+27 – 56+46 LT (North)	919 ft	8" water main to be abandoned
Monroe County Pure Waters	Combined Storm/Sanitary Sewer Varies 15" to 48" RCP & VTP	Entire Project Limits (Centerline)	4,693 ft	Combined Storm/Sanitary Sewer anticipated to remain
Monroe County Pure Waters	Fiber Optic Cable (Type varies)	Entire Project Limits (North & South)	4,693 ft	Existing fiber pathway to anticipated to remain

2.6.7.2 Lighting -The existing lighting along both sides of East Main Street consists of aluminum light poles with davit arms that house high pressure sodium luminaires owned and maintained by the City of Rochester. The lighting system is powered through underground electrical conduit located underneath the existing sidewalk on the north and south sides of East Main Street.

Under the proposed alternative, the existing street lighting system would be replaced and upgraded to decorative light poles fixtures, LED luminaires and a new conduit system.

2.6.8 Guide Railing, Median/Roadside Barriers and Impact Attenuators

There is no guide railing or roadside barrier within the project limits.

2.6.9 Intelligent Transportation Systems (ITS)

Existing Pan-Tilt-Zoom traffic cameras owned by MCDOT are located at the intersections of North Goodman Street and Culver Road along East Main Street. The existing cameras would be retained. There are no other intelligent transportation systems within the project limits.

2.6.10 Landscape and Community Enhancement Considerations

The existing landscape of East Main Street is consistent with an urban business district corridor. Current streetscape features include concrete sidewalks, street lighting, street trees and banners on light poles, shrubs located in individual planters, and limited street furnishings. A tree inventory report was prepared by Environmental Design and Research (EDR) to evaluate the condition of existing trees along East Main Street within the right of way. It was determined that 71% of the existing trees were in 'good' condition and the remaining trees were in 'fair' to 'poor' condition. A copy of the report is contained in Appendix B.

The City of Rochester has expressed the desire to enhance the landscape of the street to support and attract redevelopment, improve the aesthetic character of the City, and provide a more inviting atmosphere for bicyclists and pedestrians with the selection of the preferred alternative. Landscape enhancements would include an upgrade to the existing lighting system, removal of existing trees and replace with new street tree plantings, specialty sidewalk paving (colored pavers or exposed aggregate), street furnishings including benches, bike racks and trash receptacles, and other amenities.

2.7 Work Zone Safety and Mobility

2.7.1 Transportation Management Plan

A Transportation Management Plan (TMP) would be prepared for the project consistent with 23 CFR 630.1012. The TMP would consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP would be considered during final design.

2.7.2 Proposed Work Zone Traffic Control

A. Work Zone Traffic Control (WZTC) Plan

Vehicular traffic would be maintained on East Main Street at all times using staged construction, lane shifts or one-lane two-way traffic controlled by a flagger. All work zones would be set up in conformance with the MUTCD including provisions for maintenance and protection of pedestrian and bicycle traffic. A clearly marked travel way would be delineated with traffic signs, barricades, drums, cones, etc. as applicable. Flaggers would be utilized to direct traffic where required. Access to affected retail, commercial, and residential properties would be maintained throughout construction or alternate accommodations provided. On-street parking would be restricted in some sections while construction is being completed. Bicyclists would be expected to continue to share the road with vehicles. Sidewalk on at least one side of East Main Street would be maintained, therefore, pedestrians would be rerouted to sidewalks along the other side of the road during sidewalk closures. Pedestrian access to buildings would be provided by temporary ramps while the sidewalk is being constructed. Access for emergency vehicles and local deliveries would also be maintained.

Construction at the intersections along East Main Street would be done using short term shoulder and lane closures on an as-needed basis. No detours would be required. Access would be maintained for local emergency service providers including City of Rochester Police & Fire Departments and Ambulance services.

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

B. Special Provisions

Special provisions would be required for the contractor's work hours in the vicinity of the RTS property. Details would be coordinated during final design. Work zone traffic control would also be coordinated with county and city officials, business owners, residents, utility owners, school districts, and local emergency service providers.

C. Significant Projects (per 23 CFR 630.1010)

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

2.8 Additional Considerations

2.8.1 Constructability Review

A constructability review has not been performed for the project. The project work elements are expected to be routine, the work area should not be overly-confining or restrictive, and the schedule is not expected to be compressed. A final constructability review should be performed by the proposed construction inspection staff during the final design phase of the project.

2.8.2 Ownership and Maintenance Jurisdiction

The City of Rochester owns East Main Street and maintains (except as noted) all pavement, signing (maintenance of signs by Monroe County Department of Transportation), pavement markings, traffic signals (maintenance of traffic signals by Monroe County Department of Transportation), lighting system, sidewalks, driveways, curbs, storm sewers, and water mains. All intersecting streets are owned and maintained by the City of Rochester. Snow removal operations of city-owned streets and sidewalks are the responsibility of the City of Rochester.

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). Specifically, the project:

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

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project's consistency and alignment with relevant Smart Growth criteria. A copy of the Smart Growth Screening Checklist is provided in Appendix J.

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)

Per the result of the Federal Environmental Approvals Worksheet (FEAW) provided in Appendix B, this project is being progressed as a NEPA Class II action (Categorical Exclusion or CE) because it does not individually or cumulatively have a significant environmental impact. As a CE, it is excluded from the requirement for the preparation of an Environmental Impact Statement (EIS) or Environmental Assessment (EA).

Per the Federal Highway Administration's regulations in 23 CFR 771.117, this project qualifies as a Categorical Exclusion (CE). The project is primarily a Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) (23 CFR 771.117(c)(26)) and does not significantly impact the environment. In accordance with the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions, the NYSDOT on behalf of FHWA would make the NEPA environmental determination. Refer to the FEAW in Appendix B for the details of this determination.

3.1.1 NEPA Cooperating/Participating Agencies

The following agencies are Cooperating Agencies in accordance with 23 CFR 771.111(d):

- Federal Highway Administration
- New York State Historic Preservation Officer (SHPO)
- U.S. Fish and Wildlife Service (USFWS)
- NY State Department of Environmental Conservation (NYSDEC)

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.

In accordance with 17 NYCRR Part 15, the Department has determined that this project meets the requirements of a SEQRA Type II Action. A Type II Action is one that is of a class or type of action which has been determined in 17 NYCRR 15.14 to not have a significant effect on the environment. No further SEQRA processing is required. The project is identified as Type II per 17 NYCRR Section 15.14, Subdivision (e), Item 37, Paragraph (v): minor reconstruction or rehabilitation of existing highways within existing right-of-way, or involving minimal right-of-way acquisition. The project does not violate any of the criteria contained in subdivision (d) of Section 15.14.

The following Checklist(s) are attached:

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

3.3 Additional Environmental Information

3.3.1 Land Use

The project would affect planned and future development. The document: East Main Arts and Market Initiative, prepared for the City of Rochester's Department of Neighborhood and Business Development includes recommendations for land use development, and was consulted during the design of this project. Coordination with local neighborhood groups and business owners has also been initiated and is ongoing.

3.3.2 Neighborhoods and Community Cohesion

There is potential to impact transportation options, as the project proposes to add a dedicated bike lane. The document: *East Main Street Corridor Revitalization Project (June 2015)*, was prepared by the Community Design Center of Rochester, and involved a Steering Committee composed of local neighborhood associations, Authorities, businesses and other stakeholders, and was consulted during the design of this project. The document includes recommendations for a Cycle Track Route throughout the limits of the East Main Street Reconstruction project.

3.3.3 Business Districts – Sidewalks/Bicycling/Transit

The project will result in the addition of a dedicated bicycle lane to a segment of East Main Street. This will enhance bicycling opportunities for the limits of the project, and connect other sections of Main Street within the City of Rochester that have existing bicycling facilities.

3.3.4 Business Districts – Parking

The project will likely result in the removal of some parking spaces in areas along East Main Street. It is not anticipated that this will be a negative impact, as adequate on-street parking opportunities will remain along the corridor. Off-street parking is also available at some business locations within the project limits.

3.3.5 Specific Business Impacts

Effects to specific businesses are anticipated, but these effects will likely be beneficial. Sidewalks and handicapped access will be improved, as curb ramps and sidewalk widths will be updated to comply with current ADA requirements. The proposed bicycle lane has potential to increase bike traffic through the corridor that may create positive effects to businesses.

3.3.6 Stormwater

The project will result in one or more acre of ground disturbance. However, stormwater for the entire project area drains to a combined sewer. As such, coverage under the NY SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002) will not be required for the project.

3.3.7 Endangered Species

The federal listed endangered species Northern Long Eared Bat (*Myotis sodalis*) was identified through consultation with the U.S. Fish and Wildlife Service's IPaC Review Process. Coordination to assess the potential for impacts to the Northern Long Eared Bat resulted in a No Effect determination for the project. An ESA Consistency Determination from NYSDOT stating 'No Effect, No Suitable Habitat' received concurrence from FHWA on March 27, 2019. The coordination documents, including Official USFWS Species List for the Project can be found in the attached Environmental Appendix B.

The NYSDEC Online Environmental Resource Mapper was reviewed to determine the potential for presence of State Listed Threatened or Endangered Species within the project area. The project limits did not fall within an area identifying Rare Plants and Animals near the project, so consultation with the NYSDEC Natural Heritage Program (NYNHP) was not required. The project will not impact State Listed Threatened or Endangered Species.

3.3.8 Historic and Cultural Resources

The Section 106 Project Submittal Package (PSP) was forwarded to the Regional Cultural Resource Coordinator (CRC) on October 30, 2018. The CRC reviewed the material and concluded that properties protected by Section 106 will not be affected or impacted; OR located in the Area of Potential Effect. The proposed actions do not have the potential to cause effects to any National Register listed or eligible resource. All work will be completed on previously disturbed soils. The response memo from the CRC was received on November 2, 2018. The PSP and CRC Response Memo can be found in the attached Environmental Appendix B.

3.3.9 Asbestos

The site was reviewed for the presence of potential Asbestos Containing Materials (ACMs). A site visit was performed and several potential ACMs were identified that may be impacted by project activities. Sampling of the material to determine the presence of asbestos will be conducted during final design to determine the presence of ACMs. The Asbestos Screening Report can be found in the attached Environmental Appendix B.

3.3.10 Hazardous Waste/Contaminated Materials

A hazardous waste screening/assessment was conducted for the project site utilizing procedures in the NYSDOT TEM Chapter 5.1. The assessment was prepared in general accordance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Designation E1527-13). The assessment resulted in the identification of several Recognized Environmental Conditions (RECs) within and adjacent to the project corridor. These areas should be further evaluated as part of a Detailed Site Investigation to ensure that exposure to hazardous waste and contaminated materials does not occur as a result of the project. The Hazardous Waste/Contaminated Materials Screening Report can be found in the attached Environmental Appendix B.

3.4 Anticipated Permits/Coordination

Permits

New York State Department of Environmental Conservation (NYSDEC):

- State Pollutant Discharge Elimination System (SPDES) Construction General Permit

Others

- Local Permits

Coordination

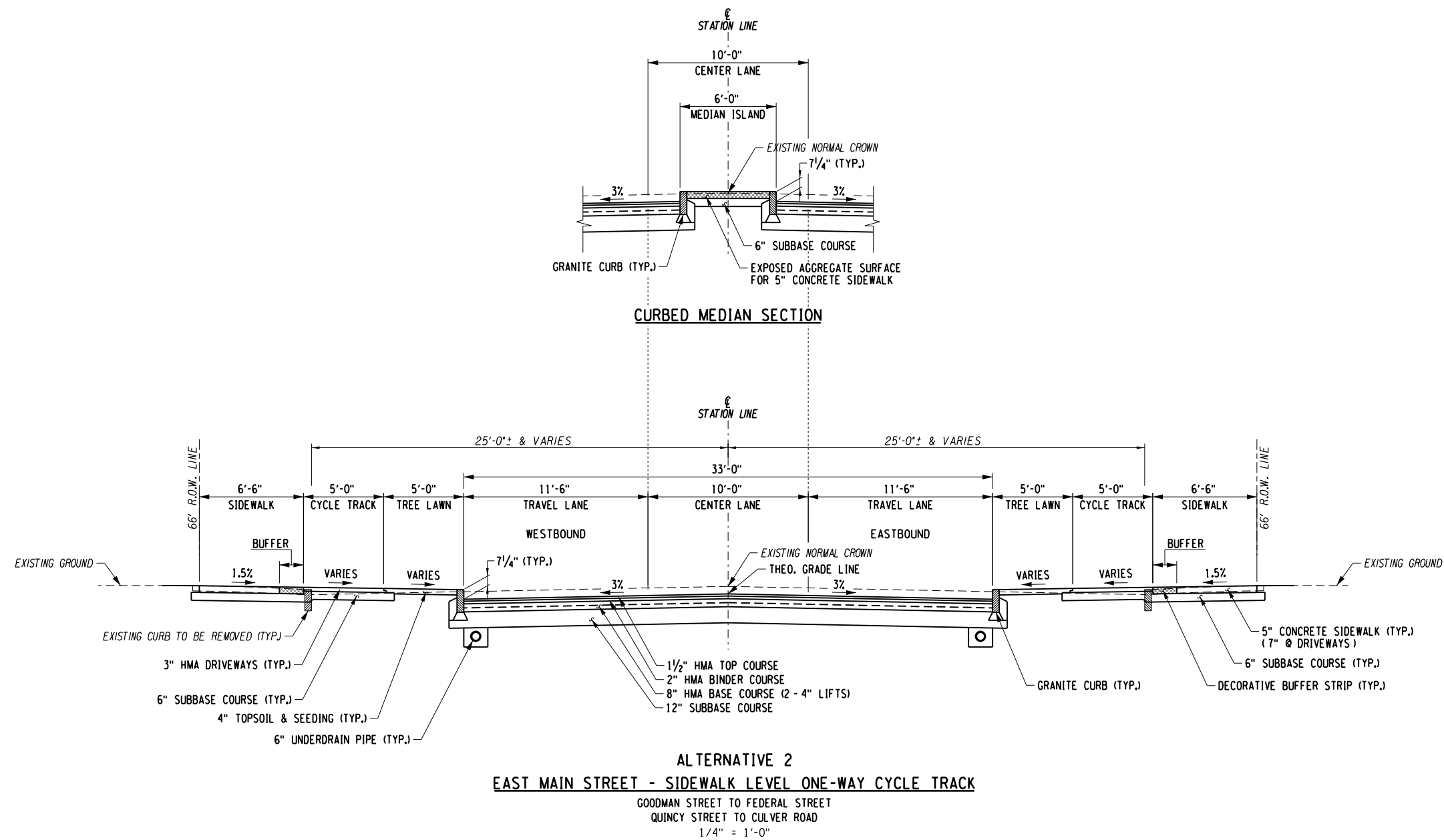
- Federal Highway Administration (FHWA)
- New York State Historic Preservation Officer (SHPO)
- U.S. Fish and Wildlife Service (USFWS)
- NY State Department of Environmental Conservation (NYSDEC)
- New York State Department of Transportation (NYSDOT)
- Monroe County Department of Transportation (MCDOT)

APPENDICES

APPENDIX A
TYPICAL SECTIONS, PLANS, PROFILE

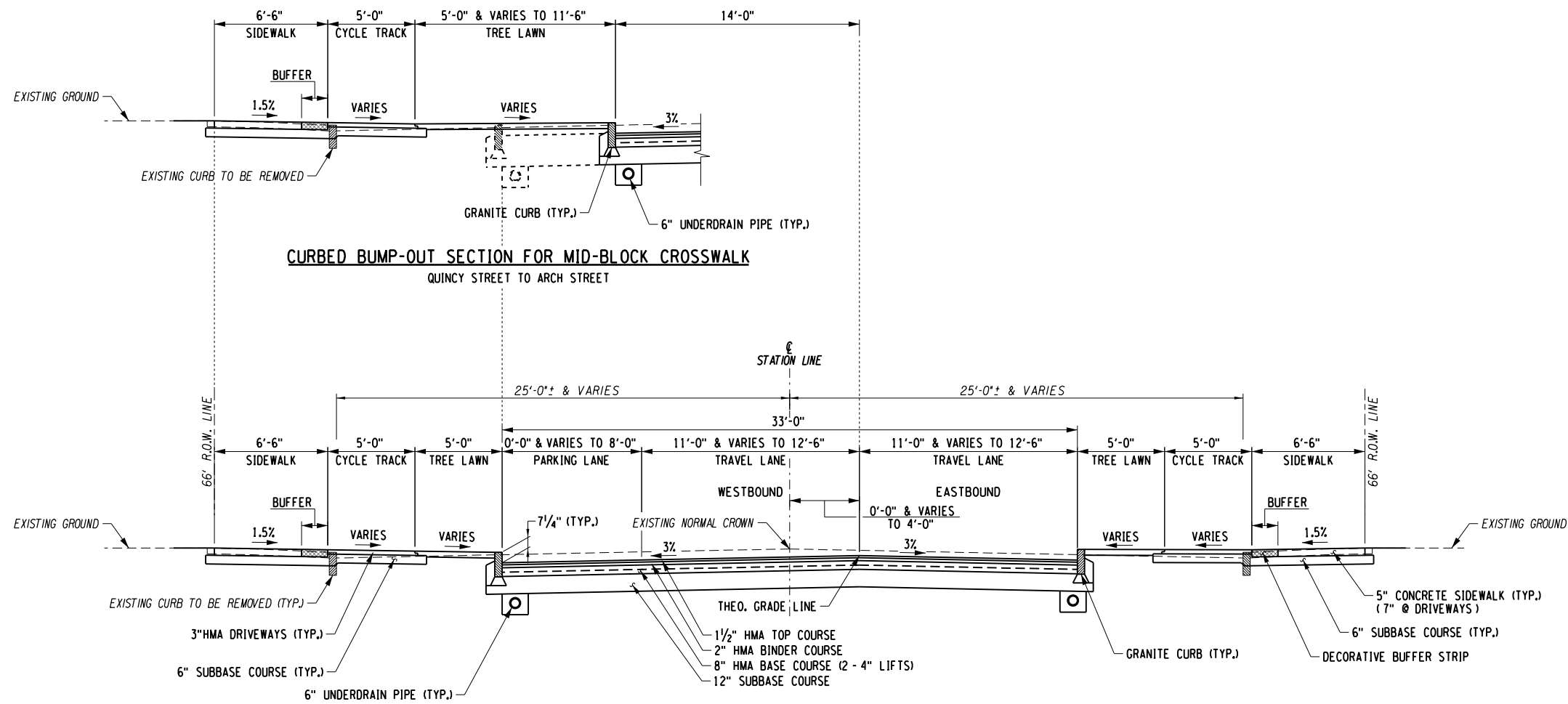
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DESIGN		RJS	
SCALE	AS NOTED		
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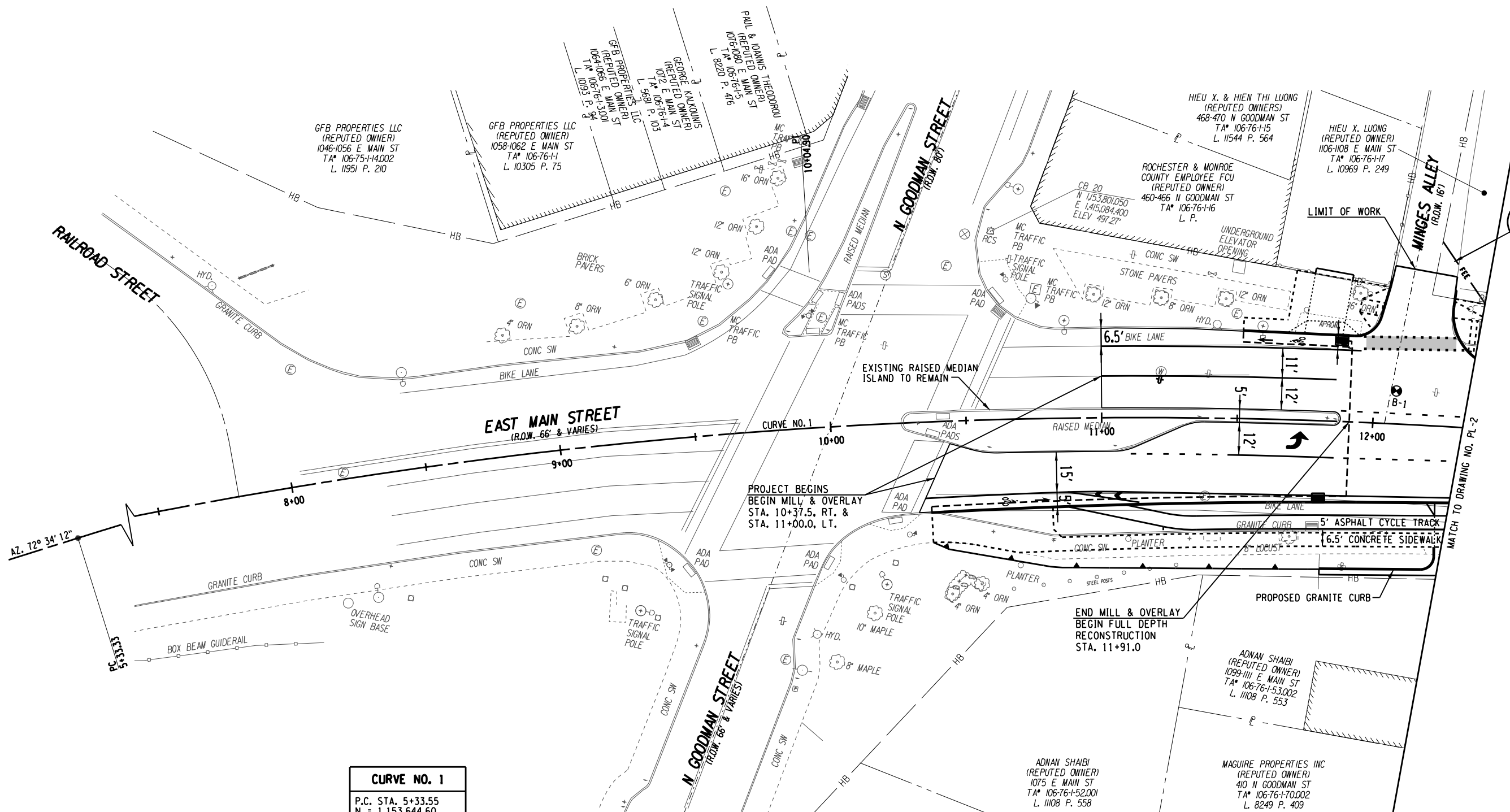


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 QUINCY STREET TO ARCH STREET

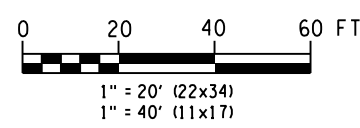
ALTERNATIVE 2
EAST MAIN STREET - SIDEWALK LEVEL ONE-WAY CYCLE TRACK
 FEDERAL STREET TO QUINCY STREET
 1/4" = 1'-0"

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MAY 2019	EAST MAIN STREET RECONSTRUCTION PROJECT			
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DRAWN: DAW				
DESIGN: RJS				
SCALE: AS NOTED				
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P.I. STA.	10+04.90
N	1,153,785.86
E	1,415,017.55
P.T. STA.	14+57.97
N	1,153,701.44
E	1,415,481.50
Δ	27° 44' 31" RT.
D	3° 00' 01"
R	1,909.66'
T	471.57'
L	924.64'
E	57.36'



ERDMAN ANTHONY
 PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT/D. WELLS

Department of Environmental Services
 Architecture and Engineering Services
 City of Rochester, New York
 ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

EAST MAIN STREET RECONSTRUCTION PROJECT

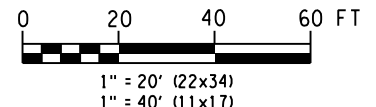
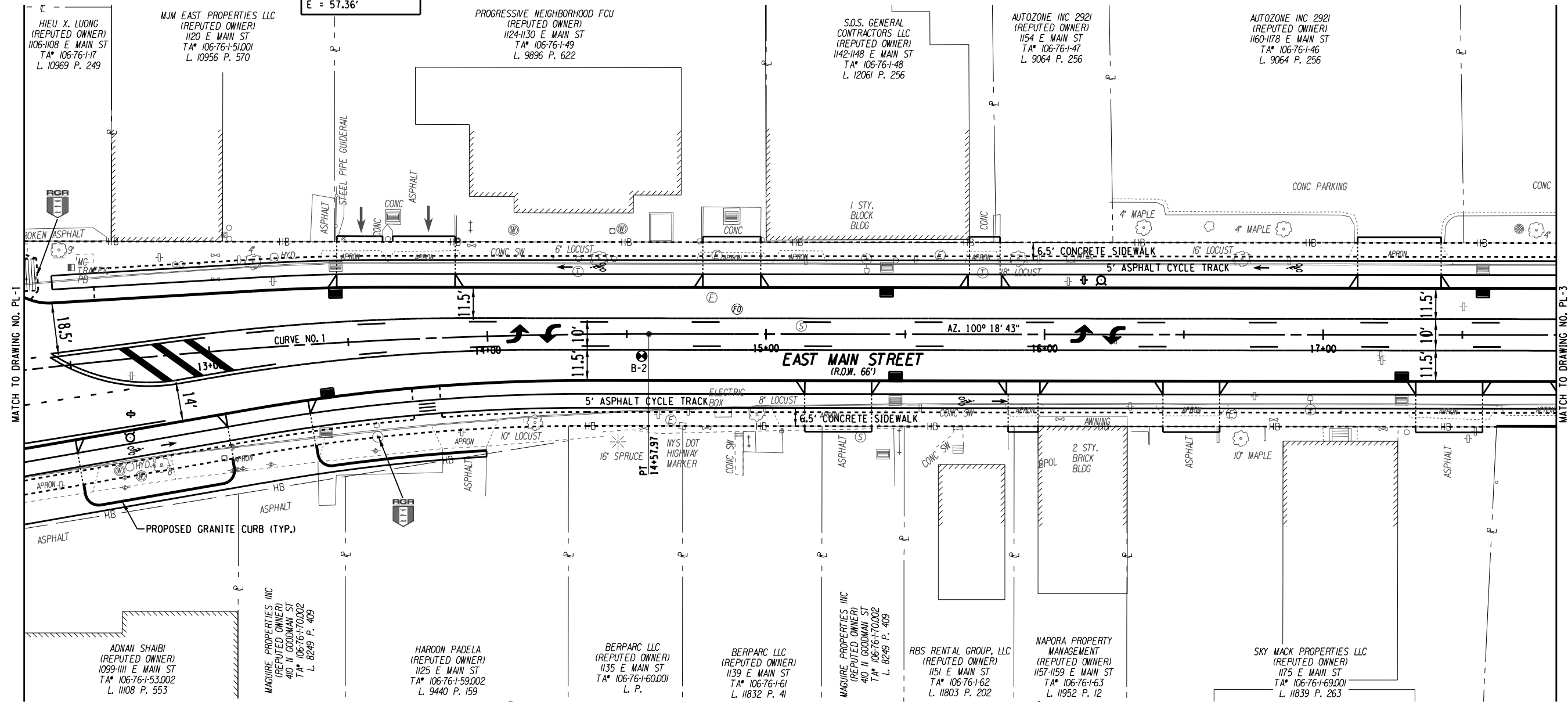
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ROADWAY PLAN

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 OF 36

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E	= 1,415,017.55
P.T. STA.	14+57.97
N	= 1,153,701.44
E	= 1,415,481.50
Δ	= 27° 44' 31" RT.
D	= 3° 00' 01"
R	= 1,909.66'
T	= 471.57'
L	= 924.64'
E	= 57.36'



ERDMAN ANTHONY
 PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT/D. WELLS

Department of Environmental Services
 Architecture and Engineering Services
 City of Rochester, New York
 ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

EAST MAIN STREET RECONSTRUCTION PROJECT

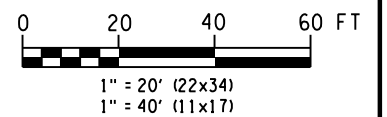
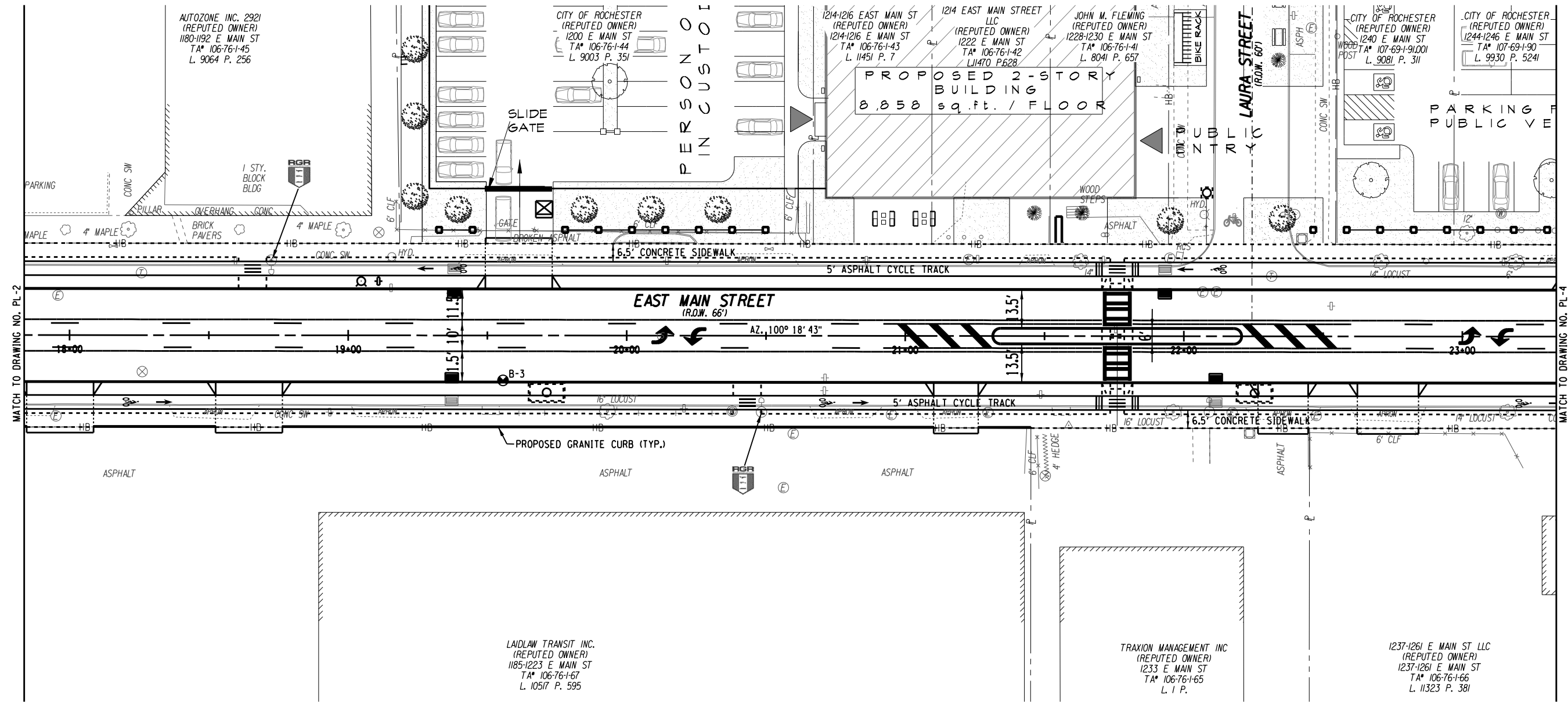
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ROADWAY PLAN

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PROPOSED R.P.D. GOODMAN SECTION & S.E. NEIGHBORHOOD SERVICE CENTER FACILITY



ERDMAN ANTHONY
 PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT / D. WELLS

Department of Environmental Services
 Architecture and Engineering Services
 City of Rochester, New York
 ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

EAST MAIN STREET RECONSTRUCTION PROJECT

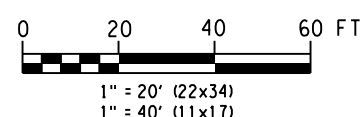
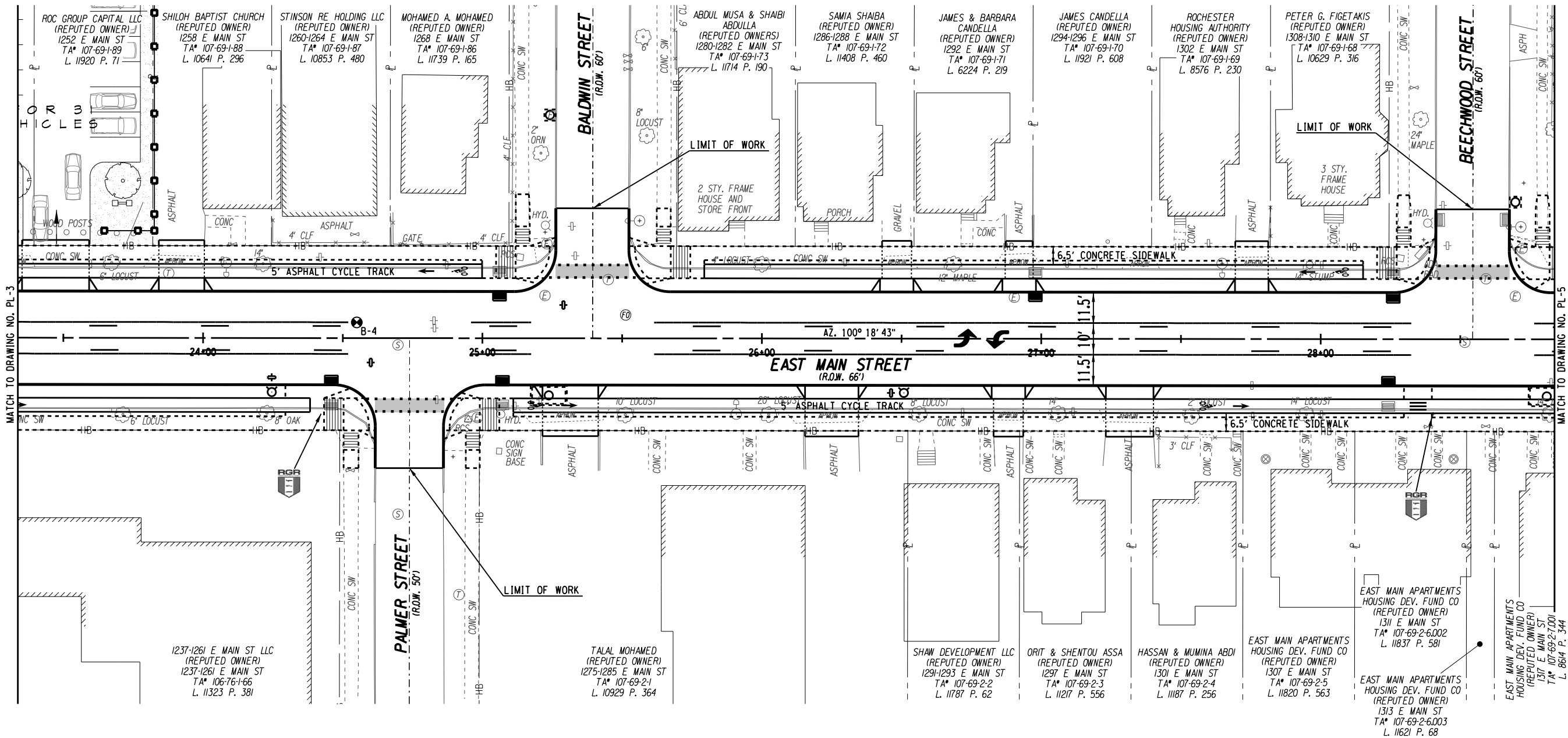
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SCALE	AS NOTED		
PROJECT NUMBER	18874.00		

ROADWAY PLAN

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 SHEET NO. 9 OF 36

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PROPOSED R.P.D. GOODMAN SECTION &
 S.E. NEIGHBORHOOD SERVICE CENTER FACILITY



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 PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT/D. WELLS

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

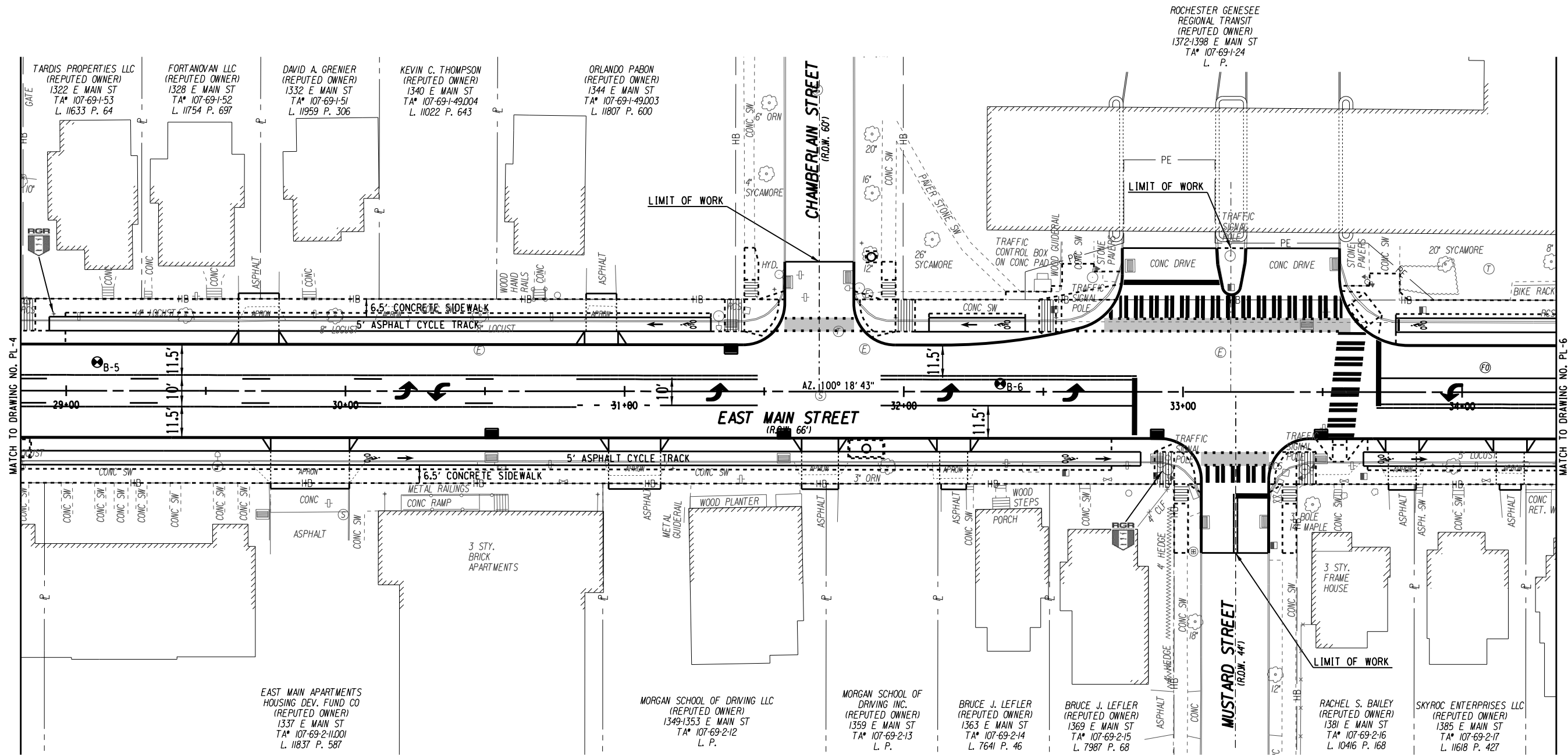
ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

EAST MAIN STREET
 RECONSTRUCTION
 PROJECT

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CHECKED	MAY 2019	WPM	
DRAWN		DAW	
DESIGN		RJS	
SCALE	AS NOTED		
TA PROJECT NUMBER	19574.00		

ROADWAY PLAN

DRAWING NO. PL-4
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 PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT / D. WELLS

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

ASSISTANT MANAGER ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

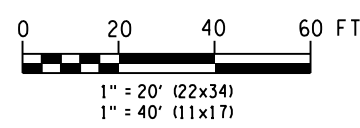
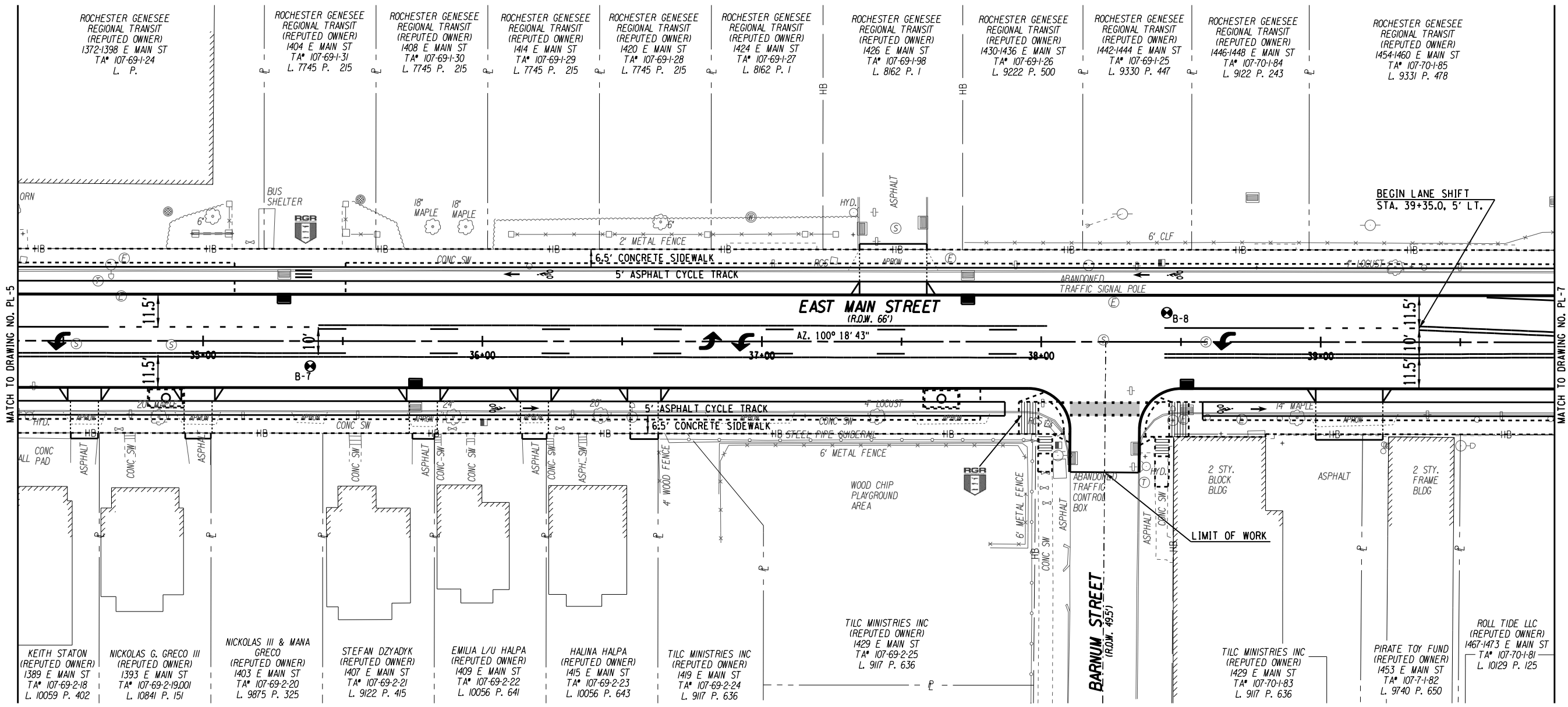
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 PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT/D. WELLS

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 Architecture and Engineering Services
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ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

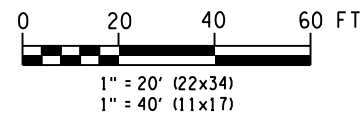
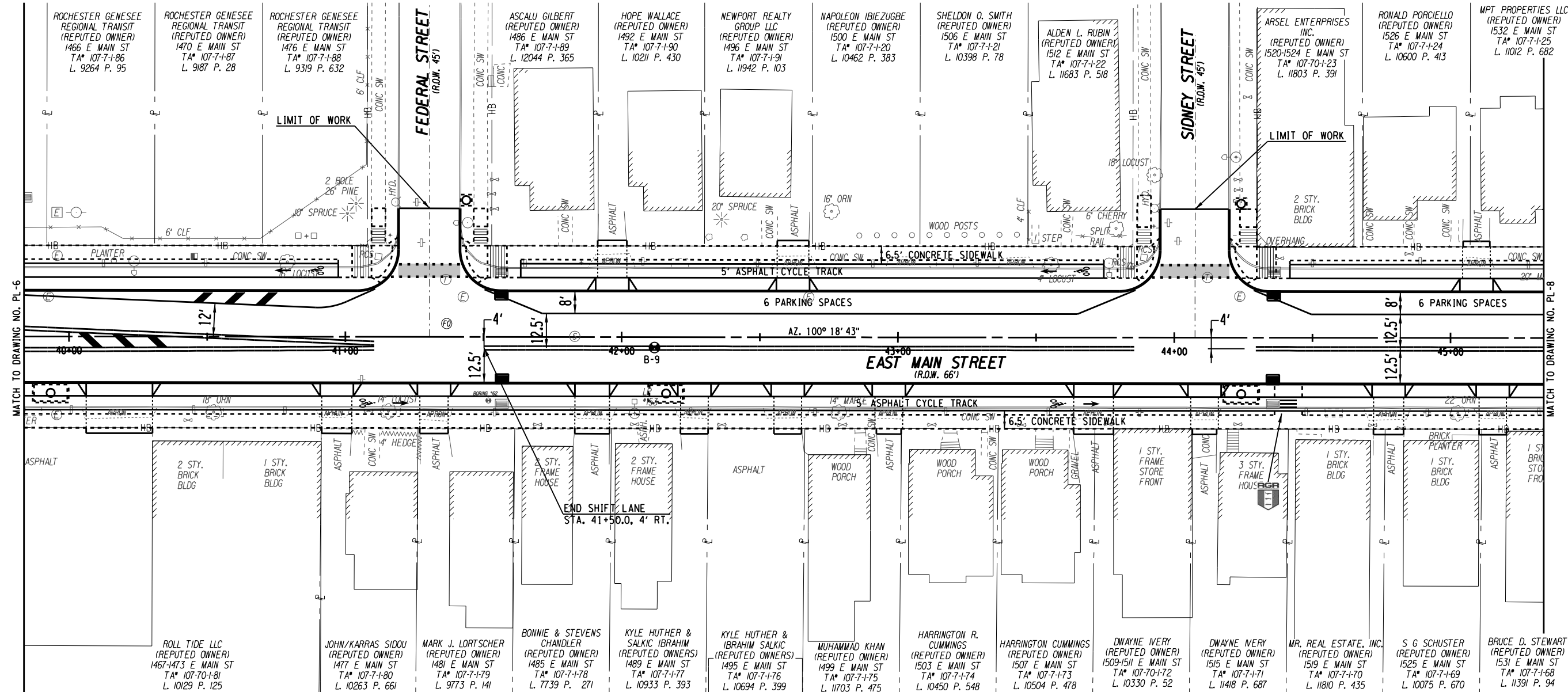
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 DRAWN BY: S. BEAMANT/D. WELLS

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 Architecture and Engineering Services
 City of Rochester, New York

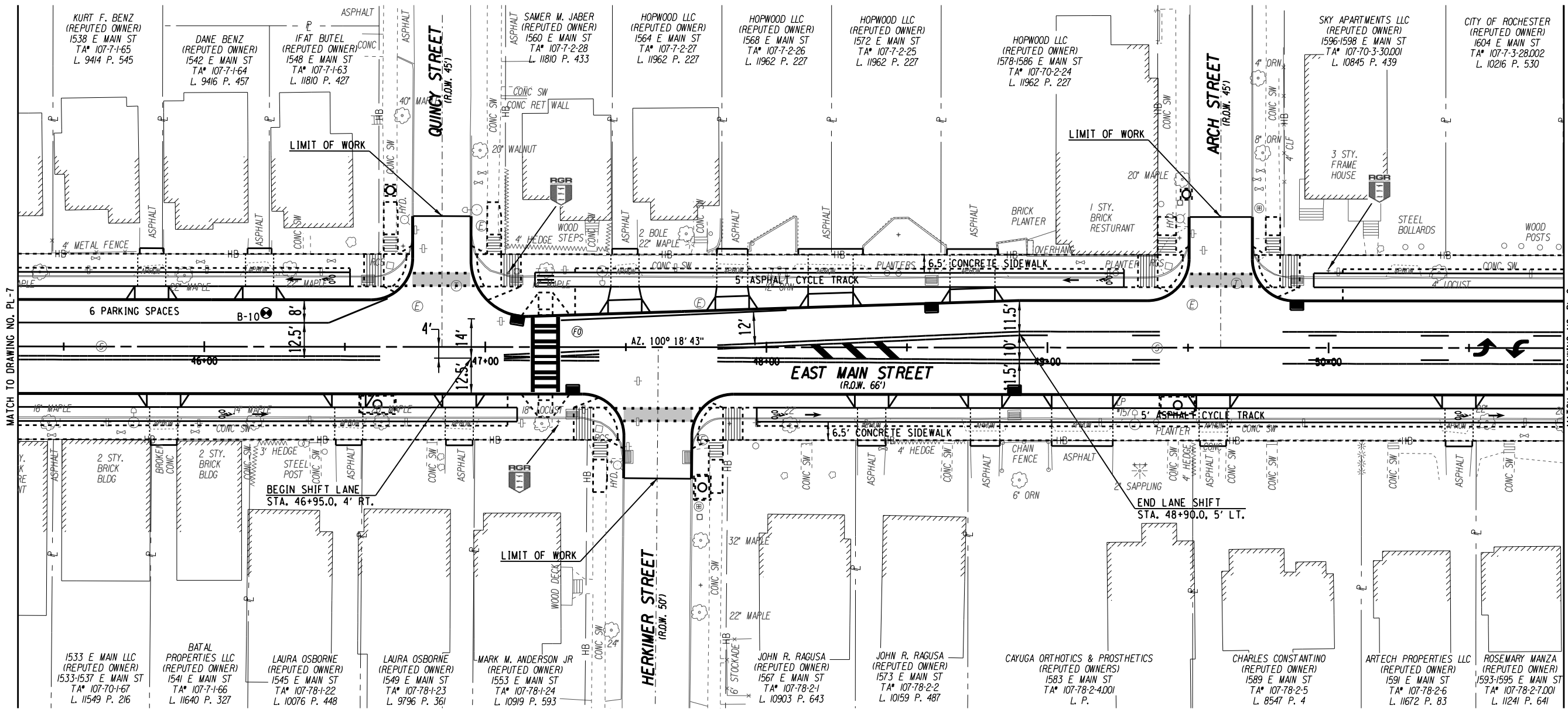
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MATCH TO DRAWING NO. PL-7

MATCH TO DRAWING NO. PL-9



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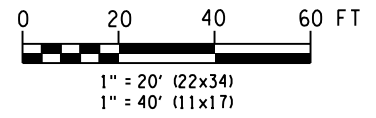
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 CITY ENGINEER: HOLLY BARRETT, P.E.

EAST MAIN STREET RECONSTRUCTION PROJECT

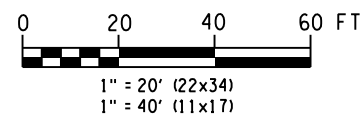
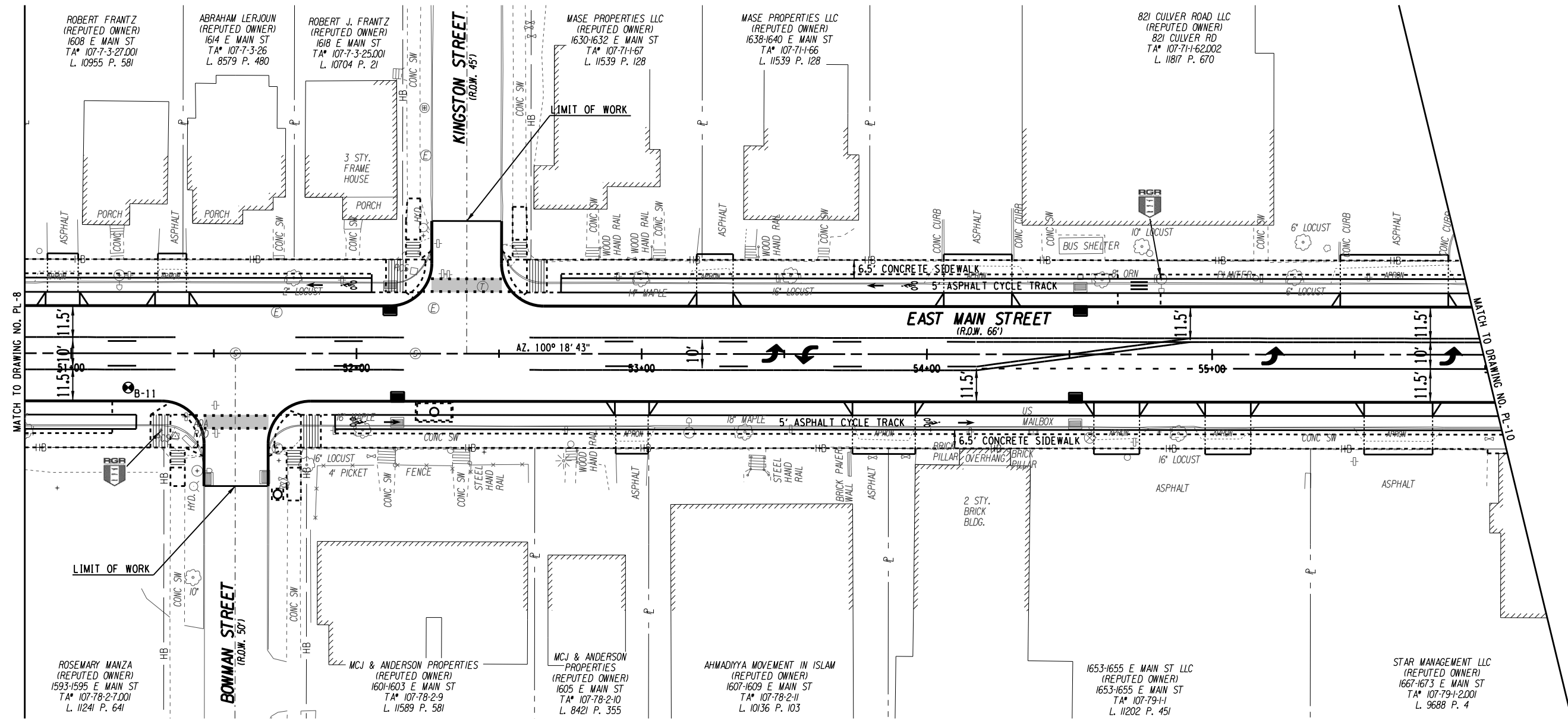
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 SHEET NO. **14** OF **36**



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

PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT / D. WELLS

ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

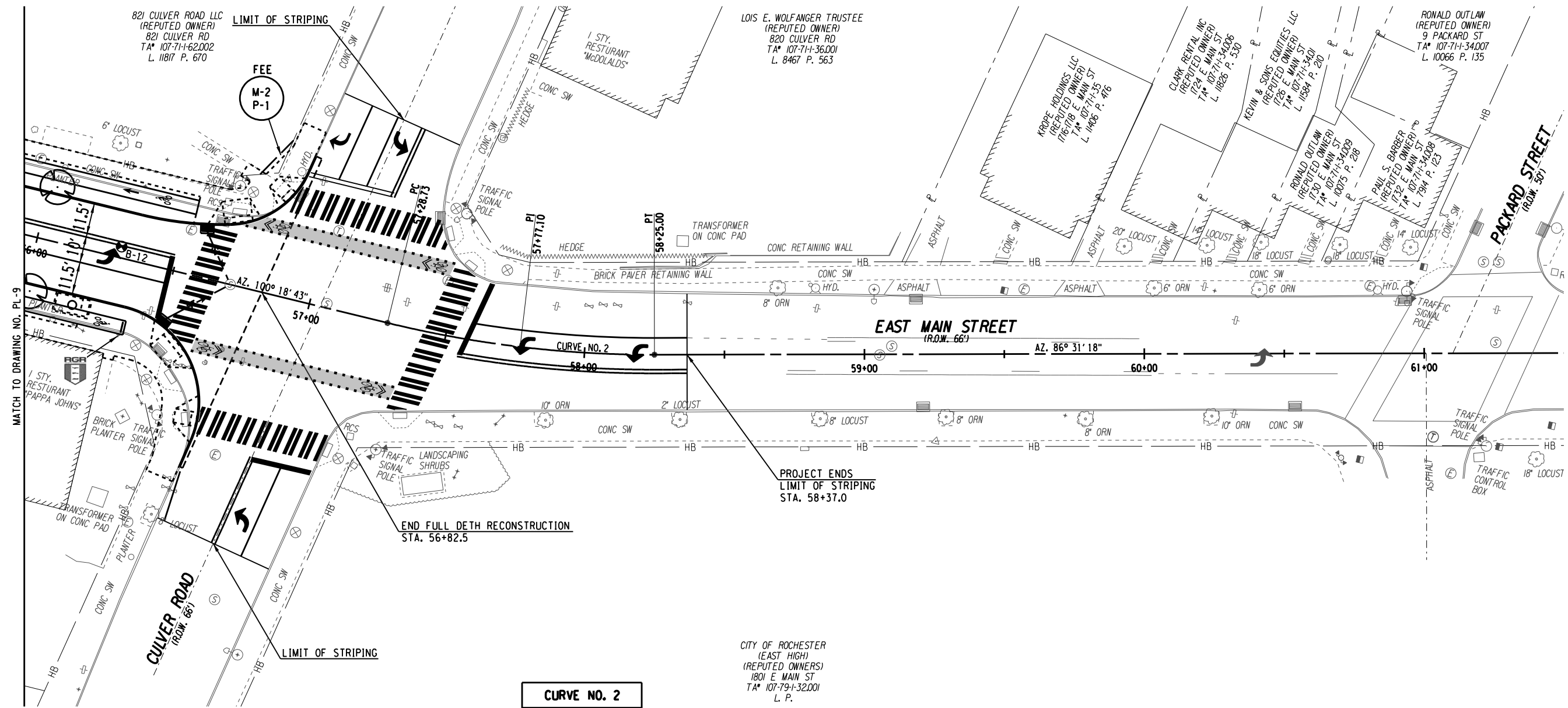
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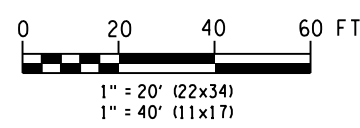
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CURVE NO. 2	
P.C. STA.	57+28.73
N	1,152,936.94
E	1,419,683.28
P.I. STA.	57+77.10
N	1,152,928.28
E	1,419,730.87
P.T. STA.	58+25.00
N	1,152,931.21
E	1,419,779.15
Δ	13° 47' 25" LT.
D	14° 19' 26"
R	400.00'
T	48.37'
L	96.27'
E	2.91'

CITY OF ROCHESTER
 (EAST HIGH)
 (REPUTED OWNERS)
 1801 E. MAIN ST
 TA* 107-71-1-32.001
 L. P.



ERDMAN ANTHONY
 PROJECT MANAGER: W. MCCORMICK
 DRAWN BY: S. BEAMANT/D. WELLS

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ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

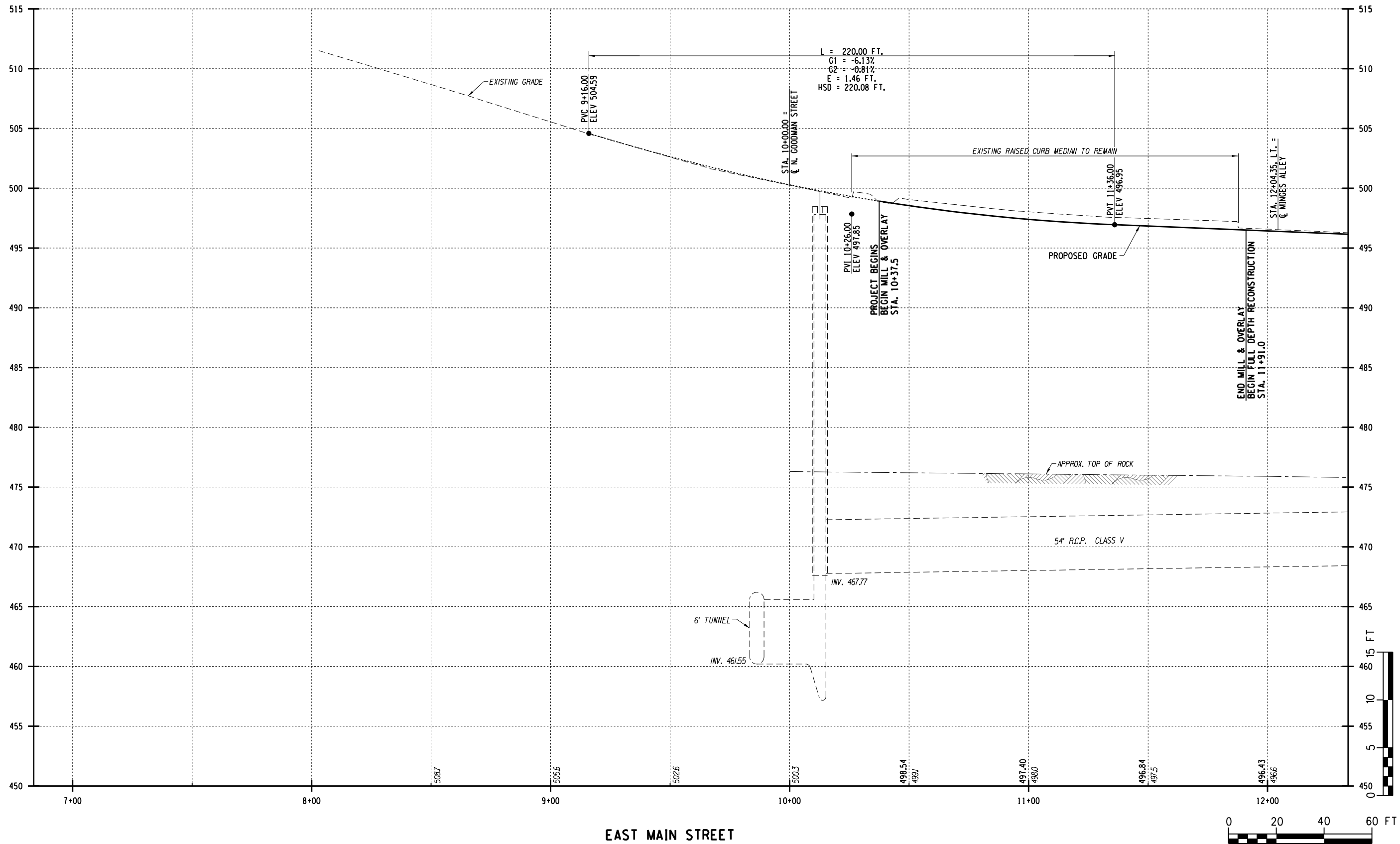
EAST MAIN STREET
 RECONSTRUCTION
 PROJECT

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	REVISION	BY	DATE
MAY 2019	WPM	DAW	RJS	AS NOTED	18874.00			

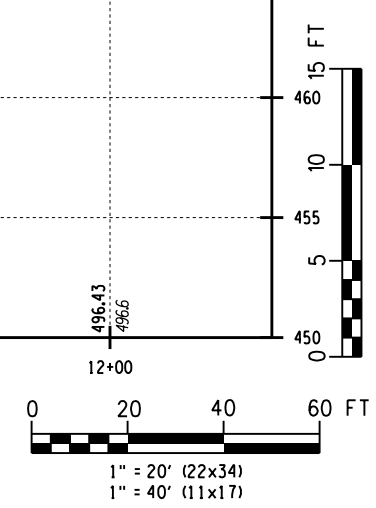
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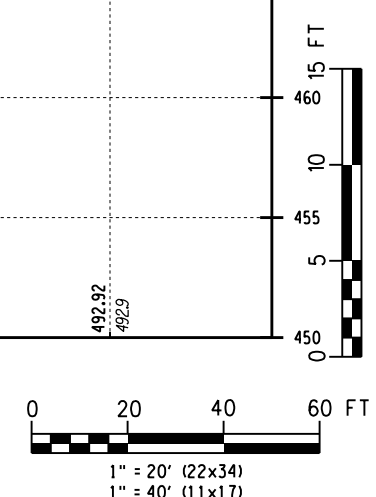
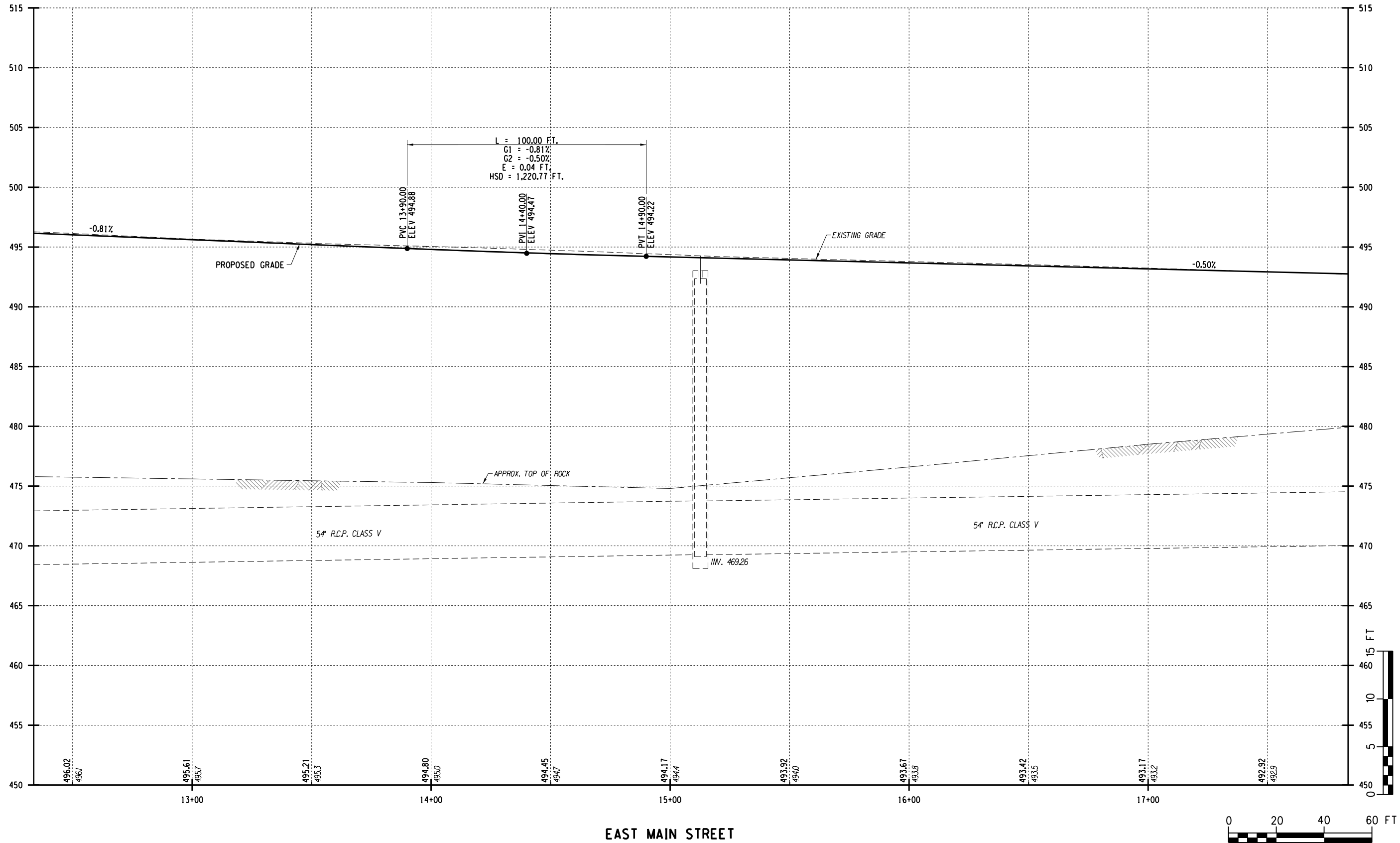


EAST MAIN STREET



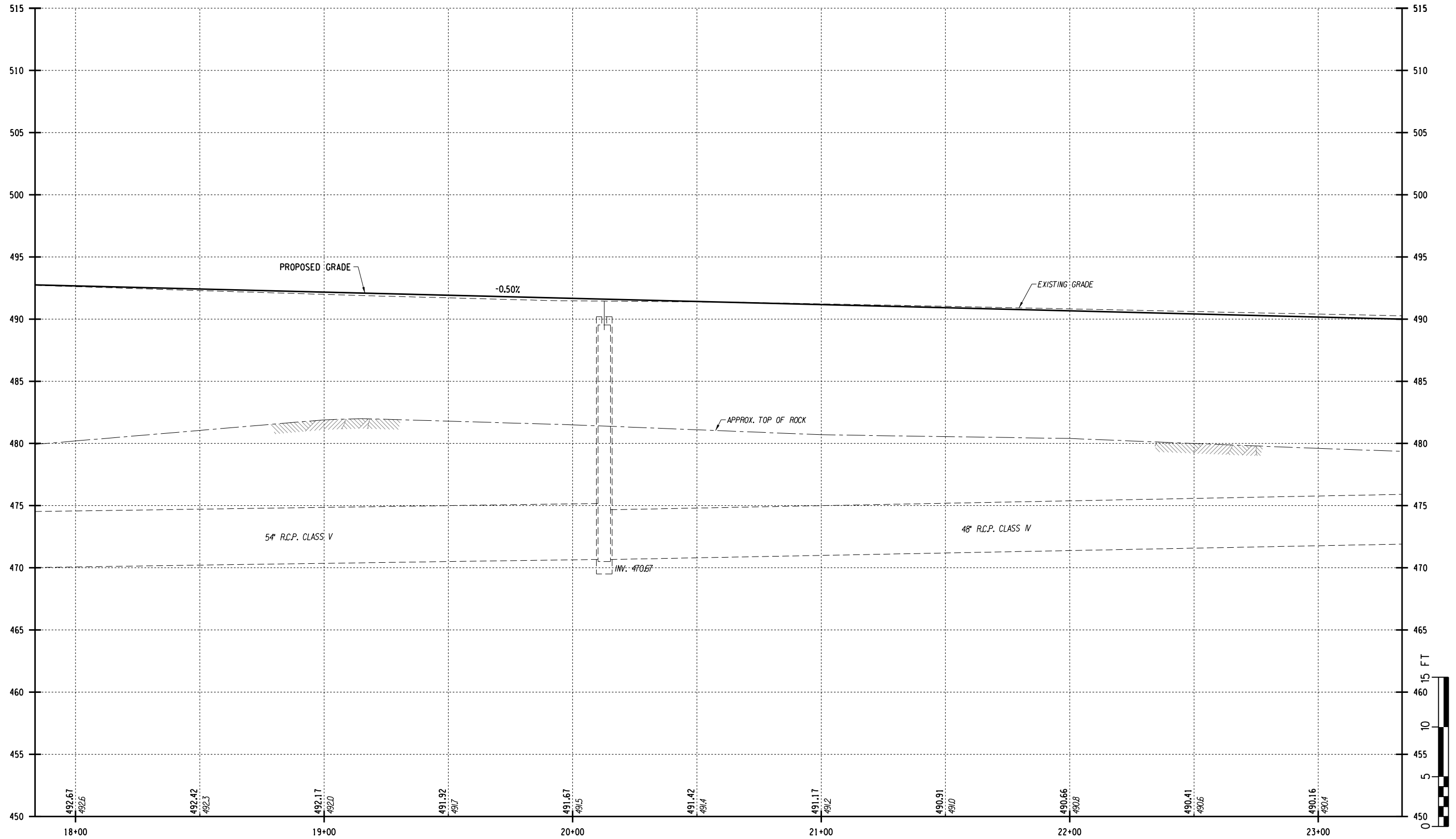
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	
PROJECT MANAGER: W. MCCORMICK	DRAWN BY: S. BEAMANT/D. WELLS
EAST MAIN STREET RECONSTRUCTION PROJECT	
ISSUED: MAY 2019 CHECKED: WPM DRAWN: DAW DESIGN: RJS SCALE: AS NOTED EA PROJECT NUMBER: 19574.00	NO. REVISION BY DATE
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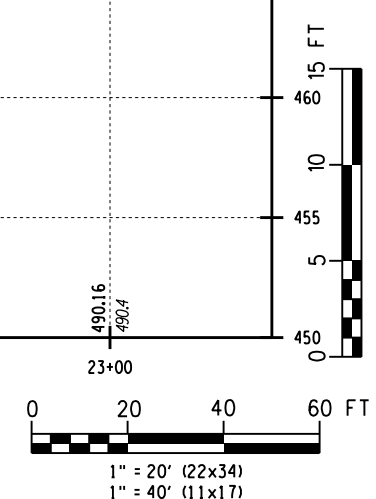


Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	
PROJECT MANAGER: W. MCCORMICK	DRAWN BY: S. BEAMANT/D. WELLS
	ASSISTANT MANAGING ENGINEER: LISA V. REYES
CITY ENGINEER: HOLLY BARRETT, P.E.	
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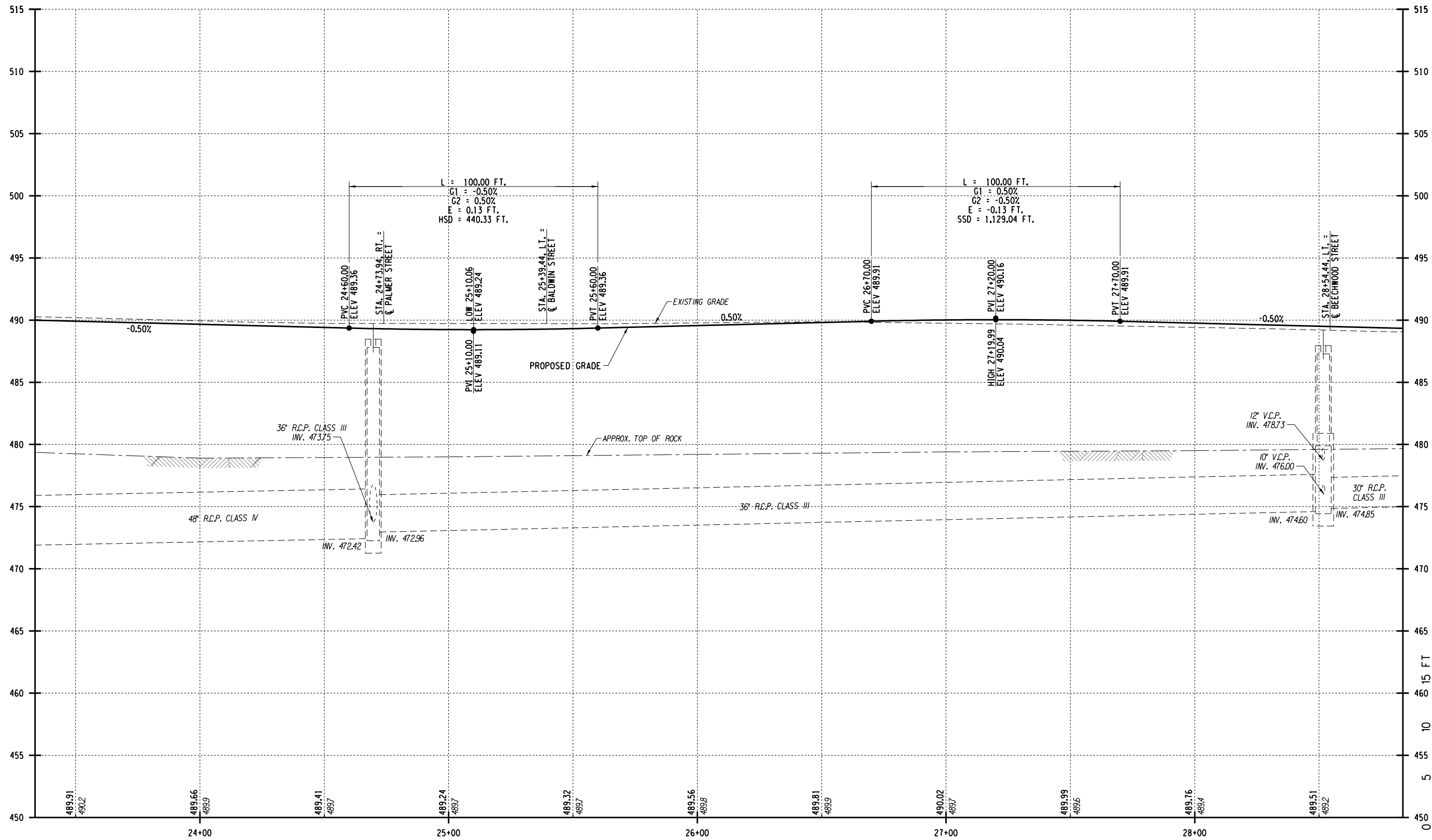


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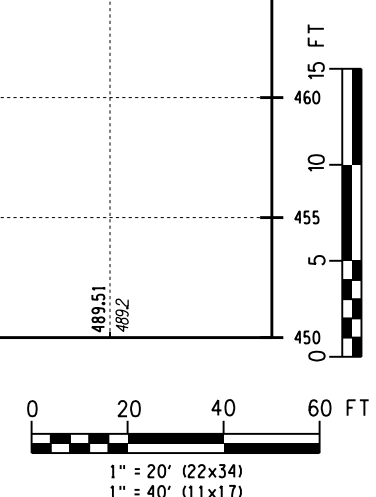


Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	
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	ASSISTANT MANAGING ENGINEER: LISA V. REYES
CITY ENGINEER: HOLLY BARRETT, P.E.	
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REVISION	
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 PROJECT MANAGER: W. MCCORMICK
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 Architecture and Engineering Services
 City of Rochester, New York
 ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

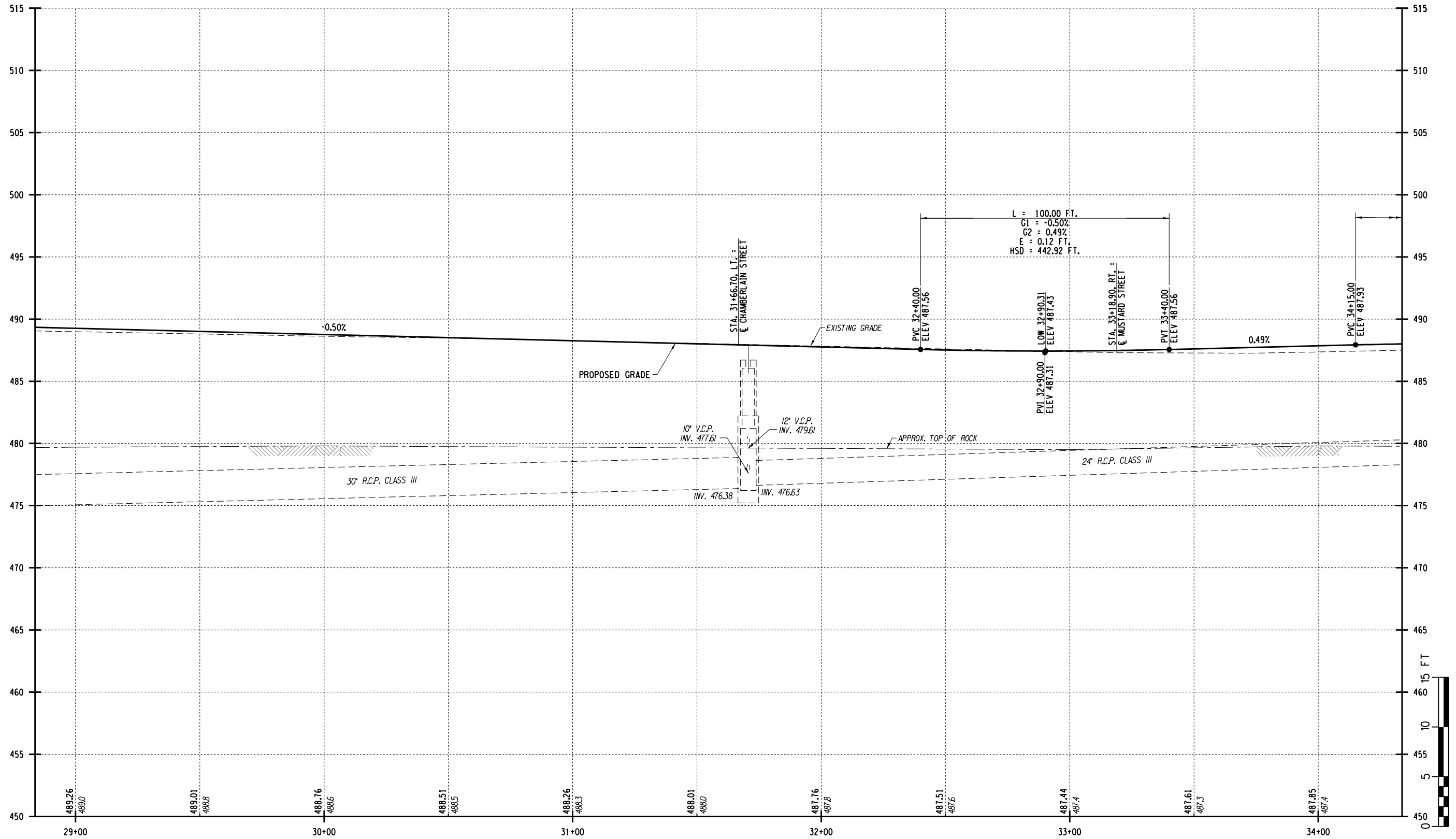
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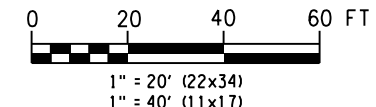
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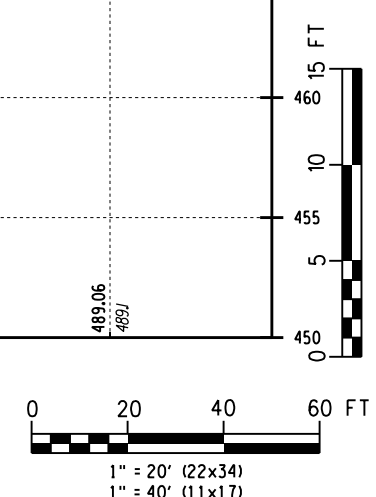
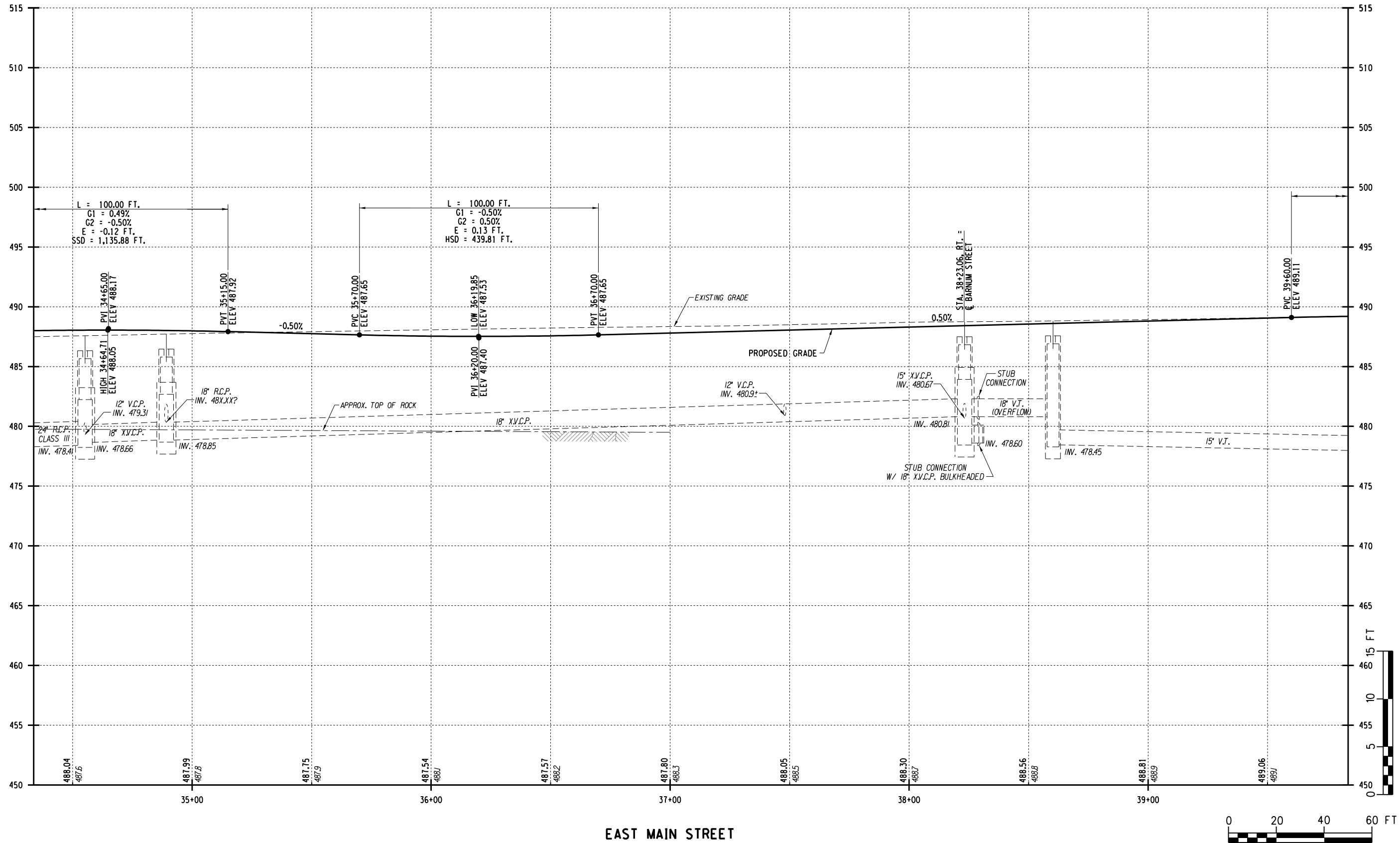


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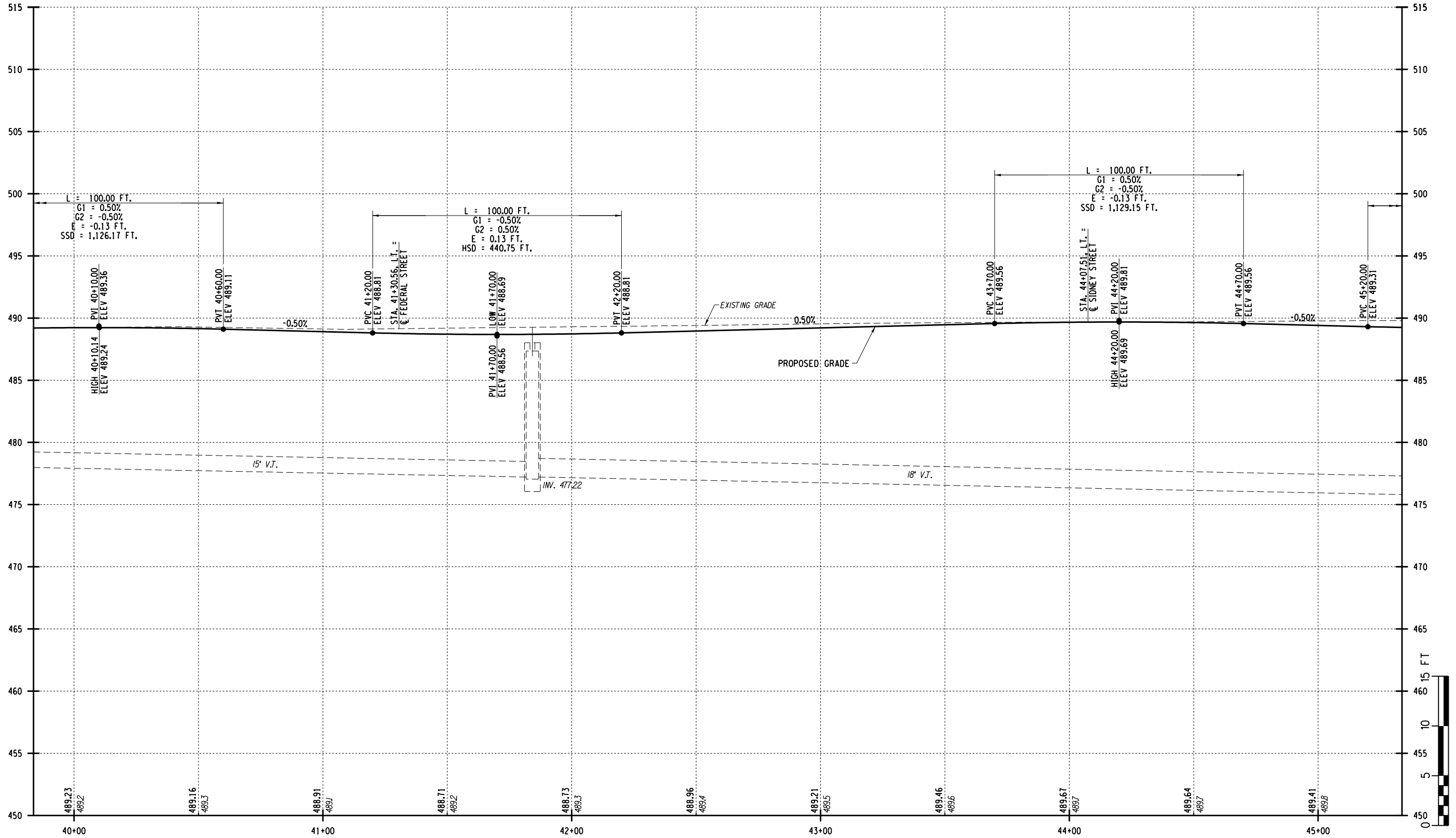
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	
PROJECT MANAGER: W. MCCORMICK	DRAWN BY: S. BEAMANT/D. WELLS
	ASSISTANT MANAGING ENGINEER: LISA V. REYES
CITY ENGINEER: HOLLY BARRETT, P.E.	
EAST MAIN STREET RECONSTRUCTION PROJECT	
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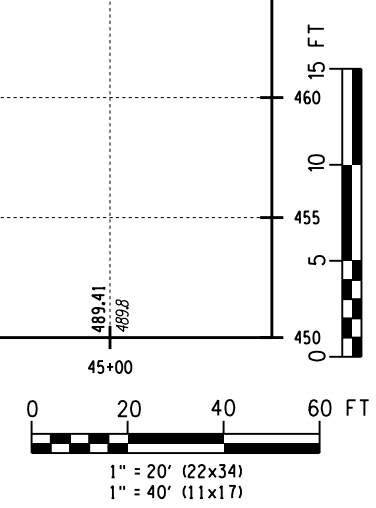


Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	PROJECT MANAGER: W. MCCORMICK DRAWN BY: S. BEAMANT/D. WELLS
	ASSISTANT MANAGING ENGINEER: LISA V. REYES CITY ENGINEER: HOLLY BARRETT, P.E.
EAST MAIN STREET RECONSTRUCTION PROJECT	
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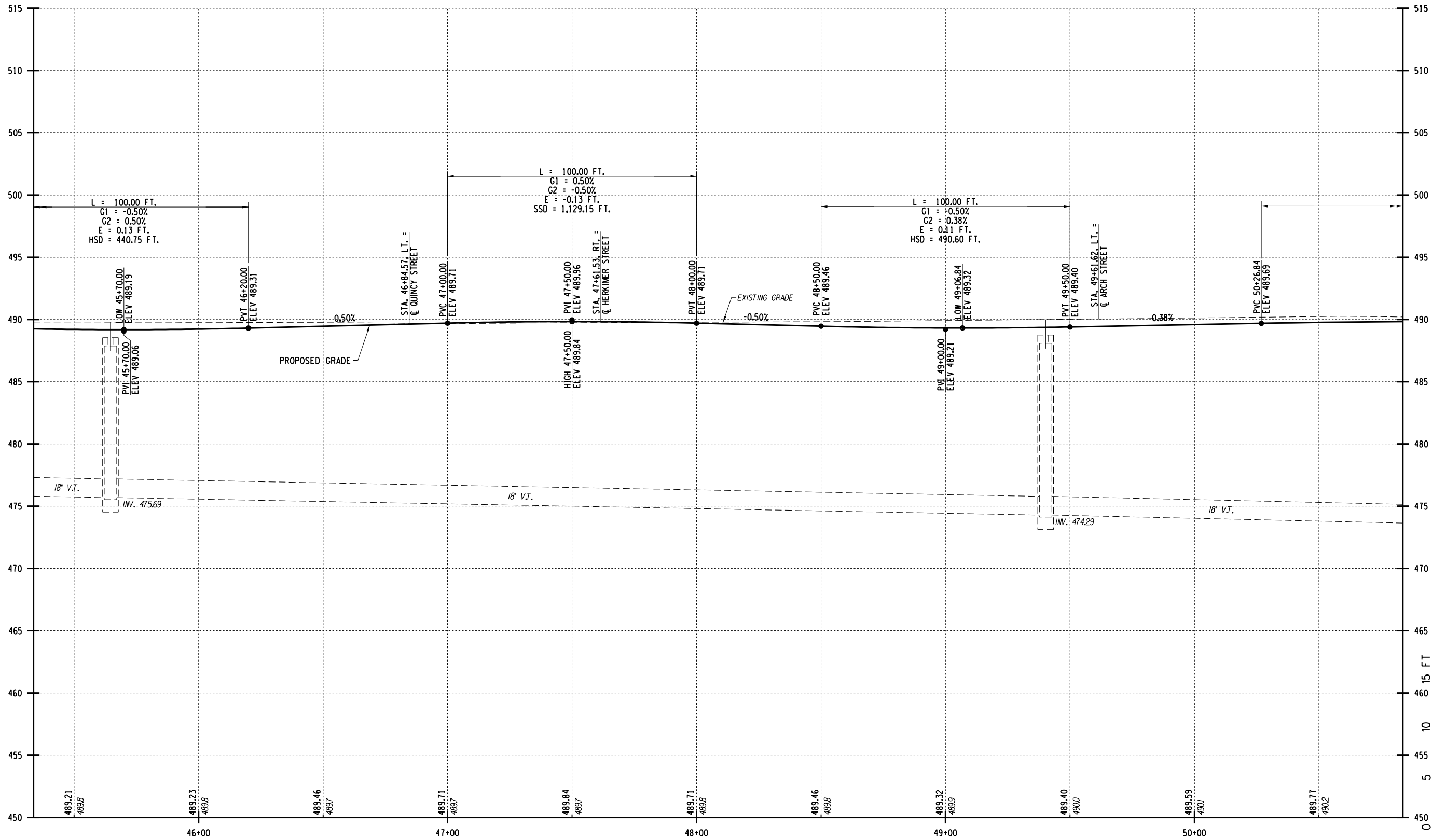


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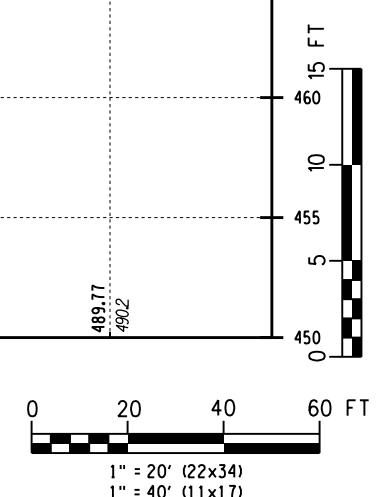


ERDMAN ANTHONY	PROJECT MANAGER: W. MCCORMICK
	DRAWN BY: LISA V. REYES
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	CITY ENGINEER: HOLLY BARRETT, P.E.
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EAST MAIN STREET



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ASSISTANT MANAGING ENGINEER: LISA V. REYES
 CITY ENGINEER: HOLLY BARRETT, P.E.

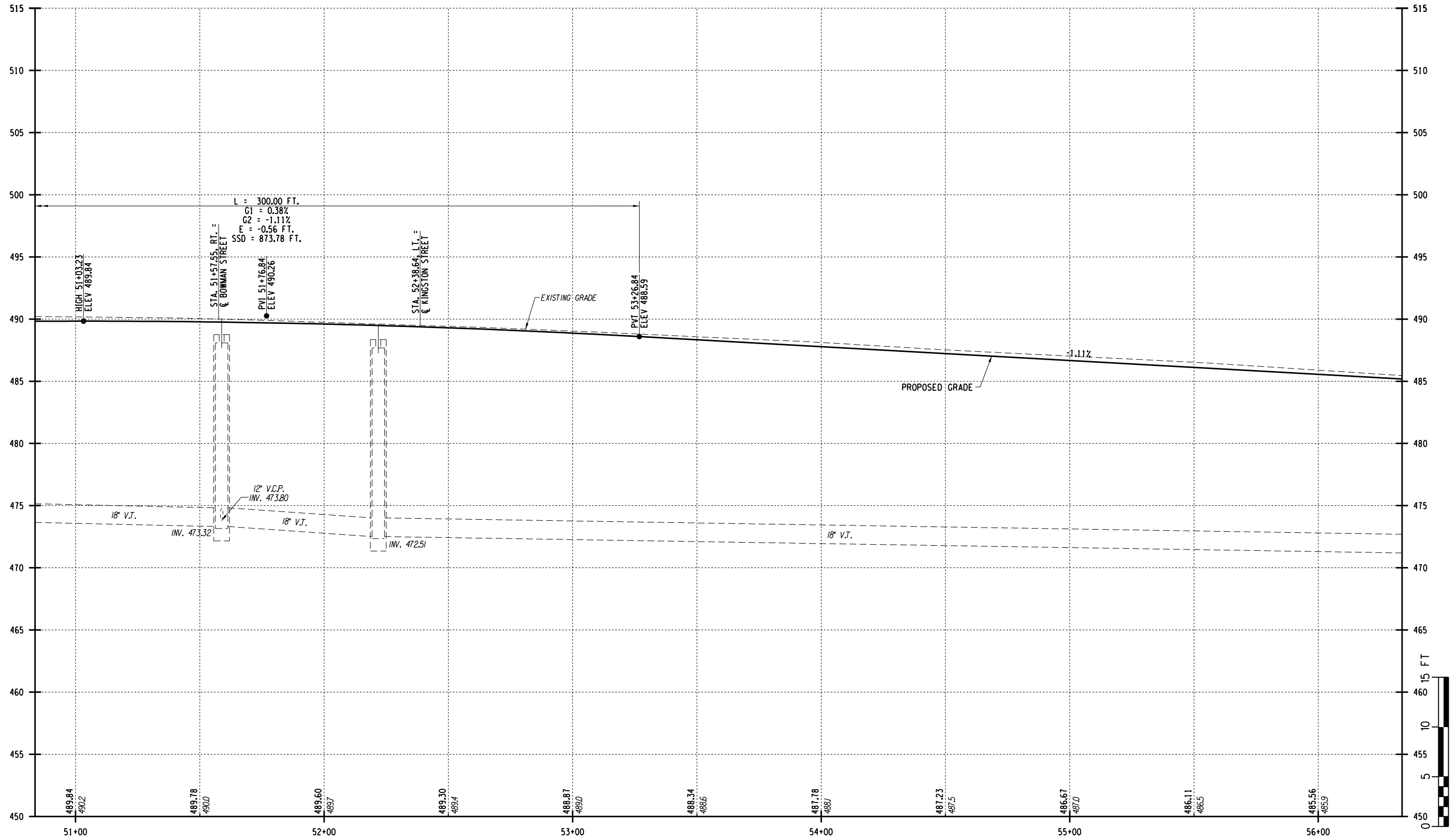
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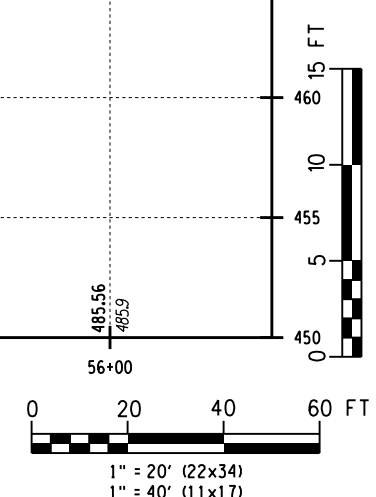
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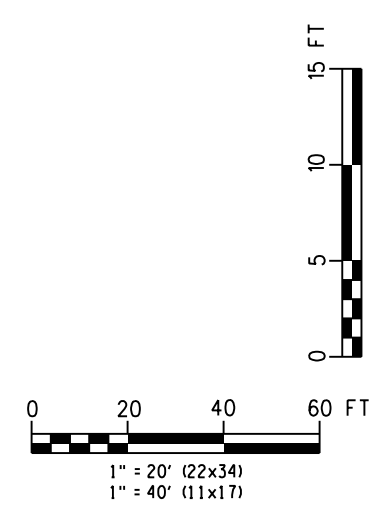
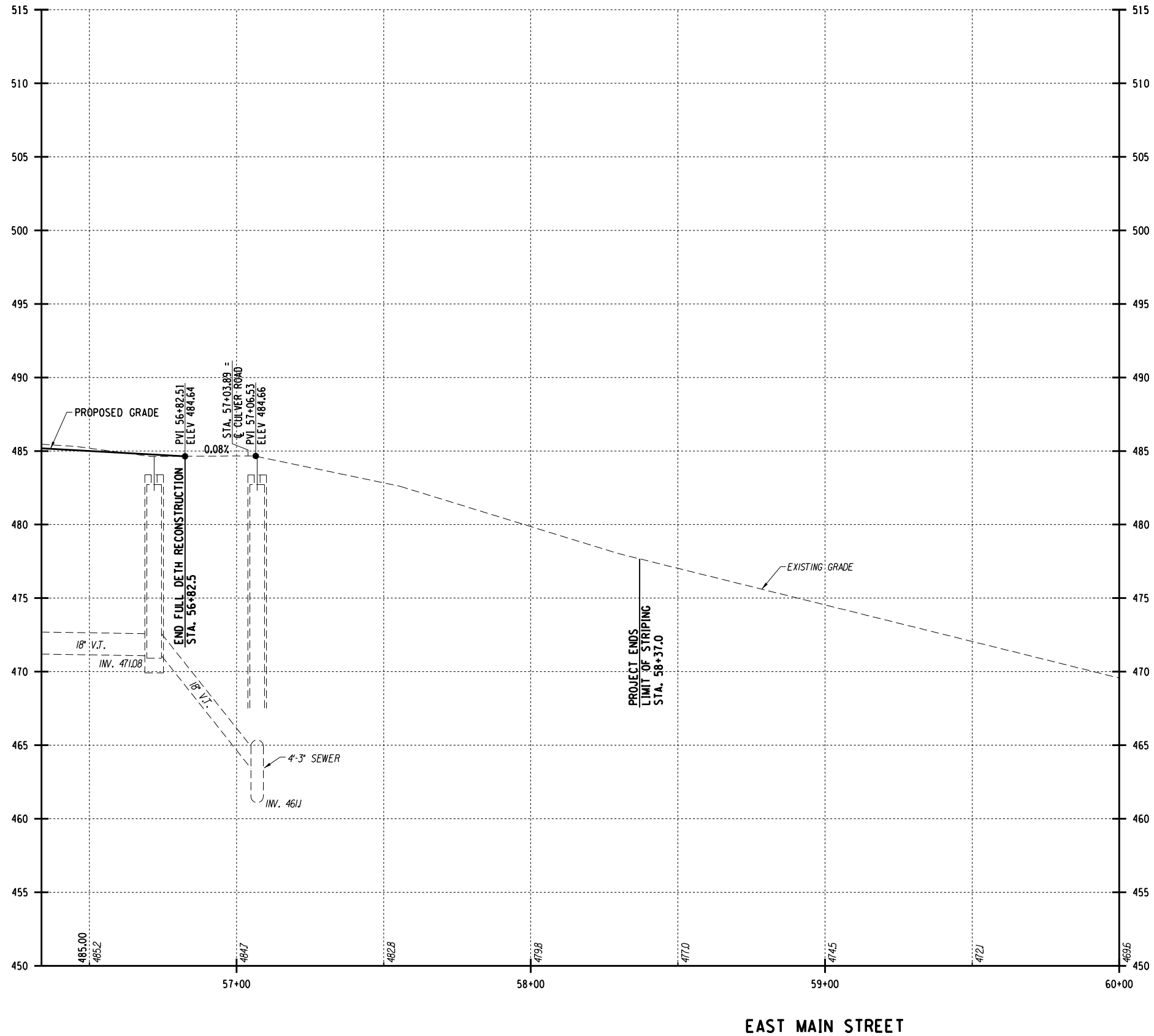


EAST MAIN STREET



ERDMAN ANTHONY	
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	PROJECT MANAGER: W. MCCORMICK DRAWN BY: S. BEAMANT/D. WELLS
	ASSISTANT MANAGING ENGINEER: LISA V. REYES CITY ENGINEER: HOLLY BARRETT, P.E.
EAST MAIN STREET RECONSTRUCTION PROJECT	
ISSUED: MAY 2019	CHECKED: WPM
DRAWN: DAW	DESIGN: RJS
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NO.	BY
REVISION	DATE
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SHEET NO. 25	
OF 36	

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Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	PROJECT MANAGER: W. MCCORMICK DRAWN BY: S. BEAMANT/D. WELLS
	ASSISTANT MANAGING ENGINEER CITY ENGINEER LISA V. REYES HOLLY BARRETT, P.E.
EAST MAIN STREET RECONSTRUCTION PROJECT	
ISSUED: MAY 2019 CHECKED: WPM DRAWN: DAW DESIGN: RJS SCALE: AS NOTED EA PROJECT NUMBER: 19574.00	NO. REVISION BY DATE
ROADWAY PROFILE	
DRAWING NO. PR-10	
SHEET NO. 26	
OF 36	

APPENDIX B

ENVIRONMENTAL INFORMATION

**FEAW
SEERC
SECTION 106 NPE MEMO
ASBESTOS SCREENING REPORT
ESA SECTION 7
TREE INVENTORY REPORT**

Federal Environmental Approval Worksheet

PIN: 4CR0.05	Completed by: B. Bancroft	Date Completed: 5/7/19	FUNDING TYPE: Federal
DESCRIPTION: East Main Street Reconstruction Project			NEPA CLASS: Class II: CE
			SEQR TYPE: Type II
LOCALITY (Village, Town, City): City of Rochester			COUNTY: Monroe

Purpose of this Worksheet:

- Implement the Programmatic Agreement Between the Federal Highway Administration, New York Division (FHWA), and the New York State Department of Transportation (NYSDOT) Regarding the Processing of Actions Classified as Categorical Exclusions (CEs) for Federal-Aid Highway Projects (PARCE), executed September 2017.
- Communicate the project National Environmental Policy Act (NEPA) classification and identify whether the FHWA or the NYSDOT (titles identified per [Project Development Manual \(PDM\) Chapter 4, Exhibit 4-2](#) is making the CE determination.
- Identify any FHWA independent determinations, approvals and/or concurrences required before the CE determination can be made.
- To be included within the Design Approval Document (DAD) in accordance with the documentation requirements in the PARCE.

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

Instructions:

Initial review of the Federal Environmental Approval Worksheet (FEAW) should occur in scoping or early in Design Phase I to identify potential risks. Complete new review of the FEAW periodically, particularly if project parameters or site condition changes result in potential resource impacts. Completion of the FEAW with signature in Step 4 is required prior to Design Approval. See PDM Chapter 4 for additional details.

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

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

- | | |
|---|---|
| • Significant environmental impacts | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Substantial controversy on environmental grounds | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |

If yes to any of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). Any project which would normally be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with the Office of Environment (OOE) and subsequently with the FHWA to determine if CE classification is still warranted. If, after consultation with the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can be progressed as a CE, **proceed to step 1B**.

If no to all the above, then this project qualifies as a CE; **proceed to step 1B**.

Step 1B: Identification of CE action

Is the project an action listed in 23 CFR 771.117 (c) - (d) (or as identified in [FHWA's additional flexibilities memo](#))?
 YES NO

If Yes, proceed to step 2.

If No, contact the MOPL (see PDM Exhibit 4-1). If, after consultation with the OOE and the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can continue as a CE, **proceed to step 2**.

¹ See definitions and examples of unusual circumstances in *FEAW_Instructions.doc*

Federal Environmental Approval Worksheet

Project ID Number: 4CR0.05

Step 2: FHWA environmental actions required prior to CE determination²

The Step 2 table identifies certain issues that require: the FHWA to make the CE determination (Column A and 2.4); independent FHWA determinations (2.1); FHWA approvals, compliance or concurrence (2.2); or notification to the FHWA (2.3). Review *the FEAW Thresholds document* to determine how to fill out each column of Step 2.

2.1	Required FHWA Independent environmental determinations	PARCE threshold exceeded ³	FHWA independent determination/ concurrence required	Date determination/ concurrence issued	Resource not present, or present but threshold not exceeded
		A	B	B1	C
	Executive Order (EO) 11990 Protection of Wetlands Individual Finding		<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
	ESA Section 7 Threatened and Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3/27/2019	<input type="checkbox"/>
	Section 106 of National Historic Preservation Act	<input type="checkbox"/>	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
	Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)	<input type="checkbox"/>	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
2.2	Other FHWA environmental approvals, compliance and/or concurrence required	PARCE threshold exceeded ³	Threshold exceeded; FHWA approval, compliance or concurrence required		Resource not present, or present but threshold not exceeded
	EO 11988 Floodplains	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 13112 Invasive Species		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 12898 Environmental Justice		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Safe Drinking Water Act Section 1424(e)		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	US Army Corps of Engineers, Section 404/10 NWP #23		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Section 6(f) Land and Water Conservation Funds		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Migratory Bird Treaty Act		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	23CFR772 Type I Noise abatement		<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.3	Other Environmental Issues requiring FHWA notification	PARCE threshold exceeded ³	FHWA notification threshold exceeded		Resource not present, or present but threshold not exceeded
	US Army Corps of Engineers, Section 404/10 Individual Permit	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	National Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	US Coast Guard Bridge Permit	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Known hazardous waste site (only EPA National Priority list)		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Project on or affecting Native American Lands		<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.4	Other Issues Triggering FHWA Approval of Categorical Exclusion	PARCE threshold exceeded ³			Resource not present, or present but threshold not exceeded
	Property Acquisition	<input type="checkbox"/>			<input checked="" type="checkbox"/>
	Major Traffic Disruptions	<input type="checkbox"/>			<input checked="" type="checkbox"/>
	Changes in Access Control	<input type="checkbox"/>			<input checked="" type="checkbox"/>

² This table does not represent all environmental issues and actions that a project is subject to. Classification as a CE does not exempt the project from further environmental review. Refer to the PDM and The Environmental Manual (TEM) to determine review requirements.

³ When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds are contained within *the FEAW Thresholds document*.

Federal Environmental Approval Worksheet

Project ID Number: 4CR0.05

Step 3: Who makes the NEPA CE Determination?

To identify which party, either the FHWA or the NYSDOT, makes the CE determination in accordance with the PARCE, follow the instructions found in the table below, beginning in Step 3A. This step also identifies which correspondence shell to use to distribute the FEAW and other environmental notifications or approvals.

3	<p>Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required.</p>
3A	<p>Is the project an action listed in 23 CFR 771.117 (c) - (d) (Answered yes in Step 1B)?</p> <p>YES <input checked="" type="checkbox"/> If Yes, proceed to 3B.</p> <p>NO <input type="checkbox"/> If No, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using Shell 4. For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4.
3B	<p>Are any of the CE Thresholds from the PARCE not met (Are there any checks in Column A of Step 2)?</p> <p>YES <input type="checkbox"/> If Yes, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using Shell 4. For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4. <p>NO <input checked="" type="checkbox"/> If No, proceed to 3C.</p>
3C	<p>Are there outstanding independent environmental approvals or concurrences? (Are there checks in column B of Step 2.1 without dates in column B1)?</p> <p>YES <input type="checkbox"/> If Yes, then the <u>FHWA makes the CE determination.</u></p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using Shell 4. For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4. <p>NO <input checked="" type="checkbox"/> If No, the NYSDOT makes the NEPA CE determination. Proceed to 3D.</p>
3D	<p>Are there</p> <p><input type="checkbox"/> any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or</p> <p><input type="checkbox"/> any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)?</p> <p>YES <input type="checkbox"/> If either box is checked, once all required approvals and concurrences have been secured, the NYSDOT makes the CE determination but the information must be forwarded to FHWA for notification or action prior to Design Approval using Shell 1. Proceed to step 5.</p> <p>NO <input checked="" type="checkbox"/> If neither box is checked, once all required approvals and concurrences have been secured the NYSDOT makes the CE determination without notification to the FHWA. The project will use Shell 2. Proceed to step 4.</p>

Federal Environmental Approval Worksheet


Project ID Number: 4CR0.05

Step 4: Summary and Recommendation

- The project **is** located within an area subject to transportation air quality conformity.
 - If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met⁴. Transportation conformity requirements have been met at the time of this signature.
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by NYSDOT
- Project is c(26) "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e)..."⁴
- All outstanding FHWA environmental approvals will be obtained and are listed here:
- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

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

Project Manager/Designer
(or Responsible Local Official)

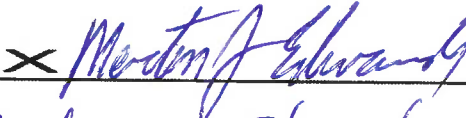
X 

Date 5/20/19

Print Name and Title:

William P. McCormick, PE; Design Project Manager (Erdman Anthony)

Regional Environmental Unit
Supervisor

X 

Date 5/31/19

Print Name and Title:

Merton J. Edwards, PE 2

Regional Local Project Liaison
(Locally Administered Projects Only)

X 

Date 5/31/19

Print Name and Title:

Craig Ekstrom, NYSDOT RLPL

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

⁴ See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) in *FEAW_Instructions.doc*

Social, Economic and Environmental Resources Checklist	
PIN:4CR0.05	FUNDING TYPE:Federal
DESCRIPTION: East Main Street Reconstruction Project	DATE:
	REVISION DATE:
MUNICIPALITY:City of Rochester	NEPA CLASS:Class II CE
COUNTY:Monroe County	SEQRA TYPE:Type II
SCOPE:Reconstruction of pavement that increases the service life and rideability of East Main Street.	

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

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT OR ISSUE?	
	NO	YES	NO
2. Is there potential to affect emergency service response?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic			
A. Regional and Local Economies			
1. Is there potential to affect local economic viability (e.g., development potential, tax revenues, employment opportunities, retail sales or public expenditures)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Is there a potential to divert traffic away from businesses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Business Districts			
1. Are there potential effects on the viability or character of Business Districts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project affect transportation options available for patrons getting into or out of the District?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will sidewalks, bicycling opportunities or transit opportunities to or within the district be affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will parking within the district be affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Specific Business Impacts			
1. Are effects to specific businesses anticipated? (e.g., sidewalks, bicycling opportunities, or handicapped access to and from businesses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Will the project affect available transportation options for patrons to businesses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the project affect the ability of businesses to receive deliveries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will parking for businesses be affected?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental			
1. Are there wetlands within or immediately adjacent to the project limits? <i>See Environmental Procedures Manual (EPM) 4.A.R, Executive Order (EO) 11990 may apply.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there Surface Waters (other than wetlands) within or immediately adjacent to the project limits? <i>lakes, ponds streams or wetlands of any jurisdiction</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is there a designated Wild or Scenic River within or immediately adjacent to the project limits? (See The Environmental Manual (TEM) 4.4.3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Will the project require a U.S. Coast Guard Bridge Permit? <i>Project area includes a bridge over navigable waters of U.S.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Does the project area contain waters regulated as Navigable by U. S. Army Corps of Engineers? <i>Section 404/10 Individual Permit or NWP 23 may be required</i>	x		
6. Is the project in a mapped Flood Zone? <i>TEM section 4.?, EO 11988</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the project in or could it affect a designated coastal area? <i>FAN and/or Consistency determination may be required. See TEM 4.6</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Is the project area above a Sole Source Aquifer? <i>See TEM 4.4 Coordination with FHWA and/or EPA may be required.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

NOTES:

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

PREPARED BY (Print Name and Title): Bryan Bancroft, Lu Engineers (consultant)

CERTIFICATION:

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

Regional/Main Office Environmental Unit Supervisor NA Date NA

Print Name and Title: NA

STATE ENVIRONMENTAL QUALITY REVIEW RECORD **TYPE II ACTIONS AND PREVIOUSLY REVIEWED ACTIONS**

Project: PIN 4CR0.05 East Main Street Reconstruction

Project Boundaries/Address:

From North Goodman Street to Culver Road

Project Description:

This project proposes to reconstruct East Main Street between North Goodman Street and Culver Road that implements infrastructure improvements to redefine the streetscape of the corridor.

The project is needed to address the following transportation needs:

- (1) Repair and reconstruct deteriorated pavement surface that is nearing its useful life.
- (2) Pedestrian accessibility and safety are in poor condition and do not fully meet current standards.
- (3) The corridor lacks a safe, dedicated, bicycle facility with connectivity to the existing bicycle network.
- (4) Streetscape of the corridor is visually unappealing and in need of enhancement for successful revitalization of surrounding properties.

Prepared by: B. Bancroft



Date: 5/3/2019

Reviewer:

Date:

The project is not subject to SEQR requirements because:

 X Option 1:

The project is a Type II action according to 17 NYCRR Section 15.14, Subdivision (e), Item 37, Paragraph (v): minor reconstruction or rehabilitation of existing highways within existing right-of-way, or involving minimal right-of-way acquisition. The project does not violate any of the criteria contained in subdivision (d) of Section 15.14.

 Option 2:

The project was previously reviewed as file number _____.

 Option 3:

The project was reviewed as part of a larger project entitled, _____, file number _____.

No further SEQR compliance is required.



MEMORANDUM

TO: Craig Ekstrom, Regional Local Project Liaison
FROM: Chris Caraccilo, Regional Cultural Resource Coordinator
SUBJECT: PROJECT SUBMITTAL PACKAGE – SECTION 106 RECOMMENDATIONS
PIN 4CR0.05, EAST MAIN STREET RECONSTRUCTION PROJECT
CITY OF ROCHESTER, MONROE COUNTY

November 2, 2018

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

Based on review of this PSP, I conclude:

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

The project activities may cause effects on historic properties:

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

ASBESTOS SCREENING REPORT

East Main Street Reconstruction Project

East Main Street from North Goodman Street to Culver Road
City of Rochester, Monroe County, New York

Prepared for:



Erdman Anthony and Associates
145 Culver Road, Suite 200
Rochester, New York 14620

Prepared By:



339 East Avenue, Suite 200
Rochester, New York 14604

November 2018

ASBESTOS SCREENING REPORT

East Main Street Reconstruction Project

East Main Street from North Goodman Street to Culver Road
City of Rochester, Monroe County, New York

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3.0 Inspection Procedures	3
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Figures and Tables

Figure 1 Site Location Map

Appendices

Appendix A Asbestos Survey Fact Sheet

Appendix B Licenses and Certifications

Appendix C Photographs

1.0 Project Summary

In accordance with conditions of the agreement, Lu Engineers conducted an asbestos screening of the East Main Street Reconstruction Project Corridor in the City of Rochester, Monroe County, New York. Based on information obtained using the procedures described in Section 3.0 Inspection Procedures, the following summarizes the results of this investigation.

East Main Street (from North Goodman Street to Culver Road)

Confirmed Asbestos-Containing Materials (ACMs)

No sampling has been conducted as part of this inspection.

Suspect Asbestos Containing Materials (ACMs)

The following suspect asbestos containing materials were identified during the site observation:

Suspect Material	Location
Grey/Tan Masonry Coating	<ul style="list-style-type: none">On concrete surfaces inside of catch basins throughout the project area.
Black Joint Filler	<ul style="list-style-type: none">In sidewalk at light pole base near 1137 East Main StreetIn sidewalk near 1137 East Main StreetBetween sidewalk and tree planter near 1151 East Main StreetBetween sidewalk and building at 1157 East Main StreetIn sidewalk near 1157 East Main StreetIn sidewalk near 1175 East Main StreetIn sidewalk at light pole base near 1175 East Main Street
Grey Caulk	<ul style="list-style-type: none">In seams of concrete stairs at 1175 East Main Street
Black Joint Filler	<ul style="list-style-type: none">In sidewalk at light pole base near 1233 East Main StreetIn sidewalk at the corner of East Main Street and Palmer Street
White Caulk	<ul style="list-style-type: none">In sidewalk near 1337 East Main Street
Black Tar/Grey Masonry Coating	<ul style="list-style-type: none">In catch basin, on concrete surfaces, near 1337 East Main StreetIn catch basin, on concrete surfaces, near 1404 East Main Street

Black Joint Filler	<ul style="list-style-type: none"> • In sidewalk near 1349 East Main Street (Morgan School of Driving)
Black Joint Filler	<ul style="list-style-type: none"> • In sidewalk at corner of East Main Street and Barnum Street • In sidewalk near 1673 East Main Street (Papa John's Pizza) • In sidewalk at corner of East Main Street and Culver Road • In sidewalk near 1640 East Main Street • In sidewalk near 1614 East Main Street • In sidewalk at corner of East Main Street and Arch Street • In sidewalk, at various locations, on East Main Street near RTS Parking Lot
Grey Caulk	<ul style="list-style-type: none"> • On East Main Street, near RTS Entrance, between curb and asphalt
Grey/White Caulk	<ul style="list-style-type: none"> • In sidewalk, at various locations between 1154 East Main Street (Auto Zone) and 1146 East Main Street • In sidewalk near corner of East Main Street and North Goodman Street. • Grey Caulk in sidewalk at the intersection of East Main Street and North Goodman Street in the median.
Black Joint Filler	<ul style="list-style-type: none"> • In sidewalk, at various locations between 1154 East Main Street (Auto Zone) and 1146 East Main Street • In sidewalk near 1142 East Main Street • In sidewalk near 1130 East Main Street (Visions Federal Credit Union) • In sidewalk, on the North side of the intersection of East Main Street and Goodman Street
Caulk (Painted Pink)	<ul style="list-style-type: none"> • Between sidewalk and building at the corner of East Main Street and Sidney Street (East Main Express Store)

2.0 Site Description

The project corridor is located on East Main Street from North Goodman Street to Culver Road in the City of Rochester, New York. The site is indicated on the attached Figure 1 – Site Location Map.

3.0 Inspection Procedures

The following procedures were used to obtain the data for this Report:

- A. A review of available record drawings supplied by Erdman Anthony and Associates and a visual inspection of the project corridor were conducted to identify potential visible/accessible sources of asbestos-containing materials. Observations and notes were made to provide a description of the suspect asbestos containing material.
- B. The survey was conducted by New York State Department of Labor certified inspectors from Lu Engineers. Copies of Lu Engineers license and employee certifications are included in Appendix B.
- C. Photographs of suspect materials are included in Appendix C.

4.0 Results

Confirmed Asbestos-Containing Materials (ACMs)

No sampling has been conducted as part of this inspection.

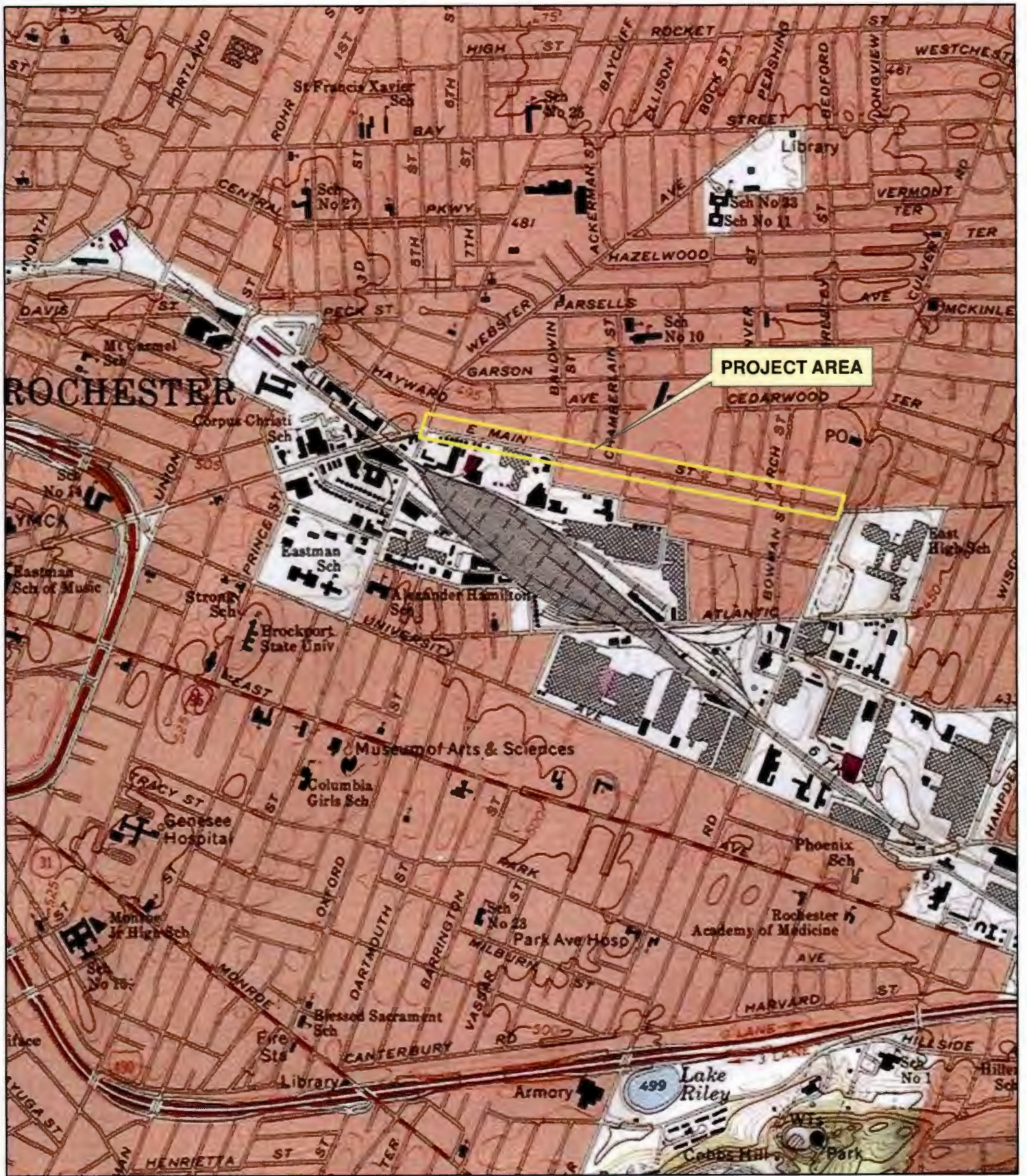
Suspect Asbestos Containing Materials (ACMs)

The following suspect asbestos containing materials were identified during the site observation:

Suspect Material	Location
Grey/Tan Masonry Coating	<ul style="list-style-type: none">• On concrete surfaces inside of catch basins throughout the project area.
Black Joint Filler	<ul style="list-style-type: none">• In sidewalk at light pole base near 1137 East Main Street• In sidewalk near 1137 East Main Street• Between sidewalk and tree planter near 1151 East Main Street• Between sidewalk and building at 1157 East Main Street• In sidewalk near 1157 East Main Street• In sidewalk near 1175 East Main Street• In sidewalk at light pole base near 1175 East Main Street
Grey Caulk	<ul style="list-style-type: none">• In seams of concrete stairs at 1175 East Main Street
Black Joint Filler	<ul style="list-style-type: none">• In sidewalk at light pole base near 1233 East Main Street• In sidewalk at the corner of East Main Street and Palmer Street

White Caulk	<ul style="list-style-type: none"> • In sidewalk near 1337 East Main Street
Black Tar/Grey Masonry Coating	<ul style="list-style-type: none"> • In catch basin, on concrete surfaces, near 1337 East Main Street • In catch basin, on concrete surfaces, near 1404 East Main Street
Black Joint Filler	<ul style="list-style-type: none"> • In sidewalk near 1349 East Main Street (Morgan School of Driving)
Black Joint Filler	<ul style="list-style-type: none"> • In sidewalk at corner of East Main Street and Barnum Street • In sidewalk near 1673 East Main Street (Papa John's Pizza) • In sidewalk at corner of East Main Street and Culver Road • In sidewalk near 1640 East Main Street • In sidewalk near 1614 East Main Street • In sidewalk at corner of East Main Street and Arch Street • In sidewalk, at various locations, on East Main Street near RTS Parking Lot
Grey Caulk	<ul style="list-style-type: none"> • On East Main Street, near RTS Entrance, between curb and asphalt
Grey/White Caulk	<ul style="list-style-type: none"> • In sidewalk, at various locations between 1154 East Main Street (Auto Zone) and 1146 East Main Street • In sidewalk near corner of East Main Street and North Goodman Street. • Grey Caulk in sidewalk at the intersection of East Main Street and North Goodman Street in the median.
Black Joint Filler	<ul style="list-style-type: none"> • In sidewalk, at various locations between 1154 East Main Street (Auto Zone) and 1146 East Main Street • In sidewalk near 1142 East Main Street • In sidewalk near 1130 East Main Street (Visions Federal Credit Union) • In sidewalk, on the North side of the intersection of East Main Street and Goodman Street
Caulk (Painted Pink)	<ul style="list-style-type: none"> • Between sidewalk and building at the corner of East Main Street and Sidney Street (East Main Express Store)

Figures



1 inch = 2,000 feet

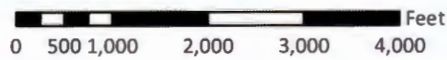


FIGURE 1. PROJECT LOCATION MAP
 East Main Street Reconstruction Project
 PIN 4CR005 City of Rochester
 Monroe County, NY

DATE: September 2018
PROJECT #: 50406-01
DRAWN/CHECKED: BB/JB
DATA SOURCE: ESRI ArcGIS Online Basemap

APPENDIX A

Asbestos Survey Fact Sheet

Asbestos Survey Fact Sheet

Name and Address of Building/Structure:

East Main Street from North Goodman Street to Culver Road
City of Rochester, Monroe County, New York

Name and Address of Building/Structure Owner:

City of Rochester
30 Church Street, Rochester, New York 14614

Name and Address of Owner's Agent:

Lu Engineers
339 East Avenue, Suite 200
Rochester, New York 14604

Name of the Firm & Person Conducting the Survey:

Lu Engineers
Evan Crafts
Mawahi Wofford

Date Survey Was Conducted:

October 24, 2018

List of Homogeneous Areas

(Items in Bold Confirmed ACM – No sampling conducted therefore nothing has been confirmed)

APPENDIX B

License and Certifications

New York State – Department of Labor

Division of Safety and Health
License and Certificate Unit
State Campus, Building 12
Albany, NY 12240

ASBESTOS HANDLING LICENSE

Joseph C. Lu Engineering And Land Surveying, P.C.
Suite 200
339 East Avenue
Rochester, NY 14604

FILE NUMBER: 99-0907
LICENSE NUMBER: 29286
LICENSE CLASS: RESTRICTED
DATE OF ISSUE: 03/29/2018
EXPIRATION DATE: 03/31/2019

Duly Authorized Representative – Susan Hilton:

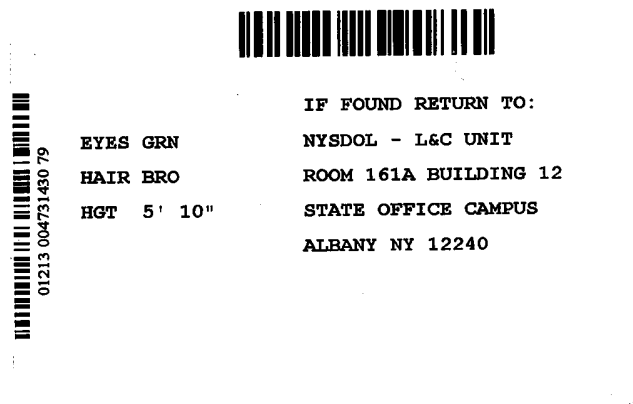
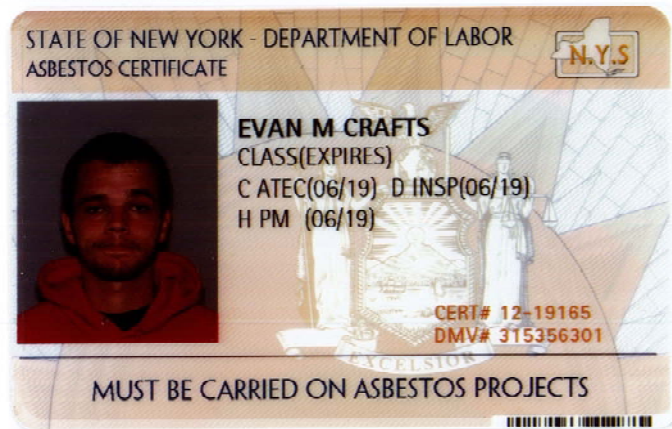
This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.



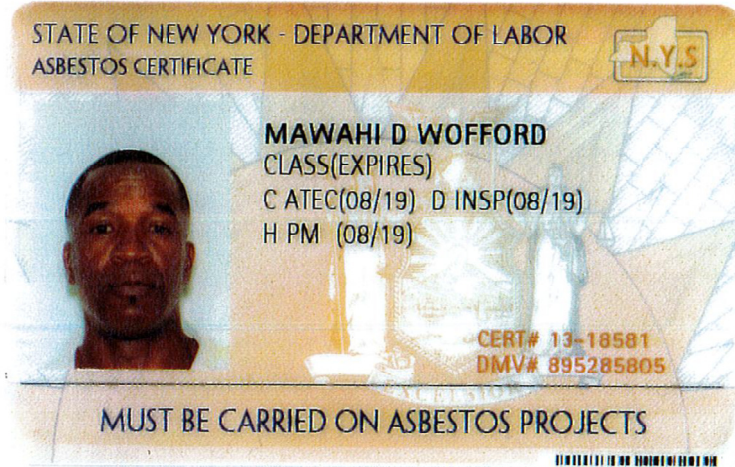
Eileen M. Franko, Director
For the Commissioner of Labor

339 East Avenue, Suite 200
Rochester, New York 14604



EVAN CRAFTS
C – Air Sampling Technician
D – Inspector
H – Project Monitor

339 East Avenue, Suite 200
Rochester, New York 14604



EYES BRO
HAIR BLK
HGT 5' 09"

IF FOUND RETURN TO:
NYS DOL - L&C UNIT
ROOM 161A BUILDING 12
STATE OFFICE CAMPUS
ALBANY NY 12240

MAWAHI WOFFORD
C – Air Sampling Technician
D – Inspector
H – Project Monitor

APPENDIX C

Photographs

PHOTO 1

NOTES:

Grey/Tan Masonry Coating on concrete surfaces inside of catch basins throughout the project area.



PHOTO 2

NOTES:

Black Joint Filler in light pole base near 1137 East Main Street.



PHOTO 3

NOTES:

Black Joint Filler in sidewalk near 1137 East Main Street



PHOTO 4

NOTES:

Black Joint Filler between sidewalk and building at 1157 East Main Street



PHOTO 5

NOTES:

Black Joint Filler in sidewalk near 1157 East Main Street



PHOTO 6

NOTES:

Black Joint Filler in light pole base near 1175 East Main Street.



PHOTO 7

NOTES:

Grey Caulk in seams of concrete stairs at 1175 East Main Street, may not be impacted.



PHOTO 8

NOTES:

Black Joint Filler in light pole base near 1233 East Main Street.



PHOTO 9

NOTES:

Black Joint Filler in sidewalk at the corner of East Main Street and Palmer Street



PHOTO 10

NOTES:

White Caulk in sidewalk near 1337 East Main Street



PHOTO 11

NOTES:

Black Tar and Grey Masonry Coating on concrete surfaces of catch basins, in various locations.



PHOTO 12

NOTES:

Black Joint Filler in sidewalk near the corner of East Main Street and Barnum Street, similar material exists in multiple locations throughout the project area.



PHOTO 13

NOTES:

**Grey Caulk
between curb and
pavement on East
Main Street, near
RTS Entrance.**



PHOTO 14

NOTES:

**White Caulk in
sidewalk, near 1154
East Main Street
(Auto Zone.**



PHOTO 15

NOTES:

Grey Caulk in sidewalk at the intersection of East Main Street and North Goodman Street in the median.



PHOTO 16

NOTES:

Black Joint Filler in sidewalk at various locations between 1154 East Main Street (Auto Zone) and the corner of East Main Street and North Goodman Street



PHOTO 17

NOTES:

Caulk (painted pink) is located between the sidewalk and the building at the corner of East Main Street and Sidney Street (East Main Express Store).



HAZARDOUS WASTE/CONTAMINATED MATERIALS SCREENING REPORT

EAST MAIN STREET PROJECT CITY OF ROCHESTER MONROE COUNTY, NEW YORK



City of Rochester
Department of Environmental Services
30 Church Street
Rochester, New York

Prepared by:



December 2018
Revised May 2019

**HAZARDOUS WASTE/CONTAMINATED MATERIALS SCREENING REPORT
EAST MAIN STREET PROJECT
CITY OF ROCHESTER
MONROE COUNTY, NEW YORK**

Prepared for:



City of Rochester
Department of Environmental Services
30 Church Street
Rochester, New York

Prepared by:



339 East Avenue, Suite 200
Rochester, New York 14604

and



Erdman Anthony and Associates
145 Culver Road #200
Rochester, New York 14620

December 2018
Revised May 2019

Project # 50406-01

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Appendix E: Qualifications

1. EXECUTIVE SUMMARY

On behalf of the City of Rochester, Erdman Anthony and Associates engaged Lu Engineers to conduct a Hazardous Waste/Contaminated Materials Screening Report (HW/CMSR) for East Main Street between Culver Road and Goodman Street, City of Rochester, Monroe County, New York, subsequently referred to as the "Project Corridor". This assessment was prepared in general accordance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation: E1527-13), the United States Environmental Protection Agency (USEPA) All Appropriate Inquiries Final Rule 40 CFR Part 312, and the New York State Department of Transportation (NYSDOT) Environmental Procedures Manual Chapter 5.1 Hazardous Waste and Contaminated Materials.

The East Main Street project will reconstruct the street and sidewalk, replace lighting, install new catchbasins, and enhance the landscaping.

Based on information collected as a part of this HW/CMSR, the following RECs were found to be located within and adjacent to the Project Corridor:

Within Project Corridor:

Address	REC
460-466 N. Goodman Street	residual petroleum impacts in soil and groundwater may be present due to a former gasoline station at the property
1120 E. Main Street	chlorinated volatile organic compound (cVOC) impacted soils and/or groundwater may be present due to former dry cleaning activities at the property
1124-1130 E. Main Street	orphan tanks may exist at the property and residual petroleum soil and groundwater impacts are present and were identified in a Phase II investigation
1142-1148 E. Main Street	residual petroleum impacts in soil and groundwater may be present due to a former gasoline station at the property
1157-1159 E. Main Street	residual petroleum impacts in soil and groundwater may be present due to former fuel vent lines identified at the property
1160 E. Main Street	orphan tanks may exist at the property and residual petroleum and cVOC soil and groundwater impacts may be present
1185-1223 E. Main Street	orphan tanks may exist at the property and residual petroleum soil and groundwater impacts may be present
1200 E. Main Street	petroleum-impacted soil and groundwater is present along the southern property boundary extending into E. Main Street due to a former gasoline station at the property and Brownfield Site listing
1275-1285 E. Main Street	residual petroleum impacts in soil and groundwater may be present due to the presence of a former gasoline station
1372-1398 E. Main Street	residual petroleum impacts in soil and groundwater may be present due to active and historical NYSDEC spills at the property

Address	REC
1424 E. Main Street	cVOC-impacted soils and/or groundwater may be present due to former dry cleaning activities at the property
1429 E. Main Street	orphan tanks may exist at the property and residual petroleum soil and groundwater impacts may be present
1430-1436 E. Main Street	cVOC-impacted soils and/or groundwater may be present due to former dry cleaning activities at the property
1667-1673 E. Main Street	residual petroleum impacts in soil and groundwater may be present along the northern portion of the property due to a former gasoline station at the property
821 Culver Road	residual petroleum impacts in soil and groundwater may be present along the northern portion of the property due to a former gasoline station at the property

No further investigation is warranted at the following properties that are identified as HRECs:

1154 E. Main Street	USTs were removed and confirmatory soil sampling does not identify any impacted soils present.
1337 E. Main Street	Impacted soils were removed during Site redevelopment.
1454-1460 E. Main Street	Impacted soils were encountered and monitored during Site redevelopment.

Off Project Corridor:

Address	REC
1046-1080 E. Main Street	cVOC-impacted soils and/or groundwater may be present due to former dry cleaning activities at the property

It is Lu Engineers’ professional opinion that these properties should be evaluated as part of a Detailed Site Investigation (DSI). Further environmental investigation is warranted and the location of each of these properties is indicated on Figures 1-3.

2. INTRODUCTION

2.1 Purpose and Definitions

The Phase I Environmental Site Assessment (ESA) practice, established by the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and the United States Environmental Protection Agency (USEPA) All Appropriate Inquiries Final Rule 40 CFR Part 312, is intended for use on a voluntary basis by parties who wish to assess the environmental condition of *commercial real estate* taking into account commonly known and *reasonably ascertainable* information.

New York State Department of Transportation (NYSDOT) Environmental requirements, detailed in the NYSDOT Environmental Procedures Manual Chapter 5.1 Hazardous Waste and Contaminated Materials, Project Environmental Guidelines, require assessment and screening based on the ASTM 1537-13 practice. The practice permits a *User* to satisfy one of the requirements to qualify for the *innocent landowner, contiguous property owner, or bonafide prospective purchaser limitations* (i.e., landowner liability protections or LLPs) on Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) liability.

The purpose of this HW/CMSR is to identify, to the extent feasible pursuant to the process described in Section 2.2, whether *Recognized Environmental Conditions* exist within the *Project Corridor*.

- Recognized Environmental Conditions (RECs) are defined as the presence or likely presence of any *hazardous substances or petroleum products* in, on, or at a *property*: 1) due to any *release* to the *environment*; 2) under conditions indicative of a *release* to the *environment*; 3) under conditions that pose a *material threat* of a future *release* to the *environment*. *De minimis* conditions, generally do not present a threat to public health or the environment, and would not be the subject of an enforcement action if brought to the attention of the appropriate regulatory agencies and are not considered to be RECs.
- Historical RECs (HRECs) are a past *release* of any *hazardous substances or petroleum products* that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the *property* to any required controls (i.e., *activity and use limitations (AULs), land use restrictions, institutional controls, or engineering controls*).
- Controlled RECs (CRECs) are RECs resulting from a past *release* of *hazardous substances or petroleum products* that have been addressed to the satisfaction of the applicable regulatory authority with *hazardous substances or petroleum products* allowed to remain in place subject to the implementation of required controls.

2.2 Scope of Services

The scope of services performed by Lu Engineers is consistent with the general specifications outlined in ASTM 1527-13, 40 CFR Part 312, and the NYSDOT Environmental Procedures Manual, Chapter 5.1. In general, the scope of services for this project included:

- Review environmental databases to identify sites in federal and state records that are potentially characterized by environmental liabilities within the recommended ASTM search radius as described in Section 4;
- Review available historical aerial photographs, United States Geological Survey (USGS) topographic maps, tax maps, plat maps, atlases, local street directories, and Sanborn[®] Fire Insurance Maps to obtain information relative to the historical usage of the Project Corridor;
- Conduct a corridor inspection, interview appropriate personnel and adjacent property owners, and record pertinent observations related to potential environmental impacts;
- Contact governmental authorities, including the NYSDEC to obtain any records on file associated with the property; local environmental and health departments, and local municipalities to obtain available Site-specific information, including legal descriptions, tax and title information, and locations of municipal services; and
- Prepare a report that provides a description, summary of records reviewed and observations noted of the environmental conditions within the Project Corridor, and an opinion as to the presence of RECs.

2.3 Limiting Conditions, Deviations, and Exceptions of Assessment

No sampling or testing of media such as soil, soil gas, surface water, groundwater, suspect asbestos containing material, radon, mold, or lead-based paint was conducted during this assessment.

No inquiry was made into endangered species, regulatory compliance, ecological resources, industrial hygiene and indoor air quality, health and safety, power lines and electromagnetic fields, or cultural and historical resources during this assessment.

The Site visit was limited to visual observations of the perimeter of the Project Corridor and other accessible areas only. Visual observations were limited due to size, vegetative growth and topographic conditions. Items such as stressed vegetation or stained soils may not have been apparent. The interior of the buildings along the Project Corridor were not inspected. In addition, building owners/managers were not interviewed as part of this assessment.

Freedom of Information Law (FOIL) requests were submitted to the City of Rochester, NYSDEC, and Monroe County Health Department (MCHD). At the time of this report, requested information has not been received from the MCHD. When the information is received, it will be forwarded in a Letter of Addendum and this report will be amended, if necessary, should the information reveal additional findings.

2.4 Significant Assumptions

While this report provides an overview of current and historical RECs, the HW/CMSR is limited by the availability of information at the time of the assessment. Conclusions and recommendations regarding RECs presented in this report are based on the Scope of Work authorized by the Client.

2.5 Special Terms and Conditions

Erdman Anthony and Associates on behalf of the City of Rochester and Lu Engineers have agreed that the Scope of Work described in Section 2.2 and the Limitations and Exceptions described in Section 2.3 above are acceptable and that to the fullest extent permitted by law, Lu Engineers shall not be liable for limiting its investigation to the Scope of Work described.

3. SITE DESCRIPTION

3.1 Location and Legal Description

The “Project Corridor” consists of 130 parcels located along East Main Street from the intersections of Goodman Street to Culver Road in the City of Rochester, Monroe County, New York (Figure 1). Property tax account numbers, development and current uses located along the 0.9-mile Project Corridor are detailed in Section 3.2.1. The properties are mainly zoned commercial (C-2) and residential (R-2) by the City of Rochester; the area between 1443-1477 E. Main Street is zone as a Neighborhood Center (C-2) and no zoning has been assigned to the new housing development at 1337 E. Main Street.

3.2 General Site Setting

The City of Rochester is located in western New York, south of Lake Ontario, in the central area of Monroe County. The Genesee River bisects the City. The local area is generally flat with topographic relief of 495 to 485 feet above mean sea level along the Project Corridor. The Project Corridor is in an urban setting developed with commercial and residential properties.

3.2.1 Current Descriptions of Properties Located Within the Project Corridor

The current parcel owners and uses are listed in the table below. Figures 1-3 indicate the location and general layout of each listed property and identify RECs.

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
410 North Goodman Street	106.76-1-70.002	3.39-acres; three(3) mixed-use buildings owned by Maguire Properties, Inc. identified as the Hungerford Building; also addressed as 1115 E. Main Street.	RCRA generator, former PBS facility, and closed spill site	No
			Tanks identified on the City of Rochester BIS records	
			Former structures were demolished in the 1950s and 1970s	No
460-466 North Goodman Street	106.76-1-16	0.15-acres; office building and parking lot on the eastern portion, owned by Rochester and Monroe County Employment and utilized as <i>Lincoln Alliance Bank</i>	Former gasoline station addressed as 1098 E. Main Street	Yes
			Former building demolished	No
1075 E. Main Street	107.76-1-52.001	0.20 acres; vacant commercial land owned by Shaibi Adnan	Former building demolished	No
1099-1111 E. Main Street	107.76-1-53.002	0.26-acres; two(2) office buildings owned by Shaibi Adnan and utilized as <i>Happy Feet Clothing</i>	Former building demolished	No
1106-1108 E. Main Street	107.76-1-17	0.10-acres; parking lot owned by Luong Hieu	Former building demolished	No
1120 E. Main Street	107.76-1-51.001	0.57-acres; manufacturing building owned by MJM East Properties, LLC and is currently unoccupied	Former dry cleaning facility	Yes
			Former building demolished	No
1124-1130 E. Main Street	106.76-1-49	0.81-acres; bank; owned and occupied by <i>Visions Federal Credit Union</i>	Tanks identified on the City of Rochester BIS records; closed spill, former gasoline station and monitoring well observed;	Yes
			Former building demolished	No
1125 E. Main Street	106.76-1-59.002	0.18-acre parking lot owned by Padela Haroon and Badrussam	Residential home demolished in 1979	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1135 E. Main Street	106.76-1-60.001	0.09-acres; vacant commercial land owned by Berparc, LLC	Residential property demolished in the late 1990s	No
1139 E. Main Street	106.76-1-61	0.25-acres; office building owned by Berparc, LLC and utilized as <i>Ber-National Automation, Inc.</i>	Closed spill addressed as 1137 E. Main Street, associated with the adjacent CSX Railyard	No
			Residential home demolished in 1960	No
1142-1148 E. Main Street	106.76-1-48	0.23-acres; detached row building owned by SOS General Contractors, LLC and occupied by the <i>Wireless Wizard</i>	Former PBS facility addressed as 1144 E. Main Street	Yes
1151 E. Main Street	106.76-1-62	0.09-acres; residential home owned by RBS Rental Group, LLC	None	No
1154 E. Main Street	106.76-1-47	0.12-acres; vacant land owned and occupied by <i>AutoZone, Inc.</i>	Former PBS facility and closed spill	HREC
1157-1159 E. Main Street	106.76-1-63	0.09-acres; detached row building owned by Napora Property Management, LLC and is currently unoccupied	Closed spill	No
			Fuel lines indicated on 1981 Record Drawing	Yes
1160-1178 E. Main Street	106.76-1-46	0.38-acres, parking lot owned and occupied by <i>AutoZone, Inc.</i>	Tanks identified on the City of Rochester BIS records and former dry cleaners	Yes
1175 E. Main Street	106.76-1-69.001	2.24-acres; four(4) warehouse buildings owned by Sky Mack Properties, LLC and utilized as <i>Economy Paper Co. Inc.</i>	Former transportation facility and asbestos sales facility and railroad spur	No
1180-1192 E. Main Street	106.76-1-45	0.57-acres; AutoZone showroom and service area	None	No
1185-1223 E. Main Street	106.76-1-67	4.60-acres; warehouse and bus garage owned by Laidlaw Transit, Inc. and utilized as <i>Rochester Greenovation</i> on the northern portion and <i>Laidlaw Bus Garage</i> on the southern portion	PBS and LTANK facility, tanks identified on the City of Rochester BIS records	No
			Unregistered tanks on the 1950 Sanborn Map and monitoring well observed	Yes

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1200 E. Main Street	106.76-1-44	0.62-acres; vacant commercial land owned by the City of Rochester	BCP Site	Yes
1214-1216 E. Main Street	106.76-1-43	0.13-acres; vacant commercial land owned by 1214-1216 East Main Street	Residential property demolished in the late 1990s	No
1222 E. Main Street	106.76-1-42	0.12-acres; vacant commercial land owned by 1214 East Main Street, LLC	Residential property demolished in the late 1990s	No
1228-1230 E. Main Street	106.76-1-41	0.12-acres; two(2)-family residential home owned by John Fleming	None	No
1233 E. Main Street	106.76-1-65	0.65-acres; manufacturing building identified as MM Harper Building, owned by Traxion Management, Inc. and occupied by <i>Tire Trax</i>	Closed spill	No
1237-1261 E. Main Street	106.76-1-66	3.68-acres; six(6) manufacturing buildings owned by 1237-1231 E. Main Street, LLC; northern most building (Building #3) along E. Main Street is unoccupied	Former PBS facility and closed spills	No
			Tanks identified on the City of Rochester BIS records	No
1240 E. Main Street	106.69-1-91.001	0.20-acres; vacant commercial land owned by the City of Rochester	Building demolished	No
1252 E. Main Street	106.69-1-89	0.12-acres; vacant residential land owned by ROC Group Capital, LLC	None	No
1258 E. Main Street	106.69-1-88	0.12-acres; church owned by Shiloh Baptist Church	None	No
1260-1264 E. Main Street	106.69-1-87	0.12-acres; apartment building owned by Stinson RE Holding, LLC	None	No
1268 E. Main Street	106.69-1-86	0.12-acres; two(2)-family residential home owned by Mohamed Mohamed	None	No
1275 E. Main Street	106.69-2-1	0.48-acres; retail building owned by Talal Mohamed; utilized as <i>King City restaurant</i>	Former gasoline station; tanks identified on the City of Rochester BIS records	Yes
1280-1282 E. Main Street	106.69-1-73	0.12-acres; retail store and residential home owned by Musa and Shiabi Abdulla; utilized as <i>Wedanah Groceries</i>	None	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1286-1288 E. Main Street	106.69-1-72	0.12-acres; two(2)-family residential home owned by Samia Shaibi	None	No
1291-1293 E. Main Street	107.69-2-2	0.12-acres; apartment building; owned by Shaw Development, LLC	None	No
1292 E. Main Street	107.69-1-71.001	0.24-acres; residential home owned by James and Barbara Candella and vacant residential land	Residential property demolished in the late 1990s	No
1297 E. Main Street	107.69-2-3	0.12-acres; residential home owned by Orit and Shentou Assa	None	No
1301 E. Main Street	107.69-2-4	0.12-acres; residential home owned by Abdi Hassan	None	No
1302 E. Main Street	107.69-1-69	0.12-acres; two(2)-family residential home owned by Rochester Housing Authority	None	No
1308-1310 E. Main Street	107.69-1-68	0.12-acres; apartment building; owned by Peter Figetakis	None	No
1322 E. Main Street	107.69-1-53	0.12-acres; two(2)-family residential home owned by Tardis Properties, LLC	None	No
1328 E. Main Street	107.69-1-52	0.12-acres; three(3)-family residential home owned by Fortanovan, LLC	None	No
1332 E. Main Street	107.69-1-51	0.12-acres; two(2)-family residential home owned by David Grenier	None	No
1337 E. Main Street	107.69-2-11.002	2.00-acres; apartment buildings owned by East Main Apartments Housing Development Fund	Closed spills and former residential homes demolished	HREC
1340 E. Main Street	107.69-1-49.004	0.12-acres; vacant residential land owned by Kevin Thompson	Former residential property demolished after 1990	No
1344 E. Main Street	107.69-1-49.003	0.24-acres; residential home owned by Orlando Pabon	Tanks identified on the City of Rochester BIS records and residential property demolished after 1990	No
1349-1353 E. Main Street	107.69-2-12	0.25-acres; office building owned by <i>Morgan School of Driving</i>	None	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1359 E. Main Street	107.69-2-13	0.12-acres; parking lot owned by <i>Morgan School of Driving</i>	Former residential property demolished in the 1970s, now parking lot	No
1363 E. Main Street	107.69-2-14	0.12-acres; residential home owned by Bruce Lefler	None	No
1369 E. Main Street	107.69-2-15	0.12-acres; residential home owned by Bruce Lefler	None	No
1372-1398 E. Main Street	107.6-1-21	15.35-acres; RTS owned by Rochester Genesee Regional Transit	PBS, active and closed spills; tanks identified on the City of Rochester BIS records	Yes
1381 E. Main Street	107.69-2-16	0.12-acres; residential home owned by Rachel Bailey	None	No
1385 E. Main Street	107.69-2-17	0.13-acres; two(2) family residential home owned by Skyroc Enterprises, LLC	None	No
1389 E. Main Street	107.69-2-18	0.12-acres; residential home owned by Keith Staton	None	No
1393 E. Main Street	107.69-2-19.001	0.25-acres; two(2) family residential home owned by Nickolas and Mana Greco and vacant residential land utilized as a community garden	Former residential property demolished after 1990	No
1404 E. Main Street	107.69-1-31	0.11-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1407 E. Main Street	107.69-2-21	0.13-acres; two(2) family residential home owned by Stefan Dzyadyk	None	No
1408 E. Main Street	107.69-1-30	0.12-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1409 E. Main Street	107.69-2-22	0.13-acres; residential home owned by Emilia Halpa	None	No
1414 E. Main Street	107.69-1-29	0.11-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1415 E. Main Street	107.69-2-23	0.12-acres; residential home owned by Halina Halpa	None	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1419 E. Main Street	107.69-2-24	0.11-acres; owned by Tilc Ministries, Inc. and utilized as a playground	None	No
1420 E. Main Street	107.69-1-28	0.12-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1424 E. Main Street	107.69-1-27	0.11-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
			Former dry cleaners in the 1980s	Yes
1426 E. Main Street	107.69-1-98	0.14-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1429 E. Main Street	107.69-2-25	0.21-acres; owned by Tilc Ministries, Inc. and utilized as a playground	Former filling station; tanks identified on the City of Rochester BIS records and former residential demolished	Yes
1430-1436 E. Main Street	107.69-1-26	0.12-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Former dry cleaning facility	Yes
1442-1444 E. Main Street	107.69-1-25	0.11-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1443-1449 E. Main Street	107.70-1-83	0.20-acres; restaurant- owned by Tilc Ministries, Inc. utilized as <i>TILC Catering and Teen Spot</i>	None	No
1446-1448 E. Main Street	107.70-1-84	0.12-acres; vacant commercial land owned by Rochester Genesee Regional Transit; utilized as a parking lot	Residential home demolished in the 1980s	No
1453 E. Main Street	107.70-1-82	0.11-acres; detached row building owned by <i>Pirate Toy Fund</i>	None	No
1454-1460 E. Main Street	107.70-1-85	0.25-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Tanks identified on the City of Rochester BIS records and closed spill, former foundry	HREC
1466 E. Main Street	107.70-1-86	0.11-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1467-1473 E. Main Street	107.70-1-81	0.67-acres; retail store; owned by Roll Tide, LLC occupied by <i>Goodman Glass</i>	Former residential homes addressed as 1457 and 1461 E. Main Street were demolished in the 1970s	No
1470 E. Main Street	107.70-1-87	0.11-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1476 E. Main Street	107.70-1-88	0.11-acres; parking lot owned by <i>Rochester Genesee Regional Transit</i>	Residential home demolished in the 1980s	No
1477 E. Main Street	107.70-1-80	0.11-acres; residential home owned by John Sidou and Dimitri Karras	None	No
1481 E. Main Street	107.70-1-79	0.11-acres; residential home owned by Mark Lortscher	None	No
1485 E. Main Street	107.70-1-78	0.11-acres; residential home owned by Bonnie Chandler and June Stevens	None	No
1486 E. Main Street	107.70-1-89	0.11-acres; residential home owned by Ascalu Gilbert	None	No
1489 E. Main Street	107.70-1-77	0.11-acres; residential home owned by Kyle Huther and Ibrahim Salkic	None	No
1492 E. Main Street	107.70-1-90	0.10-acres; residential home owned by Hope Wallace	None	No
1495 E. Main Street	107.70-1-76	0.11-acres; distribution facility; owned by Kyle Huther and Ibrahim Salkic	Former residential property demolished in the 1970s	No
1496 E. Main Street	170.70-1-91	0.11-acres; residential property owned by Newport Realty Group, LLC	None	No
1499 E. Main Street	170.70-1-75	0.11-acres; residential property owned by Muhammad Khan	None	No
1500 E. Main Street	170.70-1-20	0.11-acres; vacant residential property owned by Napoleon Ibiezubge	Former residential home demolished in the 2000s	No
1503 E. Main Street	170.70-1-74	0.10-acres; residential land owned by Harrington Cummings	None	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1506 E. Main Street	170.70-1-21	0.11-acres; vacant residential property owned by Sheldon Smith	Former residential home demolished in the 2000s	No
1507 E. Main Street	170.70-1-73	0.11-acres; two(2)-family residential home owned by Harrington Cummings	None	No
1509-1511 E. Main Street	170.70-1-72	0.11-acres; detached row building owned by Dwayne Ivery, currently unoccupied	Former coal and fuel service	No
1512 E. Main Street	170.70-1-22	0.10-acres; two(2)-family residential property owned by Alden Rubin	None	No
1515 E. Main Street	170.70-1-71	0.11-acres; residential property owned by Dwayne Ivery	None	No
1519 E. Main Street	170.70-1-70	0.11-acres; commercial building owned by MR Real Estate, Inc. utilized as the <i>World of Truth Ministries</i>	Closed spill	No
1520-1524 E. Main Street	170.70-1-23	0.10-acres; detached row building owned by Arsel Enterprises, Inc. utilized as <i>East Main Express</i> and <i>L&K Tech Inc.</i>	None	No
1525 E. Main Street	170.70-1-69	0.11-acres; commercial building owned by Schuster SG utilized as <i>Singular Designs</i>	None	No
1526 E. Main Street	170.70-1-24	0.11-acres; two(2)-family residential property owned by Ronald Porciello	None	No
1531 E. Main Street	170.70-1-68	0.11-acres; converted residential property owned by Bruce Stewart utilized as a <i>Pan-Cart</i> a Jamaican Restaurant	None	No
1532 E. Main Street	170.70-1-25	0.11-acres; residential property owned by MPT Properties, LLC	None	No
1533-1537 E. Main Street	170.70-1-67	0.11-acres; detached row building owned by 1533 Main LLC utilized as <i>Nicole</i> and residential	None	No
1538 E. Main Street	170.70-1-65	0.11-acres; residential home owned by Kurt Benz	None	No
1541 E. Main Street	170.70-1-66	0.11-acres; detached row building owned by Batal Properties Limited Liability Company and currently unoccupied	None	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1542 E. Main Street	170.70-1-64	0.07-acres; residential property owned by Dane Benz	None	No
1545 E. Main Street	170.70-1-22	0.11-acres; two(2)-family residential property owned by Laura Osborne	None	No
1548 E. Main Street	170.70-1-63	0.07-acres; two(2)-family residential property owned by Ifat Butel	None	No
1549 E. Main Street	170.70-1-23	0.11-acres; residential property owned by Laura Osborne	None	No
1553 E. Main Street	170.78-1-24	0.11-acres; residential property owned by Mark Anderson	None	No
1560 E. Main Street	170.70-2-28	0.11-acres; converted residential property owned by Samer Jaber	None	No
1564 E. Main Street	170.70-2-27	0.11-acres; residential property owned by Hopwood, LLC	None	No
1567 E. Main Street	107.78-2-1	0.13-acres; two(2)-family residential property owned by John Ragusa	None	No
1568 E. Main Street	170.70-2-26	0.11-acres; parking lot owned by Hopwood, LLC	Former residential home demolished in the 1970s	No
1572 E. Main Street	170.70-2-25	0.11-acres; parking lot owned by Hopwood, LLC	Former residential home demolished in the 1970s	No
1573 E. Main Street	170.70-2-2	0.11-acres; two(2)-family residential property owned by John Ragusa	None	No
1578-1586 E. Main Street	170.70-2-24	0.21-acres; detached row building owned by Hopwood, LLC	None	No
1583 E. Main Street	170.78-2-4.001	0.22-acres; converted residential land owned and occupied by <i>Cayuga Orthotics and Prosthetics</i>	Former residential home demolished in the 1970s	No
1589 E. Main Street	107.78-2-5	0.41-acres; residential property owned by Charles Constantino	None	No
1591 E. Main Street	107.78-2-6	0.11-acres; two(2)-family residential property owned by Artech Properties, LLC	None	No

Property Address	Tax Numbers	Size, Development, Owner and Use	Database and Research Findings	REC (refer to Section 7)
1593-1595 E. Main Street	107.78-2-7.001	0.20-acres; detached row building owned by Rosemary Manza	Former building demolished in the 1970s	No
1596-1598 E. Main Street	170.70-3-30.001	0.16-acres; apartment building owned by Sky Apts. LLC	None	No
1601-1603 E. Main Street	170.78-2-6	0.21-acres; apartment building owned by MCJ & Anderson Properties, LLC	None	No
1604 E. Main Street	170.70-3-28.002	0.12-acres; vacant residential land owned by the City of Rochester	Former residential home demolished in 1980 and 2010	No
1605 E. Main Street	170.78-2-10	0.10-acres; two(2)-family residential property owned by MCJ & Anderson Properties, LLC	None	No
1607-1609 E. Main Street	170.78-2-11	0.74-acres; church owned and occupied by Ahmadiyya Movement in ISL	Former coal company in the 1940s, former residential home demolished	No
1608 E. Main Street	170.70-2-27.001	0.15-acres; two(2)-family residential property owned by Robert Frantz	None	No
1614 E. Main Street	170.70-3-26	0.11-acres; two(2)-family residential property owned by Abraham Lerjoun	None	No
1618 E. Main Street	170.70-2-25.001	0.21-acres; apartment building owned by Robert Frantz	None	No
1630-1632 E. Main Street	170.71-1-67	0.17-acres; apartment building owned by Mase Properties, LLC	None	No
1638-1640 E. Main Street	170.71-1-66	0.16-acres; apartment building owned by Mase Properties, LLC	None	No
1653-1655 E. Main Street	170.79-1-1	0.78-acres; office building; owned by 1653-1655 E. Main Street	Closed spill	No
1667-1673 E. Main Street	170.79-1-2.001	0.33-acres; fast food restaurant occupied by Papa Johns and owned by Star Management, LLC	Former PBS facility, closed spill and former gasoline station	Yes
820 Culver Road	107.71-1-36.001	.90-acres; McDonald's Restaurant owned by Wolfanger Louis Trustee	Tank identified on the City of Rochester BIS records	No
821 Culver Road	107.71-62.002	1.82-acres; retail store owned by 821 Culver Road, LLC	Former PBS facility, closed spill and former gasoline station	Yes

3.2.2 Current Use of Adjoining Properties

Current uses of the properties adjoining the Site are primarily commercial. These uses are summarized below.

North of Project Corridor:

Property Address	Owner/Occupant	Database and Research Findings	REC (refer to Section 7)
468-470 N. Goodman Street	Row building, owned by Luong Hieu and currently unoccupied	None	No
467-469 N. Goodman Street	Detached row building, owned by Paul Theodorou	None	No
Hayward Avenue to RGTA; Garson Avenue (north of RGTA) and side streets extending north from E. Main Street	Residential homes	None	No
853 Culver Road	Mosque, owned by Islamic Culture Center of Rochester	None	No

South of the Project Corridor:

Property Address	Owner/Occupant	Database and Research Findings	REC (refer to Section 7)
406 Atlantic Avenue and 400 N. Goodman Street	Railyard owned by CSX	One (1) active and over forty (40) closed and inactive spills	No
Breck Street	Residential and commercial properties including: 10-16 Breck Street utilized as <i>Sofia</i> , an autobody shop	Closed Spills at 37-39 Breck Street; 58 Breck Street; and 1 Mustard Street	No
Mustard, Barnum, Herkimer, and Bowman Streets	Residential properties	None	No
Merton Street	Residential properties between Bowman Street and Culver Road; 775 Culver Road utilized as a detached row building occupied by <i>Lorraine's Lunch Box</i>	Six (6) spills at 777 and 755 Culver Road	No

East of Project Corridor:

Property Address	Owner/Occupant	Database and Research Findings	REC (refer to Section 7)
1716 and 1718 E. Main Street	Residential properties	None	No
Ohio Street	Residential properties located 1,100 feet east of the Project Corridor	None	No

West of Project Corridor:

Property Address	Owner/Occupant	Database and Research Findings	REC (refer to Section 7)
1046-1056 E. Main Street	Parking lot, owned by GFB Properties, LLC	Former dry cleaner in the 1940s; former dry cleaner in the 1930s addressed as 1070 E. Main Street	Yes
1058-1062 E. Main Street	Row building, owned by GFB Properties, LLC and currently unoccupied	None	No
1064-1066 E. Main Street	Row building, owned by GFB Properties, LLC and currently unoccupied	None	No
1072 E. Main Street	Attached row building, owned by George Kalkounis and utilized as <i>George's Upholstery and Furniture Co.</i>	None	No
1076-1080 E. Main Street	Attached row building, owned by Paul Theodorou and utilized as by <i>EMS Systems</i>	None	No

Past uses of the adjoining properties are discussed in Section 4.2 and detailed in Appendix C.

4. RECORDS REVIEW

The purpose of the records review is to identify RECs in connection with the Project Corridor. Records reviewed pertain to the Project Corridor, adjoining properties, and properties within an approximate minimum search distance in order to help assess the likelihood of an impact to the Project Corridor from migrating hazardous substances or petroleum products. The records review includes sources that are reasonably ascertainable, publicly available, and reasonably reviewable.

4.1 Standard Federal, State, and Tribal Environmental Record Sources

Lu Engineers reviewed Federal, State, Tribal and local records, to determine whether properties within the applicable search distances are identified on these lists and determined the significance of listing(s) associated with the Project Corridor.

The attached Lu Engineers' In-House Records Search (Appendix D) provides a summary of Federal, State, and Tribal records review findings as well as sources reviewed and date the information was last updated. Relevant information identified as a result of this search is discussed herein. A detailed list of record findings, including storage tank and spill reports, is located in Appendix D. For the purposes of this project, regulatory records search radius has been reduced to one-quarter mile (0.25/1300 feet) from the Project Corridor. NYSDEC Spills and LTANK listing have been reduced to less than 500 feet from the Project Corridor.

Federal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
National Priority List (NPL) Site list	0	N/A	No, based on the lack of listed facilities.
Delisted NPL Site List	0	N/A	No, based on the lack of listed facilities.
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List	0	N/A	No, based on the lack of listed facilities.
CERCLIS No Further Remedial Action Planned (NFRAP) List	0	N/A	No, based on the lack of listed facilities.
Resource Conservation and Recovery Information System-Corrective Action Treatment Storage and Disposal (RCRA CORRACTS TSD) Facilities List	0	N/A	No, based on the lack of listed facilities.
RCRA non-CORRACTS TSD Facilities List	0	N/A	No, based on the lack of listed facilities.
RCRA Large and Small Quantity Generator List (LQG and SQG)	4 Conditionally Exempt SQG	Laidlaw Transit Inc. NYR111176984 1185 E. Main Street	No, based on the distance of the facility from the Project Corridor and process information and waste codes were not provided; also a

Federal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
		Regional Transit Service NYD051587889 1372 E. Main Street	listed NYSDEC PBS and spill site. Yes, process information and waste codes were not provided; also a listed NYSDEC PBS and spill site.
		CSX Transportation, Inc. NYD000810978 419 Goodman Street	No, based on the distance of this facility from the Project Corridor; corrosive waste has been generated/ transported; also a listed NYSDEC PBS and spill site.
	1 adjacent CESQG	Sofia Collision NYD981565948 20 Palmer Street	No, process information and waste codes were not provided; also a listed NYSDEC spill site.
	1 former CESQG	Applied Glasstec, Inc. 1115 E. Main Street NYR000000406	No, this facility was a listed CESQG in 1995 and there are no current generator listings for this address.
Emergency Response Notification System (ERNS) List	0	N/A	No, based on lack of listings for the Site.
Institutional/ Engineering Control Registry	0	N/A	No, based on lack of listings for the Site.

State and Tribal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
NPL Equivalent (Inactive Hazardous Waste Disposal Sites(IHWDS) or State Hazardous Waste Sites (SHWS) List	0	N/A	No, based on the lack of listed facilities.
CERCLIS Equivalent (Hazardous Substance Waste Disposal Sites (HSWDS)) List	0	N/A	No, based on the lack of listed facilities.
Solid waste disposal site lists (Waste Facilities/ Landfill Sites (SWF/LF))	0	N/A	No, based on the lack of listed facilities.

State and Tribal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
Leaking Storage Tank (LTANKS) Lists and NYSDEC Spill Sites	1 Active Spill	Spill #1601903 RGRTA 1372 E. Main Street	Yes, reported in 2016 during the removal of (11) USTs. Over twenty (20) closed spills are also listed at this facility. Reports obtained from the NYSDEC state that two(2) source areas and plumes are located on the southern portion of the building extending into the parking lot, 100 feet north of the Project Corridor and the third source area is located in the service area, over 600 feet north of the Project Corridor.
	8 Closed/ Inactive spills not related to PBS, VCP, or BCP listings	Along Project Corridor	No, based on review of the closed and inactive spills as well as reports obtained from the NYSDEC.
	18 Closed/ Inactive spills Adjacent	Adjacent to the Project Corridor	No, based on review of the closed and inactive spills as well as reports obtained from the NYSDEC.
	2 Active Spills Adjacent	CSX Railyard 400 N. Goodman Street Adjacent to the south Spill #0004600 and #1102634 PBS#8-419427	No, based on the location of the spill, approximately 500 feet south of the Project Corridor and investigation and remediation conducted at the property as well as continued monitoring of the property by the NYSDEC.
Registered Storage Tanks List	10 Registered Sites on the Project Corridor	East Main Business Park #8-601556 410 North Goodman Street and 1115 E. Main Street south side of Project Corridor	No, two (2) gasoline tanks were removed in 2011 from the central portion of the property (at least 200 feet south of the Project Corridor) and two (2) closed spills are listed associated with this property. Review of the spill reports and UST closure report does not represent a REC.
		Nohle Bros Realty #8-058513 1144 E. Main Street north side of Project Corridor	Yes, three (3) USTs were removed prior to 1991 with no removal records; tank locations were not identified on the Sanborn Maps reviewed.

State and Tribal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
		Auto Zone #8-600697 1154 E. Main Street north side of Project Corridor	No, two (2) USTs were removed in 1999 and one (1) closed spill is listed regarding the tank removal and associated with the property redevelopment. Review of the spill and tank closure report represents an HREC.
		First Student, Inc. 1185 E. Main Street #8-439215 south side of Project Corridor	Yes, seven (7) USTs and ASTs are listed and three(3) USTs are currently in service, located approximately 400 feet south of E. Main Street; five (5) closed spills are also listed; review of available Sanborn Maps identifies two(2) tanks on the northern portion of the property with no records of removal; a groundwater monitoring well is located in this area, however, may be related to spills on the southern portion of the property or the adjacent BCP site to the north.
Registered Storage Tanks List (continued)	10 Registered Sites on the Project Corridor (continued)	Quaker State Oil Ref Corp. 1221 E. Main Street #8-227005 south side of Project Corridor	Yes, four (4) USTs were installed in 1976 and removed in 1987 with no removal records; no spills are listed associated with this property.
		1200 E. Main Street #8-434175 south side of Project Corridor	Yes, five (5) USTs have been closed/removed from the property in 2000; also a listed BCP Site
		Fedder Industrial Park 1237 E. Main Street #8-458589 south side of Project Corridor	No, two (2) ASTs were installed in 1970 on the southwestern portion of the parcel; two (2) USTs were installed in 1973 and one (1) UST was removed in 1993; the location of the other UST was not identified on the Sanborn Maps and there are no removal records associated with the tank. It is assumed, based on historical records, that the tank would not have been located along the corridor as this portion of the

State and Tribal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
			property has been utilized for parking. A Phase II Investigation confirmed the closure in place of a 12,000-gallon UST and the associated spill and subsurface investigation did indicate the presence of impacted soil or groundwater.
		Regional Transit Service, Inc. 1372 E. Main Street #8-018449 north side of Project Corridor	Yes, eleven (11) USTs and ASTs were installed between 1976 and 2017 and are in service; Eleven(11) USTs and ASTs were removed or closed in place between 1994 and 2016 or at an unlisted date; several spills are listed at this property including one(1) active spill.
		Kadri's Service 1670 E. Main Street #8-434868 north side of Project Corridor	Yes, five (5) USTs and one (1) AST were removed from the property between 1997 and 1998; prior tanks were installed in 1969 with no removal records; one (1) closed and two (2) inactive spills are listed; residual impacted soil remains in the Culver Road Right-of-Way.
		Rochester City School East High 1801 E. Main Street #8-381575 eastern side of Project Corridor	No, one (1) UST is located at least 300 feet east of the Project Corridor; one (1) closed spill is listed at the property. Review of the spill report does not represent a REC.
Registered Storage Tanks List (continued)	7 unregistered sites on the Project Corridor	1130 E. Main Street north side of Project Corridor	Yes, five (5) tanks were installed in 1939 and three (3) tanks were installed in 1949 with no removal records; one (1) inactive spill is listed identifying soil and groundwater impacts.
		1160 E. Main Street north side of Project Corridor	Yes, one (1) tank was installed in 1957 with no removal records; tank location was not identified on the Sanborn Maps reviewed.
		1175 E. Main Street south side of Project Corridor	No, one (1) tank was installed in 1986 and one (1) tank was removed in 1990 that appear to correspond

State and Tribal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
			with tanks on the PBS registration for 1185 E. Main Street.
		1275 E. Main Street south side of Project Corridor	Yes, five (5) tanks were removed in 1982 and prior tanks were removed in 1975 and 1951 with no removal records.
		1344 E. Main Street north side of Project Corridor	No, two (2) temporary 550-gallon skid tanks for diesel and gasoline were permitted in 1975. No additional regulatory records listed associated with this property.
		1429 E. Main Street south side of Project Corridor	Yes, three (3) gasoline tanks and pumps were installed in 1955 with no tank removal records; former gasoline station.
		1454 E. Main Street north side of Project Corridor	Yes, one (1) fuel oil tank was installed in 1953; one (1) inactive spill is listed as a result of impacted soils encountered during parking lot reconstruction in the early 2000s.
		1673 E. Main Street south side of Project Corridor	Yes, several tanks have been located at this facility that was utilized as a gasoline station; closed spills identified residual impacted soils along the Culver Road Right-of-Way.
Registered Storage Tanks List (continued)	2 Registered PBS Facilities adjacent to the south and southwest	CSX Transportation, Inc. 400 N. Goodman Street # 8-419427 adjacent to the south	No, PBS information has been withheld on the NYSDEC website; one (1) active spill is listed at this facility and discussed above.
		DiMarco Constructors Corp. 1045 E. Main Street #8-464120 adjacent to the southwest	No, one (1) 3,000-gallon UST was installed in 1974 and removed in 1989. The tank was located over 200 feet south of the Project Corridor.
Institutional/Engineering Control Registry	0	N/A	No, based on lack of listings for the Project Corridor.

State and Tribal Lists and Search Radius	Facilities Identified	Facility name and ID#, approximate distance and direction from Project Corridor	REC relative to the Project Corridor (refer to Section 7)
Voluntary Cleanup Program (VCP) Site Lists and Brownfield Site (BCP) Lists	1 BCP	1200 E. Main Street B00129	Yes, a groundwater contaminant plume at this facility extends southward into E. Main Street (refer to Section 4.1.1).

4.1.1 VCP and BCP Lists

1200 E. Main Street (B00129) is located on the north side of the Project Corridor. This property was utilized as a gasoline station from the late 1920s to the early 1990s.

- Approximately seven (7) USTs ranging in size from 275-6,000-gallons (approximately 25,257-gallons total storage capacity) were located at the property for gasoline, diesel, and kerosene.
- Two (2) ASTs, totaling 1,050-gallons storage capacity, also existed at the property for fuel oil and waste oil.
- Building permit records and registration records provided by the City of Rochester state that two(2) 4,000-gallon USTs, one(1) 3,000-gallon UST and two(2) 6,000-gallon USTs were located at the property. The sizes were based on measurement made during removal activities in 2000.
- NYSDEC PBS (8-434175) lists five (5) USTs at the property, however, with incorrect volume capacities.
- One (1) UST was removed prior to 2000.
- A pump island with three (3) pumps was located at the property.
- Per NYSDEC documentation, an illegal dumping area for oil, antifreeze and construction and demolition debris was located on the northern portion of the property.
- Groundwater flow on the northern portion of the property is to the northwest and groundwater flow on the southern portion of the property is to the southeast, toward E. Main Street.
- Impacted groundwater plume extends south to E. Main Street.
- Potential exists for residual impacted soils along the western boundary of the property.

4.2 Regulatory Agency File and Records Review

Freedom of Information Law (FOIL) requests were submitted to the NYSDEC to review records on file associated with the properties along the project corridor and adjacent parcels. Information from the NYSDEC has been included in Section 4.1 above.

4.3 Additional Federal, State, Tribal, and Local Environmental Record Sources

There are no known Native American Sovereign Territories at or within a one-mile radius of the Project Corridor. Therefore, tribal government representatives were not contacted as part of this HW/CMSR report.

Information from the City of Rochester and Monroe County Officials has been used to supplement data found during the records review and is included as Appendix D. Information obtained from the City of Rochester regarding building records and ownership information is discussed in Sections 5.3.1 and 6.

Reasonable attempts were made to obtain records from the following State and local agencies to obtain information relative to Local Brownfield Lists, Landfill/Solid Waste Disposal Sites, Hazardous Waste/Contaminated Sites, Registered Storage Tanks, Land Records for Activity or Use limitations, Emergency Release Reports, and Contaminated Public Wells:

- Department of Health/Environmental Division
- Fire Department
- Planning Department
- Building Permit/Inspection Department
- Local/Regional Pollution Control Agency
- Local/Regional Water Quality Agency
- Local Electric Utility Companies (for records relating to PCBs)

Agency	FOIL Sent/Records Reviewed	Response	RECs relative to the Project Corridor
City of Rochester	9/11/18 4/25/19	City Records were obtained for review.	RECs associated with tank permits are discussed in Section 4.1. RECs associated with past usage is discussed in Section 4.5
Monroe County Health Department (MCHD)	9/11/18	At the time of this report, the requested information has not been received. Pertinent information received will be included in a Letter of Addendum.	N/A

4.4 Physical Setting Sources

The Rochester East, New York USGS 7.5 Minute Topographical Map (photoinspected 2013) was used in evaluating the physical setting of the Project Corridor. The map shows that the land surface at and in the vicinity of the Project Corridor slopes gently to the east. The Project Corridor elevation is approximately 500 feet (USGS datum) on the western portion and 480 feet on the eastern portion. Based on the USGS topographic map of the area, groundwater flow is inferred to be generally east/northeast.

4.4.1 Geology and Hydrogeology

Based on the U.S. Department of Agriculture (USDA) Soil Conservation's Soil Survey Geographic data, soil on the Project Corridor is classified as Urban Land. Urban Land consists of areas that have been so altered or obscured by urban works and structures that identification of the soils is not feasible. There are no State or Federal wetlands or flood plains mapped for the Project Corridor.

4.5 Historical Use Information

Lu Engineers reviewed the following reasonably ascertainable standard historical sources to establish a continuous past history of the Project Corridor to its first developed use or to 1940 (whichever is earlier) and the surrounding area's usage:

- Aerial Photographs (2012,2009,2005, 1994, 1971 and 1951- NETRonline; 1999, 1993, 1988, 1980, 1971, 1961, 1951, and 1930- Monroe County GIS)
- Sanborn or Fire Insurance Maps (1912, 1930, 1950 and 1970- Prior Reports; 1938 Sanborn Map updated 1954- City of Rochester Building Department and Monroe County Public Library)
- Property Tax Files (City of Rochester Assessment Office)
- Recorded Land Title Records (Not available for review)
- USGS Topographic Maps (1971 and 1978; 2016, 1979, and 1950- NETRonline)
- Local Street Directories (1931-2017 Monroe County Public Library)
- Building Department Records (Not available for review)
- Plat Maps (1888, 1900, 1910 and 1935 City of Rochester GIS)
- Prior Phase I ESAs for 1200, 1214-1216, 1222, 1228-1230, 1240 and 1252 E. Main Street (City of Rochester)
- Prior Phase I ESAs, Tank Removal Reports and Subsurface Investigation Reports for 410 N. Goodman Street, 1124-1130 E. Main Street, 1154 E. Main Street, 1185 E. Main Street, 1237 E. Main Street, 1337 E. Main Street, 1372 E. Main Street, 1454-1460 E. Main Street, 1667-1673 E. Main Street, and 821 Culver Road (NYSDEC Files)

4.5.1 Past Use of the Project Corridor

E. Main Street was first developed in the late 1800s. From the late 1800s to the 1970s, a trackless trolley operated along E. Main Street. In 1981, E. Main Street from Goodman to Culver Road was resurfaced.

A number of buildings have been demolished through the history of the Project Corridor. Prior to the 1990s, demolition practices in the City of Rochester included using building debris as on-site fill material. Building debris maybe present in the subsurface of the parcels that were demolished prior to the 1990s and have not been redeveloped, however the possible presence of former building debris does not represent a REC at the Project Corridor at this time based on the scope of work to not exceed the current Right-of-Way or encroach beyond the Right-of-Way.

A detailed description of the historical uses of properties within and adjacent to the Project Corridor is included in Appendix C. Historical uses of properties that represent concerns are identified in Section 7.

4.5.2 Data Failure

A Data Failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet, the objectives have not been met. A Data Failure has not been encountered as part of this report.

5. SITE RECONNAISSANCE

5.1 Methodology and Limiting Conditions

On September 26, 2018, Janet M. Bissi and Bryan Bancroft of Lu Engineers visited the Project Corridor to identify uses and conditions relating to RECs. On October 16, 2018, Janet M. Bissi conducted a second inspection of properties along the Project Corridor.

5.2 Project Corridor Observations

Condition	Yes	No	REC	Notes:
Hazardous Substances and/or petroleum products		X	No	N/A
Unidentified Substances		X	No	N/A
Above or Underground Storage Tanks, vent pipes, fill pipes and/or access ways		X	No	N/A
Strong, pungent or noxious odors		X	No	N/A

Condition	Yes	No	REC	Notes:
Pools of liquid		X	No	N/A
Drums/containers of known or unidentified chemicals		X	No	N/A
PCBs- electrical or hydraulic equipment known to contain PCBs		X	No	N/A

5.3 Interior Observations

Not Applicable

Condition	Yes	No	REC	Notes:
Heating and cooling systems				N/A
Stains or corrosion on floors, walls, or ceilings by substances other than water				N/A
Floor drains and sumps				N/A

5.4 Exterior Observations

Condition	Yes	No	REC	Notes:
Pits, ponds or lagoons in connection with waste treatment, storage or disposal		X	No	N/A
Spills/Stained soil or pavement		X	No	N/A
Stressed Vegetation		X	No	N/A
Solid Waste- Areas of filling or grading by non- natural causes, mounds or depressions suggesting solid waste disposal or fill by an unknown origin		X	No	N/A
Wastewater or other liquid discharge into a drain, ditch underground injection system, or a stream on or adjacent to the property		X	No	N/A
Septic System or Cesspools		X	No	N/A
Wells-dry wells, irrigation wells, injection wells, abandoned wells, groundwater monitoring wells	X		Yes	Groundwater monitoring wells were observed in front of 1124-1130 and 1185 E. Main Street.

6. INTERVIEWS

6.1 Interview with Owners

Interviews with the owners/occupants of the properties along the Project Corridor have not been conducted at this time.

6.2 Interviews with State and/or Local Officials

A reasonable attempt was made to interview staff members from the following agencies:

- Local Fire Department
- State or Local Health Agency
- Local, State, or Regional Agency having jurisdiction over hazardous waste disposal or other environmental matters in the area of the Project Corridor
- Local Building Department
- Local department responsible for the issuance of groundwater use permits that document the presence of AULs

FOIL Information and records obtained are included in Appendix D. State and Health Department Records are discussed in Section 4.3.

6.2.1 Local Records

FOIL requests have been submitted to the City of Rochester. Assessment, Building Information System, and Fire Department records have been obtained and are discussed in applicable Sections (4.1 and 4.5).

7. EVALUATION

7.1 Findings

Based on the information collected as a part of this assessment, the following was found regarding potential RECs:

Within Project Corridor:

Address	Findings
460-466 N. Goodman Street	<ul style="list-style-type: none"> • listed as a gasoline station in the mid-1920s addressed as 1098 E. Main Street; this structure was located on the eastern portion of the parcel that is now utilized as the Federal Credit Union
1120 E. Main Street	<ul style="list-style-type: none"> • former dry cleaning facility in the late 1950s to the early 1960s
1124-1130 E. Main Street	<ul style="list-style-type: none"> • former gasoline station addressed as 1132 E. Main Street from the 1930s to the 1960s with a listed inactive NYSDEC spill. • spill was inactivated due to low levels of petroleum concentrations reported, the depths of the impacts, and continued commercial use of the property

Address	Findings
1142-1148 E. Main Street	<ul style="list-style-type: none"> • three (3) USTs were installed in 1950 and 1961 and removed in 1990. • location of the tanks was not identified on the Sanborn Maps and removal documentation was not obtained through FOIL requests to the City of Rochester and the NYSDEC
1154 E. Main Street	<ul style="list-style-type: none"> • two(2) USTs were removed during Site redevelopment
1157-1159	<ul style="list-style-type: none"> • fuel vent lines were identified on the 1981 Record Drawing along E. Main Street
1160 E. Main Street	<ul style="list-style-type: none"> • 10,000-gallon engine oil tank installed in 1957. • location of this tank was not identified on the Sanborn Maps and removal documentation was not obtained through FOIL requests to the City of Rochester and the NYSDEC • former dry cleaning facility in the 1960s
1185-1223 E. Main Street	<ul style="list-style-type: none"> • utilized as a bus maintenance garage since the mid-1980s • several above and underground storage tanks have been located at the property; approximately 400 feet south of E. Main Street. • residual groundwater impacts are present and groundwater flow is to the north-northwest toward the Project Corridor. • four (4) tanks were installed in 1976 and removed in 1987 addressed as 1221 E. Main Street, the exact location of these tanks is unknown. • two (2) gasoline tanks are identified on the northern portion of the property on the 1930 and 1950 Sanborn Maps. • a monitoring well was observed along the northern portion of the property. It is unknown if this monitoring well is associated with this property or 1200 E. Main Street, located adjacent to the north.
1200 E. Main Street	<ul style="list-style-type: none"> • BCP site due to a former gasoline station from the 1920s to the 1990s. • impacted soil and groundwater are present and the impacted groundwater plume extends south into E. Main Street.
1275-1285 E. Main Street	<ul style="list-style-type: none"> • former filling station from at least the late 1930s to the 1980s • tanks were identified in the area east of the current building
1337 E. Main Street	<ul style="list-style-type: none"> • closed NYSDEC spill listed associated with orphan tanks and impacted soils encountered during site redevelopment
1372-1398 E. Main Street	<ul style="list-style-type: none"> • active NYSDEC spill and several closed spills associated with several current and former ASTs and USTs • two(2) groundwater plumes located 100 feet north of Project Corridor.
1424 E. Main Street	<ul style="list-style-type: none"> • dry cleaning facility from the mid-1960s-mid-1980s
1429 E. Main Street	<ul style="list-style-type: none"> • former gasoline station in the 1950s to 1970s • the location of the tanks was not identified on the Sanborn Maps and removal documentation was not obtained through FOIL requests to the City of Rochester and the NYSDEC
1430-1436 E. Main Street	<ul style="list-style-type: none"> • dry cleaning facility from the 1940s to the 1970s
1667-1673 E. Main Street	<ul style="list-style-type: none"> • former gasoline station from the 1930s to the 1970s. • pump islands were located along the north and northeastern portions of the parcel • locations of the former tanks were not identified • remedial actions on the eastern portion of the property, along Culver

Address	Findings
	Road, have removed impacted soil, however residual soil and groundwater impacts remain at the property. <ul style="list-style-type: none"> In 2011, a Soil and Groundwater Management Plan was prepared for the property and should be complied with for any intrusive work conducted in the immediate area of this property
821 Culver Road	<ul style="list-style-type: none"> former gasoline station from the 1930s to the late 1990s location of the former tanks were not identified impacted soils have been removed from the property, however residual impacted soils remain on the eastern portion of the property in the Culver Road right of way

Off Project Corridor:

Address	Findings
1046-1080 E. Main Street	<ul style="list-style-type: none"> former dry cleaning facilities listed in the 1930s and 1940s addressed as 1054 and 1070 E. Main Street
1454-1460 E. Main Street	<ul style="list-style-type: none"> closed spill identified impacted soil that was encountered during parking lot construction in the early 2000s

7.2 Opinion

It is Lu Engineers' professional opinion that based on the information obtained during this assessment; the findings listed above represent RECs in association with the Project Corridor, which are discussed in the tables below. These properties should be evaluated as part of a Detailed Site Investigation (DSI). The location of each of these properties is indicated on Figures 1-3.

Within Project Corridor:

Address	REC
460-466 N. Goodman Street	residual petroleum soil and groundwater impacts may be presents
1120 E. Main Street	chlorinated volatile organic compounds (cVOC)-impacted soils and/or groundwater may be present
1124-1130 E. Main Street	orphan tanks may exist at the property and residual petroleum soil and groundwater impacts are present and were identified in a Phase II investigation
1142-1148 E. Main Street	residual petroleum impacted soil and groundwater may be present
1157-1159 E. Main Street	residual petroleum impacted soil and groundwater may be present
1160 E. Main Street	orphan tanks may exist at the property and residual petroleum and cVOC impacted soil and groundwater may be present
1185-1223 E. Main Street	orphan tanks may exist at the property and residual petroleum impacted soil and groundwater may be present
1200 E. Main Street	petroleum impacted soil and groundwater is present along the southern property boundary extending into E. Main Street

Address	REC
1275-1285 E. Main Street	residual petroleum impacted soil and groundwater may be present
1372-1398 E. Main Street	residual petroleum impacted soil and groundwater may be present
1419 and 1429 E. Main Street	orphan tanks may exist at the property and residual petroleum impacted soil and groundwater may be present
1424 E. Main Street	cVOC-impacted soils and/or groundwater may be present
1429 E. Main Street	orphan tanks may exist at the property and residual petroleum soil and groundwater impacts may be present
1430-1436 E. Main Street	cVOC-impacted soils and/or groundwater may be present
1667-1673 E. Main Street	residual petroleum impacted soil and/or groundwater may be present along the northern portion of the property.
1801 E. Main Street	cVOC-impacted soils and/or groundwater may be present
821 Culver Road	residual petroleum impacted soil and/or groundwater may be present along the northern portion of the property.

No further investigation is warranted at the following properties that are identified as HRECs:

1154 E. Main Street	USTs were removed and confirmatory soil sampling does not identify any impacted soils present.
1337 E. Main Street	Impacted soils were removed during Site redevelopment.
1454-1460 E. Main Street	Impacted soils were monitored and managed during Site redevelopment.

Off Project Corridor:

Address	REC
1046-1080 E. Main Street	cVOC impacted soils and/or groundwater may be present

7.3 Conclusions and Recommendations

Lu Engineers has performed a HW/CMSR in conformance with the scope and limitations of ASTM Standard Practice E1527-13 and the NYSDOT Environmental Procedures Manual, Chapter 5.1 at East Main Street Project to Culver Road from Goodman Street, City of Rochester, Monroe County, New York. This assessment has revealed evidence of RECs in connection with the Site including:

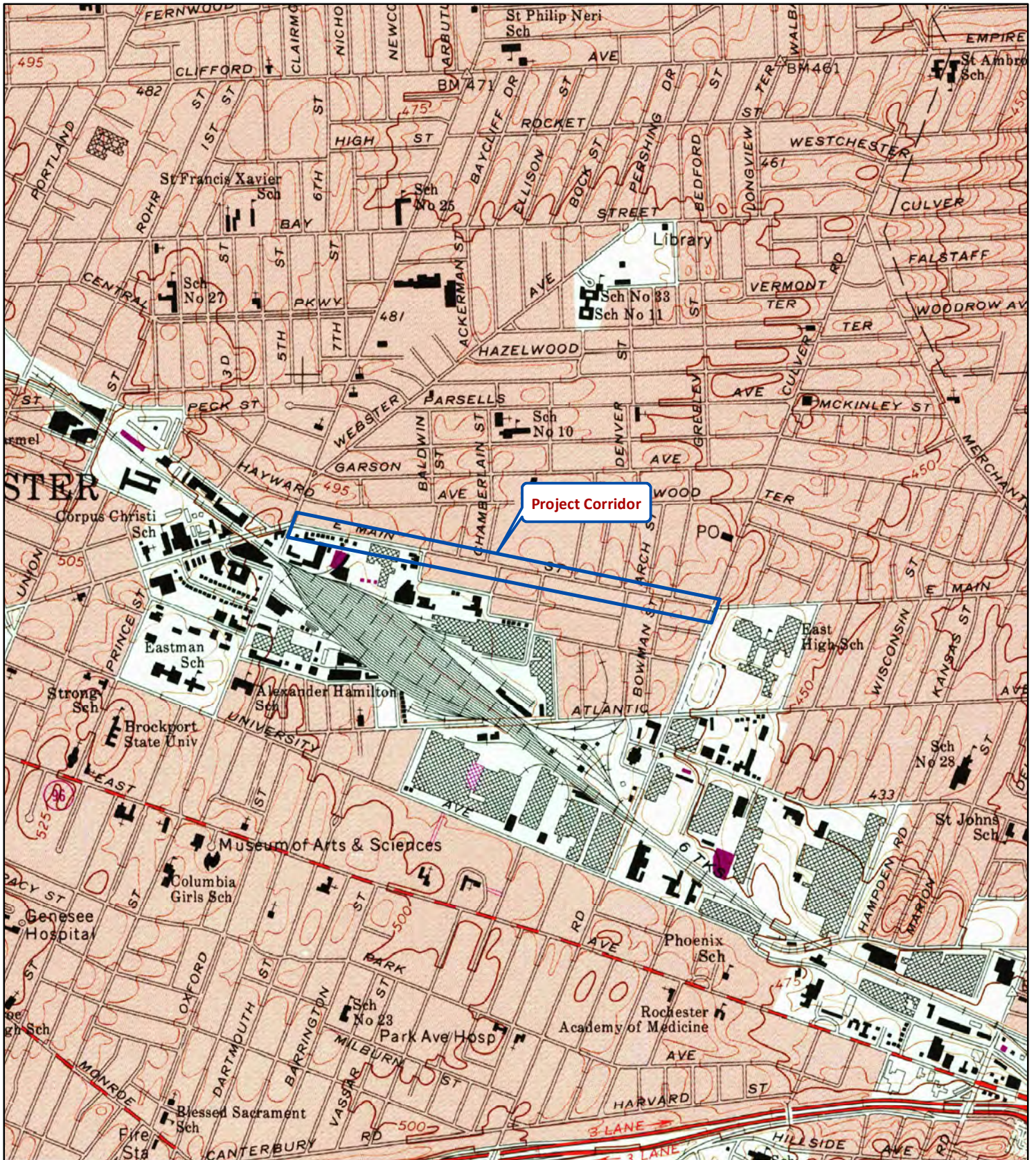
- Possible orphan tanks and/or impacted soil and/or groundwater
- Possible petroleum impacted soil and/or groundwater due to former gasoline stations

- Possible petroleum impacted soil and/or groundwater due to former spills or other historical uses
- Possible chlorinated impacted soil and/or groundwater due to former dry cleaning facilities

These properties and their associated potential impacts to the subsurface conditions within the proposed project excavation area are listed in Section 7.2 and indicated on Figures 1-3. Lu Engineers recommends that a Phase II DSI be completed to determine potential impacts and inform the design process relative to hazardous waste and/or contaminated materials impact.

8. REFERENCES

- Sanborn Maps- City of Rochester Library and City Hall
- Topographic Maps- NETRonline and USGS
- Street Directories- Monroe County Public Library
- Aerials- NETRonline and Monroe County GIS
- NYSDEC Records



Scale 1:24,000

Contour Interval: 5 Feet

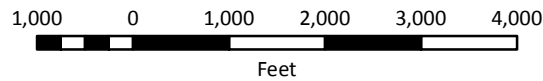
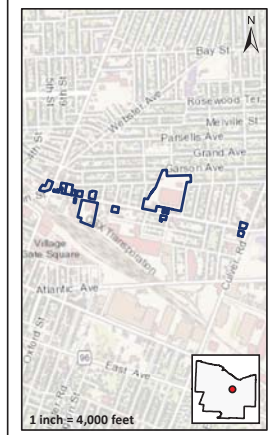
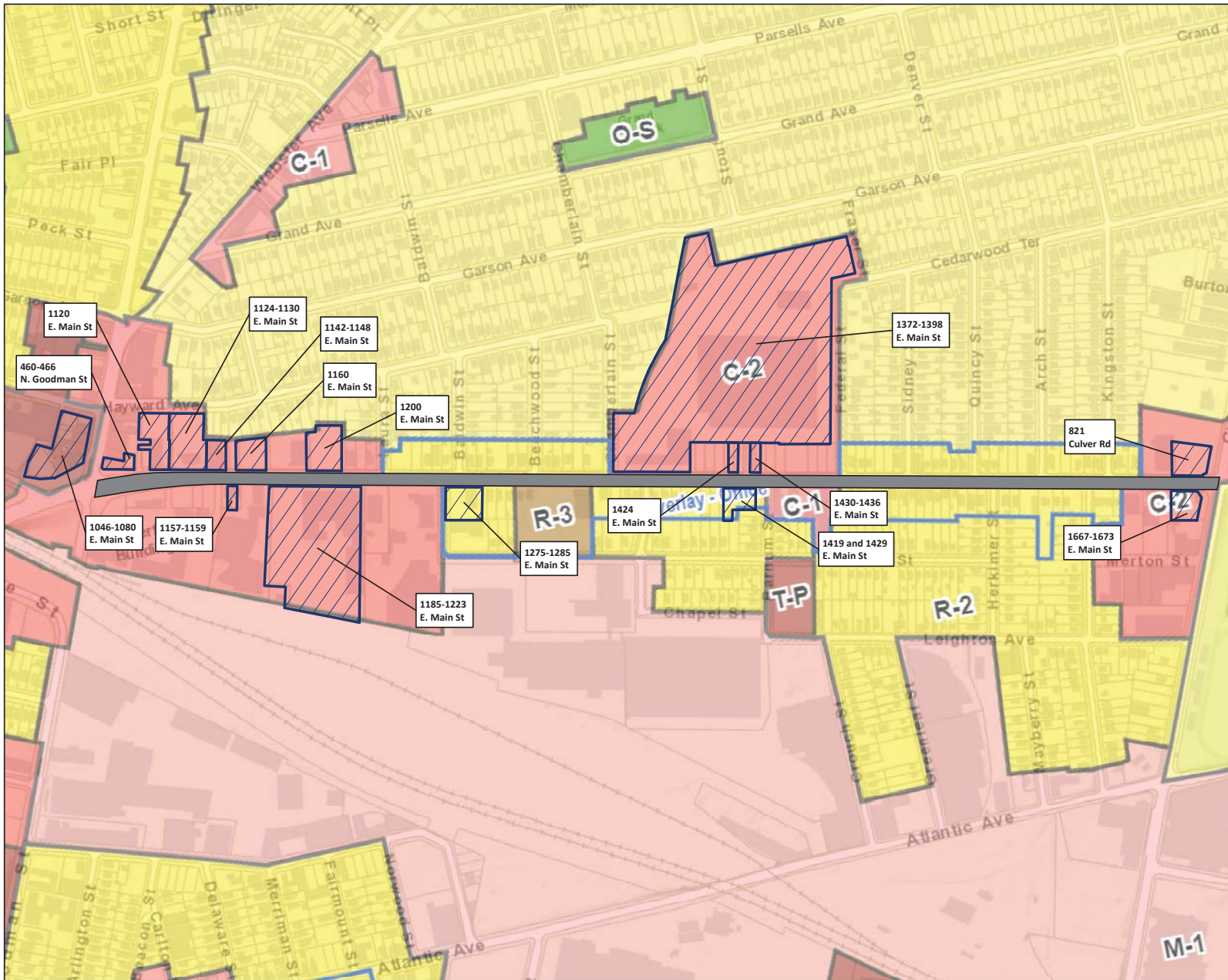


FIGURE 1. PROJECT CORRIDOR PLAN
 East Main Street Reconstruction Project
 City of Rochester
 Monroe County, NY

DATE: November 2018
 PROJECT #: 50406-01
 DRAWN/CHECKED: BGS/GLA
 DATA SOURCE: USGS 7.5 Minute Quad
 "Rochester East, NY 1971"



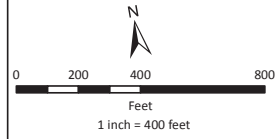
City of Rochester
Monroe County, NY

Legend

-  Project Corridor
-  Parcel with Recognized Environmental Concern

Code:

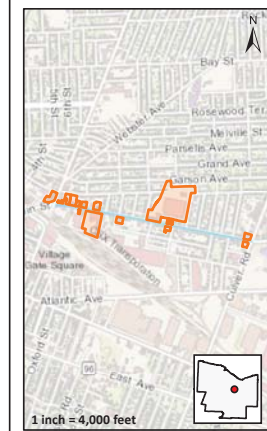
- C1: Neighborhood Center District
- C2: Community Center District
- T-P: n/a
- M1: Industrial District
- OS: Open Space District
- R1: Low-Density Residential District
- R2: Medium-Density Residential District
- R3: High-Density Residential District



DATE: May 2019
Project Number: 50406-01
DRAWN/CHECKED: BGS/JB
DATA SOURCE: City of Rochester
Online Interactive Zoning District Map

Figure 2. Zoning District Plan
East Main Street Corridor
Rochester NY, Monroe County



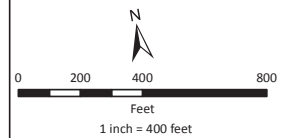


Legend

- Parcel with Recognized Environmental Condition
- East Main Street Project Corridor
- Parcel boundaries
- Historical Mapped Underground Storage Tank (UST)
- Historical Mapped Aboveground Storage Tank (AST)
- Monitoring Well Within Highway Boundary

Notes:

- Tank locations approximate
- Monitoring well locations approximate



DATE: May 2019
Project Number: 50406-01
DRAWN/CHECKED: BGS/JB
DATA SOURCE: Pictometry
ESRI Basemap, NYS GIS Clearinghouse

Figure 3. Recognized Environmental Conditions
East Main Street Corridor
Rochester NY, Monroe County

Appendix A- Site Photographs

Site Photographs East Main Street Project Corridor



Photo No. 1 460-466 N. Goodman Street looking west; former gasoline station in parking lot area



Photo No. 2 460-466 N. Goodman Street looking west; former gasoline station in parking lot area



Photo No. 3 1120 E. Main Street looking south toward E. Main Street; former dry cleaning facility



Photo No. 4 1124-1130 E. Main Street; former gasoline station



Photo No. 5 Monitoring well in sidewalk in front of 1124-1130 E. Main Street



Photo No. 6 1142-1148 E. Main street; former USTs removed in 1990.

Site Photographs East Main Street Project Corridor



Photo No. 7 1154-1178 E. Main Street looking northeast: former USTs removed



Photo No. 8 1154-1192 E. Main Street looking west.



Photo No. 9 1185-1223 E. Main Street looking east/southeast.



Photo No. 10 USTs and pumps on the southside of 1185-1223 E. Main Street.



Photo No. 11 Monitoring well in sidewalk of 1185-1223 E. Main Street looking east; and location of former USTs.



Photo No. 12 1233 and 1185-1223 E. Main Street looking west.

Site Photographs East Main Street Project Corridor



Photo No. 13 1200 E. Main Street looking north; NYSDEC BCP facility.



Photo No. 14 1237-1261 E. Main Street looking south; UST installed in 1973 with no removal record.



Photo No. 15 1275-1285 E. Main Street looking north toward E. Main Street; former gasoline station.



Photo No. 16 1372 E. Main Street looking northeast; NYSDEC PBS and spill facility



Photo No. 17 1424 E. Main Street; former dry cleaning facility and 1372 E. Main Street beyond, looking north/northeast.



Photo No. 18 1430-1436 E. Main Street; former dry cleaning facility and 1372 E. Main Street beyond, looking

Site Photographs East Main Street Project Corridor



Photo No. 19 1667-1673 E. Main Street looking north to E. Main Street; former gasoline station.



Photo No. 20 1667-1673 E. Main Street looking south toward 775 Culver Road; NYSDEC spill site.



Photo No. 21 821 Culver Road looking northeast toward 820 Culver Road; former gasoline station.



Photo No. 22 821 Culver Road.



Photo No. 23 Goodman and E. Main Street intersection looking south toward 1045 E. Main Street; former dry cleaning facility.





Photo No. 24 1046-1080 E. Main Street looking west; former dry cleaning facility.

Appendix B- Historical Research Documentation



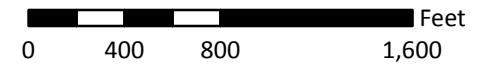
East Main Street Circa 1999

Legend

-  East Main Street Project Corridor
-  Parcel With Recognized Environmental Condition





1 inch = 800 feet





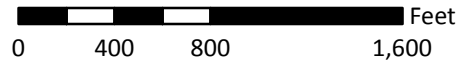
East Main Street Circa 1988

Legend

-  East Main Street Project Corridor
-  Parcel With Recognized Environmental Condition





1 inch = 800 feet





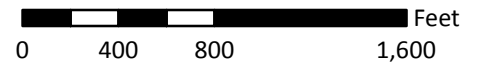
East Main Street Circa 1980

Legend

-  East Main Street Project Corridor
-  Parcel With Recognized Environmental Condition





1 inch = 800 feet





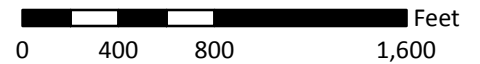
East Main Street Circa 1970

Legend

-  East Main Street Project Corridor
-  Parcel With Recognized Environmental Condition





1 inch = 800 feet





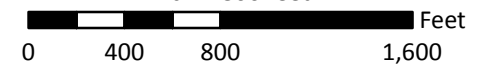
East Main Street Circa 1961

Legend

-  East Main Street Project Corridor
-  Parcel With Recognized Environmental Condition





1 inch = 800 feet





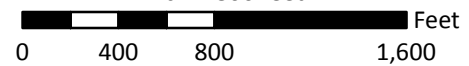
East Main Street Circa 1951

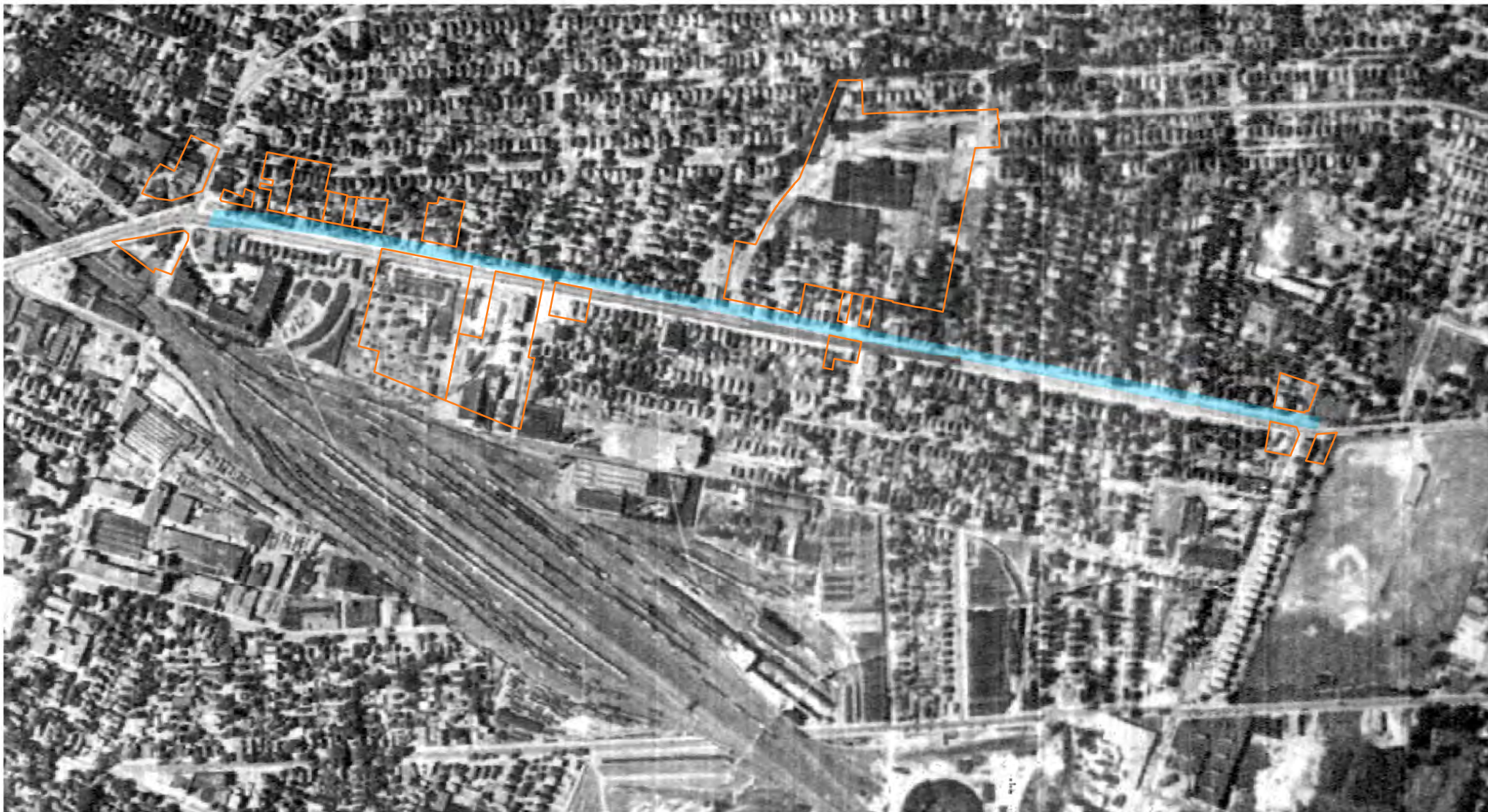
Legend

-  East Main Street Project Corridor
-  Parcel With Recognized Environmental Condition





1 inch = 800 feet





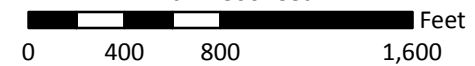
East Main Street Circa 1930

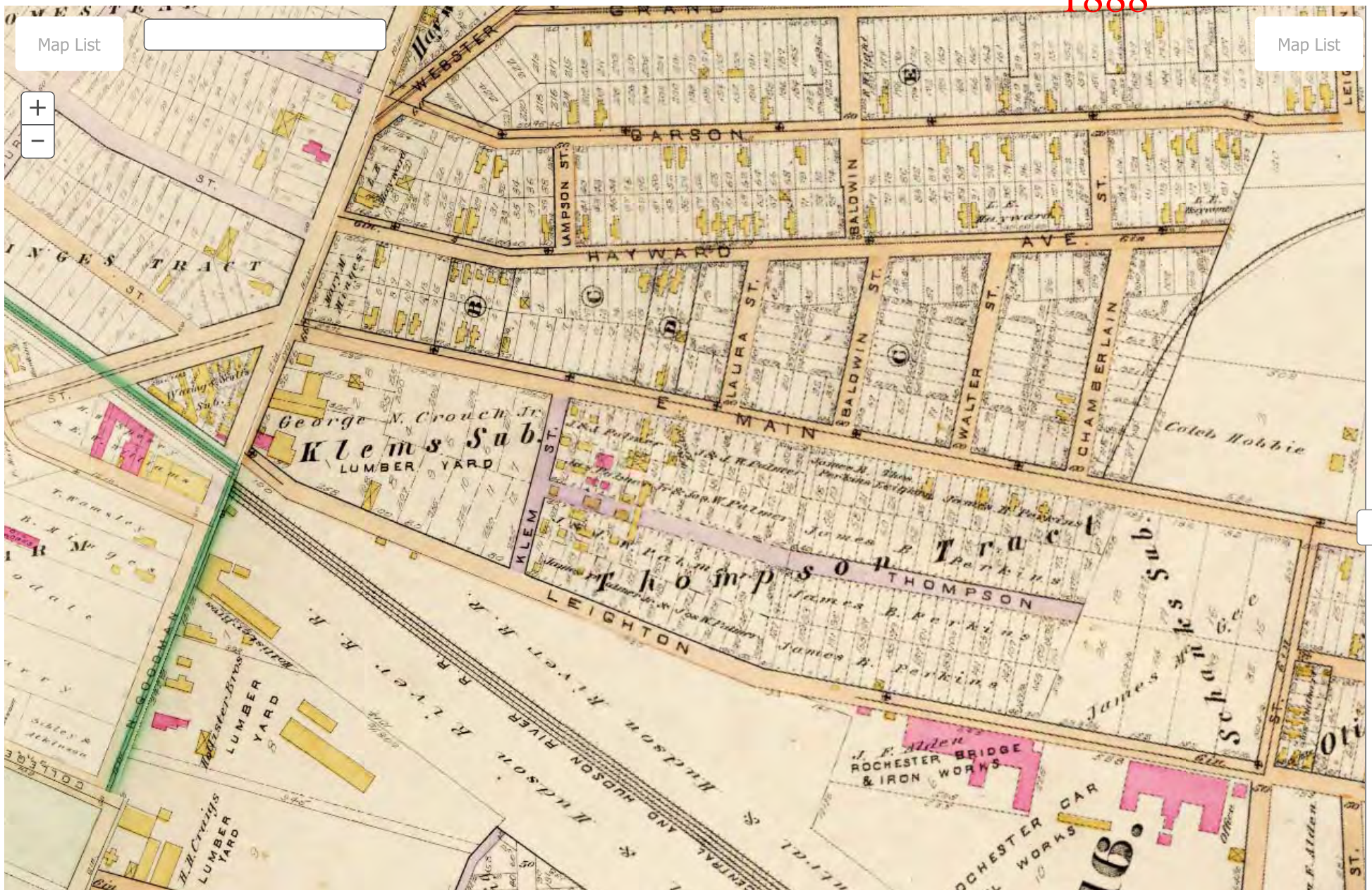
Legend

-  East Main Street Project Corridor
-  Parcel With Recognized Environmental Condition



1 inch = 800 feet





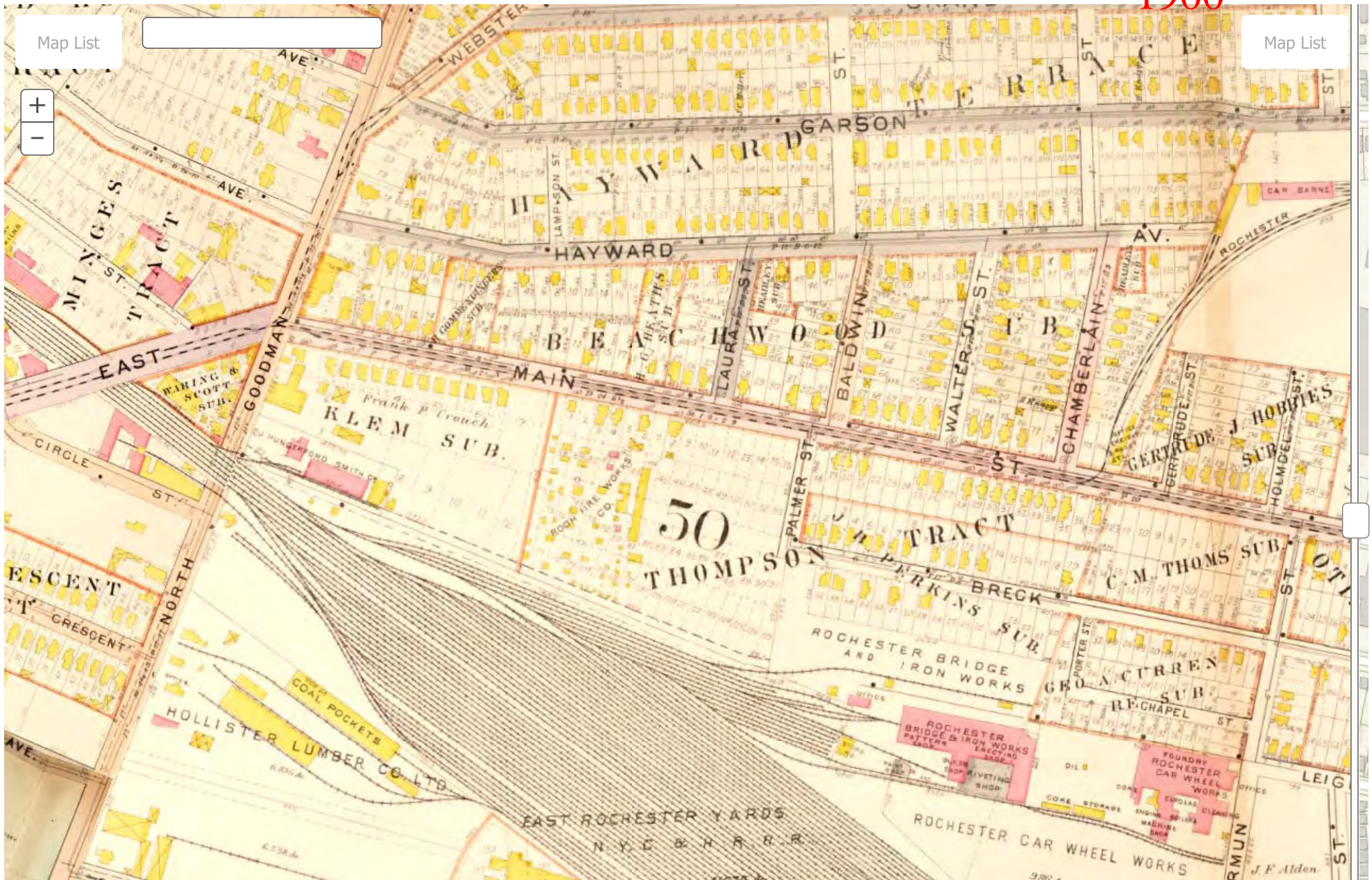
1888 Plat Map

Current Street Map



1888 Plat Map

Current Street Map



1900 Plat Map

Current Street Map



1900 Plat Map

Current Street Map



1910 Plat Map

Current Street Map



1910 Plat Map

Current Street Map

Map List

Map List



1935 Plat Map

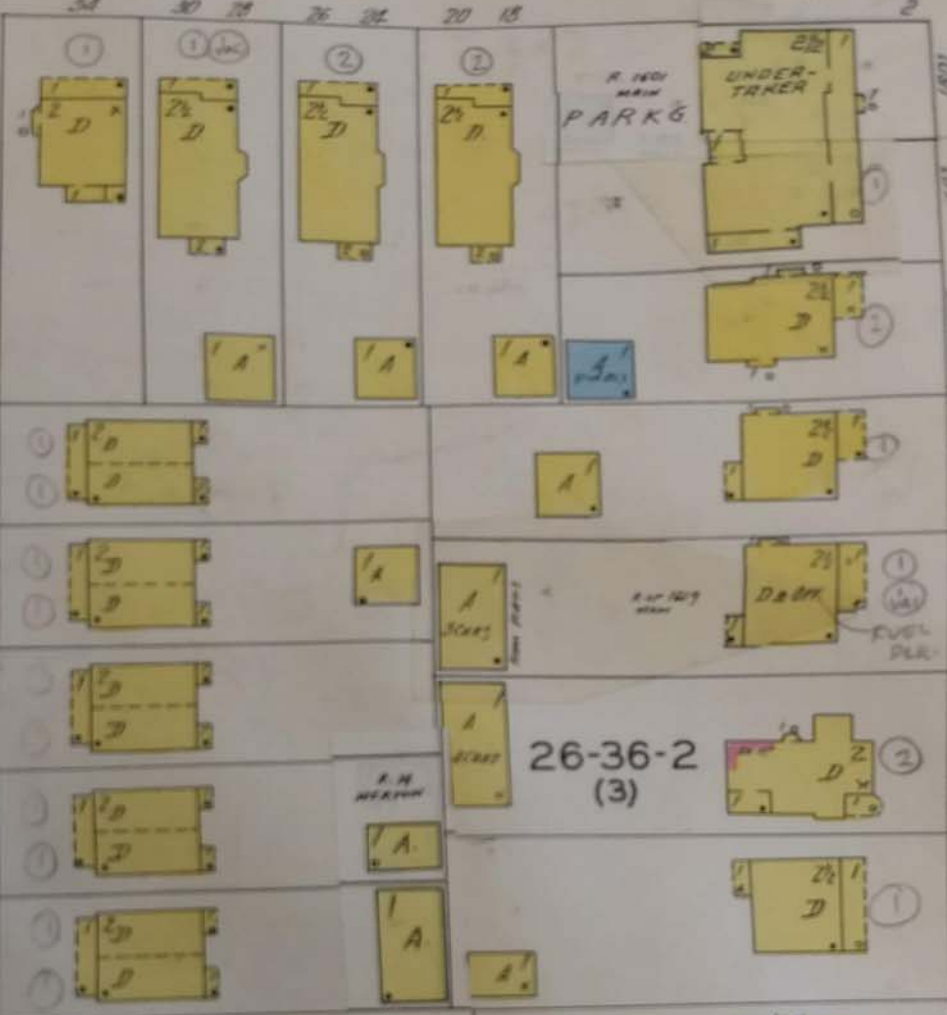
Current Street Map

BOWMAN

29'

MERTON (PRIVATE ST)

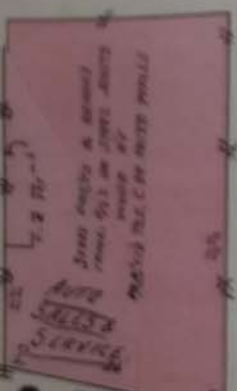
20 18 16 14 12 10 8 6 4 2



MAIN E.

KINGSTON

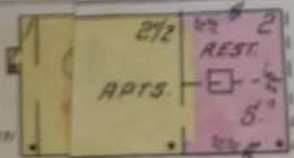
526



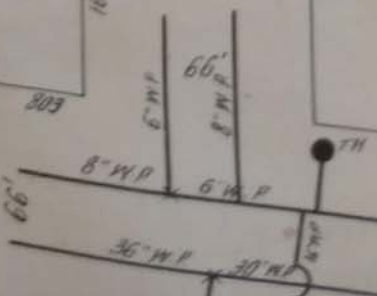
CULVER

RD.

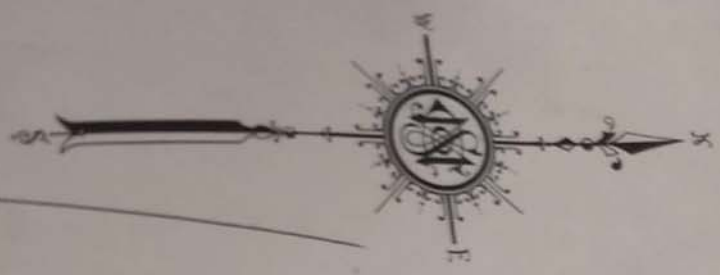
775 777



519



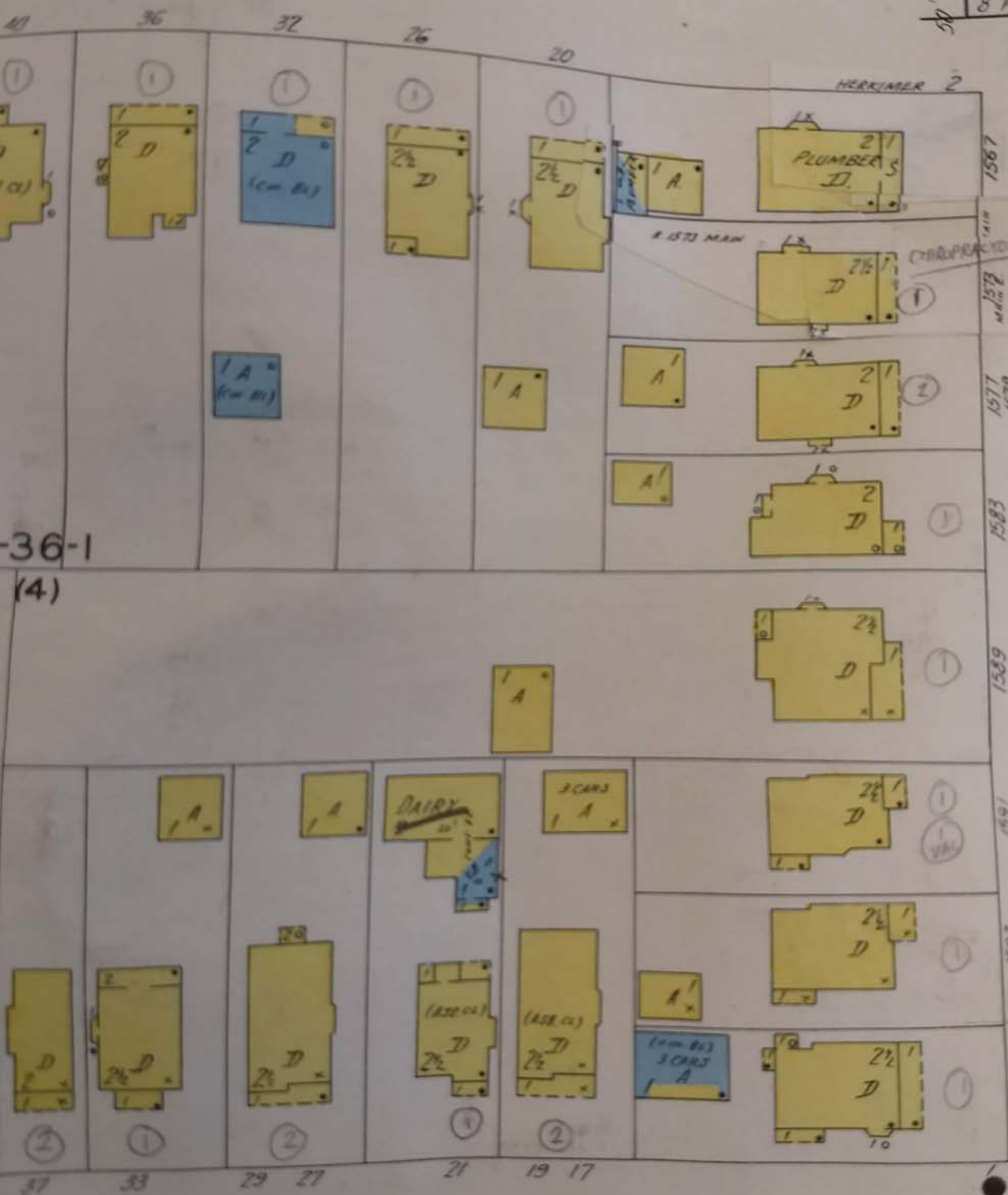
517



5TH QUINCY

(A)

CAMP BRECK



525

6TH ARCH

36-1

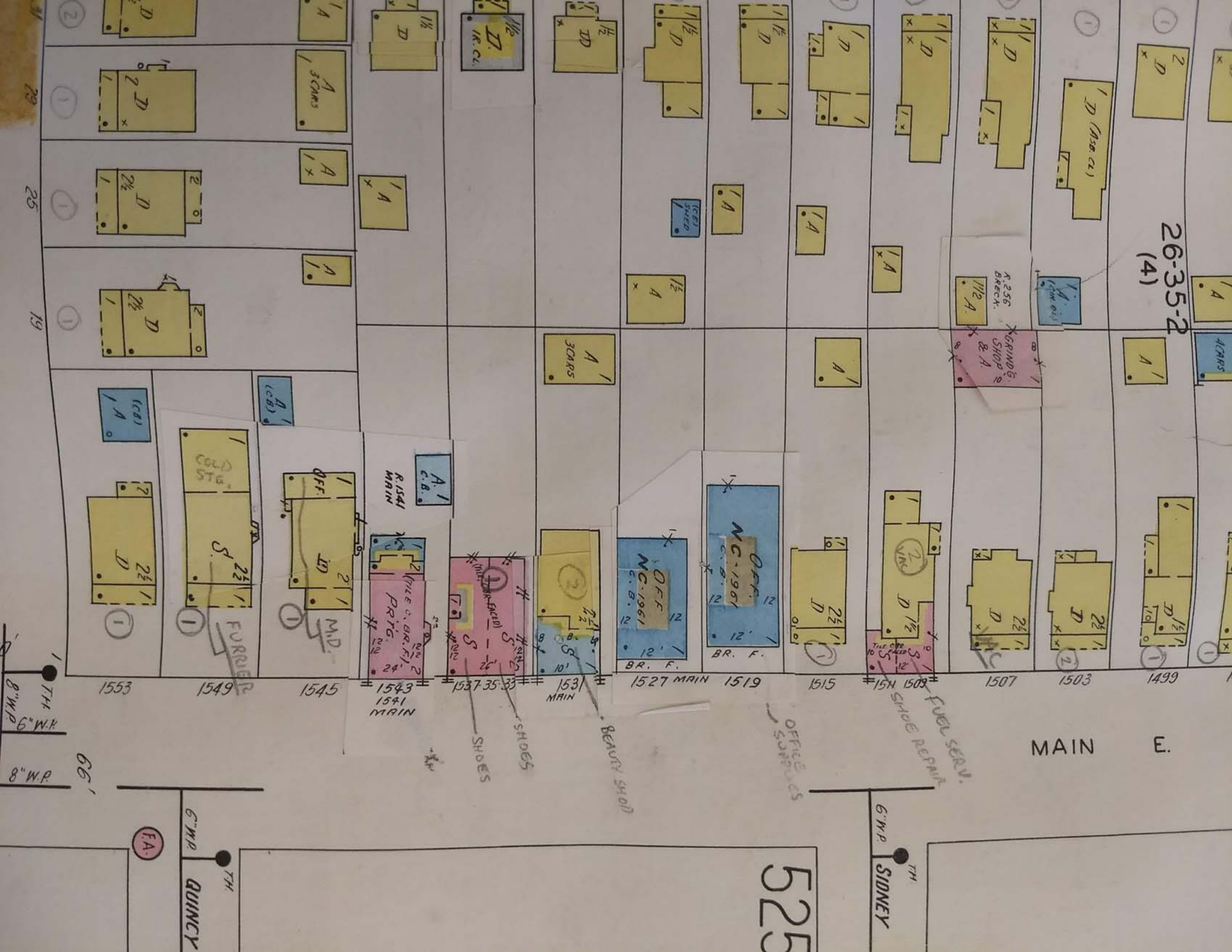
(4)

WMAN

FUNERAL HOME 2

34 30 28 26 24 20 18

26-35-2
(4)



MAIN E.

6" W.P.
TH
SIDNEY

6" W.P.
TH
QUINCY

525

EA

66'

8" W.P.
TH
6" W.P.

1553

1549

1545

1543
1541
MAIN

1537-35-33

1531
MAIN

1527
MAIN

1519

1515

1514
1509

1507

1503

1499

FURRIER

M.D.

R. 1544
MAIN
PRIG.

TRANSFERRAL
SHOES

BEAUTY SHOP

OFF.
NC-1961
C.B.

OFF.
NC-1961
C.B.

FUEL SERV.

SHOE REPAIR

OFFICE SUPPLIES

COLD STG.

C.B.
A.

C.B.
A.

A.
C.B.

A.
SCARS

OFF.
NC-1961
C.B.

OFF.
NC-1961
C.B.

GRINDS
SHOP
R. 256
BKECH.
B.A.

D (Assoc.)

A
SCARS

A
SCARS

28

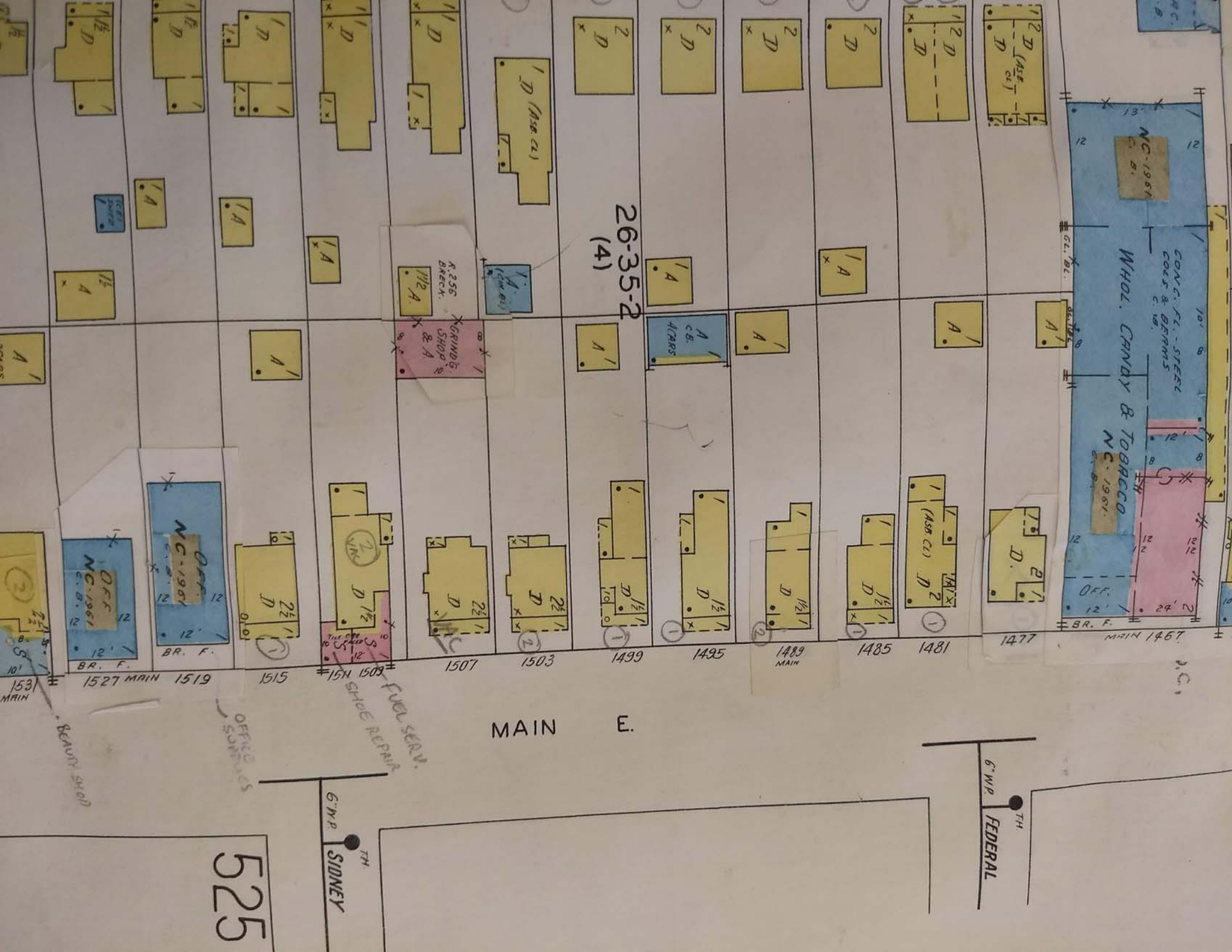
25

19

1

8" W.P.

TH



26-35-2
(4)

WHOL. CANDY & TOBACCO
N.C. 1961

CONC. FL. STEEL
COILS & BEAMS
C. 1961

OFF. NC-1961

BR. F. MAIN 1457

MAIN E.

6TH W.P. FEDERAL

6TH W.P. SIDNEY

525

OFFICES
SPRINGS

SHOE REPAIR

FUEL SERV.

BEAUMONT SHOP

1531 MAIN

1527 MAIN

1519

1515

1509

1507

1503

1499

1495

1489 MAIN

1485

1481

1477

BR. F.

OFF. NC-1961

OFF. NC-1961

OFF. NC-1961

R. 255
BRECK.

GRINDING
SHOP
& A.

D (Ass. Cl.)

D (Ass. Cl.)

A CB. 4CARS

1/2 A.

D 2 1/2

D 2 1/2

D 2 1/2

D 1 1/2

D 1 1/2

D 1 1/2

D 1 1/2

D 2 1/2

1/2 A

1 A

1 A

1 A

1 A

1 A

1 A

1 A

1 A

1 A

1 1/2 D

1 1/2 D

1 1/2 D

1 1/2 D

1 1/2 D

1 1/2 D

1 1/2 D

2 D

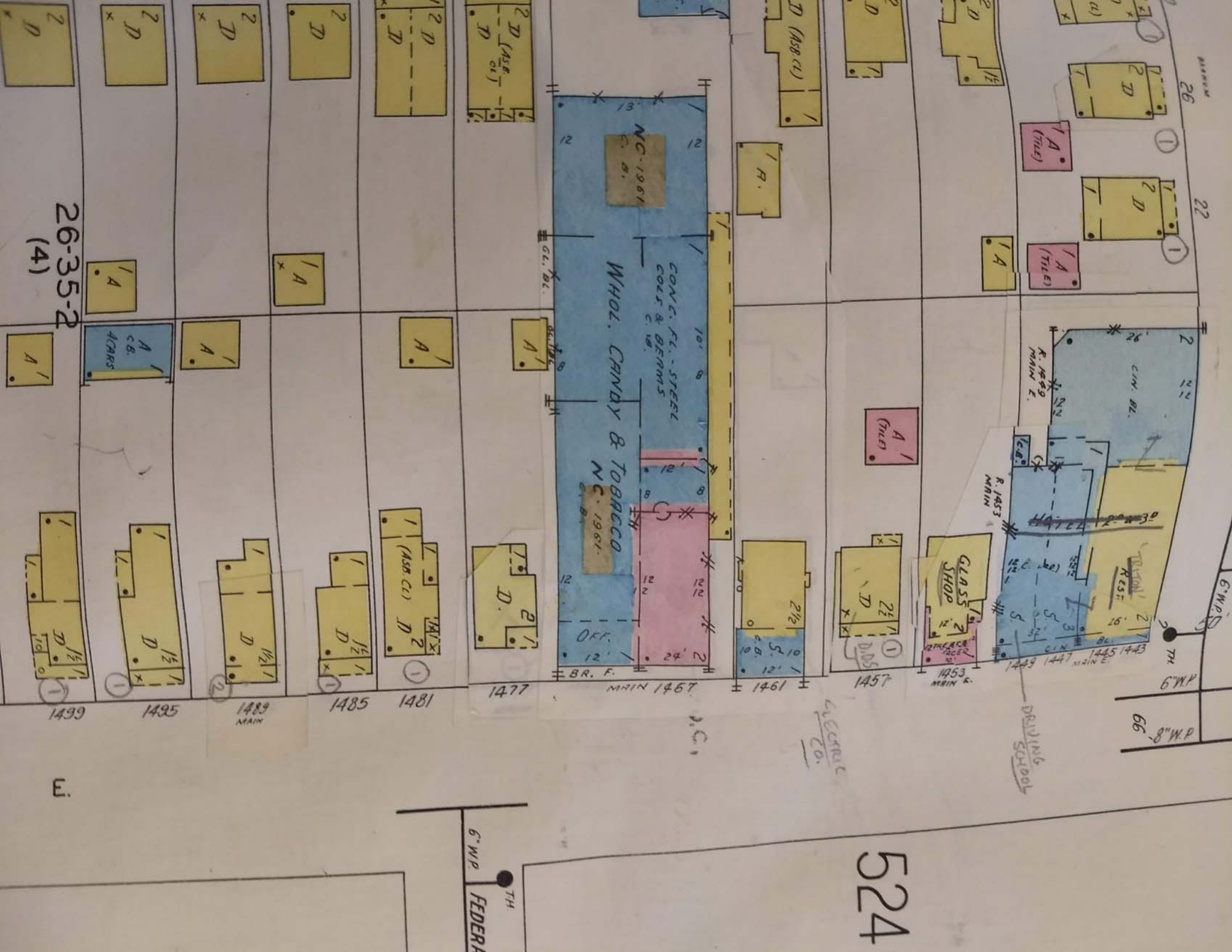
2 D

2 D

2 D

1 1/2 D

1 1/2 D (Ass. Cl.)



26-35-2
(4)

524

6" W.P.
TH
FEDERAL

6" W.P.
8" W.P.

DRIVING SCHOOL

W.C. CO.

U

1499

1495

1489
MAIN

1485

1481

1477

MAIN 1467

1461

1457

1453
MAIN E.

1449 1447 1445 1443
MAIN E.

6" W.P.

66

CIN. BL.
R. 1453
MAIN E.

GLASS SHOP

WHOL. CANDY & TOBACCO
CONC. FL. - STEEL
COLS & BEAMS
N.C. 1961

A

A

A

A

A

A

1 A
(TILE)

1 A
(TILE)

A
(TILE)

2 2 1/2
D

1 1
D

1 R.

D (ASB CL)

2 D

2 D

2 D

2 D

2 D

2 1
D

1 (ASB CL)
D

1 1/2
D

1 1/2
D

1 1/2
D

1 1/2
D

13
12
12

10' 8"

12' 12'

12' 12'

12' 12'

12' 12'

12' 12'

12' 12'

12' 12'

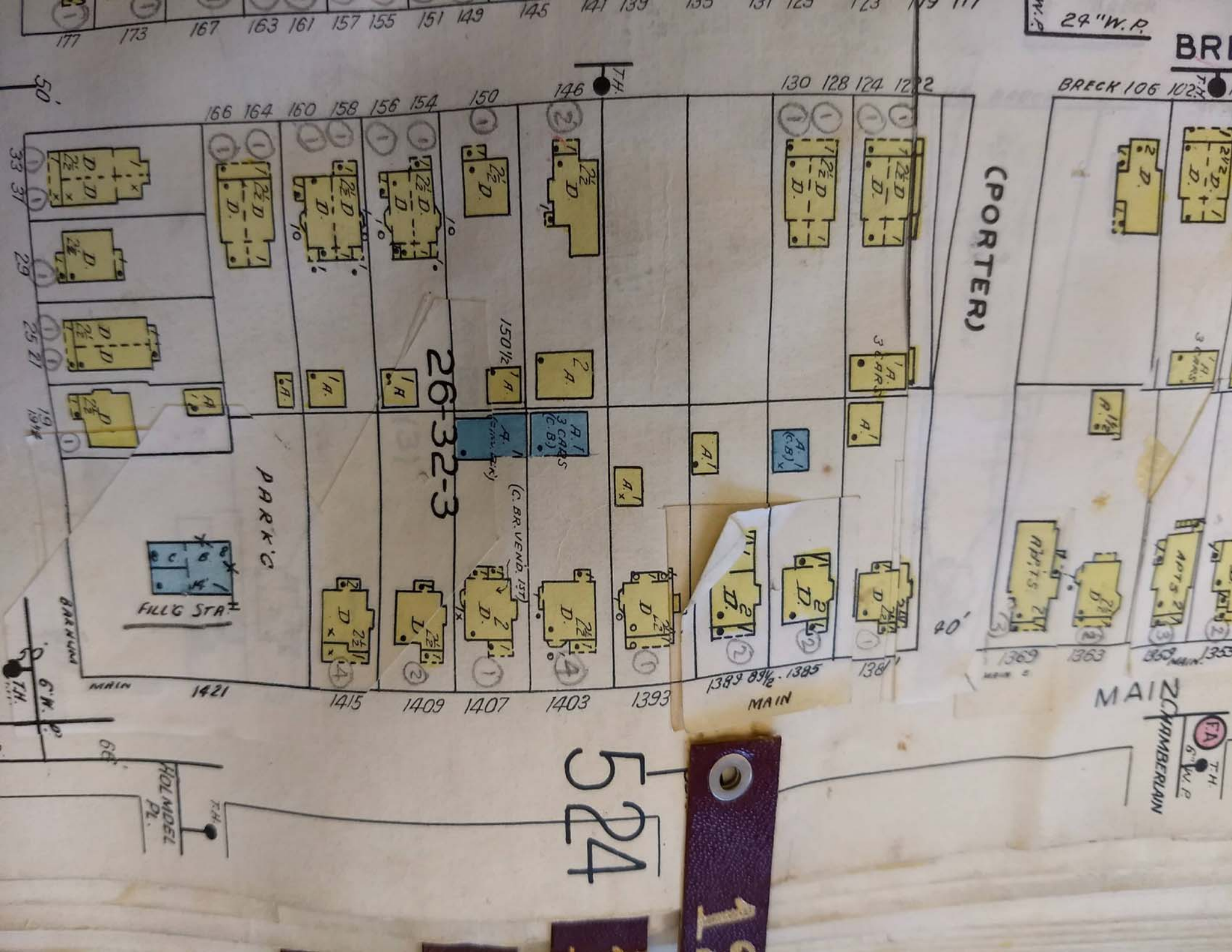
12' 12'

12' 12'

12' 12'

12' 12'

12' 12'



24" W.P.

BR

BRECK 106 102

(PORTER)

26-32-3

PARKING

FILLG STA.

524

19

CHAMBERLAIN

T.H.
6" W.P.

177 173 167 163 161 157 155 151 149 145 141 139 135 131 129 127 125 123 121 119 117

50

33 31

29

25 21

19 15 11

166 164 160 158 156 154 150

T.H.

130 128 124 122

1421

1415

1409

1407

1403

1393

1389 89 1/2 - 1385

MAIN

1381

1369

1363

1357

1351

MAIN

BARNUM

T.H.

6" W.P.

66'

HOLMDEL PL.

T.H.

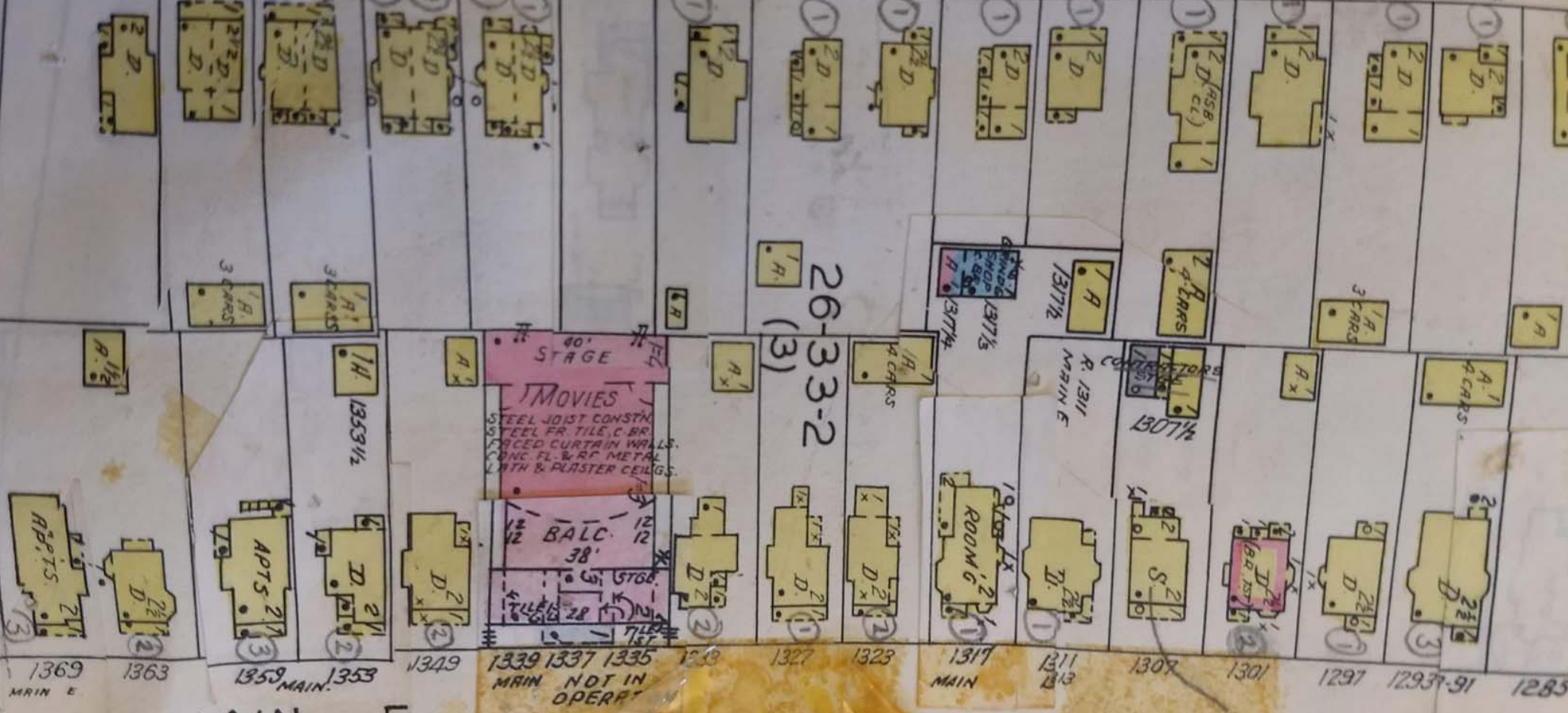
T.H.
6" W.P.

24" W.P.

BRECK

87 85 BRECK 69 65 63 61 59 55 53 51 49 43 39 37 35 27 BRECK

BRECK 106 102 100 96 94 92 90 88 86 BRECK 84 74 70 64 58 54 48 42 40 38 32



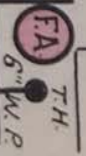
26-33-2 (3)

1339 1337 1335 MAIN NOT IN OPERAT

DIST # 26 MAP # 33

523

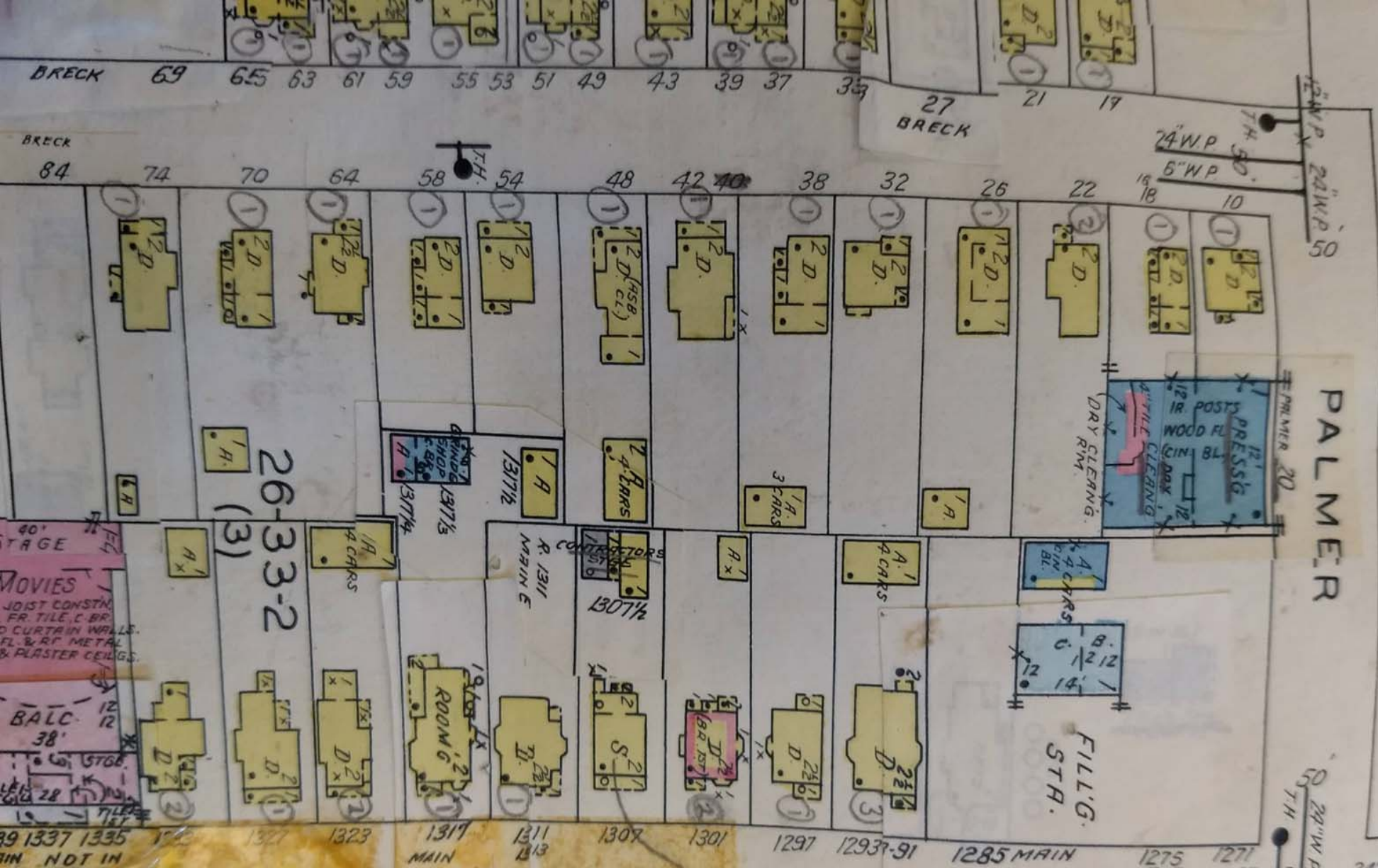
MAIN CHAMBERLAIN



OVERSIGHT BY SALES OFFICES

521-528-529-530-535-536

PALMER



26-33-2
(3)

MOVIES
JOIST CONSTN.
FR. TILE, C. BR.
D. CURTAIN WALLS.
FL. & RC. METAL
& PLASTER CEILGS.

BALC.
38'

NOT IN
OPERR

DIST # 86
MAP # 3

523

BALDWIN

BRECK

PALMER 20

27
BRECK

BRECK 69 65 63 61 59 55 53 51 49 43 39 37 35

BRECK 84 74 70 64 58 54 48 42 40 38 32 26 22

24" W.P.
5" W.P.
18" 10"

24" W.P.
24" W.P.
50

PALMER 20

24" W.P.
5" W.P.

24" W.P.
8" W.P.

6" W.
T.H.

6" W.P.
T.H.

66'

523

1" N WITH CLOCK
CHMRY: M. FUEL: COAL.
T: STEAM. CHEM EXTGRS
ER: ELEC.

26-34-1
A.W.P.

PARK'G

R. 1209
W.P.M.E.

PARK'G

SHOPPER'S
CENTRE

1183
M

BEECHNUT PACKING CO.
TENENTS

FOOD W. HO.
STEEL FR. CONC. FL.

CIN. BL. APPROX WALL 10' METRAL
50' H. & GLASS

W. HO.
C. B. B.
WOOD FL.

CONC. FL.

5
C.B.
CONC.
12' x 12'

15
C.B.
CONC.
12' x 12'

CONC. FL.

THRU-OUT
STEEL
CONC.

17
AS

12

12

12

OG
OS
R.W.P.

1223

1209

1203

1197

1185

IND. AMMUNIBLES
STGE
C. B.
CONC. FL. & RT

MISCL
1 STGE
HARPER WINDOW
MFRS OF
COSMETICS
FUEL
OIL
700 WITCHAMRN. TX
HEAT. STERIM.
FUEL. OIL. POWER
ELEC. CHEM. EXTGRS
6" WIRE FENCE

SWITCH BOHRD
FIRE PRDCT CONSH
CONC. FL. & RT

FACTY BLDG.
WOOD POSTS
O. BR
PILRSTO WALLS
SRWTRDTH RF

1238
MTRIN

1238

1238

1238

1238

D.H. 150'
2 1/2" HOSE

PIPE & PAINT
SHOP

16
B. AS

FUEL OIL
TKS

17
ENG. RM.
CONC. FL. & RT

19
CONC. FL. & RT

19
CONC. FL. & RT

19
CONC. FL. & RT

19
CONC. FL. & RT

19
CONC. FL. & RT

COMPRNY

AUTO PARKING

1237

1255

1261

1261

1261

CHENUT

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

CHENUT

19
1/2" PRESSV

19
1/2" PRESSV

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1/2" PRESSV

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1/2" PRESSV

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1/2" PRESSV

CHENUT

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1/2" PRESSV

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1/2" PRESSV

CHENUT

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1/2" PRESSV

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1/2" PRESSV

CHENUT

19
1/2" PRESSV

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1/2" PRESSV

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1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

19
1/2" PRESSV

B.P. (C.C.)

PALMER

5
24" W.P.

5
24" W.P.

5
24" W.P.

B.P. (C.C.)

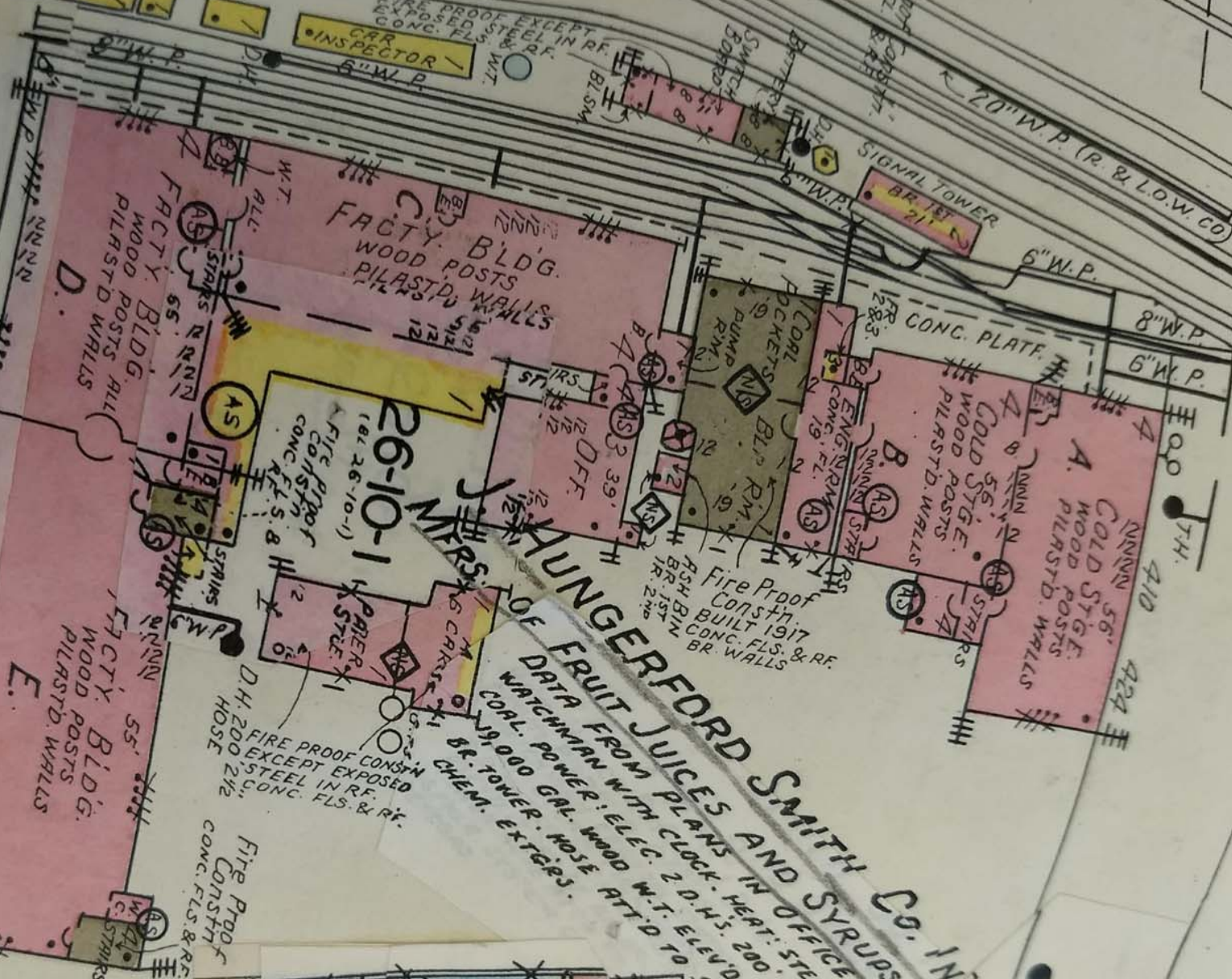
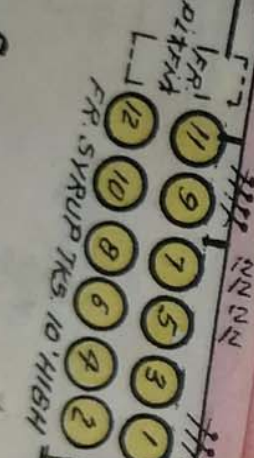
PALMER

5
24" W.P.

5
24" W.P.

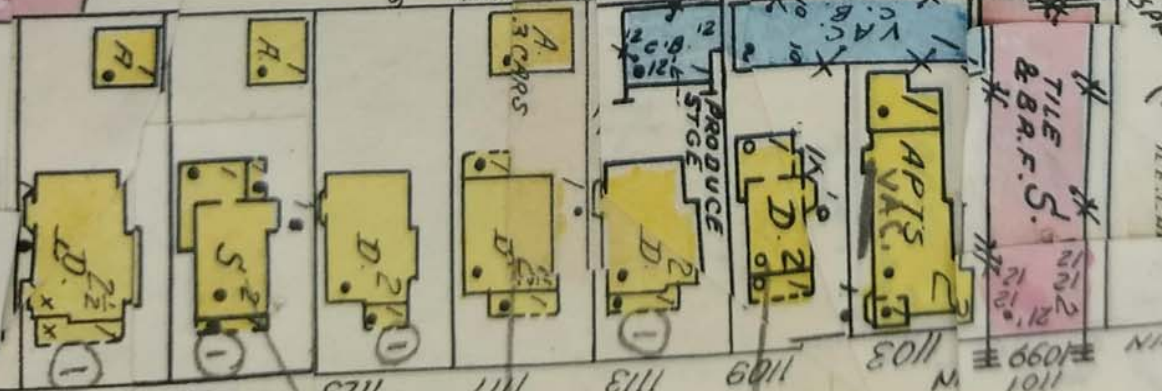
5
24" W.P.

J. HUNGERFORD SMITH & CO., INC.



26-10-1
(B.L. 26-10-1)
FIRE PROOF
CONC. FLS. & R.F.

FACTORY OF FRUIT JUICES AND SYRUPS
DATA FROM PLANS IN OFFICE
WATCHMAN WITH CLOCK IN OFFICE
COAL. POWER. ELEC. 2 D.H.S. HEAT: STEAM. FUEL:
19,000 GAL. WOOD W.T. ELEV'D. 12' BY R.F. ON
BR. TOWER. NOSE ATT'D TO SAKLE SYSTEM
(J.H.S. Co. Inc.)



523

(518-528)

SEE VOLUME TWO

ROCHESTER N.Y. VOL. 5

GOODMAN

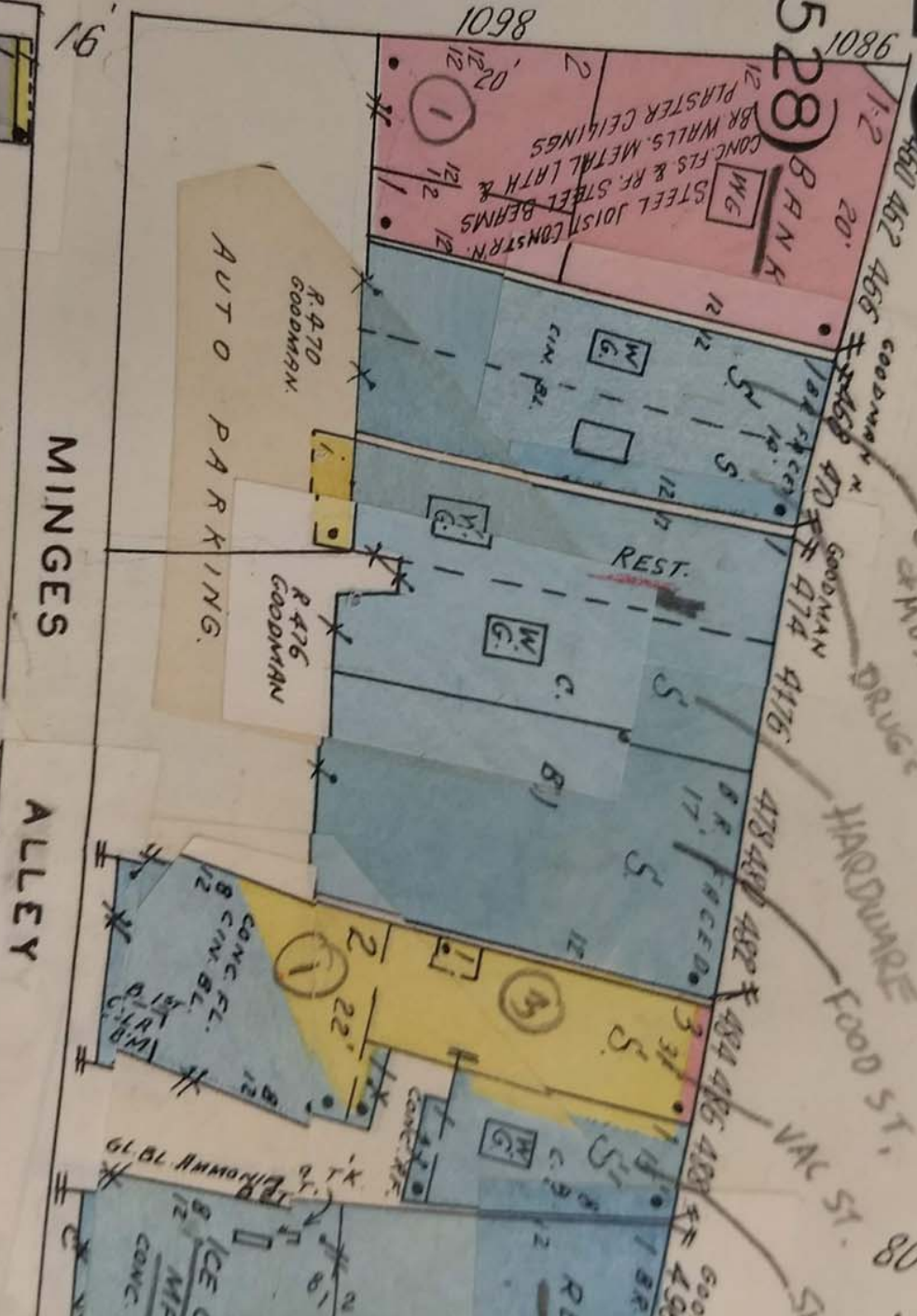
OPTICIAN & MUSIC SHOP

DRUGS

HARDWARE

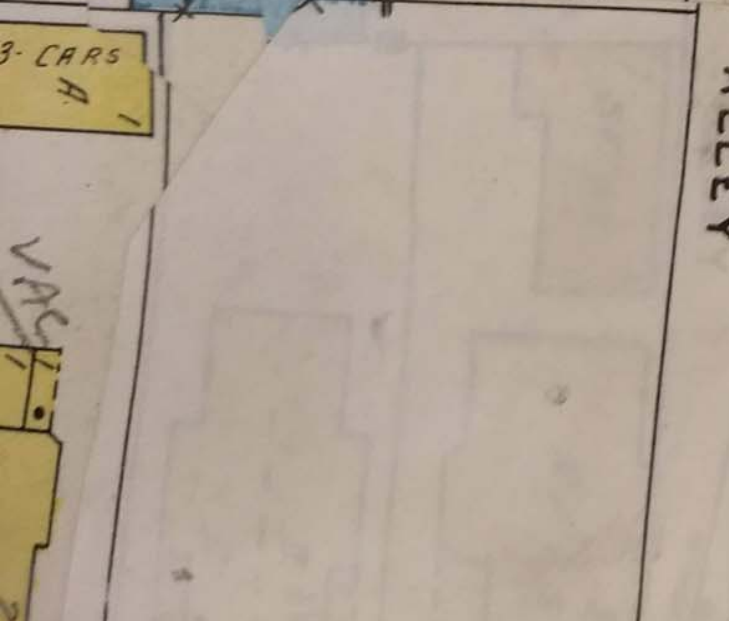
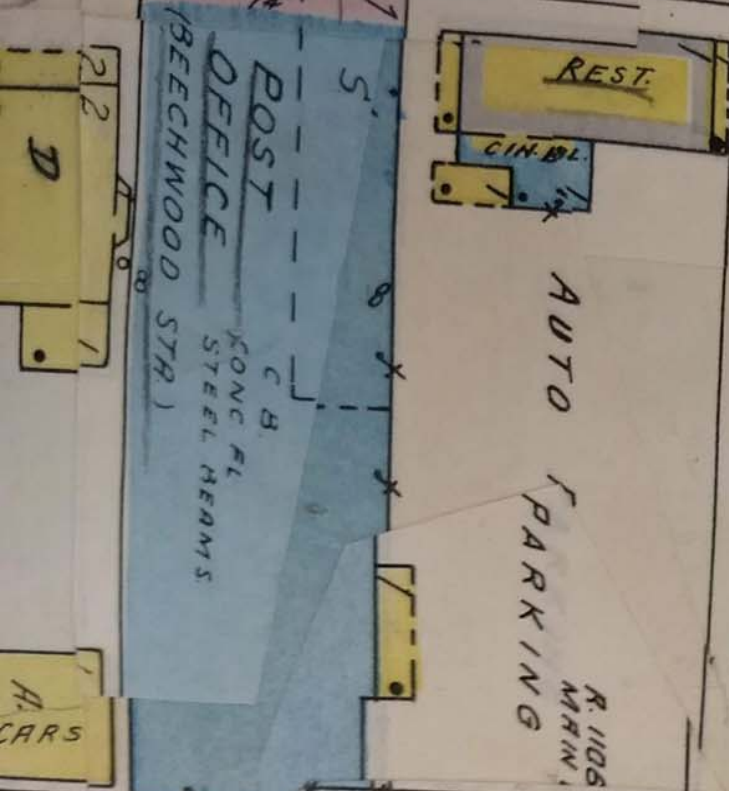
FOOD ST.

VAC ST. 80



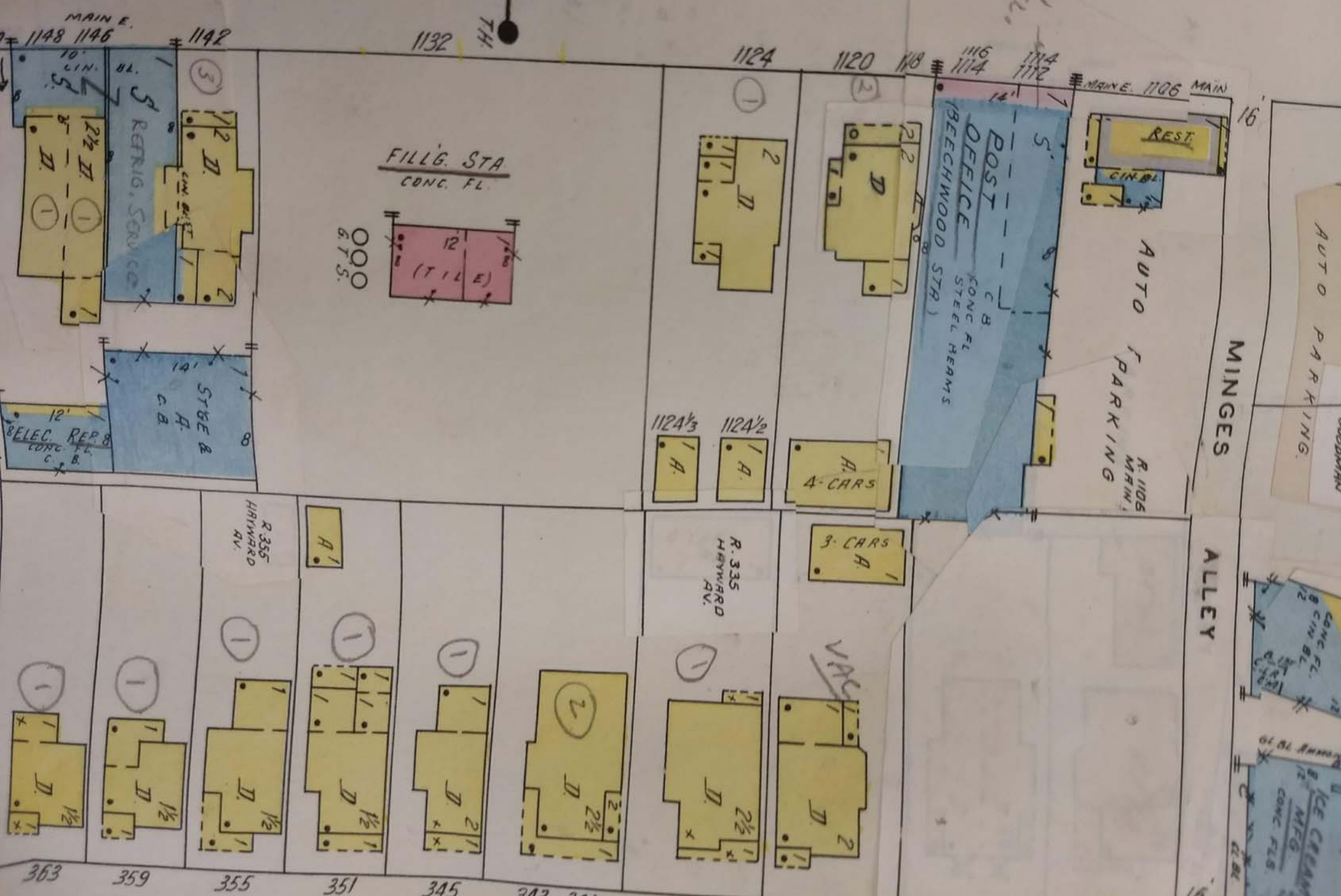
MINGES

ALLEY



1116
1114
1112
1110
1108
1106
1104
1102
1100
1098
1096
1094
1092
1090
1088
1086
1084
1082
1080
1078
1076
1074
1072
1070
1068
1066
1064
1062
1060
1058
1056
1054
1052
1050
1048
1046
1044
1042
1040
1038
1036
1034
1032
1030
1028
1026
1024
1022
1020
1018
1016
1014
1012
1010
1008
1006
1004
1002
1000

DIST # 18
MAP



MAIN E.



MAIN E 1170

MAIN E. 1178 1176

1166

MAIN 1160

1154

1150

MAIN E. 1148 1146

1142

1132

TH.

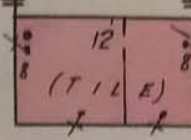
UNIT
AUTO
PARTS

A. &
ST'GE

SPRING
SHOP.

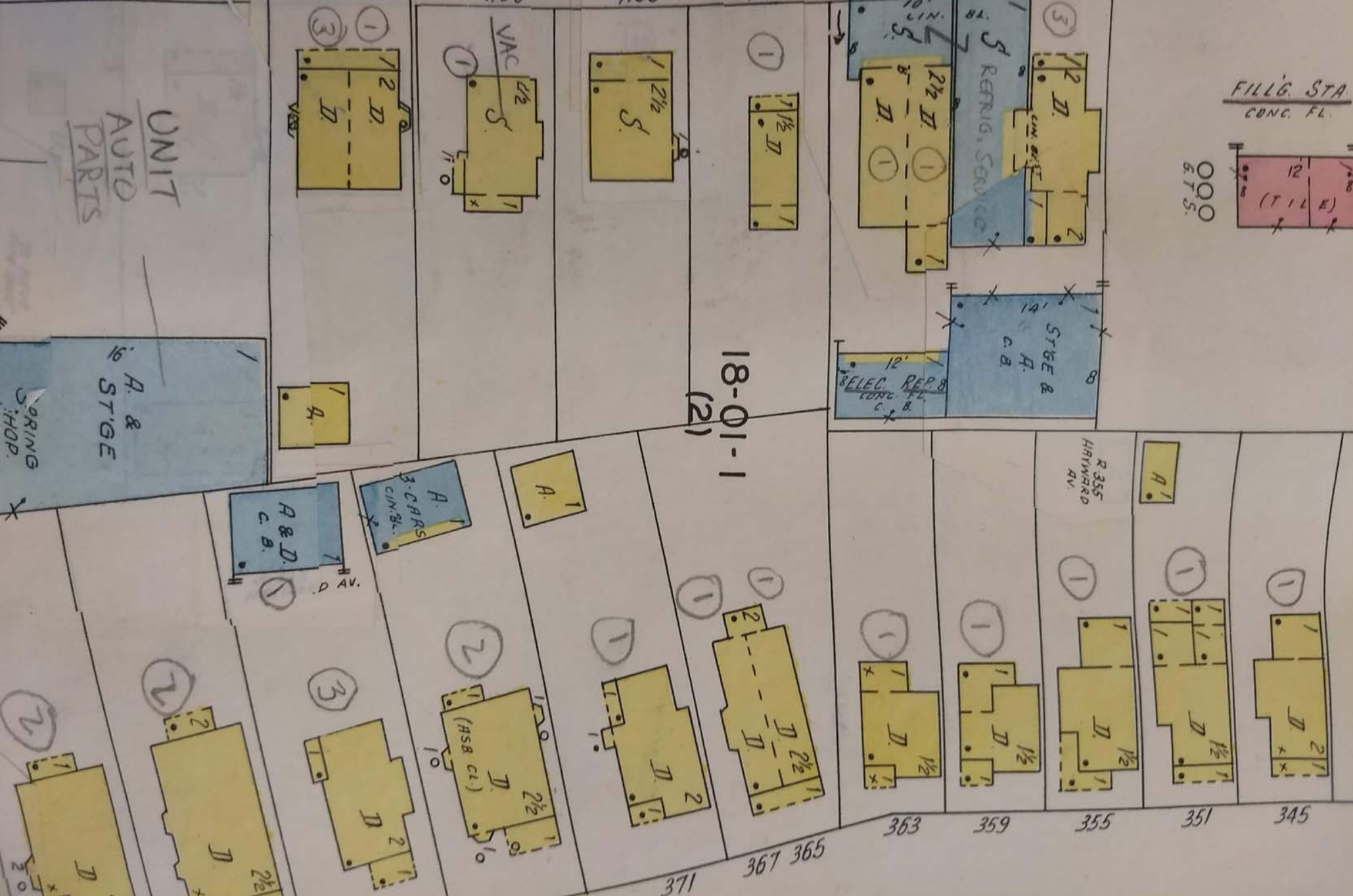
FILL'G. STA
CONC. FL.

000
G.T.S.



18-01-1
(2)

R 355
HAYWARD
AV.



371

367 365

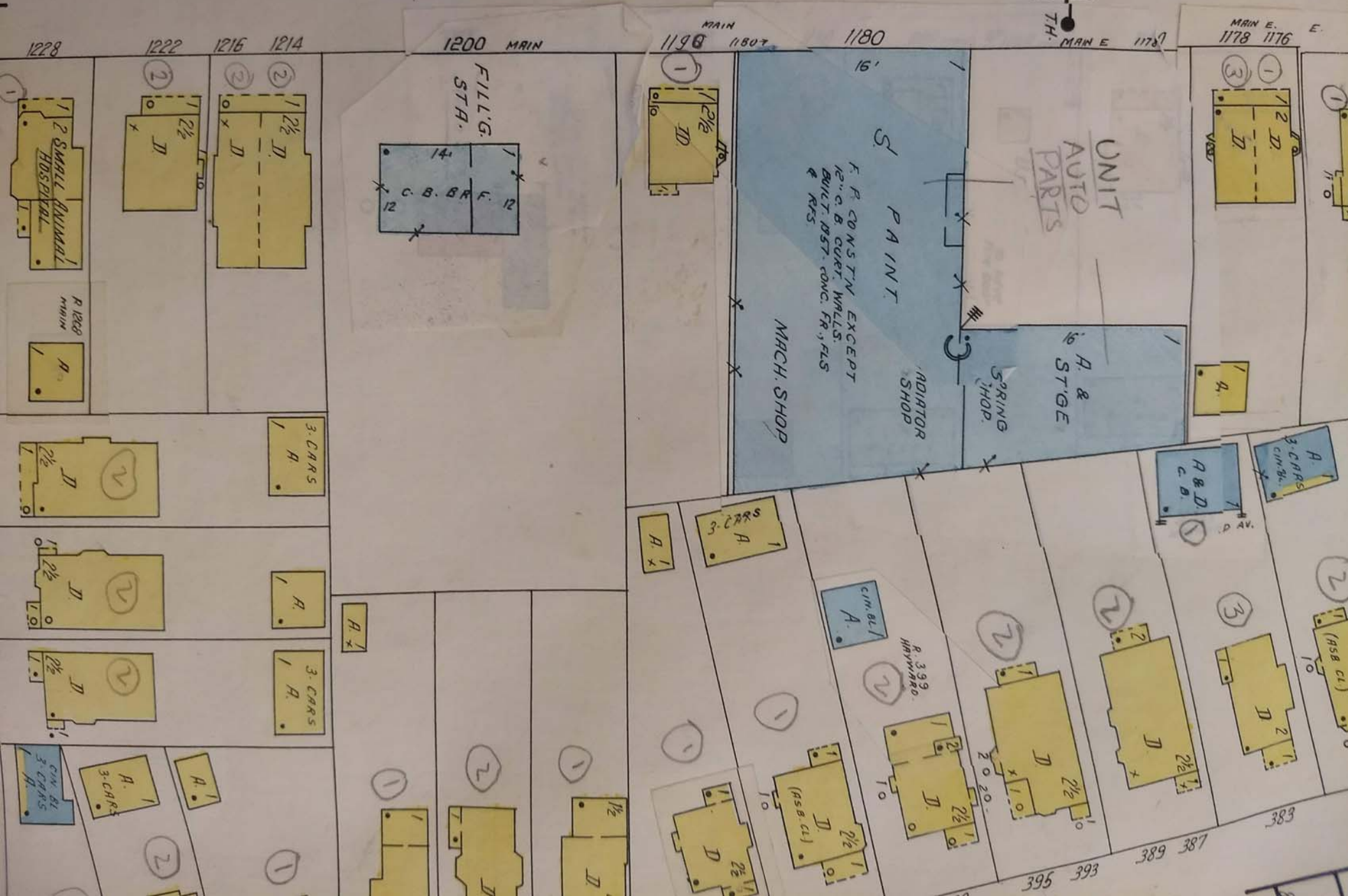
363

359

355

351

345



1228 1222 1216 1214

1200 MAIN

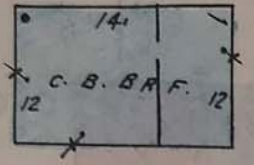
MAIN 1196 1180

1180

MAIN E. 1178 1176 T.H.

MAIN E. 1178 1176 E.

FILLING STA.



S PAINT

R. CONST'N EXCEPT 12" G. B. CURT. WALLS. BUILT 1957. CONC. FR., FLS & FLS

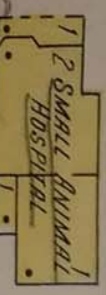
MACH. SHOP

UNIT AUTO PARTS

A. & STGE.

SPRING SHOP

RADIATOR SHOP



P. 1228 MAIN

3-CARS A.

A.

3-CARS A.

3-CARS A.

A. x

CIV. BL. A.

P. 399 HAYWARD

A. & D. C.B.

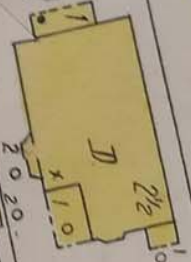
A. 3-CARS CIV. BL.



2

3

2 (RES. CL.)

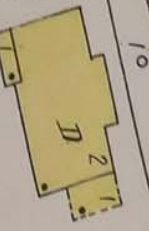


2

1

2 1/2

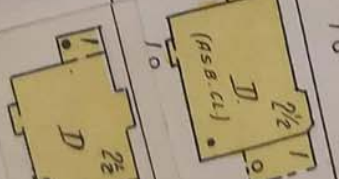
1



2

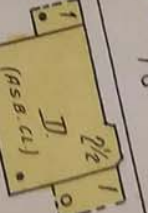
1

2 (RES. CL.)



1

1



1

1

2

1

1

1

2

1

1

2

1

1

1

1

395 393

389 387

383

24" W.P.

8" W.P.

6" W.P.

60'

LAURA

66'

FA

LAURA 2

4 6

8 8 1/2

FIELD CH.

FOOD ST.

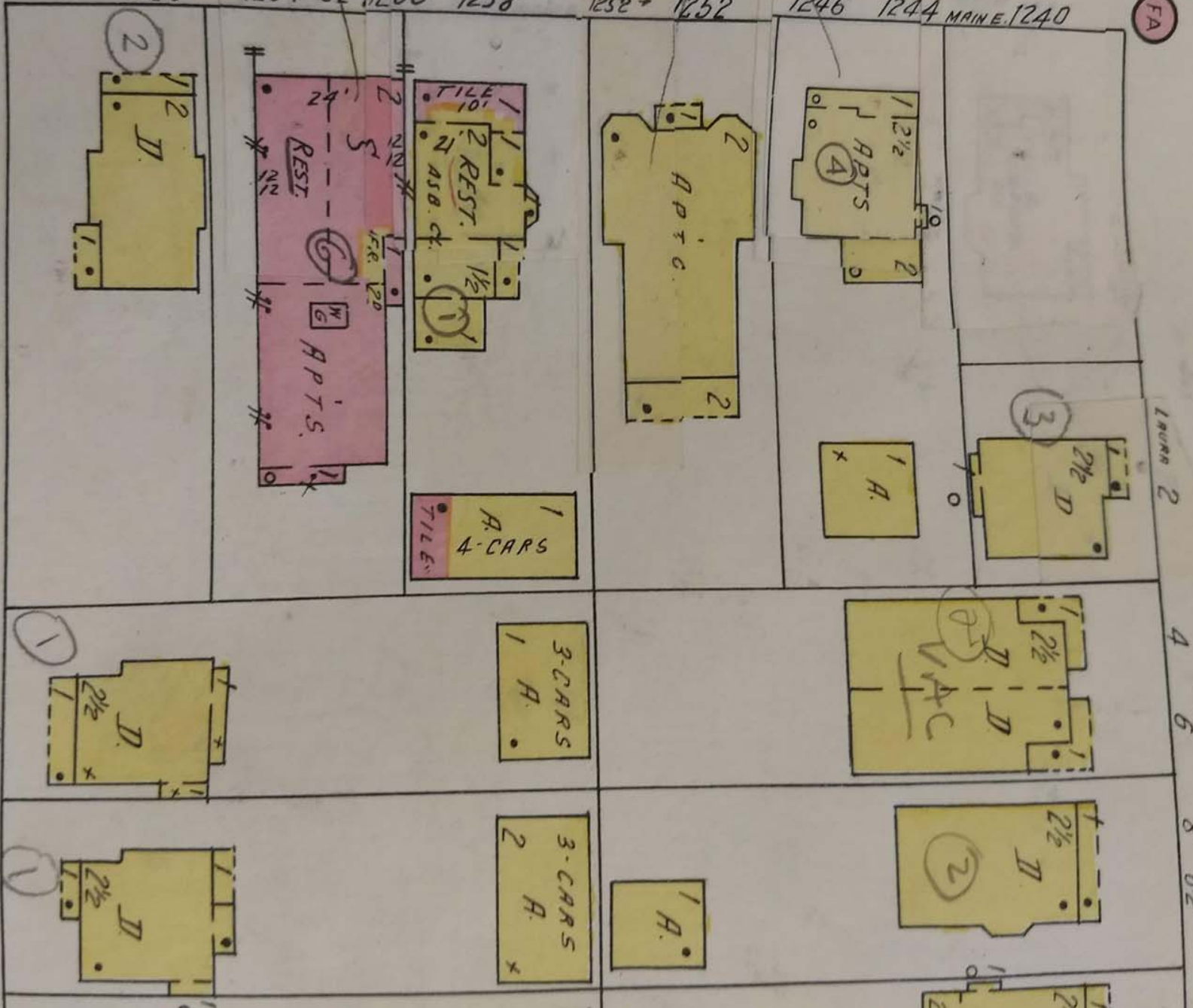
1268

1264-62-1260

MAIN 1258

MAIN 1252 → 1252 A B

MAIN 1246 1244 MAINE 1240



6" W.P.

T.H.

60'

ELECTR. APPL. SALES 95800'

19

25

20

25

6" W.P. * 24

6" W.P.

ELECTR. APPL. SALES

BALDWIN

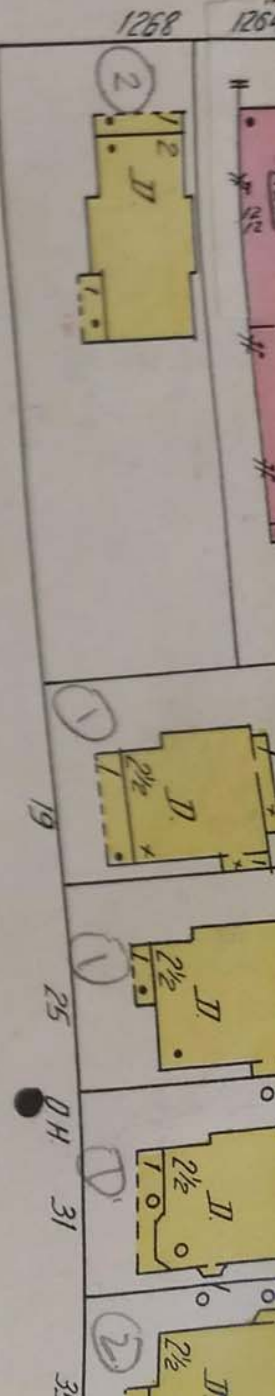
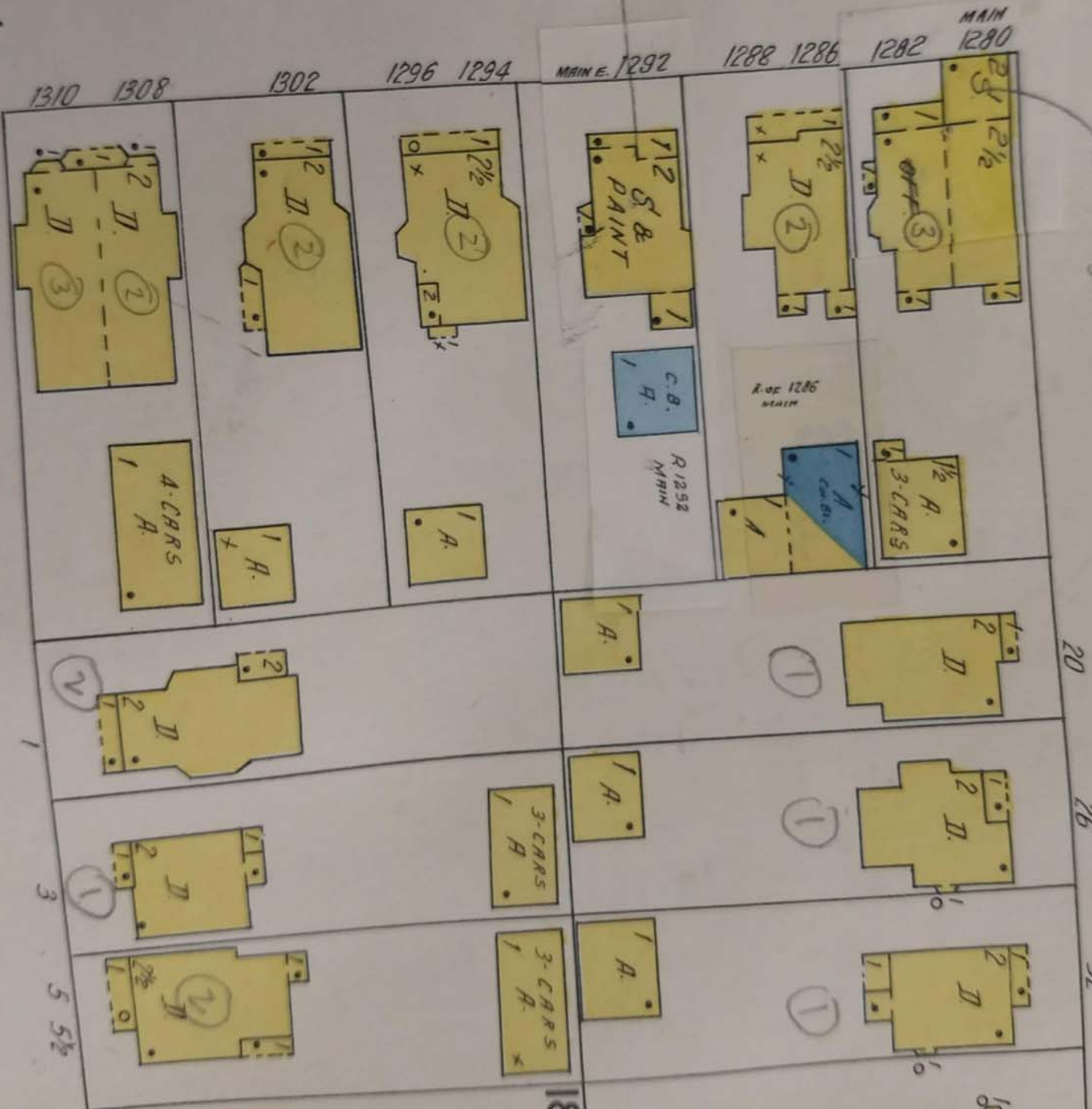
MAIN E.

OVERHEAD DOOR SALES

512

6" W.P.

BEEC



409 HAYWARD.

6" W.P.

417

423

8" W.P. 66'

6" W.P.

60'

1310 1308

MAIN 1350

1344

1340

1338

1332

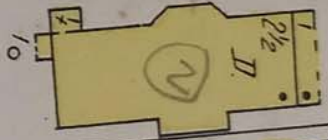
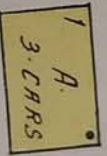
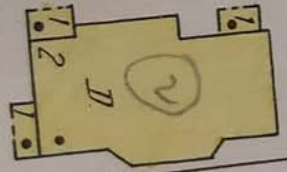
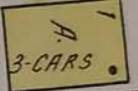
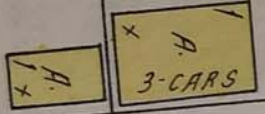
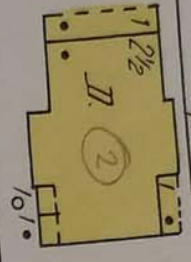
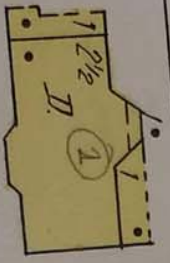
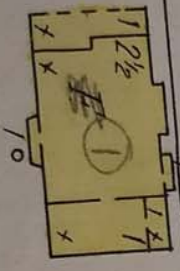
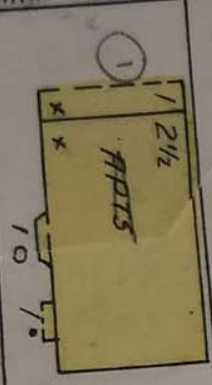
1328

1322

FA
7H.

6" W.P. 60'

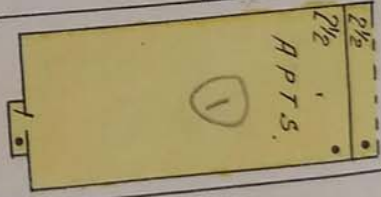
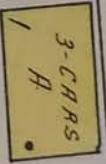
CHAMBER LAIN



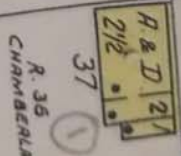
19 21

25

29



18-02-3
(4)



R. 36
CHAMBERLAIN

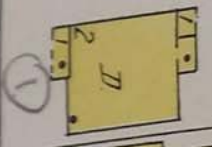
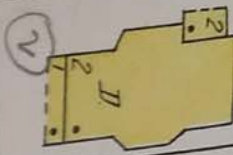
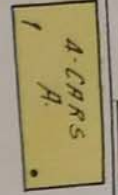
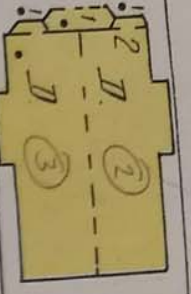
Field Club

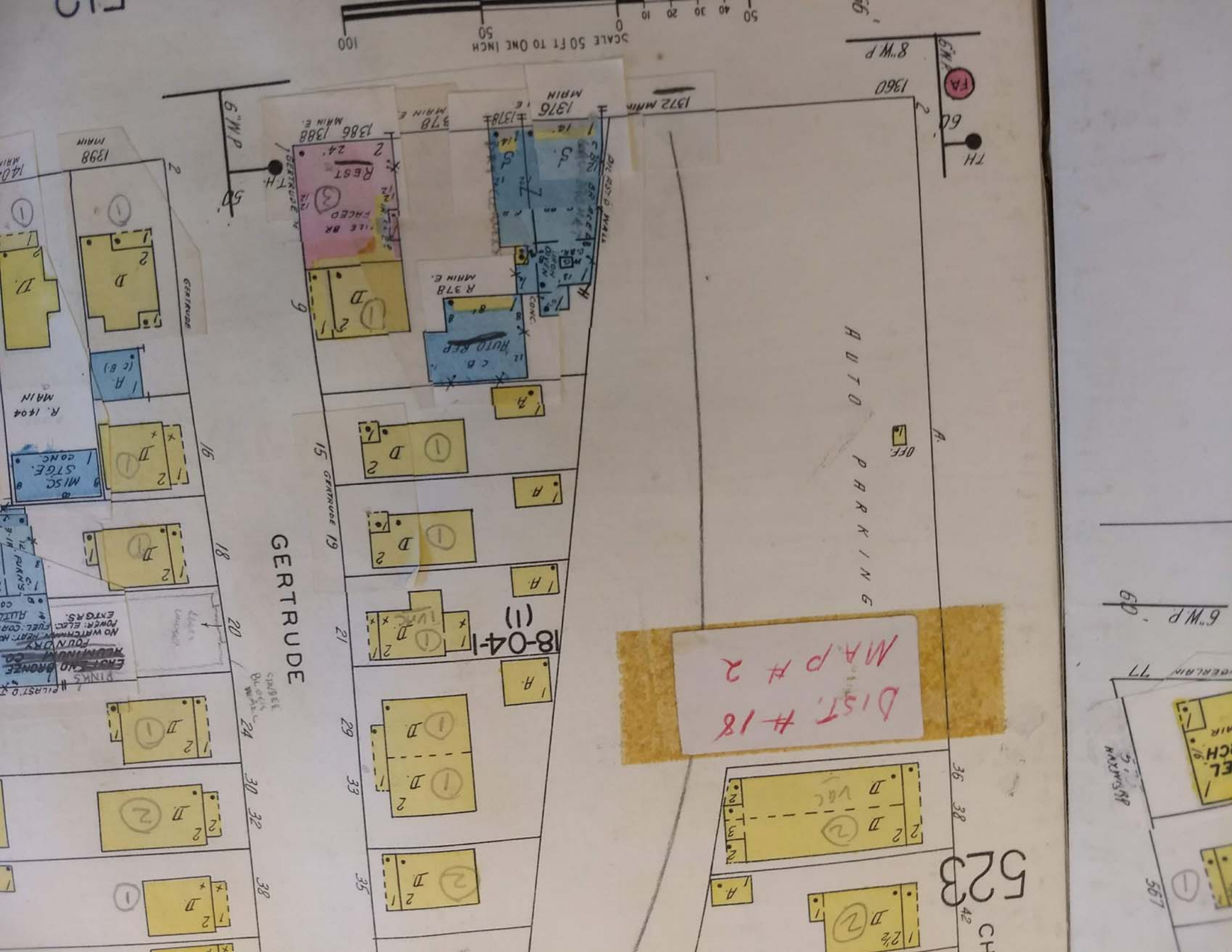
Field Club

CHAMBER

BEECHWOOD

5 5 1/2
7H. 7 9





SCALE 50 FT TO ONE INCH

0 10 20 30 40 50

G.W.P. 50

G.W.P. 60

G.W.P. 7H

1360

1398 MAIN

1400 MAIN

1386 MAIN E.

1388 MAIN E.

378 MAIN E.

1376 MAIN E.

1372 MAIN E.

GERTRUDE

GERTRUDE

R. 1404 MAIN

MISC STGE

AUTO REP

AUTO PARKING

OFF.

GERTRUDE

15 GERTRUDE 19

16

18

20

21

29

33

24

30 32

38

35

DIST. #18
MAP # 2

18-04-11

523

CH

G.W.P. 60

77

MAXWELL

567

EL

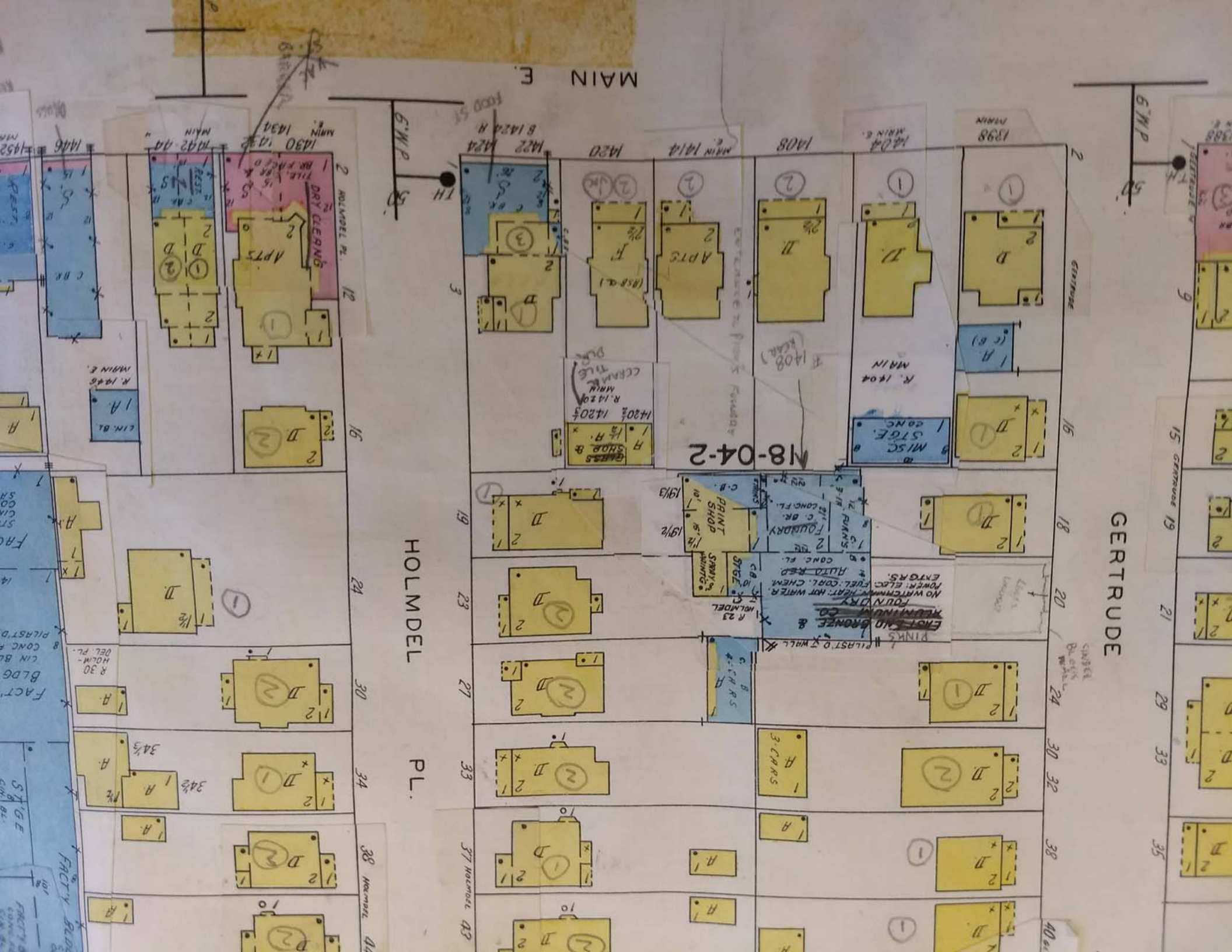
MAIN E.

6" W.P. 50'

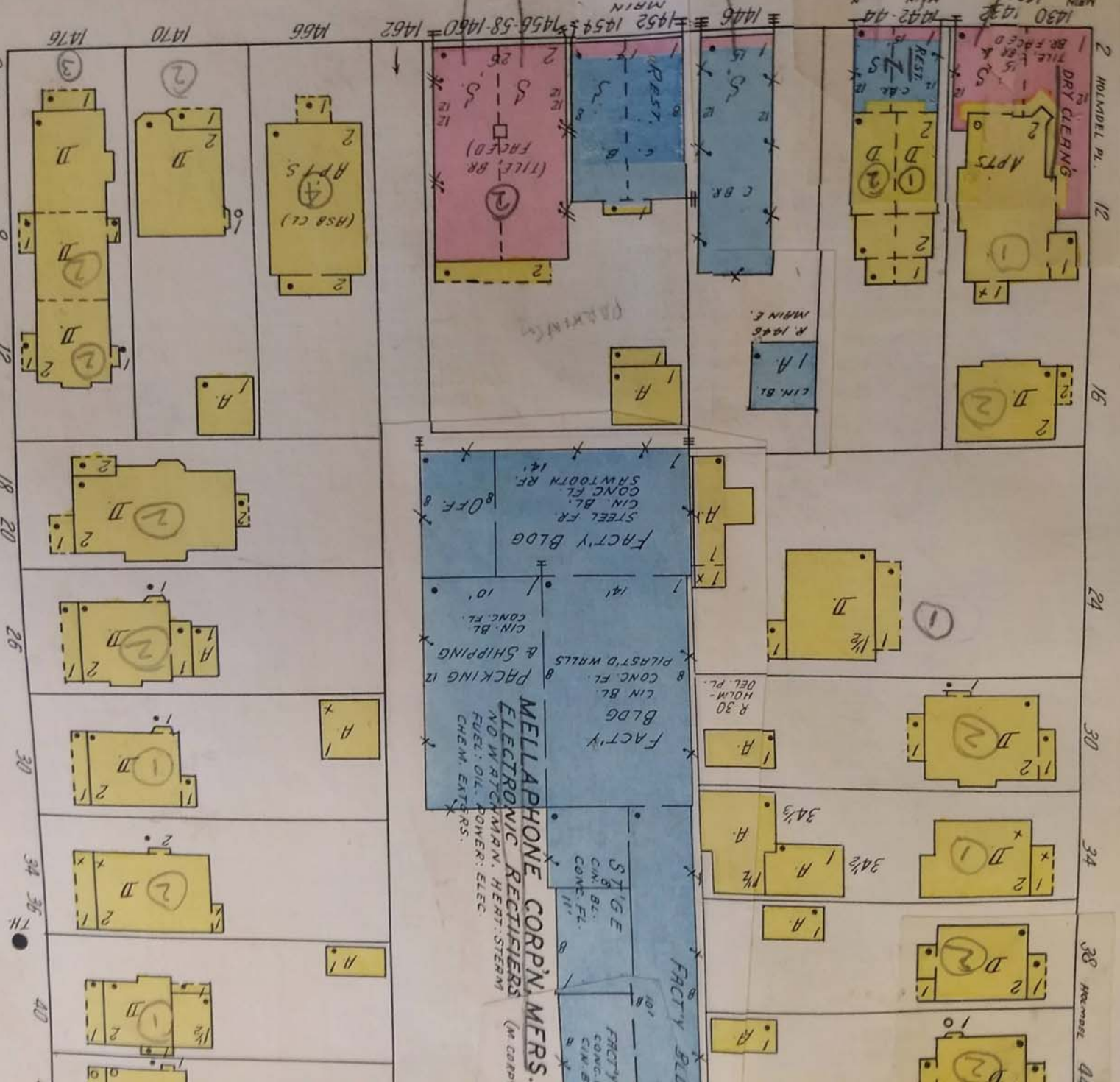
6" W.P. 50'

GERTRUDE

HOLMDEL PL.



HOLMDEL PL.



FOOD ST.

6" W.P.
45'

2
8
12
18
20
26
30
34
36
TH
40

2
12
16
24
30
34
38
HOLMDEL PL.

1452 1454 1456-58-1460 1462 1446 1442-44 1430 1422

FACTY BLDG
STEEL FR.
CONC. FL.
CIN. BL.
PILAST'D WALLS
PACKING & SHIPPING
FACTY BLDG
CONC. FL.
CIN. BL.
ST'GE
CONC. FL.
CIN. BL.
FACTY BLDG
CONC. FL.
CIN. BL.

MELLAPHONE CORPN. MFRS.
ELECTRONIC RECTIFIERS
NO WRTG MFRN. HERT. STERN
FUEL OIL POWER ELEC
CHEM. ENTERS.

DRY CLEANING
APTS
REST.
TILE FLOOR
BR. FACE
REST.
C.B.R.
CIN. BL.
1A
R. 1446

APTS
(HSB CL.)
4

1A
CIN. BL.
R. 1446
MAIN E.

1A
R. 30
HOLM-
DEL PL.

1A
3A 2/3
3A 1/2

38
HOLMDEL PL.

37
HOLMDEL PL.

66
6" W.P.

8" W.P.

1422
1424
B 1424 R
FOOD ST.

1422
1424

19
21

23
25

27
29

33
35

37
39

41
43

38
32
30
28
26
0
8
6
4
2
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8
8
4
2
0

525

FEDERAL



HOLMDEL PL.



GERTRUDE



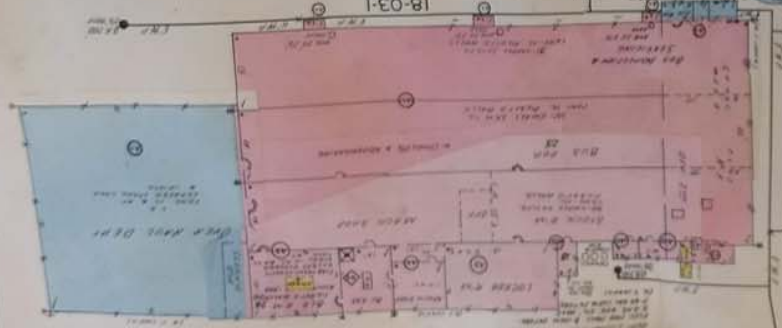
LIST 4-18
MAP 2

523 CHAMBERLAIN



535

HAYWARD AV

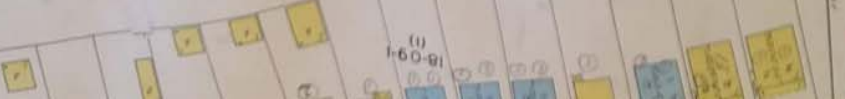


534

HAYWARD AV

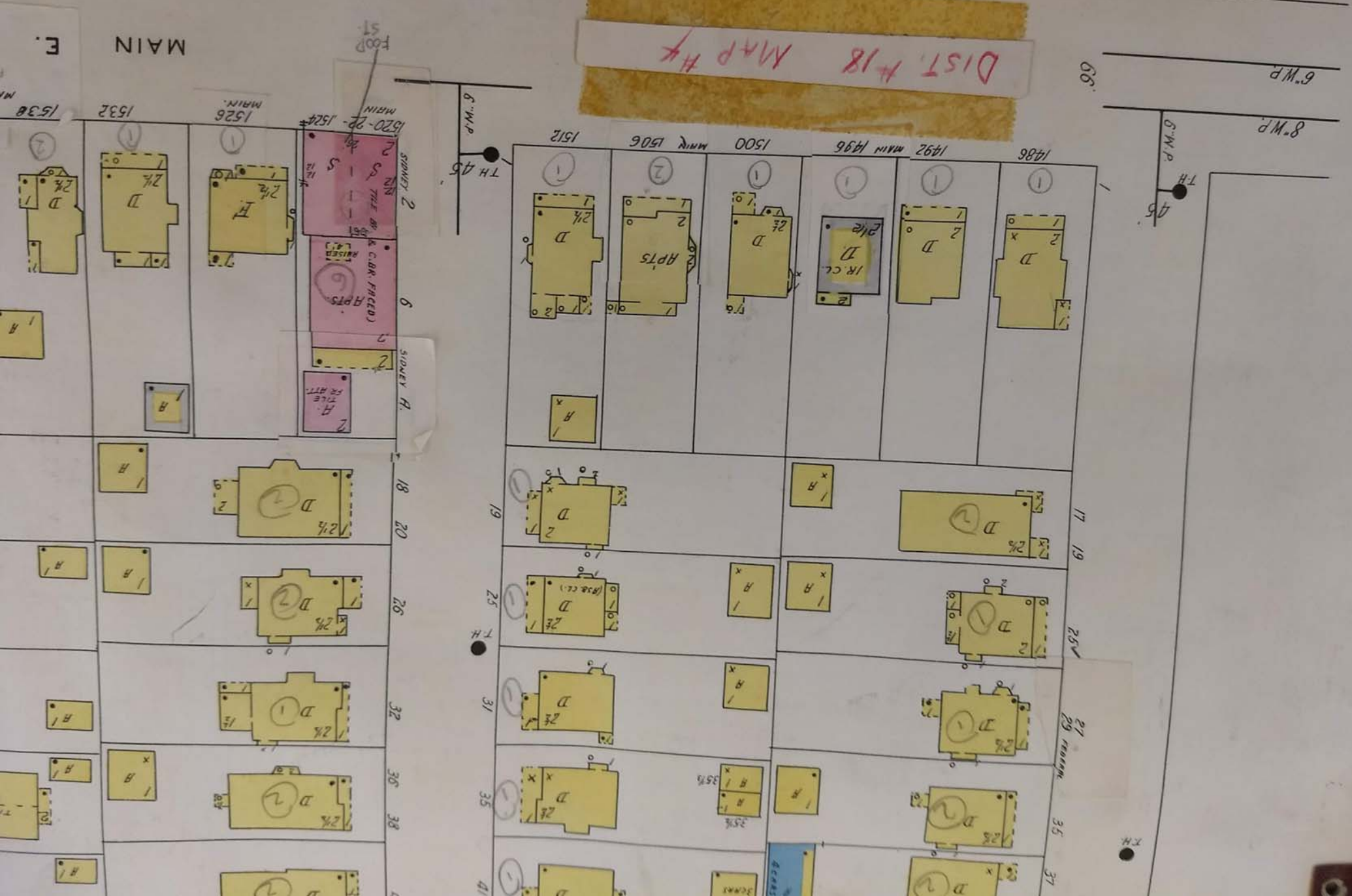


536



DIST. #18 MAP #4

517



E. MAIN

1538 MAIN. 1532 1526 1520-22-1524

1512 1500 1496 1486

66 8 W.P.

8 W.P.

STONEY 2

6

SIDNEY H.

18 20

26

32

36 38

19

25

31

35

41

17 19

25

27 29 TRAMWAY

35

37

S. W.P. T.H. 45

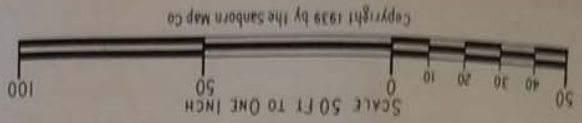
S. W.P. T.H. 45

T.H.

ACCESS

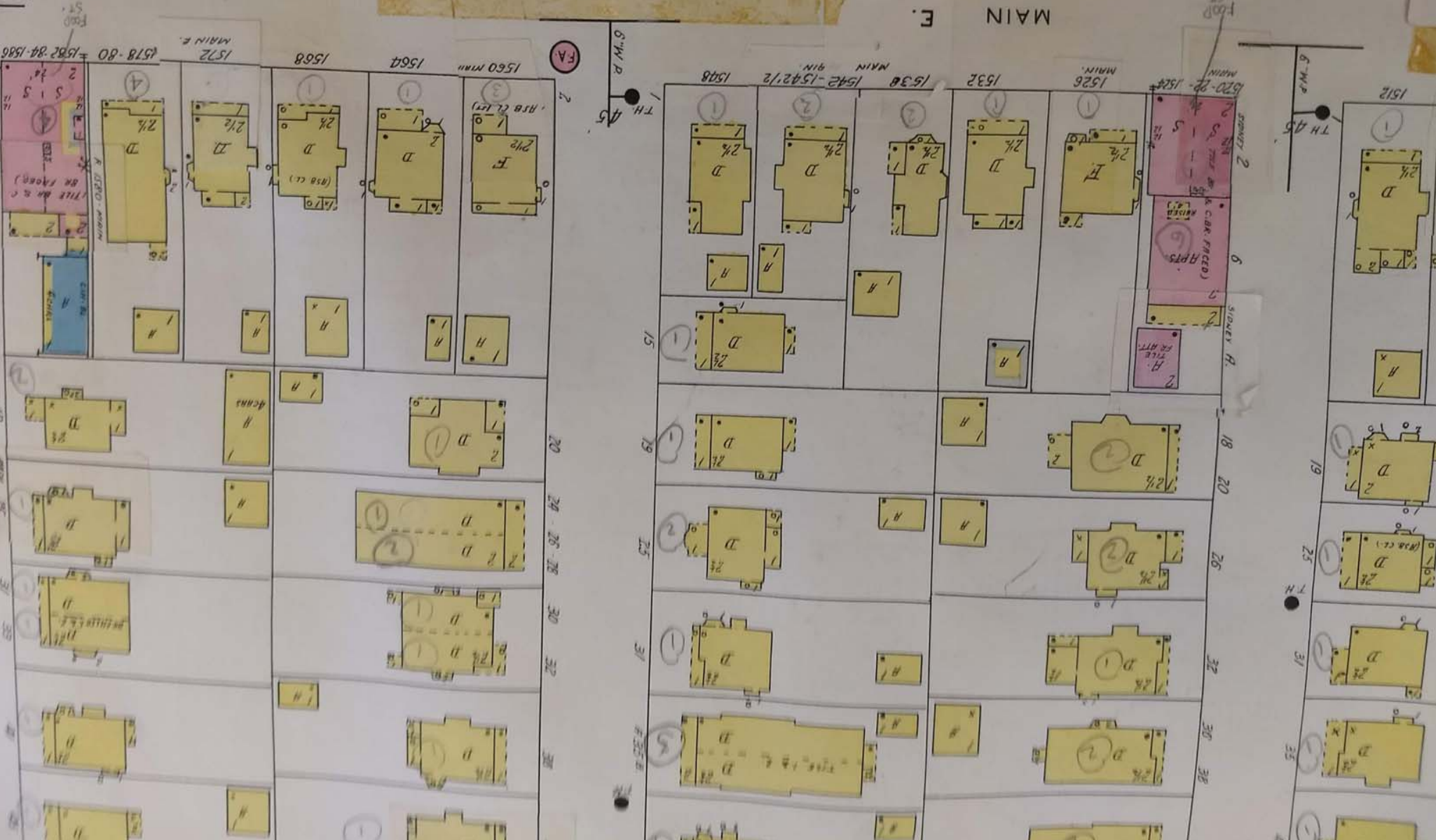
517

518



HERKIMER

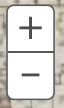
MAIN E.





Map List

Map List



1935 Plat Map

Current Street Map



Certification # F08B-484D-A738

Certification # F08B-484D-A738

Date: 8/1/2007 11:22:27 AM
 EDR Inquiry: 1992615.3s
 Client: Lu Engineers
 Site Name: Rochester Housing Authority
 Address: 461 Hayward Ave
 City, ST, ZIP: Rochester NY 14609
 Certification # F08B-484D-A738



528

518

LAURA

PALMER

BALDWIN

BALDWIN ST.

520

HAYWARD N.

MAIN E.

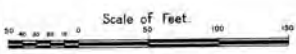
BEECHWOOD

527

BRECK

CHAMBERLAIN

521



Certification #

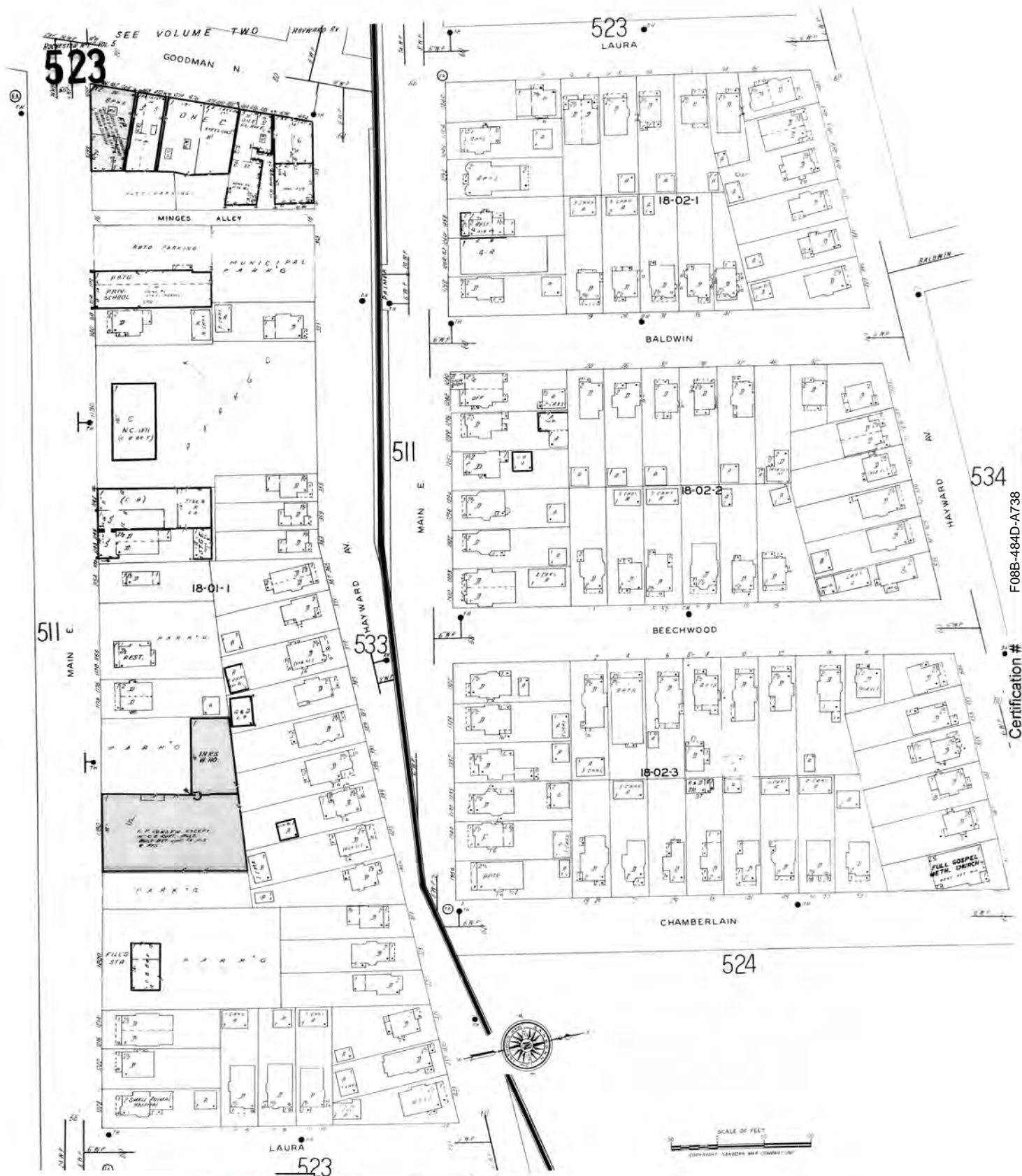
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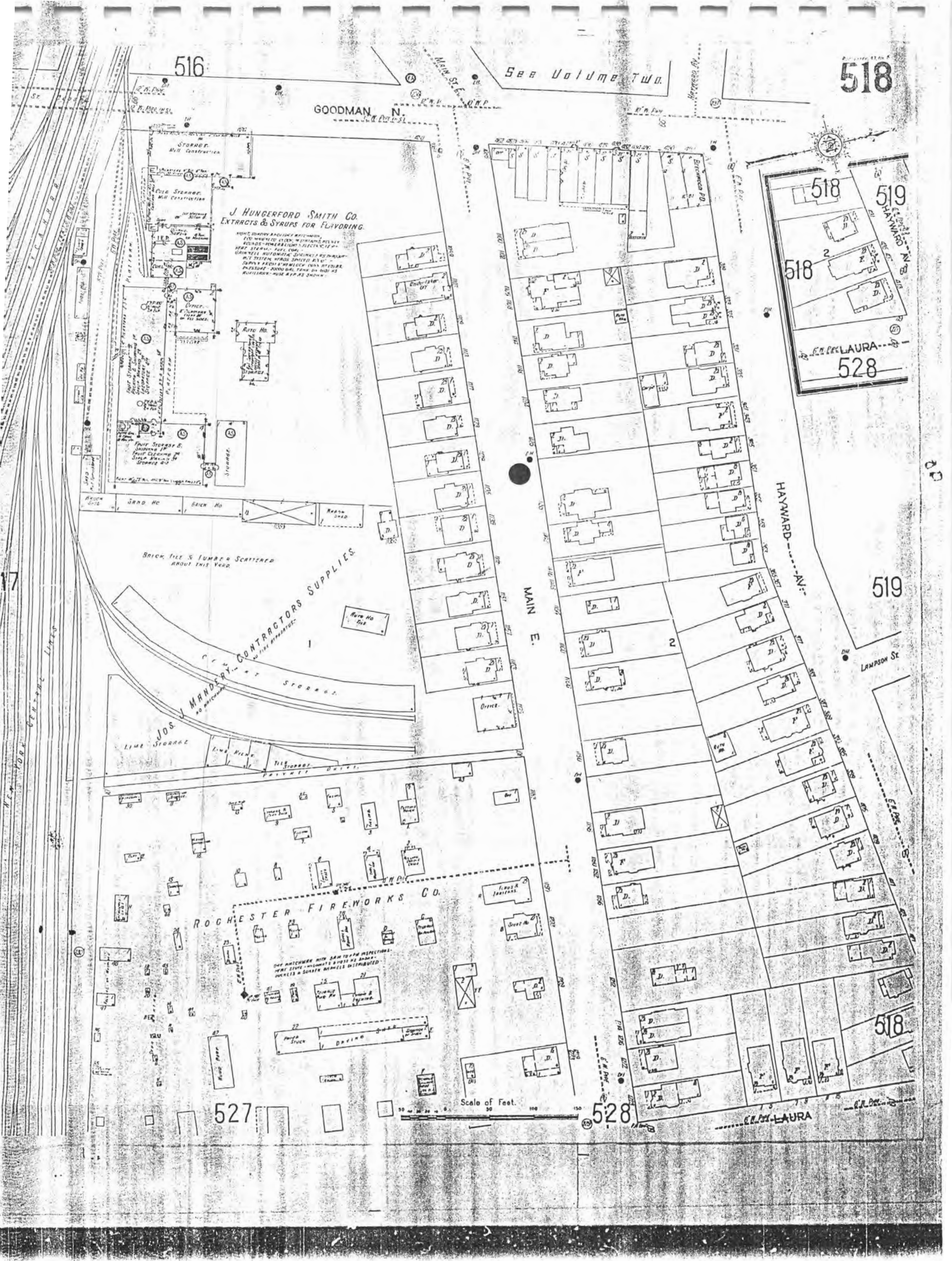


516

See Volume Two

518

GOODMAN N.



Environmental Risk Information & Imaging Services

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1912

Appendix C- Historical Use Information

Historical Use Information

Past Use of the Properties along the Project Corridor:

Property Address	Past Use	Concern/Findings
410 N. Goodman Street	Utilized as lumber yard prior to development of four (4) L-shaped manufacturing buildings in the early 1920 on the southern portion of the parcel with the parking lot in the central portion utilized as <i>J. Hungerford Smith Fruit and Syrups</i> until at least the 1950s; the property is currently identified as the <i>Hungerford Building</i> or <i>East Main Business Park</i> and occupied by various business	This building is located at least 300 feet south of the Project Corridor, south of 1099-1111, 1125, 1135 and 1139 E. Main Street.
	This property was also addressed as 424 N. Goodman Street on the 1938 Sanborn Map updated 1954, however was not listed in any of the street directories reviewed	
	1117 E. Main Street- residential 1930s-1970s; demolished in the 1970s	Structures were demolished in the 1950s and 1970s to create access ways into the property from E. Main Street
	1145 E. Main Street- cigarette vending machine in 1949; residential in 1950s; demolished in the 1950s	
460-466 North Goodman Street	L-shaped parcel on the north east corner of E. Main Street and N. Goodman Street; developed in the early 1900s with a rectangular building and a second rectangular building on the eastern portion addressed as 1100 E. Main Street	Former gasoline station in the 1920s and buildings demolished prior to the 1950s
	Two(2) office buildings constructed in 1915 addressed as 460-466 N. Goodman Street and 1086-1098 E. Main Street and utilized as a bank from at least the 1950s to the present. The eastern portion of the parcel on the 1938 Sanborn Map updated 1954 is identified as a parking lot addressed as rear 470 N. Goodman Street	
	1098 E. Main Street- <i>Beechwood Gasoline Station</i> in the mid-1920s	
	1100 and 1102 E. Main Street- residential until the early 1930s and not listed from the 1930s to the present and are not visible on the 1938 Sanborn Map updated 1954	
1075 E. Main Street	Addressed as 450 N. Goodman Street and 1081-1083 E. Main Street on the 1910 Plat Map and developed with four (4) structures; undeveloped land on the 1938 Sanborn Map undated 1954; the southern portion of the parcel was previously a portion of 410 N. Goodman Street	Former buildings were demolished prior the 1990s
	A building is visible on the 1970 Sanborn Map and City of Rochester BIS records indicate that a barn was demolished in 1966; possible addressed as 1095 E. Main Street which is listed as <i>Cleveland Fruit Juice Co.</i> in 1960s and not listed in 1970s-present; City of Rochester BIS records also indicate that in the 1970s the property was utilized as an apartment building and restaurant/private club	

Property Address	Past Use	Concern/Findings
1099-1111 E. Main Street	1097 E. Main- <i>Beechwood Station PO</i> in the 1930s-1940s identified as 1099-1101 on the 1935 Plat Map and 1938 Sanborn Map; listed as <i>Campbell LK Inc. appliances service center</i> in 1988	Demolished prior to the 1990s
	1099 E. Main Street- <i>Keystone Alloys of Rochester</i> in 1954; <i>Keystone Window Co. Inc.</i> in 1958; <i>Sunbeam Appliance</i> in 1962-1970	Demolished prior to the 1990s
	1101 E. Main Street - <i>Beechwood Coal Co. Inc. and Willems Sons Nurseries</i> - 1930s; dance studio and beauty shop - 1940s, <i>Beechwood Hall/Beechwood Building</i> - late 1940s-late 1980s; as well as. <i>a law office</i> -1940, and <i>Rochester Beechwood Inc. and Monroe Restaurants Hotel Assn.</i> - late 1940s - late 1960s	Originally concrete block building constructed for produce storage and residential buildings along E. Main Street that were demolished prior to the 1990s; additions were constructed to the southern storage building
	1103 E. Main- funeral directors - 1930s-1950s; apartments -late 1950s- late 1960s	
	1109 E. Main Street- undertaker -1910s; residential- early 1960s; <i>Beechwood Kitchens Flooring and Tile Corp.</i> - 1970s; <i>Beechwood Products Co. Flooring</i> - early 1980s; <i>S & S Kitchens</i> - 1980s to 1990s	
	1111 E. Main Street- reportedly two (2) office buildings developed in 1950 (former storage building) and 1980 (addition); law office - late 1980s; <i>Action for a Better Community</i> - late 1990s, <i>Mojo Famous Pizza</i> - 2012; and <i>Happy Feet</i> – 2015 to the present	None
1106-1108 E. Main Street	Residential property constructed in the late 1800s	Former building demolished in the 1970s and the property has not been redeveloped
	1106 E. Main utilized as a restaurant in the 1940-1960s; not listed in the late 1970s; parking lot since at least the late 1970s	
1120 E. Main Street	Manufacturing building constructed in 1945; developed as two(2) residential homes addressed as 1114-1120 E. Main Street and two (2) residential homes along Hayward Street from the early 1900s- the mid-1950s	Dry cleaning facility in the late 1950s-early 1960s, a note on the Sanborn maps obtained from the City of Rochester identified 1114 E. Main Street as a dry cleaner; demolished structure on the eastern portion
	1112 E. Main Street - <i>Speedys Cleaners, Inc.</i> in 1954-1958; <i>Ginger's Dry Cleaners</i> in 1962; offset printers in 1967-1972	
	1114 E. Main listed as a dentist in 1940-1949; <i>United States Gov. Post Office Beechwood Station</i> in 1954-1962; <i>RIT Machine Shorthand Inc.</i> in 1967; demolished in the late 1980s	
	1112-1114 E. Main Street- private school on the 1970 Sanborn Map with a parking lot on the northern portion; <i>Aztec Industries, Inc.</i> from 1982 -1997 ; grocer-retail in 2012	
	1120 E. Main Street- sheetmetal worker in 1949	
1124-1130 E. Main Street	Three(3) residential homes along E. Main Street addressed as 1124, 1128 and 1138 E. Main street and four(4) residential homes along Hayward Street	Former buildings were demolished for the construction of the gasoline station

Property Address	Past Use	Concern/Findings
	1132 E. Main Street listed as <i>Vanlone Harlan gasoline station</i> from the mid-1930s-1960s; building demolished in the 1960s; undeveloped on the 1971 aerial photograph	Former gasoline station prior to the 1970s; three (3) gasoline tanks located eastern portion of the property
	New concrete block building in 1970 addressed as 1130 E. Main and utilized as <i>Lincoln First Bank of Rochester</i> in the 1970s and 1980s and <i>Chase Manhattan Bank</i> in the late 1980s ; <i>Visions Federal Credit Union</i> in 2007-2017	Former building was demolished in the 1970s and the property has been redeveloped
1125 E. Main Street	Two(2) residential home addressed as 1123-1129 E. Main Street from the early 1900s- 2000s; a two(2)-family home was demolished in 1979, a garage was demolished in 2011, and a two(2)-family home was demolished in 2018	Former buildings were demolished in the late 1990s
	1125 E. Main- real estate office and law firm from the mid-1980s to late 1980s; insurance company in the late 1990s; parking lot	
	1129 E. Main Street -barber from the late 1940s-1980s; <i>Scott Cohen Enterprises, Inc. real estate</i> in 1982; insurance company in 1997	
1135 E. Main Street	Former residential property from the 1930s-1997; also listed as lawyers in 1982-1992; demolished 2007	Former building was demolished in the late 1990s
1139 E. Main Street	Dwelling along E. Main Street; reportedly demolished in 1960s, however, not visible on the 1938 Sanborn Map updated 1954	Former residential building was demolished in the 1960s
	Southern portion of the parcel was developed with storage shed associated with <i>Jos. Mandarys Contracting Supplies</i> at 1175 E. Main Street in the early 1910s and <i>J. Hungerford Smith & Co. Inc.</i> from the 1930s to 1970s	Buildings were demolished and redeveloped into a parking lot
	Current office building reportedly constructed 1955	None
	1137 E. Main Street- <i>Lipp Refrigeration Co. air conditioning and heating and Space Age, Inc.</i> in 1967; used cars in 1972; <i>Matens Services, Inc. mechanical contractors ; Bell Plumbing and Heating; Rochester Sewer Cleaning Service; Dek Del Electric</i> in 1976; <i>Shantz Associates, Inc.</i> lawnmower dealer from 1982-1997; as well as <i>Main Button Co.</i> in 1992; and <i>Bernational Automation, Inc.</i> 2002-2017	
	1139 E. Main Street-painter in 1931; and offices in 1997	
1142-1148 E. Main Street	1142 E. Main Street- constructed in 1910 as residential property with an addition in 1950 as commercial; not listed in 2017	None
	1144 E. Main Street- constructed in the 1910s; also addressed and 1146-1148 E. Main Street with a structure on the northern portion constructed prior to the 1930s- <i>Nohle Refrigeration supplies</i> from at least the late 1948-1997; <i>Utility Solutions</i> in 2007; residential apartment in 2012-2017	
	1150 E. Main Street- <i>Nohl Elect Co.</i> in 1949-1954	

Property Address	Past Use	Concern/Findings
1151 E. Main Street	Residential home constructed 1903; also listed as a barber from 1989-1997	None
1154 E. Main Street	Residential home constructed in the late 1800s-late 1990s; parking lot owned by AutoZone since at least 1998	Two (2) USTs were removed from the property
	Two(2) USTs were removed in 1999; three (3) buildings addressed as 1166, 1176-1178, and 1180 E. Main Street were demolished in 1997 in conjunction with this property when a masonry 7,330 square foot building was constructed	
1157-1159 E. Main Street	Retail building with offices/apartments constructed 1920	None
	1157 E. Main Street- grocer in 1931, a liquor store in 1948-1992; residential in 2012; currently unoccupied	
	1159 E. Main Street- barber in 1940-1982; travel agency in 2002; liquor store in 2012	
	Drawings from 1981 identify fuel oil vents along E. Main Street; City of Rochester BIS records state that a gas furnace was installed in 1986	Fuel oil vent identified on the 1981 Record Drawings
1160-1178 E. Main Street	Three(3) residential homes from the early 1900s to the late 1990s addressed as 1160, 1166, and 1176-1178 E. Main Street	None
	1160 E. Main Street- concrete block auto repair shop- 1944; <i>Fine Arts Dry Cleaners</i> -1962	Former auto repair in the 1940s and dry cleaners in the 1960s
	1166 E. Main Street- <i>Regina Rochester Agency Rochester Electric Co.</i> , in 1948; <i>Better Homes Siding and Roofing Co.</i> in 1954; a restaurant in the 1970s, <i>TR Tavern</i> in 1982; <i>Beechwood Inn</i> in 1989; and paved parking lot since 1999	Buildings were demolished in the 1990s and redeveloped as AutoZone parking lot; property is listed as PBS facility and closed NYSDEC Spill
	1170 E. Main Street- restaurant in 1967; vacant in the 1970s; and not listed in the late 1970s-present	
1175 E. Main Street	Four(4) warehouse buildings constructed 1900, 1962 and 1985; <i>Jos Mandery Builders Supplies</i> in 1910 on the southern portion of the parcel; a railroad spur is visible through eastern portion of the property to the railroad adjacent to the south.	Building closest to the Project Corridor has been utilized as an office and the factory buildings and railroad are located at least 200 feet south; as well as the gasoline tank which is identified under the current building
	<i>American Clay and Cement Corp.</i> , 1930-1940 as well as <i>Browncroft Realty Cop.</i> and <i>LeRoy Colprovia Pavements, Inc.</i> in the 1930s; <i>John Manville Sales Corp. asbestos</i> , <i>Smith Murry Corp. asbestos</i> , <i>Orbaker Clifford agricultural consultant</i> , and <i>Boss-Linco Lines, Inc. transportation</i> in 1948; identified as Union Trust Company on the 1950s Sanborn Map with a gasoline tank identified on the central portion of the property; <i>Hubbs Paper</i> in 1954; <i>Genesee Valley Paper Co.</i> in 1958-1967, vacant in the early 1970s; <i>Economy Paper</i> since 1976	
	1163 E. Main Street- not visible on the 1950 Sanborn Map or aerial photographs, however listed as used cars in 1972; <i>Williams Trucking Co.</i> in 1982-1985	None
1180-1192 E. Main Street	Three(3) residential homes and one(1) undeveloped lot constructed in the early 1900s-1950s; developed with five (5) rectangular buildings in the 1971 aerial photograph	

Property Address	Past Use	Concern/Findings
	1180 E. Main Street- <i>United Auto Parts</i> in 1958; <i>Paine Drug Co.</i> in 1967 as well as <i>Pipe and Gray Inc. printers</i> ; <i>Paine Hospital Supply, Inc.</i> in 1976; <i>University Electronics</i> in 1982; <i>G&G Food Service</i> in 1985-1992; <i>Freddie Thomas Foundation Center</i> in 1997; <i>Youth International</i> in 2012 1182 E. Main Street- <i>Fleming Motor Sales</i> in 1954	
	1186 E. Main Street- <i>Used Car Sales</i> on the 1950 Sanborn Map; <i>United Auto Parts of Rochester Corp. Inc.</i> in 1958	Used car sales in the 1950s; former structures were demolished and redeveloped into AutoZone
	Manufacturing building reportedly constructed in 1971 AutoZone showroom and service area constructed 1999	
1185-1223 E. Main Street	Several residential properties in the late 1800s-early 1900s addressed as 1183-1213 E. Main Street; <i>Rochester Fireworks Co.</i> from at least the 1890s-1910s; L-shaped warehouse constructed in 1940 and identified as <i>United Parts Rochester Corp., Service Station for new and old auto parts, auto wrecking and junkyard</i> ; <i>Beachnut Packing Co.</i> in the 1970s	These buildings are located on the southern portion of the parcel.
	1185 E. Main Street- <i>Shoppers Fair of Roch, Inc. department store</i> -late 1950s-early 1960s; <i>Polly Perry Store</i> - early 1960s; <i>Golden Arrow Bus Line</i> - early to mid-1980s; <i>National School Bus</i> late 1980s-mid 1990s; <i>Laidlaw</i> - mid-1990s to early 2010s; <i>First Student, Inc.</i> since 2009	
	1199 E. Main Street- <i>North American Auto Parts</i> -late 1970s; <i>Stauber Oil Co.</i> - early 1980s as well as <i>Thrift Village</i> -mid-1980s- early 1990s; <i>Veterans of America</i> retail store - mid-1990-mid-2010s; <i>Rochester Greenovation</i> since the mid-2010s	This portion of the building is located on the northern portion of the parcel, along E. Main Street. Two(2) USTs were noted on the 1938 Sanborn Map updated 1954
	1221 E. Main Street- <i>Stauber Oil. Co.</i> - early 1980s; <i>Quaker State Refining</i> - mid-1980s; <i>Volunteers of America</i> - late 1980s-early 1990s	
	1223 E. Main Street- <i>Atlantic Thrift Center Dept. Store</i> - late 1960s-early 1970s	
1200 E. Main Street	Gasoline station from the late 1920s-early 1990s; also addressed as 1212 E. Main Street and listed as <i>VanLone Harlan gasoline</i> ; in the early 1990s also listed as <i>Pic N Pay, Main Motors used car sales, Action Car Rental and Ryder Truck Rental</i> ; demolished in 2003	Former gasoline station and BCP Site
	Identified as <i>Newport Sand and Cement Corp.</i> on the 1935 Plat Map	
	1196 E. Main- beauty salon in the early 1960s	None
1214-1216 E. Main Street	Residential property constructed in the early 1900s and demolished prior to 2017	None
1222 E. Main Street	Residential home constructed in the early 1900s to 2007; demolished 2007	None
1228-1230 E. Main Street	Residential home constructed in 1928; utilized as a veterinarian's office from the 1930s-1980s; <i>Bonded Cleaning Services</i> in 1982-1985; <i>Superior Cleaning Service</i> in 1989; <i>Academy Heritage</i> sportswear in 1992; residential in the early 2000s	None

Property Address	Past Use	Concern/Findings
1233 E. Main Street	Developed with three(3) manufacturing buildings and office building in 1925 and extended south to the railroad; identified as <i>Martha Matilda Harper Inc.</i> laboratories and listed as toilet preparations in 1949-1962 Theodore MacDonald purchased the property in 1967 and utilized it as <i>IPS MacDonald Printing</i> until the mid-1990s; John Hudak purchased the property in 1990 and utilized it as <i>Environmental Development SVS, Penfield Landscape and Nursery</i> in 1997; and <i>Tire Trax</i> from 2007 to the present	None
1237-1261 E. Main Street	Developed with six(6) manufacturing buildings between 1915 and 1920; identified as <i>Beechnut Packing Co.</i> ; also listed as <i>Fairmont Box Co.</i> in the 1940s-1958 1237 E Main Street- <i>Beechnut Life Savers Inc.</i> food product in 1962-1967; not listed in the early 1970s; <i>General Woodwork Co, Feinberg Plumbing and Heating Co.</i> in 1976 <i>Sumner Finishing</i> occupied the 5th floor from at least the mid-1980s to early 2002 Several occupants including <i>Fedder Corp</i> in 1992-2002; <i>Conrad Deal Press-</i> die cutting from and <i>HTL Associations, Inc.</i> steel in 1992-2017 1255 E. Main Street- listed as a tavern in 1962	None
1240 E. Main Street	Residential homes constructed in the 1910s addressed as 1240, 1244 and 1246 E. Main Street; identified as vacant and boarded up on the 1950 Sanborn Map; and undeveloped land on the 1970 Sanborn Map; 1246 E. Main Street- Realty co. in 1997	Former residential building demolished prior to the 1970s
1252 E. Main Street	Residential property constructed in the 1910s-2017; demolished in 2017	None
1258 E. Main Street	Store with apartments/office constructed in 1890; utilized as a billiards facility in 1931, restaurant in 1940s-1980s, <i>County Mug Club</i> in 1988; bar in 1989-1992; not listed in 1997-present; currently utilized as a church	None
1260-1264 E. Main Street	Retail building constructed in the 1930s with an apartment building constructed in 1973 1260 E. Main Street- <i>Hart's Food Stores, Inc.</i> from 1931-1954; delicatessen in 1958-1962; beauty salon in 1967; not listed early 1970s-present 1262 E. Main Street- residential 1264 E. Main Street - restaurant in 1931-1970s, a variety store in 1940; residential apartment in 2012	None
1268 E. Main Street	Residential home since construction in 1920	None
1275-1285 E. Main Street	Residential properties constructed in the early 1900s addressed as 1275, 1281 and 1285 E. Main Street; 1277 ½ E. Main Street was identified as a photo studio; a store was reportedly constructed in 1960 Filling station addressed as 1271, 1275, 1277 and 1285 E. Main Street on the 1935 Plat Map, 1938 Sanborn Map updated 1954	Former gasoline station from the 1930s-1980s

Property Address	Past Use	Concern/Findings
	1275 E. Main Street- <i>RAE FB Oil. Co., Inc. and Flower City Batter and Supply Company</i> in the 1930s, <i>Shantz and Howcraft gas station and Socony Vacuum Oil. Co.</i> in the 1940s; <i>James Wagner Gas station</i> in the late 1960s; <i>Mobile Oil. Co.</i> owned the property until 1983; <i>Beechwood Laundry and Sany Longs Restaurant</i> in the late 1980s; <i>Coliseum Pizza</i> in the 1990s; grocer in the early 2000s; <i>King City</i> grocer and retail in the 2010s; <i>Krispy Krunchy Chicken</i> in 2017	
1280-1282 E. Main Street	Residential home constructed in 1900; converted into a store and residential; also listed as a grocer in 1931	None
	1280 E. Main Street- construction company in the late 1940s; electric appliance co. in 1954-1962; sign shop in 1967; copy machine store in 1970s; appliance sales and service in 1970s; mini mart in 1982-1992; not listed in the late 1990s to the mid-2000s; residential in the 2010s	
	1282 E. Main Street- real estate office in 1962	
1286-1288 E. Main Street	Residential home since construction in 1900	None
1291-1293 E. Main Street	Residential home since construction in 1900	None
	1293 E. Main Street- general contractor in 1962	
1292 E. Main Street	Residential home since construction in 1900	None
	Combined with 1294-1296 E. Main Street that was developed as a residential home in the early 1900s and demolished in the late 1990s; also listed as a door sales in 1958 and a real estate office in 1992	
1297 E. Main Street	Residential home since construction in 1908; chiropractor from the late 1960s-to early 2000s	None
1301 E. Main Street	Residential home since construction in 1910; also listed as East High School Center in the late 1990s	None
1302 E. Main Street	Residential home since construction in 1900	None
1308-1310 E. Main Street	Residential home since construction in 1900	None
1322 E. Main Street	Residential home since construction in 1920	None
1328 E. Main Street	Residential home since construction in 1920	None
1332 E. Main Street	Residential home since construction in 1920; also listed as a Realty Co. in the 1960s-1970s	None
1337 E. Main Street	Former Hillside Children's Center and residential homes (addressed as 1307, 1311, and 1317 East Main Street) that were constructed in the early 1920s and demolished in the late 1990s and 2016 as part of redevelopment of the property.	Impacted soils that were encountered during redevelopment of were disposed of off-Site under the management of Home Leasing LLC and the City of Rochester.
	1307 E. Main Street- also listed as <i>Bowerman Building Service supplies</i> from the early 1930s to the late 1950s; <i>Overhead Door Sales and office</i> in the 1950s; <i>Rochester Institute of Machine Shorthand and Denver Chicago Trucking Co. Inc.</i> from the late 1960s-1990s	
	1311 E. Main Street was also addressed as 1313 E. Main Street	

Property Address	Past Use	Concern/Findings
	1317 E. Main Street was also addressed as 1315 and 1317 E. Main Street in the 1930s. The parcel extends to the south and include the garages formerly associated with 54 and 58 Breck Street and were addressed as 1317 ½ E. Main Street (garage) and 1317 1/3 E. Main Street (grinding shop) in the 1950s	Closed spill associated with the property does not represent a concern.
	1332, 1327, 1333 and 1343 E. Main Street- residential properties constructed in the late 1800s-early 1900s that were demolished in the 1930s and redeveloped as the <i>State Theatre and parking lot</i> addressed as 1337 E. Main Street and/or 1335-1339 E. Main Street from the 1930s-late 1960s; various offices from the 1960s-1990s; <i>Alternatives Independent Youth Hillside Children's Center</i> in the late 1990s as well as other offices; and <i>Hillside Family Agencies</i> from the mid-2000s to 2017 when it was redeveloped into residential apartments	
	1335 E. Main Street- barber in 1931; <i>Albright and Granger Radios</i> in the 1940s (combined with 1337 E. Main Street)	
	1339 E. Main Street- <i>Atlas Candy MFG Co and confectioners</i> in the 1940s; shoe repair from the late 1940s-late 1950s	
1340 E. Main Street	Residential property constructed in the early 1900s addressed as 1338-1340 E. Main Street; demolished in the late 1990s	None
1344 E. Main Street	1344 E. Main- residential home constructed in 1900 on the western portion of the parcel	None
	1350 E. Main- apartment building constructed on the eastern portion of the parcel in the 1930s; demolished in the mid-2000s	
1349-1353 E. Main Street	Constructed in 1900; listed as residential from the 1930s-1960s	None
	1349 E. Main Street- <i>Morgan School of Driving</i> from the late 1960s-the present;	
	1353 East Main Street- not been listed since the 1960s.	
1359 E. Main Street	Residential home constructed in the early 1900s-1975; demolished in the mid-1970s	Former residential property demolished in the 1970s
1363 E. Main Street	Residential home since construction in 1900	None
1369 E. Main Street	Residential home since construction in 1916	None
1372-1398 E. Main Street	Regional Transit Service (RTS) owned by Rochester General Regional Transit Authority (RGRTA) constructed in 1976- see details below	Bus terminal since the 1970s and train station prior
1381 E. Main Street	Residential home since construction in 1900	None
1385 E. Main Street	Residential home since constructed in 1900; also listed as a doctor's office in 1931-1940	None
1389 E. Main Street	Residential home since construction in 1920	None
1393 E. Main Street	Residential home since construction in 1900	None
	Combined with 1403 E. Main Street- former residential home constructed in the early 1910s and demolished in the mid-2000s; currently utilized as a community garden	
1404 E. Main Street	Residential property from the early 1900s to the early 1990s; demolished and redeveloped into a parking lot for RGRTA	None

Property Address	Past Use	Concern/Findings
1407 E. Main Street	Residential home since construction in 1900	None
1408 E. Main Street	Residential property from the early 1900s to the early 1980s; demolished and redeveloped into a parking lot for RGRTA	None
1409 E. Main Street	Residential home since construction in 1900	None
1414 E. Main Street	Residential property from the early 1900s to the early 1980s; demolished and redeveloped into a parking lot for RGRTA	None
1415 E. Main Street	Residential home since construction in 1900	None
1419 E. Main Street	Residential home constructed in the 1910s addressed as 1421 E. Main Street; listed as Playground since at least 1999	Car wash associated with gasoline station at 1429 E. Main
	1421 E. Main Street- <i>Sunoco</i> in the late 1950s; <i>P&H Station Inc. car wash</i> -1967	
1420 E. Main Street	Residential property from the early 1900s to the early 1980s; demolished and redeveloped into a parking lot for RGRTA; also listed as a barber shop and <i>North Central Television Service</i> - 1967	None
1424 E. Main Street	1422 E. Main Street- residential property from the early 1900s to the early 1990s; demolished in the early 1990s and redeveloped as a parking lot for RGRTA	Yes, dry cleaners in the 1980s
	1424 E. Main Street- grocer from 1930-1970; <i>One Hour Cleaners</i> - mid-1960s-1980s; demolished in the early 1990s and redeveloped as a parking lot for RGRTA	
1426 E. Main Street	Holmdel Place from the early 1900s to that extended from E. Main Street to <i>Rochester Railway</i> approximately 500 feet north of E. Main Street with residential properties located east and west of the road; the residential properties were demolished prior to the 1990s and redeveloped as a parking lot for RGRTA; listed as a superette in the late 1980s	None
1429 E. Main Street	Three(3) residential homes addressed as 1423-1425, 1427-1431, and 1433-1437 E. Main Street constructed in the 1910s	Filling station from the mid-1950s-1970s, tank locations are not identified on the map; former residential properties were demolished prior to 1970
	1431 E. Main Street- barber in 1931; <i>Dewey Motor Co.</i> in the late 1940s	
	1433 E. Main Street- variety store in 1931 and as <i>poultry</i> in 1940	
	1437 E. Main Street-furniture and jeweler in 1931 and shoe repair in 1940; gasoline station constructed in 1955 and a filling station is visible on the 1950 and 1970 Sandborn maps; Playground since at least 1999	
1430-1436 E. Main Street	Developed as a retail store/residence in the 1910s; All buildings demolished in late 1990s and redeveloped as a parking lot for RGRTA	Utilized as a cleaners from the 1940s-1970s
	1430 E. Main Street- <i>Great Atlantic and Pacific Tea Co. grocers</i> in 1931, <i>Barnet Cleaners, Tailors, Dyers</i> in 1940s, <i>starlight Cleaners</i> - 1958-1977; and superette in 1997	
	1434 E. Main Street- beauty salon/barber shop-1987-2007	
	1432 E. Main Street- barber in 1940, <i>Al's mini mart</i> - 1967; tailor in 1991	
	1438 E. Main Street-barber in 1960s	

Property Address	Past Use	Concern/Findings
1442-1444 E. Main Street	Developed as a retail store/residence in the 1910s; Vacant commercial land since at least 2000	None
	1442 E. Main Street- hairdresser in 1931; restaurant in 1940-1968; <i>Steve's Quick Lunch</i> - 1948-1977; <i>Jimmy's Texas Hot</i> -1987; <i>Jimmy's Restaurant</i> - 2007	
	1444 E. Main Street- shoe repair in 1931; barber- 1948-1957	
1443-1449 E. Main Street	Restaurant constructed in 1920 addressed as 1443, 1445, 1447, and 1449 E. Main; the hotel was partially demolished in 1965	None
	1443 E. Main Street- <i>Culver Restaurant</i> -1931; restaurant-1940, <i>Triton Hotel Restaurant</i> late 1940s-late 1960s; not listed in the 1970s-early 2000s; <i>Togetherness in Love Community</i> - 2007; <i>God's Healing Hands</i> - 2017	
	1445 E. Main Street- residential-1931, <i>East Main Hotel</i> in 1940; <i>Triton Hotel</i> - 1948-1957; <i>Fam Steak and Party House</i> -1977-1987; not listed from the 1990s to the present	
	1447 E. Main Street –barber in 1940, vacant in the late 1940s; <i>Bellows Co. central air power devices</i> and <i>Mangione & Niger Inc. Agency</i> in 1958; not listed from the 1970s to the present	
	1449 E. Main - shoe repair in 1940, <i>Mutual Trust Life Ins. Co.</i> in 1958; not listed from the 1970s to the present	
1446-1448 E. Main Street	Developed as a residential home and store in the 1930s; drugstore in 1931-1968; vacant in the 1970s; <i>Casa Latina Tavern</i> - 1987; vacant commercial land since at least 1999	None
1453 E. Main Street	Retail store constructed in 1930; listed as a hardware store - 1931-late 1940s; warehouse constructed in 1955 and listed as <i>Mac's Glass Shop</i> late 1950s-late 1970s; <i>Pirate Rock Entertainment</i> - 2007; <i>Pirate Toy Fund</i> -2007-present	
1454-1460 E. Main Street	Prior to the 1930s, the parcel extended north to the former <i>Rochester Railway Co.</i>	Foundry in 1948-1958
	Two(2) commercial buildings addressed as 1452-1454 and 1456-1460 E. Main Street were constructed in the 1930s	
	1452 E. Main Street – <i>Dobris Harry confectionery</i> from the 1930s-late 1950s; not listed in the 1970s	
	1454 E. Main Street – salon in the 1940s and a barber in the late 1950s; not listed in the 1970s	
	1456 E. Main Street - grocer in the 1931-1940s, gift shop-1948; a <i>Helen's Department Store</i> -1958; tuxedo shop in 1968; not listed in the 1970s	
	1458 E. Main Street- <i>Stuart Ernest</i> , dentist from the 1930s-1940s; residential in the 1950s; not listed in 1970s	
	1460 E. Main - <i>Zimmer Henry/Walter meats</i> from the 1930s-1958; <i>Union Local 197</i> in 1968; <i>Tip Top Restaurant</i> - 1967-1987; as well as a dentist in the 1930s	
	1462 E. Main- constructed in the 1930s and located on the northern portion of the former parcel; listed as <i>Knapp Homer contractor</i> in 1931-1940s, <i>East Bronze& Aluminum Foundry, Inc.</i> , <i>Main Electric Co., Inc. electric supplies</i> , and <i>Mellaphone Corp. electronic rectifiers</i> in 1948-1958; <i>Mellaphone Corp. electronic</i> -1967; residential in the 1970s	
	Vacant commercial land since at least 2000; 2-story brick retail store/apartments prior	

Property Address	Past Use	Concern/Findings
1466 E. Main Street	Residential home constructed in the 1910s and demolished in the early 2000s	None
1467-1473 E. Main Street	Four(4) residential properties in the early 1900s addressed as 1457-1473 E. Main Street; two(2)warehouse structures were constructed in 1940; listed as <i>Piece Baking Co. Inc.</i> in 1931 and identified as <i>White Star Baking Corp.</i> on the 1935 Plat Map	Former residential homes were demolished
	1457 E. Main Street- <i>Stuart Ernest</i> , dentist from the early 1940s-late 1950s	
	1461 E. Main Street- <i>Cassard Electronic Company</i> from the late 1950s-1970s	
	1467 E. Main Street- identified as Wholesale Candy and Tobacco in 1950s-1970s and listed as <i>Whitestar Baking Corp.</i> in the 1940-1958s and <i>JA Calderon Co. wholesale confr and tobacco</i> —from the mid-1960s-late 1990s; <i>Goodman Glass and Mirror Inc.</i> -2007-present as well as <i>Rehouse</i> in 2007	
1470 E. Main Street	Residential home constructed in the early 1900s and demolished in the late 1990s	None
1476 E. Main Street	Residential home constructed in the 1930s, listed as a dressmaker in 1931, and demolished in the early 2000s	None
1477 E. Main Street	Residential home constructed in 1920; <i>Our Repair Shop</i> in 1958	None
1481 E. Main Street	Residential home constructed in 1880	None
1485 E. Main Street	Residential home constructed in 1880	None
1486 E. Main Street	Residential home constructed in 1900	None
1489 E. Main Street	Residential home constructed in 1880; listed as a painter in 1931	None
1492 E. Main Street	Residential home constructed in 1890	None
1495 E. Main Street	Residential home prior constructed in the late 1800s and demolished in the 1970; repair shop constructed in the 1976; escort service- 1987-1997; <i>A&K Painting and Wallpapering, Inc.</i> -2017	Former residential home on the northern portion of the parcel along E. Main Street was demolished in the 1970s
1496 E. Main Street	Residential home constructed in 1920	None
1499 E. Main Street	Residential home constructed in 1920	None
1500 E. Main Street	Residential property prior constructed in the 1910s; demolished	Former residential home demolished
1503 E. Main Street	Residential home constructed in 1920	None
1506 E. Main Street	Residential property prior constructed in the early 1900s, demolished	Former residential home demolished
1507 E. Main Street	Residential home constructed in 1920; listed as a sheet metal worker in 1931-1948; grinding shop on the southern portion of the parcel in the 1930-1950s	None

Property Address	Past Use	Concern/Findings
1509-1511 E. Main Street	Detached row building constructed in 1900; Identified as fuel service on the 1970 Sanborn Map	Coal and fuel service facility from the 1930s-1970s
	1509 E. Main Street- barber shop in 1931, a dry goods store in 1940, <i>Prenner Fuel Service</i> in 1948-1967; <i>Tower Electronics and TV Service</i> -1977	
	1511 E. Main Street- <i>Prenner L. and Son</i> coal from the early 1930s-1940s; shoe repair in the 1950s-1960s; <i>Tower Electronic Overflow</i> -1977	
1512 E. Main Street	Residential home since construction in 1920	None
1515 E. Main Street	Residential home since construction in 1920; utilized for shoe repair in the 1970s	None
1519 E. Main Street	Residential structure constructed in the late 1800s; additions were made in the early 1900s; a new residential structure was constructed in the 1930s and is listed as a shore store in the 1931; a commercial building/addition was constructed 1945; <i>Interface Systems Development Inc.</i> in 1987-2007; 2009 convert hardware store to offices	Former structures on property were beneath the southern portion of the current structure
	1521 E. Main Street- <i>Business Methods Inc.</i> -1957-1967; <i>Chevette Industrial Sales and Services LTD</i> , cont. building cleaning- 1977; <i>Advance Chemical and Equipment Co.</i> janitorial equipment and sales- 1977; vacant in the 1980s;	
1520-1524 E. Main Street	Commercial building constructed 1920; listed as <i>confectionery</i> in 1931-1940 and <i>Hart's Food Stores, Inc.</i> in 1931-1957, office supplies in the 1950s-1960s; <i>Bob's Drapery Installation</i> - 1977; <i>Tropic Lightning military items</i> in 1987, <i>All American Uniforms and La Mini Market</i> - 2007	None
1525 E. Main Street	Residential building constructed in the 1910s; commercial building constructed 1940 addressed as 1525-1527 E. Main Street, <i>Rochester Shoe Tree Co. Inc.</i> -1957-1967; office supplies in the 1970s, <i>Ginegaw Tool Supply Co. Inc.</i> - 1977; <i>RAS Advertising Specialties & Promotions</i> in 1987; <i>Design by RAS Leone Associates</i> - 1997; <i>Singular Designs</i> -2017	None
1526 E. Main Street	Residential home constructed in 1920	None
1531 E. Main Street	Residential home constructed in 1930, converted into a commercial property; utilized for shoe store in the 1970s, listed as a beauty salon from the mid-1950s to the mid-2010s, and currently as a restaurant	None
1532 E. Main Street	Residential home constructed in 1920	None
1533-1537 E. Main Street	Detached row building constructed 1910 addressed as 1533, 1535 and 1537 E. Main Street; commercial and residential	None
	1533 E. Main Street- tailor in 1940; shoe store in the 1950-1970s	
	1537 E. Main Street- restaurant in 1931, barber in 1940; <i>Murray Discount & Variety</i> - 1977	
1538 E. Main Street	Residential home constructed in 1912	None

Property Address	Past Use	Concern/Findings
1541 E. Main Street	Detached row building constructed 1910; listed as <i>Long's Food Shoppe Inc.</i> in 1931; confectioner in 1940-1950s; addressed as 1541-1543 E. Main and identified as printing in 1950s and as a shoe store in the 1970s; <i>Diamond Chocolate Shop-</i> 1967-1977; <i>Comic Book Haven</i> mid-1980s-2007	None
1542 E. Main Street	Residential home constructed in 1912	None
1545 E. Main Street	Residential home constructed in 1935; listed as a physician in 1930s-1967; candy shop in the 1970s	None
1548 E. Main Street	Residential home constructed in 1900	None
1549 E. Main Street	Residential home constructed in 1920	None
1553 E. Main Street	Residential home constructed in 1912	None
1560 E. Main Street	Residential home constructed in 1930; <i>Quincy Tax Service-</i> 1997	
1564 E. Main Street	Residential home constructed in 1912; <i>Rico Graphic Arts-</i> 1967; <i>Home Sweet Home</i> home builders in 2005	None
1567 E. Main Street	Residential home constructed in 1920; listed as physician in 1931; plumber in 1940	None
1568 E. Main Street	Residential home constructed in the 1910s; demolished prior to the 1990s; parking lot	Former residential home demolished
1572 E. Main Street	Residential home constructed in the 1910s; barber in 1948; demolished prior to the 1990s; parking lot	Former residential home demolished
1573 E. Main Street	Residential home constructed in 1920; also listed as a dentist-1931; chiropractor- 1957-1967	None
1578-1586 E. Main Street	Detached row building constructed in 1930 addressed as 1578-1580, 1582, 1584 and 1586 E. Main Street	None
	1578 E. Main Street-Not listed	
	1582 E. Main listed as <i>Effinger meat store</i> in 1931-1940, <i>East Main Red and White Store</i> in 1958; <i>Kaplan Brother's Food Market-</i> 1967; <i>Effinger's German Sausage Haus-</i> 1977-1988; <i>Mooney Restaurant-</i> 1997-2007; not listed 2017	
	1584 and 1586 E. Main listed as a <i>Flickinger Stores, Inc. grocers/Effinger grocery</i> in 1931-1940; identified as a food store in the 1970s; residential in 1997	
	1584 E. Main Street- apartments and <i>Effinger's Enterprizes office-</i> 1977	
1583 E. Main Street	Residential properties constructed 1900 addressed as 1577 and 1583 E. Main Street	Former residential home demolished
	1577 E. Main Street- demolished	
	1583 E. Main Street- <i>Cayuga Orthotics and Prosthetics</i> 1967-2017	
1589 E. Main Street	Residential home constructed in the early 1900s; identified as <i>HVB Schanck Farm Sub</i> and listed as <i>Charlton John and Sons nursery</i> in the 1930s; listed as residential from the 1940s to the present	None
1591 E. Main Street	Residential home constructed in the 1910s	None

Property Address	Past Use	Concern/Findings
1593-1595 E. Main Street	Two(2) residential homes constructed in the 1910s addressed as 1593 and 1595 E. Main Street;	Former residential home demolished
	1593 E. Main Street- CPA office in 1997-2007; <i>Quest IT Storage</i> -2017	
	1595 E. Main Street listed as <i>Main W J & Son truckmen</i> in 1940; demolished	
1596-1598 E. Main Street	Multi-family residential home since construction in 1900	None
1601-1603 E. Main Street	Two(2) Multi-family residential home since construction in 1920; addressed as 1601 and 1603 E. Main Street; one(1) structure on the 1938 Sanborn Map updated 1954	None
	1601 E. Main Street- undertaker in the 1931-1977	
	1603 E. Main Street- vacant in 1977	
1604 E. Main Street	Residential property constructed in the early 1900s and demolished in 2010; Vacant residential land	None
1605 E. Main Street	Residential home constructed in 1905; <i>Gen Properties Inc.</i> 1997-present	None
1607-1609 E. Main Street	Two(2) residential home constructed in the 1910s; Religious structure constructed in 1973 including former residential homes addressed as 2-4 and 6-8 Merton Street and 24-26 and 28-30 Bowman Street	Coal Company in the 1940s and former residential home demolished
	1607 E. Main Street- residential	
	1609 E. Main Street- <i>Hoffman Coal Co.</i> - 1940-1958; <i>Utica National Insurance Co., Friden Inc., Graphic Sciences Sales, Breth Placement, Action Concepts Technology, and Pinkerton, Inc.</i> -1967; <i>Visiting Nurse Service of Rochester and Monroe Co. and Burns International Security Services and Merchant Mutual Insurance</i> - 1977; <i>Visiting Nurse Service of Rochester and Monroe Co.</i> -1987; <i>Community Care of Rochester</i> from 1997-2007	
1608 E. Main Street	Residential home since construction in 1920	None
1614 E. Main Street	Residential home since construction in 1920	None
1618 E. Main Street	Multi-family residential home since construction in 1920	None
1630-1632 E. Main Street	Multi-family residential home since construction in 1900	None
1638-1640 E. Main Street	Multi-family residential home since construction in 1900	None
1653-1655 E. Main Street	Three(3) residential homes constructed in the 1910s addressed as 1651-1653, 1655 and 1658 E. Main Street as well as three(3) residential homes addressed as 10-12, 14-16, and 18-20 Merton Street demolished in the 1960s and one(1) office building and parking lot constructed in 1965	None

Property Address	Past Use	Concern/Findings
	1653 E. Main Street- <i>Mitchell Building with various offices- Friden Inc., De Long GK Inc. Ins., National Grange Mutual Ins. Co., Rochester Teacher's Assoc., Auto Matic Sprinkler, Manufacturers Mutual Fire, Retail Credit Co, Inc., and Continental NY Land Ins.- 1967; NYS United Teachers, empire Mutual Ins. Co, Crawford and Co., Ins., Rochester Teacher's Assoc., Equifax Services, Inc. – 1987; Applied Image, Inc. and Jensen Engineering- 1997 to the present as well as GB Group Spectra Services-1997</i>	
	1655 E. Main Street-Not listed	
1667-1673 E. Main Street	See below	None
1801 E. Main Street	26 acres of residential land owned by Edward Lyon in the 1910s located in Brighton; identified as University of Rochester Athletic Field in the 1940s and addressed as 1749 E. Main Street; residential properties along Culver Road and City Playground prior in the 1930s; High School constructed in 1957 The property on the southeast corner of Culver Road and E. Main Street was addressed as 794, 796, 798, and 800 Culver Road 800 Culver Road- pharmacy-1930; liquor store- 1940; confections- 1948; Norton Cadet Cleaners Corp-1957 798 Culver Road- grocery- 1930; dry cleaners- 1940; barber 1948-1958 796 Culver Road- dry cleaners-1930; Not listed-1940-1958 794 Culver road- vacant-1930; restaurant-1940-1958	Dry Cleaners from the 1930s to the late 1950s
820 Culver Road	Residential property owned by Wm. Dugan in 1910; residential property and Bank of Rochester in 1935; <i>Carvel Dari Freeze- 1958-1967; McDonald's Restaurant- since the 1970s</i>	None
821 Culver Road	Retail store constructed in 2001; 1994 aerial- developed with at a building along the western corner and buildings to the north and west	Former gasoline station, tanks removed in 1997-1998

Additional Details:

1372-1398 E. Main Street:

Source	Conditions	Concern
1888 Plat Map	Residential property owned by Caleb Hobbie; <i>Rochester and Grandhaven Railroad</i> on northern portion of the property that extends south to E. Main Street, adjacent to the east of Chamberlain Street The northern portion of E. Main Street extending to Culver Road was utilized as Rochester Car Wheel Works	Railroad line extends to E. Main Street. In the early 1900s, the railroad is also located along E. Main Street.
1900 Plat Map	Developed with several residential properties on the north side of E. Main Street. The railroad spur is identified as <i>Rochester & Sodus Bay Railroad</i> and extends to E. Main Street and is also located along E. Main Street. The <i>Office Freight and Pass Station</i> is located at 1372 E. Main Street.	
1910 Plat Map	Developed with several residential properties on the north side of E. Main Street. The railroad spur, identified as <i>Rochester & Sodus Bay Railroad</i> , is more developed and the <i>Rochester Railway Co.</i> is located on the northeastern portion of the parcel, north of the residential properties. The <i>East Main Street Station</i> is located on the northeast corner of Chamberlain Street and E. Main Street.	None
1935 Plat Map	Developed with several residential properties on the north side of E. Main Street. The railroad spur and northeastern portion of the parcel is developed and identified as <i>New York State Railways</i> and developed with <i>Rochester Lines East Main Street Car Barns</i> .	None
1931 Street Directory	Listed as <i>NY State Railways</i> ; 1376 E. Main Street- <i>East Main Terminal Diner</i> - 1957; coin laundry- 1967 1380 E. Main Street- <i>Terminal Collision</i> auto body repair-1957-1977 1386 E. Main Street- <i>Rochester Friendly Tavern Restaurant</i> -1957-1977	None
1950 topographic map	Railroad is visible extending to E. Main Street, trolley is visible along E. Main Street	None
1971 Aerial photograph	RTS is located in the northern portion of the parcel with an accessway along the western portion to E. Main Street; the southern portion of the parcel is developed with residential homes and businesses along E. Main Street	None
1980-1988 Aerial photograph	Rectangular building is visible, residential along E. Main	None

Source	Conditions	Concern
1994 Aerial and 1997 Street Directory	A new building was constructed in the central portion of the property as well as a building and parking lot areas along the southern portion of the property. <i>Regional Transit Service, Rochester Genesee Regional City Transportation, WIT Credit Union</i>	None

In 1909 several railway companies that operated in the City of Rochester, since the 1890s, were consolidated into the New York State Railways; including the Rochester and Sodus Bay Railway that was located on 1372 E. Main Street. Trackless trolleys were briefly operated in Rochester between 1923 and 1932. Service on the Rochester and Sodus Bay interurban to Sodus Bay was abandoned in 1929. In 1938, the Rochester Lines were reorganized as Rochester Transit Corporation, to operate bus and streetcar transit lines, which ended in 1941. The former street car lines were converted into bus lines. In 1969, all transit franchises were transferred to Rochester-Genesee Regional Transportation Authority. In 1981, E. Main Street from Goodman to Culver Road was resurfaced.

1667-1673 E. Main Street:

Source	Conditions	Concern
1900 and 1910 Plat Map	Residential property	None
1931-1967 Street Directories, 1935 Plat Map, and UST Research Report, and 1938 Sanborn Map Updated 1950	1669 E. Main Street-residential property 1667 E. Main Street - <i>American Economy Stores, grocery</i> in 1931, a millner in 1948, storage in 1957; not listed in the late 1960s 1671 E. Main Street- <i>Dunlop Tire and Rubber Co.</i> in 1931, hair dresser in 1940, liquor store in 1948-1967 1673 E. Main Street- concrete block gasoline station constructed in 1935 on the western portion of the parcel (also addressed as 803 Culver Road), <i>Sacony gas station, Standard Oil</i> from 1931-1940, <i>Blanchard Lloyd gas station</i> - 1958; <i>Shaw's Mobile Service</i> - 1967 and a gasoline station was demolished in 1969	Gasoline station until the early 1970s. Locations of gasoline tanks not identified on the Sanborn maps.
UST Research Report dated 1993	Two pump islands were observed near the building on the southern portion of the parcel in a 1961 aerial photograph. The pump island appeared to be north and northeast of the building, parallel with E. Main Street and Culver Road. The pump island stalled parallel to Culver Road corresponds with the location of gasoline contaminated soils encountered during a Phase II Investigation in 1992. Street directories identify the property as a gasoline station until the early 1970s.	
1970 Sanborn Map, 1971 Aerial Photograph and UST Research Report	The property appears to be combined with the parcel to the west. The previously observed building is not visible and the property appears to be dirt covered. The current building is visible on the 1978 aerial photograph and no evidence of pump islands were observed.	Former buildings were demolished

Source	Conditions	Concern
UST Research Report dated 1993; 1977-2017 Street Directories	1974- a restaurant was constructed. Reportedly, the MCDOH stated that there have been no petroleum spills or hazardous materials incidents on the property since it has been a restaurant. <i>Arthur Treacher's Fish and Chips- 1977; Campi's Restaurant-1987; not listed 1997; not listed 2007; Papa John's-201</i>	None

821 Culver Road:

Source	Conditions	Concern
1888 and 1900 Plat Map	Residential property owned by Caleb Hobbie	None
1910 and 1935 Plat Map and 1931-late 1990s Street Directories; aerial photographs	Six (6) residential homes and commercial properties addressed as 1650, 1652, 1660, 1670 E. Main and 821, 831-835, 839 Culver Road (later addressed as 825 Culver)	Former gasoline station from the 1930s to the late 1990s when the property was demolished and redeveloped as retail store and included the adjacent parcels to the west and north.
	1650 E. Main Street- mason- 1940-1948; <i>Gager Sales Corp., Ward Leonard Electric Co., Hansen Sales Co.- 1958; Gager Sales Corp. food brokers, Ware Leonard Electric Co., Hansen Sales Co., Industrial supplies</i> in 1958, <i>Bertolette RH co. Inc. misc sales, Gager Sales Corp. food brokers, Lind Food Products Co. processing and packaging; Square D Co. elect equipment, Allis Louis co. office equipment sales- 1967s; Group Two Displays – 1977s; Calarco Food Brokers, Quality Natural Food Casing- 1997</i>	
	1652 E. Main Street listed as a plumber in 1940-1957; not listed 1967; apartments-1977-1997	
	1660 E. Main Street listed as physical in 1931- 1940; residential-1948; <i>US homes Co. siding contr-</i> 1967-1987; not listed since 1997	
	1670 E. Main- gasoline station in 1930 and 1950 sanborn maps, building is located on the northern portion of the parcel, tanks are not identified <i>Treat's Tydol Service- 1958</i> <i>Main and Culver Flying A Gas Station- 1967</i> <i>Kadris Service in 1977-1987; JNJ Automotive Service- 1997</i>	
	821 Culver Road- residential-1930-1940; not listed since the 1950s;	
	831 Culver Road- residential- 1930-1940s; beauty shop- 1958-1977; not listed since the late 1970s	
	835 Culver Road- residential-1930-1987; not listed since the late 1990s	
	839 Culver Road- contractor-1930s; residential-1940-1977; not listed since the 1980s	
1981 Drawings	Pump island along E. Main and Culver Roads	

Source	Conditions	Concern
BIS Records	1956- remodel dwelling into sales office 1971- 831 Culver Road utilized as beauty shop 1986- two(2) pumps on Culver Road were removed. 1997- gasoline station demolished and two(2) USTs and three(3) additional tanks removed	Associated inactive spill and tank records
2000-2017 Street Directories; BIS Records, aerial photographs	2001-839 Culver Road- demolished five(5) family dwelling 821 Culver Road- one (1) parcel developed with (1) commercial building constructed in 2001 and listed as <i>Eckerd Express Photo and Pharmacy -2007; Volunteers of America-2017</i>	None

Historical Uses of Adjoining Properties

A railroad line and railyard has existed south of E. Main Street extending from the intersection with E. Main Street southeast to Atlantic Avenue since at least the late 1800s. This railyard is located at least 300 feet south of the Project Corridor.

North of Project Corridor:

Address	Notes	Concern
468-470 N. Goodman Street	Retail store; developed in the 1940s	None
	468 N. Goodman Street- furniture store- 1948; Optician- 1958-1977; law office- 1988; Hair salon- 1997-2007 as well as an escort service in 2007	
	470 N. Goodman Street- drug store/pharmacy- 1948-1967s; Grocery and news- 1977; <i>Video Dynamics Custom Production</i> – 1988; not listed 1997-present	
467-469 N. Goodman Street	467 N. Goodman Street- <i>Pingion, Anastas</i> bootblack- 1931; shoe shiner and barber- 1940; music shop- 1948-1977; appliance shop- 1987-1997; hair salon-2007; church -2017	None
	469 N. Goodman Street- <i>Sensation Lunch</i> -1931; <i>Ben Franklin</i> variety store- 1940; not listed since the late 1940s	
Hayward Avenue to RGTA; Garson Avenue (north of RGTA) and side streets Laura, Baldwin, Beechwood, Federal, Sidney, Quincy, Arch and Kingston Street extending north from E. Main Street	<i>Rochester Car Wheel Works</i> in the late 1800s and residential properties since the early 1900s	None
853 Culver Road	Residential-1930-1940; <i>Boyce Funeral Home</i> - 1958; <i>Mattle Funeral Service Inc.</i> - 1960s-1977; <i>Ashton Funeral home</i> - 1997; <i>Islamic Cultural Center of Rochester</i> -early 2000s-present	None

South of the Project Corridor:

Address	Notes	Concern
406 Atlantic Avenue and 400 N. Goodman Street	<p>Yardsman’s Office—1948</p> <p>400 N. Goodman Street- <i>Penn Central Transportation</i> general yard office and Freight Station- 1967; <i>Conrail Transportation</i> general yard office- 1977 to present</p> <p>410 N. Goodman Street- buildings visible on the 1951 and 1971 aerial photographs as well as the 1979 topographic map and listed as listed as <i>Smith J. Hungerford Co.</i> soda fountain supplies from the late 1940s to the late 1950s as well as <i>Baker Howard-</i> in the late 1940s and <i>Froststop Prod. Inc.</i> in the late 1950s. Various offices and restaurants including <i>Leibling Supply Co.</i> dry cleaning supply, <i>Ellis RA Corp. Precision Printing, Ontario Printing Co. Inc., Riley Printing Inc., Photographic Derivations, Inc.-1967; Burger King, Magic Steam Carpet Cleaning, Ellis R. A Corp. lithographic, Ontario Printing Co., and Riley Printing, Inc. -1977; Burger King Inc.-1988;</i> not listed from the 1990s to the present and buildings not visible on the 1993 to present aerial photographs</p> <p>415 N. Goodman- <i>Dimarco Constructors (side entrance)-1987;</i> not listed from the 1990s to the present</p>	One (1) active and several closed spills are listed associated with the adjacent CSX Railyard
10-16 Palmer Street	Dry cleaning facility addressed as 20 Palmer Street identified on the 1938 Sanborn Map, updated 1954, approximately 130 feet south of the Project Corridor Reportedly an autobody shop constructed in 1995	None
Breck Street	Commercial and residential properties along Breck Street from Palmer Street to Herkimer Street; including 10-16 Breck Street (see above)	Closed spills listed at 20 Palmer Street, 37-39 Breck Street, 58 Breck Street (associated with 1337 E. Main Street); and 1 Mustard Street are located over 300 feet south of the Project Corridor
Mustard, Barnum, Herkimer, and Bowman Streets	Residential properties	None
Merton Street	Residential properties along the southern portion of Merton Street between Bowman Street and Culver Road including a residential property located at 34 Merton Street, the southern portions of 1607-1609 and 1653-1655 E. Main Street	None

Address	Notes	Concern
775 Culver Road	777 Culver Road- Not listed prior to the 1960s; <i>East End Moving and Storage Inc. and Sheehan Equipment co. Inc. air conditioning</i> -1967; <i>Van Stand truck-van sales and conversion</i> -1977; <i>Brewster Automotive and Marine</i> -1987; <i>Forest City Auto Parts</i> - 1997; <i>Lorraine's Lunch Basket, Lorraine's Catering, and Rochester Fencing Club</i> -2007-2017; as well as <i>ATC Care</i> - 2007 and <i>Discount Hydroponics</i> -2017	Six (6) spills at 777 and 775 Culver Road
	775 Culver Road- <i>Culver Motors, Inc.</i> - 1930; <i>Great Atlantic and Pacific Tea Co. grocery</i> - 1940; <i>Electromode Corp.</i> - 1948; <i>Feol-Nash Inc. auto parts</i> - 1958; <i>Vacant</i> - 1967; <i>Not listed</i> -1977; <i>Alfa Iron Works, Merwin's Effring Collision Inc.</i> - 1987; <i>Kopy King, Lyons Safety Inc. and Profetta Inc.</i> - 1997; <i>QES Churchill Environmental and Ultraprint Corp.</i> - 2007; <i>Flower City Habitat for Humanity</i> -2017	
	755 Culver Road- <i>Hazard Geo E. Co. Inc. Outdoor Power Equipment</i> - 1948-1967; <i>PGP Industries plate glass supply</i> - 1977; <i>Windsor Kitchens, Ward's Natural Science, Regal Kitchens Inc. cabinets</i> -1987	

East of Project Corridor:

Source	Notes	Concern
1716 and 1718 E. Main Street	Residential property since construction in the 1930s	None
Ohio Street	Residential properties located 1,100 feet east of the Project Corridor	None

West of Project Corridor:

Address	Notes	Concern
1900 Plat Map	Southwest of the intersection of E. Main and N. Goodman Street is identified as <i>Waring & Scott Subdivision</i> and developed with residential homes	None
	Northwest of the intersection of E. Main and N. Goodman Street is identified as <i>Minges Tract</i> and developed with residential homes	
1910 and 1935 Plat Map	Southwest of the intersection of E. Main and N. Goodman Street is <i>Jenkins & Macy Co. coal pocket</i> And <i>HP & Emma Hill</i> at 1053-1069 E. Main Street and <i>Waring & Scott</i> at 1063-1065 E. Main Street	Former coal facility
	Northwest of the intersection of E. Main and N. Goodman Street is <i>Mary Minges subdivision</i> with various stores and residences addressed as 1046-1078 E. Main Street and 461 N. Goodman Street	

Address	Notes	Concern
1931-1940 Street Directory	<p>1045 E. Main Street- <i>Jenkins and Macy Co.</i> coal yards 1930s to the late 1960s; also fuel range oil dealers in the 1960s; <i>DiMarco Construction</i> general building contractors- 1978; not listed 1988-2008</p> <p>1053 E. Main Street- <i>Laudise Lawrence</i> dry cleaner- 1931; not listed 1940s</p> <p>1059 E. Main Street- plumber 1930-1940</p> <p>1063 E. Main Street- residential</p> <p>1065 E. Main Street- hardware store 1930, restaurant- 1940</p>	Former PBS facility and coal yard at 1045 E. Main; former dry cleaner at 1053 E. Main in the 1930s
	<p>1046 E. Main Street- restaurant- 1930-1940; parking lot since the early 1990s</p> <p>1050 E. Main Street- barber- 1930; shoe repair-1940s; parking lot since the early 1990s</p> <p>1052 E. Main Street- laundry-1930-1940; parking lot since the early 1990s</p> <p>1054 E. Main Street- vacant in 1930, dry cleaner-1940s; parking lot since the early 1990s</p> <p>1056 E. Main Street- tailor- 1930-1940s; parking lot since the early 1990s</p> <p>1058 E. Main Street- Rochester Magneto and Starter Service- 1930-1940</p> <p>1060 E. Main Street- residential</p> <p>1062 E. Main Street- Cigars 1930-1940 and barber- 1940s; <i>All Plumber's Supply</i>-1997</p> <p>1064 E. Main Street- dentist 1930-1940; vacant in the 1980s</p> <p>1066 E. Main Street- coal 1930-1940; <i>Flower City News</i>- 1980s-1990s</p> <p>1070 E. Main Street- Sterling Cleaners Inc. and shoe repair-1930, Eastern Auto Supply 1940,</p> <p>1072 E. Main Street- not listed-1930, <i>King Hand Laundry</i>-1940, <i>George's Upholstery and Furniture</i>- 1988-present</p> <p>1076 E. Main Street- restaurant- 1930-1940</p> <p>1078 E. Main Street- residential-1930; ice cream company- 1940</p> <p>461 N. Goodman Street-milliner- 1930s; restaurant- 1940s; not listed since the late 1940s</p>	Former dry cleaner at 1070 E. Main Street in the 1930s and at 1054 E. Main Street in the 1940s

Appendix D - Records Review Information



Phase I ESA Federal, State, and Tribal Records:

Project No. 50406-01 Date: 10/22/18

Site Name/Address: East Main Street Reconstruction Project

East Main Street from Goodman to Culver

Search radius was reduced to one-quarter mile (0.25/1300 feet) from the Project Corridor.

NYSDEC Spills and LTANK listing have been reduced to less than 500 feet from the Project Corridor.

Information Source	Last updated	ASTM Search Distance (miles)	Number of Facilities Identified
Federal National Priority List (NPL) Site List	10/1/18	1.0	0
Federal Delisted NPL Site List	10/1/18	0.5	0
Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List	8/13/18	0.5	0
Federal CERCLIS No Further Remedial Action Planned (NFRAP) List	8/13/18	0.5	0
Federal Resource Conservation and Recovery Information System-Corrective Action Treatment Storage and Disposal (RCRA CORRACTS TSD) Facilities List	9/26/18	1.0	0
Federal RCRA non-CORRACTS TSD Facilities List	9/26/18	0.5	0
Federal RCRA Generator List	9/26/18	Site and adjoining properties	4 CESQG 1 adjacent CESQG 1 former CESQG
Federal Institutional/Engineering Control Registry		Site only	
Federal Emergency Response Notification System (ERNS) List		Site only	
State and Tribal equivalent NPL (Inactive Hazardous Waste Disposal Sites (SHWS) List)	9/11/18	1.0	0
State and Tribal equivalent CERCLIS (Hazardous Substance Waste Disposal Sites (HSWDS) List)	9/11/18	0.5	0
State and Tribal Waste Facilities/ Landfill Sites (SWF/LF)	11/28/17	0.5	0
Local Landfills/Solid Waste Site- FOIL to MCHD	9/12/18	0.5	N/A

Lu Engineers
 Project #

Information Source	Last updated	ASTM Search Distance (miles)	Number of Facilities Identified
State and Tribal Leaking Storage Tank (LTANKS) Lists and State Spill Sites	9/11/18	0.5	Over 20 associated with 1337 E. Main Street (PBS facility) 8 Closed within Project Corridor, not related to other NYSDEC listings 18 Closed off-Project Corridor 2 Active off Project Corridor
State and Tribal Registered Storage Tanks List; City Records	9/11/18	Site and adjoining properties	10 registered 8 unregistered
State and Tribal Institutional/Engineering Control Registry	9/11/18	Site only	0
State and Tribal Voluntary Cleanup Program (VCP) Site Lists	9/11/18	0.5	0
State and Tribal Brownfield Site (BCP) Lists	9/11/18	0.5	1

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CSX TRANSPORTATION INC

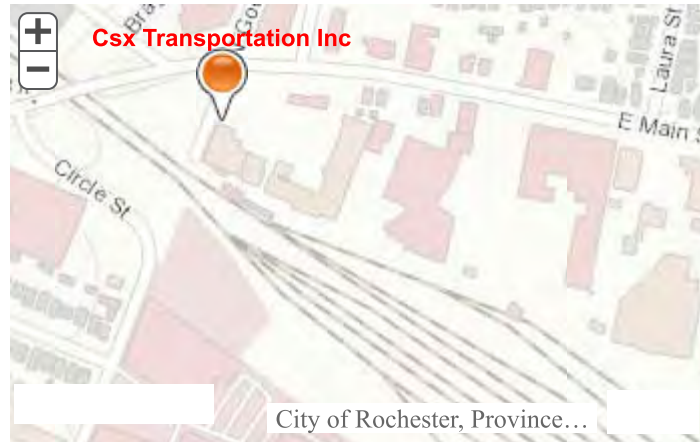
Handler ID: NYD000810978
 419 GOODMAN ST
 ROCHESTER, NY 14609

County Name: MONROE

Latitude: 43.161872
Longitude: -77.583666

Hazardous Waste Generator:
 Conditionally Exempt Small Quantity
 Generator

Owner Name: CSX TRANSPORTATION
 INC



**You can navigate within the map with your mouse.*

No BIENNIAL REPORT data is available for the facility listed above.

LIST OF FACILITY CONTACTS

<u>NAME</u>	<u>STREET</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP CODE</u>	<u>PHONE</u>	<u>TYPE OF CONTACT</u>
KIMBERLY R VAUGHN	WATER ST J-275	JACKSONVILLE	FL	32202	904-366-4174	Public
HOWARD C CLARK					215-209-1689, 9999	Permit
TONY BELLAMY	WATER ST J-275	JACKSONVILLE	FL	32202	904-359-3691	Permit
C E HICKS	500 WATER ST J340	JACKSONVILLE	FL	32202	904-359-4800	Permit
KIMBERLY VAUGHN	WATER ST J-275	JACKSONVILLE	FL	32202	904-366-4174	Permit

HANDLER / FACILITY CLASSIFICATION

Unspecified Universe for the facility listed above.

<u>HANDLER TYPE</u>

Conditionally Exempt Small Quantity Generator

No PROCESS INFORMATION is available for the facility listed above.

LIST OF NAICS CODES AND DESCRIPTIONS

<u>NAICS CODE</u>	<u>NAICS DESCRIPTION</u>
482111	LINE-HAUL RAILROADS

LIST OF WASTE CODES AND DESCRIPTIONS

<u>WASTE CODE</u>	<u>WASTE DESCRIPTION</u>
D002	CORROSIVE WASTE

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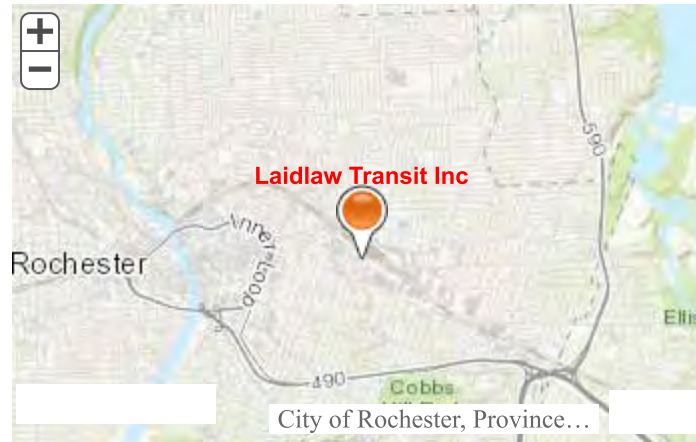
LAIDLAW TRANSIT INC
 Handler ID: NYR000076984
 1185 E MAIN ST
 ROCHESTER, NY 14609

County Name: MONROE

Latitude: 43.16173
Longitude: -77.5802

Hazardous Waste Generator:
 Conditionally Exempt Small Quantity
 Generator

Owner Name: LAIDLAW TRANSIT INC



**You can navigate within the map with your mouse.*

No BIENNIAL REPORT data is available for the facility listed above.

LIST OF FACILITY CONTACTS

<u>NAME</u>	<u>STREET</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP CODE</u>	<u>PHONE</u>	<u>TYPE OF CONTACT</u>
JERRY ADELL SR	E MAIN ST	ROCHESTER	NY	14609	716-288-7730	Public
JERRY ADELL SR	E MAIN ST	ROCHESTER	NY	14609	716-288-7730	Permit
JERRY ADELL SR	1185 E MAIN ST	ROCHESTER	NY	14609	716-288-7730	Permit

HANDLER / FACILITY CLASSIFICATION

Unspecified Universe for the facility listed above.

HANDLER TYPE

Conditionally Exempt Small Quantity Generator

No PROCESS INFORMATION is available for the facility listed above.

No NAICS Codes are available for the facility listed above.

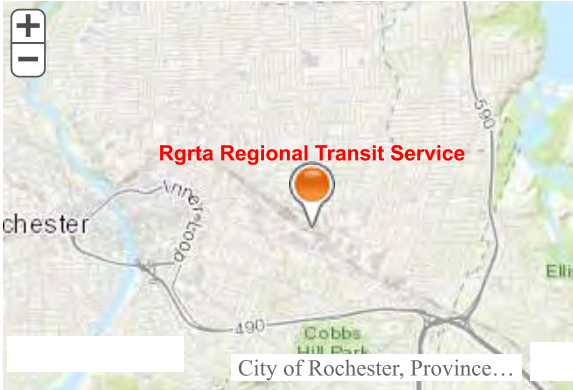
No Waste Codes are available for the facility listed above.



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<p>REGIONAL TRANSIT SERVICE Handler ID: NYD051587889 1372 E MAIN ST ROCHESTER, NY 14609</p> <p>County Name: MONROE</p> <p>Latitude: 43.16078 Longitude: -77.57354</p> <p>Hazardous Waste Generator: Conditionally Exempt Small Quantity Generator</p> <p>Owner Name: ROCHESTER GENESEE TRANSPORTATION AUTH</p>		 <p><i>*You can navigate within the map with your mouse.</i></p>				
<p>No BIENNIAL REPORT data is available for the facility listed above.</p>						
<p>CHARLES MCGARRY</p>	<p>1372 E MAIN ST</p>	<p>ROCHESTER</p>	<p>NY</p>	<p>14609</p>	<p>716-288-6050</p>	<p>Permit</p>

HANDLER / FACILITY CLASSIFICATION

Unspecified Universe for the facility listed above.

HANDLER TYPE

Conditionally Exempt Small Quantity Generator

No PROCESS INFORMATION is available for the facility listed above.

No NAICS Codes are available for the facility listed above.

No Waste Codes are available for the facility listed above.

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SOFIA COLLISION

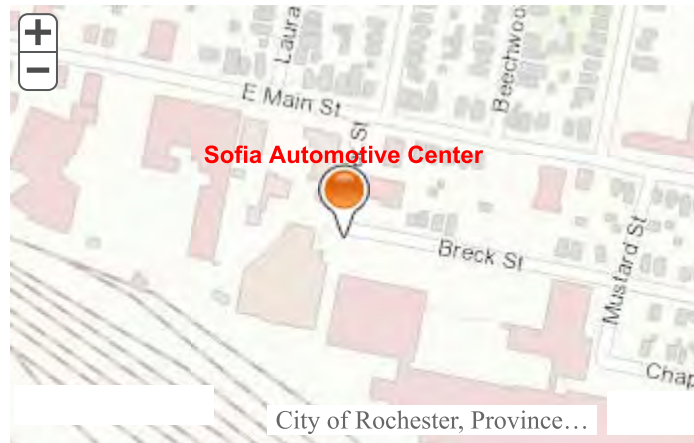
Handler ID: NYD981565948
20 PALMER ST
ROCHESTER, NY 14609

County Name: MONROE

Latitude: 43.160731
Longitude: -77.578307

Hazardous Waste Generator:
Conditionally Exempt Small Quantity
Generator

Owner Name: SOFIA COLLISION



**You can navigate within the map with your mouse.*

No BIENNIAL REPORT data is available for the facility listed above.

LIST OF FACILITY CONTACTS

<u>NAME</u>	<u>STREET</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP CODE</u>	<u>PHONE</u>	<u>TYPE OF CONTACT</u>
ANTHONY SOFIA	PALMER ST	ROCHESTER	NY	14609	716-288-2985	Public
ANTHONY SOFIA	PALMER ST	ROCHESTER	NY	14609	716-288-2985	Permit
ANTHONY SOFIA	20 PALMER ST	ROCHESTER	NY	14609	716-288-2985	Permit

HANDLER / FACILITY CLASSIFICATION

Unspecified Universe for the facility listed above.

HANDLER TYPE

Conditionally Exempt Small Quantity Generator

No PROCESS INFORMATION is available for the facility listed above.

No NAICS Codes are available for the facility listed above.

No Waste Codes are available for the facility listed above.

Spill Summary

Spill No.	Location and approximate distance from Site	Date Reported and Status	Significance	REC
0370103	1130 E. Main Street, north side of Project Corridor (1124-1130 E. Main Street)	5/20/03 Inactive 5/20/03	Soil and groundwater impacts were identified during a Phase I and Phase II Investigation at a former gasoline station. Groundwater analytical results were slightly above standards, however spill was inactivated based on the property usage.	Yes, elevated levels of groundwater are present at the property.
1501625	1137 E. Main Street south side of Project Corridor (1139 E. Main Street)	5/13/15 Inactive 5/13/15	A red material was found on the ground in the vicinity of a monitoring well. The source was unknown and the spill was cleaned up with Spill #0004600. While this spill is addressed as 1137 E. Main Street, it is associated with the CSX railroad located 200 feet south of the Project Corridor.	No, based on the nature and location of the spill.
8705256	1157-1159 E. Main Street, south side of Project Corridor	12/22/87 Closed 8/14/01	A light solvent odor was observed in a manhole on E. Main Street and Mustard Street. Monroe County Water Authority investigated and no source was identified and the odor subsided. The spill was closed by the NYSDEC and no further information was provided.	No, based on the nature and location of the spill.
9003648	IPS Macdonald Printing, Co. 1233 E. Main Street South side of Project Corridor	7/10/90 Closed 10/11/90	20-gallons of petroleum spilled due to several 55-gallon drums leaking behind the building. Inspection of the property indicated that the drums were empty and no visual evidence of spillage was observed. No further information was provided.	No, based on the nature and location of the spill.
1701891	1311 E. Main Street, south side of Project Corridor (1337 E. Main Street parcel)	5/18/17 Closed 5/14/18	#2 fuel oil impacted soils associated with an AST located within the basement of a house were removed as part of the demolition of the residential property.	No, the spill was closed by the NYSDEC and no further action is needed.

Spill No.	Location and approximate distance from Site	Date Reported and Status	Significance	REC
9970226	1519 E. Main Street, south side of Project Corridor	7/13/99 Inactive 7/14/99	For several months a car in the parking lot has leaked approximately 1-quart of oil per day. The motor oil is draining to the storm sewer, approximately 5-feet away. No further information was provided on the spill report form.	No, based on the nature and location of the spill.
8605733	1653 E. Main Street, south side of Project Corridor	1/1/86 Closed 10/10/86	Reportedly etching material was dumped into the sink. The spill was turned over to Monroe County Pure Waters and the spill was closed.	No, based on the nature and location of the spill.
0004600	400 N. Goodman, adjacent to the south of the Project Corridor	7/15/00	Active spill- 400 gallons of product spilled due to an overflow. Soil and groundwater impacts were limited to the area of the spill. Remedial actions were taken on the northern portion of the spill area and in-situ bioremediation on the central and southern portions of the spill area. Over 40 Closed spills are also listed for this facility addressed as 280 and 400 N. Goodman Street and 419 Atlantic Avenue.	No, based on the investigation and remediation conducted as well as continued monitoring of the property, this Active NYSDEC spill does not appear to be a REC at this time.
0270498	20 Palmer Street 130 feet south of the Project Corridor	12/19/02 CLOSED 3/23/05	Paint thinner and antifreeze spilled to the soil.	No, based on the nature of the spill.
8402515	Windsor Kitchens Co. 777 Culver Road Adjacent to the south of the Project Corridor	11/28/84 CLOSED 6/1/86	5-gal of wood stain and varnish spilled to the soil.	No, based on the nature of the spill.
8503733	Forest City Auto Parts 777 Culver Road Adjacent to the south of the Project Corridor	1/23/86 CLOSED 3/31/87	10-gal of solvent spilled to the groundwater	No, based on the nature of the spill.
9003910	Windsor Kitchens 755 Culver Road Adjacent to the south of the Project Corridor	7/9/90 CLOSED 7/9/90	75-gal of lacquer thinner spilled to the sewer	No, based on the nature of the spill.

Spill No.	Location and approximate distance from Site	Date Reported and Status	Significance	REC
9201734	Rochester Telephone 777 Culver Road Adjacent to the south of the Project Corridor	5/11/92 CLOSED 2/10/05	A telephone vault contained water with a slick on it. Marcor pumped out the fault and no additional impacts were reported.	No, based on the nature of the spill.
9870391	Forest City Auto Parts 777 Culver Road Adjacent to the south of the Project Corridor	12/11/98 CLOSED 2/9/99	Numerous containers of waste oil and antifreeze are stored outside the building and leaking to the parking lot. The material was cleaned up and no further action is needed.	No, based on the nature of the spill.
0750993	755 Culver Road Building 755 Culver Road Adjacent to the south of the Project Corridor	10/18/07 CLOSED 6/17/08	Impacted soil was encountered during a Phase II Investigation and a soil vapor extraction system was installed. No evidence of offsite contamination was reported.	No, based on remediation conducted at the property.

Three(3) spills have been listed at 37-39 Breck Street, located over 300-feet south of the Site and do not appear to represent a REC. One(1) spill has been identified at 58 Breck Street, associated with 1337 E. Main Street and does not appear to represent a REC. Nine(9) spills have been identified at 1 Mustard Street (former RT French, Al Sigil Center, etc.), located over 600-feet south of E. Main Street.

Registered and Unregistered Storage Tanks List Summary

Review of relevant documents has revealed the following registered facilities.

On Project Corridor:

Maguire Properties, Inc. (ID#8-601556)				
410 North Goodman Street and 1115 East Main Street; south side of the Project Corridor. Utilized for mixed-use purposes and identified as the Hungerford Building or East Main Business Park.				
NYSDEC PBS Registration				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills significance
290-gallon UST	Gasoline	1/1/1940	11/16/2011	Spill #1109944 -Impacted soil encountered during the tank removal was evaluated and removed. No sheen was observed on the standing groundwater at the bedrock interface in the bottom of the excavation. No further investigation or remedial work is needed and the spill was closed by the NYSDEC.
550-gallon UST	Gasoline	1/1/1940	11/16/2011	
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills significance
Unknown UST	Fuel oil	1963	Unknown	No NYSDEC spills are listed associated with this facility, no records associated with the tank removals were provided for review, and the tanks are not identified on the 1951 or 1971 Sanborn Maps. It is not likely that these tanks would have been located along E. Main Street based on the location of the property.
	Propane	1973	Unknown	
N/A	Gasoline pumps	N/A	1991	
500-gallon UST	N/A	N/A	2011	These tanks correspond with the NYSDEC PBS Registration.
300-gallon UST	N/A	N/A	2011	
Additional Spills listed, not related to PBS				
Spill No.	Date Reported and Status	Significance		REC
9204230	7/9/92 Inactive 11/4/96	Individuals were dumping drums of oil into a catch basin. Monroe County Pure Waters and the fire department responded and cleaned the spill. No further action is needed at this time.		No, based on the nature and location of the spill.

Nohle Bros Realty (ID#8-058513)				
1144 East Main Street (1142-1148 East Main Street); north side of the Project Corridor.				
NYSDEC PBS Registration				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
3,000-gallon UST	#2 fuel oil	12/1/1961	Prior to 03/1991	City of Rochester BIS records correspond with the PBS registration. No NYSDEC spills are listed associated with this facility, no records associated with the tank removals were provided for review, and the tanks are not identified on the 1951 or 1971 Sanborn Maps. The lack of removal documentation represents a REC at the Project Corridor at this time.
3,000-gallon UST	#2 fuel oil	8/1/1961	Prior to 03/1991	
550-gallon	#2 fuel oil	6/1/1950	Prior to 03/1991	

Auto Zone (ID#8-600697)				
1154 East Main Street; north side of the Project Corridor.				
NYSDEC PBS Registration				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
15,000-gallon UST	Waste oil/used oil	Not listed	9/1/99	These tanks correspond with the City of Rochester BIS Records. Spill #9970348 is associated with the removal of a 15,000-gallon waste oil UST that was discovered approximately one-foot below grade during construction. A second tank was encountered and removed as well. Confirmatory soil samples were non-detect for volatile and semi-volatile organic compounds and groundwater was not encountered.
1,300-gallon UST	Gasoline	Not listed	9/1/99	

First Student, Inc. (ID#-439215)

1185 East Main Street (1185-1223 East Main Street); south side of the Project Corridor.

NYSDEC PBS Registration (1185 E. Main Street)

Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills significance
10,000-gallon UST	Diesel	8/1/96	In Service	See spill #9515421 below.
265-gallon AST	Waste/ Used Oil	4/1/03	In Service	None
265-gallon AST	Motor Oil	12/1/89	In Service	None
4,000-gallon UST	Diesel	7/1/71	5/1/90	Spill #9000661 is associated with the failed tightness test. The tank was retested and no soil removal or additional remedial activity was necessary.
8,000-gallon UST	Diesel	3/1/86	8/1/96	Spill #9515421 -Impacted soil encountered under the tank and pump island and was removed. The tank was removed and a new tank was installed (10,000-gallon UST). A limited groundwater investigation was conducted and low levels of residual impacts were detected. A Soil and Groundwater Management plan has been prepared for the property. Groundwater flow is the north-northwest and the affected area is located approximately 400 feet south of E. Main Street.
250-gallon AST	Waste/ Used Oil	4/1/03	1/17/13	None
180-gallon AST	Lube Oil	4/1/03	1/17/13	None

Quaker State Oil Ref Corp. (ID#8-227005)				
1221 East Main Street (1185-1223 East Main Street); south side of the Project Corridor				
NYSDEC PBS Registration (1221 E. Main Street)				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
3,000-gallon UST	Lube oil	1976	9/1/87	No NYSDEC spills are listed with this facility, no records associated with the tank removals were provided for review, the tanks are not identified on the 1951 or 1971 Sanborn Maps.
3,000-gallon UST	Lube oil	1976	9/1/87	
3,000-gallon UST	Lube oil	1976	9/1/87	
3,000-gallon UST	Lube oil	1976	9/1/87	
Additional Spills listed, not related to PBS				
Spill No.	Date Reported and Status	Significance		REC
9301614	5/4/93 Closed 5/4/93	50-gallons of petroleum spilled the ground when the auto nozzle failed to work properly and a bus tank was overfilled. The spill was cleaned up with Speedi-dry and no further action is needed.		No, based on the nature and location of the spill.
9904476	7/15/99 Closed 7/16/99	1-gallon of fumaric acid spilled to the ground and cleaned up. No further action is needed		No, based on the nature and location of the spill.
Additional Tank Information				
Review of the 1938 and 1950 Sanborn Maps identified two (2) gasoline tanks located on the northern portion of the property along East Main Street. There are no tank removal records and no subsurface investigation has been conducted in this area. A groundwater monitoring well was observed in this area at the time of the Site visit. It is unknown if the well is associated with this property or 1200 East Main Street, located adjacent to the north. The presence of these tanks represents a REC.				

Fedder Industrial Park (ID#8-458589)				
1237 East Main Street; north side of the Project Corridor.				
NYSDEC PBS Registration				
Tank type and size	Product	Date Installed	Date Removed/Closed	Notes/related spills Significance
8,000-gallon UST	#2 fuel oil	12/1/73	6/1/1993	Spill #1006197, dated 9/6/10, is associated with minor levels of semi-volatile organic compound (SVOC) impacted soils encountered during a Phase II Investigation in a stained area, south of Building #4, approximately 200 feet south of E. Main Street. A soil and groundwater sample collected from the northeastern portion of the property did not indicate impacted soil or groundwater. No further action is needed by spills.
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/Closed	Notes/related spills significance
2 ASTs	Gasoline	1970	Unknown	None.
1,000-gallon	Fuel oil	1973	Unknown	No NYSDEC spills are listed associated with this facility, no records associated with the tank removals were provided for review, and the tanks are not identified on the 1951 or 1971 Sanborn Maps.
8,000-gallon UST	Fuel oil	N/A	1993	This tank corresponds with the NYSDEC PBS Registration.
Additional spills listed, not related to PBS				
Spill No.	Date Reported and Status	Significance		REC
0270189	6/21/02	Plating chemicals and process tanks were left on the 5 th floor of the building when Sumner Finishing went out of business. In 2003, the chemicals were over packed and disposed of off-Site. No further action is needed by spills.		No, based on the nature and location of the spill.
8606713	1/31/87	Oil overflowed from an industrial heater from the second floor onto the first floor. No further information was provided on the spill report form.		No, based on the nature and location of the spill.
8580106	1/6/85	1-gallon of muriatic acid leaked on the parking lot. The spill was cleaned up and no further action is needed by spills.		No, based on the nature and location of the spill.
Additional Tank Information				
One (1) fuel oil UST, installed in 1973, was identified on the City of Rochester BIS records; there were no records of tank removal. Based on the fact that the tanks have all been located at least 200 feet south of the Project Corridor, it is likely that this tank was also located in the same area.				

Regional Transit Service, Inc. (RGRTA)

1372 East Main Street; north side of the Project Corridor

Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
6,000-gallon UST	Gasoline	12/1/76	In Service	Spill #9970344, dated September 6, 1999, a tank test failure occurred. See Spill #9870106.
4,000-gallon UST	Transmission fluid	12/1/76	In Service	None
2,000-gallon UST	Diesel	12/1/76	In Service	Spill #9105822, dated August 26, 1991, a line failure was detected. Impacted soil was removed and monitoring wells were installed. No further action is needed by spills.
300-gallon AST	Diesel	1/1/10	In Service	Spill #1608350, dated August 25, 2016, a driver failed to close a valve on the truck and 50-gallons of diesel fuel sprayed to the pavement. The spill was cleaned up and no further action is needed by spills. The spill was closed on September 13, 2016.
2,000-gallon AST	Waste/Used oil	7/28/17	In Service	
500-gallon AST	Motor oil	5/25/16	In Service	
250-gallon AST	Transmission fluid	7/28/17	In Service	
1,000-gallon AST	Motor oil	7/28/17	In Service	
(2) 13,000-gallon ASTs	Diesel	9/5/13	In Service	
4,000-gallon UST	Motor oil	12/1/76	Removed 5/25/16	
(3) 20,000-gallon UST	#2 fuel oil	12/1/76	Removed unknown date	Spill #9870106, impacted soil was encountered during a tank top upgrade.
(2) 10,000-gallon UST	Diesel	12/1/76	Removed unknown date	Spill #8600469, dated April 18, 1986, is related to a tank test failure. Impacted soil was removed and a monitoring well was installed. The cleanup was complete and no further action is needed by spills. Spill #9511258, dated December 5, 1995, 5-gallons of #2 fuel oil was spilled and contained in an overflow basin. The spill was cleaned up and no further action is needed.
10,000-gallon UST	Diesel	6/1/86	Removed unknown date	

2,000-gallon UST	Waste/used oil	12/1/76	Removed unknown date	Spill#9104590, dated 7/29/91, is related to a tank test failure. No impacted soil was encountered and no further action is needed by spills.
4,000-gallon UST	Motor oil	12/1/76	Removed unknown date	None
4,000-gallon AST	other	12/7/78	4/1/94	None
300-gallon AST	Transmission fluid	7/1/09	3/24/16	None
20,000-gallon UST	Diesel	12/1/76	Closed in place 9/9/08	Spill #9870106 is associated with the closure of this tank, located on the southeast corner of the rear service building, approximately 680 feet south of E. Main Street. Impacted soils were encountered; however do not exceed NYSDEC Cleanup objective levels. Groundwater was not encountered. This closed tank and associated spill do not represent a REC.

City of Rochester BIS Records

Tank type and size	Product	Date Installed	Date Removed/Closed	Notes/related spills Significance
6,000-gallon UST	Gasoline	1975	In service	Corresponds with NYSDEC PBS Records.
2,000-gallon UST	Diesel	1976	In service	
4,000-gallon UST	Motor oil		2016	
20,000-gallon UST	Fuel oil	1975	2008	
(3) 20,000-gallon UST	Fuel oil	1975	2016	
(3) 10,000-gallon UST	Fuel oil	1976	2016	NYSDEC PBS Records only identify two (2) tanks
(2) 1,500-gallon UST	antifreeze	1975	1998	None
2,000-gallon UST	Fuel oil	Not listed	2016	None
4,000 gallon UST	transmission oil	Not listed	2017	None
4,000-gallon	transmission oil	Not listed	1994	Removed from inside the building
4,000-gallon UST	Motor oil	Not listed	2017	None
Unknown ASTs	Glycol	Not listed	1998	None
(6) 3,000-gallon USTs	Not listed	Not listed	1976	None

(2) 4,000-gallon USTs	Not listed	Not listed	1976	None
(2) 3,000-gallon UST	Gasoline	Not listed	1976	None
1,000-gallon UST	Gasoline	Not listed	1976	None
20,000-gallon UST	Fuel oil	Not listed	1976	None
2,000-gal	Fuel oil	Not listed	1975	None
6,000-gallon AST	Fuel oil	1976	Not listed	None
(2) 200-gallon	Diesel and waste oil	1975	Not listed	None

Additional Spills listed, not related to a specific tank

Spill No.	Date Reported and Status	Significance	REC
1306832	9/30/13 Closed 9/30/13	1-gallon of diesel was spilled to the pavement while delivering fuel to a tank. The cleanup was complete and no further action was needed by spills.	No, based on the nature of the spill.
0750705	8/15/07 Closed 5/21/09	Sediment buildup in the bottom of a holding the wash bay area for buses was pumped into a combined storm drain in the parking lot. The sludge was shoveled into drums for disposal. No further action was needed by spills.	No, based on the nature of the spill.
0650313	6/2/06 Closed 6/2/06	Reportedly fuel oil is spilled to the asphalt from a leaking bus in an area of 150 feet by 20 feet and may have gone into the storm sewer. The spill and drain were cleaned and no further action is needed by spills.	No, based on the nature of the spill.
0513772	3/1/06 Closed 3/1/06	Less than one-quart of diesel was released due to a whistle malfunction.	No, based on the nature of the spill.
0470281	9/14/04 Closed 9/20/04	Oil was observed in a well during a PBS inspection near tanks #5B and #5C. Follow-up to this spill is under Spill #9870106, listed above associated with the removal of a 20,000-gallon UST in 2008.	No, based on the nature of the spill.
0005117	7/29/00 Closed 12/28/00	3-gallons of diesel spilled during a tank fill. The spill was cleaned up and no further action is needed.	No, based on the nature of the spill.
0070030 and 0111838	4/13/00 Closed 6/26/03 and 3/15/02 Closed 3/15/02	A problem with the vent on a tank releases a small amount of product to the surrounding air. No further action is needed by spills at this time.	No, based on the nature of the spill.

9112978	3/19/92 Closed 5/21/03	Hydraulic oil Impacted soil was encountered while excavating the floor within the maintenance garage. Remedial activities were completed and the spill was closed.	This spill is located on the southeastern portion of the building and the plume extends to 100 feet north of the Project Corridor.
8908036	11/9/89 Closed 10/9/92	Ethylene glycol impacted soil was encountered during pad replacement. Impacted soils were removed from the Site.	No, based on the nature of the spill.
8802918	6/30/88 Closed 12/6/88	Oil was found on the groundwater while removing a hydraulic lift. The oil was recovered and cleanup was complete. No further action is necessary at this time.	No, based on the nature of the spill.
Additional Tank Information			
<p>One (1) Active LTANK, over twenty (20) closed LTANKS and spills are listed for the Rochester Genesee Regional Transpiration Authority (RGRTA) Facility. One (1) of these closed spills is addressed at 1300 East Main Street, which is located adjacent to the northwest of the Site. Reports obtained from the NYSDEC were reviewed and it was reported that two (2) source area and plumes are located on the southern portion of the building extending into the parking lot, approximately 100 feet north of the Project Corridor. A third source area is located in the service area, over 600 feet north of the Project Corridor. Based on the location of the plumes approximately 100 feet north of the Project Corridor, these areas are not considered to be a REC at the Project Corridor at this time.</p>			

Kadri's Service (ID#8-434868)				
1670 East Main Street (821 Culver Road); north side of the Project Corridor				
NYSDEC PBS Registration				
Tank type and size	Product	Date Installed	Date Removed/Closed	Notes/related spills Significance
Two (2) 550-gallon UST	Waste/used oil	Not listed	12/1/97	Spill # 9305646, a line leak from the garage to waste oil tanks was noted. Stained soil from behind the station where the waste oil tanks are stored was cleaned up. No further action is needed by spills.
275-gallon AST	Waste/used oil	Not listed	12/1/97	
Two (2) 3,000-gallon UST	Gasoline	Not listed	1/1/98	Spill #9710312 originally was related to 5-10-gallons of gasoline that spilled to the ground by a passenger vehicle. The spill was cleaned with Speedi-dri. The report also states that further investigation is needed in area of former USTs and pump island to determine the extent of contamination. Approximately 6,500-tons of impacted soil was removed from the southwestern corner of the property and 3,000-gallons of impacted water was treated. Excavation of impacted soils was limited in the Culver Road Right of Way and residual impacted soil remains. A Closure Report was submitted in 2001 and the spill was inactivated by the NYSDEC.
8,000-gallon UST	Gasoline	Not listed	1/1/98	
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/Closed	Notes/related spills significance
(2) 4,000-gallon UST	Gasoline	1969	1978	Replacing (6) 2,000-gallon tanks. The location of these tanks is unknown.
(2) 3,000-gallon	Gasoline	1969	1997	
8,000-gallon UST	Gasoline	1978	1997	Two (2) USTs were removed as well as three (3) additional gasoline tanks. This tank as well as the (2) 3,000-gallon tanks correspond with NYSDEC registration.
Additional Spills listed, not related to PBS				
Spill No.	Date Reported and Status	Significance		REC
0270189	6/21/02	Plating chemicals and process tanks were left on the 5 th floor of the building when Sumner Finishing went out of business. In 2003, the chemicals were over packed and disposed of off-Site. No further action is needed by spills.		No, based on the nature and location of the spill.
9708367	10/5/97	55-gallon drum of oil overflows when it rains and spills to the ground. No further information is provided on the spill report form.		No, based on the nature and location of the spill.

Rochester City School East High (PBS #8-381575) 1801 Culver Road; east side of the Project Corridor.				
NYSDEC PBS Registration				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
20,000-gallon UST	#2 fuel oil	12/1/58	In Service	None
Additional Spills listed, not related to PBS				
Spill No.	Date Reported and Status	Significance		REC
8606365	1/13/87	Approximately 20-gallons of diesel fuel was spilled and cleaned up with absorbent materials. The portion of East High School along Culver Road consists of athletic fields. The closest building is located approximately 300 feet east of the Project Corridor.		No, based on the nature and location of the spill.

Review of relevant records have identified the following unregistered PBS facilities:

1130 East Main Street south side of the Project Corridor				
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
(5) 1,000-gallon UST	gasoline	March 1939		Addressed as 1132 E. Main Street
(3) 1,000-gallon tanks	Gasoline	1949	N/A	A new pump island was installed as well and three (3) gasoline pumps were relocated.
Additional Information				
Sanborn Maps and street directories identify this property as a gasoline station from the 1930s-1960s and three (3) gasoline tanks were identified east of the building on the Sanborn Maps. There are no records of tank closure or removal. Spill # 0370103 is associated with soil and groundwater impacts that were identified during Phase I and Phase II investigations of the property. A geophysical survey was conducted and revealed no indications of tanks. VOCs were detected in three (3) groundwater monitoring wells above NYSDEC standards. One (1) monitoring well was observed at the time of the Site visit in the sidewalk in front of the bank. SVOCs were detected in one (1) soil sample at a depth of 6-8 feet below ground surface on the east side of the building, in the area of the former tanks were above NYSDEC standards. Based on the information provided, orphan tanks may exist at the property and residual soil and groundwater impacts are present. This spill represents a REC on the Project Corridor at this time.				

1160 East Main Street north side of the Project Corridor				
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
10,000-gallon tank	Engine oil	7/15/57	N/A	No NYSDEC spills are listed associated with this facility, no records associated with the tank removals were provided for review, and the tanks are not identified on the 1951 or 1971 Sanborn Maps.
Additional Information				
The facility was also identified as an auto repair shop in 1944 and a bakery in 1946 on the City of Rochester BIS Records and as a dry cleaning facility in the early 1960s. These former uses as well as the presence of this former tank with no records of removal represents a REC at the Project Corridor at this time.				

1275 East Main Street south side of the Project Corridor				
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
2,000-gallon tank	Gasoline	3/14/51	N/A	None
2,000-gallon and 3,000-gallon	Gasoline	10/28/75	N/A	Transfer gasoline from the two tanks to another steel tank, same capacity
550-gallon tank	Gasoline	N/A	10/12/82	The tanks were removed and the property changed use from a gasoline station to a laundromat and coffee shop. A block addition was constructed and excavation for the foundation only was completed. No NYSDEC spills are listed associated with this facility, no records associated with the tank removals were provided for review. On the 1938 Sanborn map, updated 1958, four (4) tanks are visible on the eastern portion of the Site, along E. Main Street.
(2) 3,000-gallon tank	Gasoline	N/A	10/12/82	
(2) 4,000-gallon tank	Gasoline	N/A	10/12/82	
Additional Information				
This property was utilized as a gasoline station from the late 1930s to the early 1980s and addressed as 1271, 1275, 1277 and 1285 E. Main Street. Residual impacted soil and/or groundwater may be present due to the former use of the property as a gasoline station and removal records of the tanks were not available for review through the FOIL process.				

1344 East Main Street				
north side of the Project Corridor (RTS Parking lot)				
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
550-gallon AST	Gasoline	1975	N/A	Temporary skid tanks
550-gallon	Diesel	1975	N/A	

1429 East Main Street				
south side of the Project Corridor				
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
(2) 3,000- gallon tank	Gasoline	7/20/55	N/A	A gasoline station was constructed in 1955. The tanks as well as two (2) pumps were installed at 1429 E. Main Street. No NYSDEC spills are listed associated with this facility, no records associated with the tank removals were provided for review, and the tanks are not identified on the 1951 or 1971 Sanborn Maps.
2,000- gallon	Gasoline	7/20/55	N/A	
Additional Information				
The 1930 Sanborn Map, updated 1958 identifies a gasoline station in the central portion of the parcel, addressed as 1421 E. Main Street. In the late 1950s, this property was listed as a Sunoco station as well as a car wash in the late 1960s. Past use of the property as a gasoline station and the presence of former tanks without removal records represent a REC at the Project Corridor at this time.				

1454 East Main Street north side of the Project Corridor				
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
(1) 2,000-gallon tank	Fuel oil	9/24/53	N/A	Spill #0170313, dated 8/30/01, fuel oil odors were noted while test pits were being excavated. Samples were collected and revealed the presence of several VOCs and SVOCs below soil cleanup objectives at 10-feet below ground surface. The impacted soils were monitored during construction of the parking lot for RGRTA. No notifications of additional contamination were made. It is likely that petroleum impacts remain at the property.
Additional Spills listed, not related to PBS				
Spill No.	Date Reported and Status	Significance		REC
9311373	12/20/93	Seven(7) 55-gallons drums were found in an abandoned building. The drums appeared to contain water and no further action was needed by spills.		No, based on the nature and location of the spill.
Additional Information				
In the 1940s and 1950s, this parcel was identified as <i>East Bronze Aluminum and Foundry</i> . The fuel oil tank may be related to this past use. This parcel was redeveloped into a parking lot for RGRTA in the early 2000s. It is likely that the former tank would have been encountered at the time of the redevelopment. However, a closed spill states that fuel oil odors were noted in the subsurface and it is likely that petroleum impacts remain on the property. Therefore, this closed NYSDEC spill represents a REC at the Project corridor at this time.				

1667-1673 East Main Street
southeastern corner of the Project Corridor

City of Rochester BIS Records

Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
(1) 2,000-gallon tank	Gasoline	4/21/49	N/A	Replaced a former gasoline tank. An additional gasoline storage tank was also replaced at this time.

Additional Information

Prior reports obtained from the NYSDEC state that four (4) 1,000-gallon tanks and five (5) pumps were permitted to the property. In 1949 and 1950, two (2) 1,000-gallon tanks were replaced with two (2) 2,000-gallon tanks. A permit issued in 1964 indicated that two (2) 2,000-gallon tanks, two (2) 3,000-gallon tanks and four (4) pumps were located on the property. No records associated with the tank removals were provided for review, and the tanks are not identified on the 1951 or 1971 Sanborn Maps.

Spill #9207315 was opened based on finding impacted soil along Culver Road during a Phase II Investigation in 1992, which corresponds to a former pump island location.

Four (4) groundwater monitoring wells were installed as part of a Phase II Investigation in 1994. Impacted soils were encountered in the monitoring well borings and gasoline related compounds were detected in all monitoring wells. Three (3) monitoring wells were located along Culver Road and one (1) monitoring wells was located in the central parking lot on the west side of the parcel. Remedial actions were completed at the property in 1998 that included the removal of 700-tons of impacted soil to a depth of 15-feet below ground surface. 200 pounds of oxygen release compound was applied to residual impacts along the eastern sidewall that decreased petroleum-related compound concentrations in the monitoring wells. Spill #9207315 was closed in 2000 based on the fact that the extent of contamination has been identified, no environmental sensitive receptors were being impacted, future impact is minimal, and the source of potential further impacts has been removed and mitigated.

In 2011, Spill #1012002 was opened regarding petroleum impacted soils that were encountered in the utility excavation in Culver Road. Approximately 1,700-gallons of impacted groundwater was pumped and removed from the utility vault excavation, approximately 30-feet east of the property boundary, and 37.65-tons of petroleum impacted soil was excavated to a depth of 9-feet and disposed of off-site. Post excavation samples did not exceed NYSDEC CP-51 Soil Cleanup Levels.

In 2011, a Soil and Groundwater Management Plan was prepared for when intrusive activities in the suspected areas of petroleum impacts, along the eastern portion of the property, are conducted.

Based on the long-term use of the parcel as a gasoline station, the known residual impacts on the eastern portion of the parcel and along Culver Road and the fact that limited soil and/or groundwater sampling was conducted on the northern portion of the parcel along E. Main Street, this property represents a REC at the Project Corridor at this time.

Off Project Corridor:

1045 East Main Street southwestern corner of the Project Corridor				
City of Rochester BIS Records				
Tank type and size	Product	Date Installed	Date Removed/ Closed	Notes/related spills Significance
3,000-gallon tank	Gasoline	1974	1989	Tank installed for DiMarco Construction Co., located over 200 feet south of the Project Corridor.
250-gallon AST	Diesel	Not listed	1974	Associated with Westacott Truck
500-gallon AST	Diesel	Not listed	1974	
2,000-gallon tank	Gasoline	1954	Not listed	No removal reports. Associated with Jenkins and Macy Co. Tank reports indicate that a tank was removed and replaced with a 3,000-gallon tank.
550-gallon tank	Gasoline	1959	Not listed	No removal reports. Associated with Rabe's Complete Auto Service, Inc.



Department of
Environmental
Conservation

Environmental Site Remediation Database Search Details

Site Record

Administrative Information

Site Name: 1200 E. Main Street

Site Code: B00129

Program: Environmental Restoration Program

Classification: A

EPA ID Number:

Location

DEC Region: 8

Address: 1200 E. Main Street

City:Rochester Zip: 14609-

County:Monroe

Latitude: 43.16186424

Longitude: -77.57984144

Site Type:

Estimated Size: 0.6 Acres

Site Owner(s) and Operator(s)

Current Owner Name: City of Rochester

Current Owner(s) Address: City Hall, Room 307A
Rochester, NY, 14614

Site Document Repository

Name: Rochester Public Library - Sully Branch

Address: 939 Bay Street
Rochester, NY 14609

Site Description

Location: The 1200 East Main Street site is located in the City of Rochester. The 0.622 acre site is located in an urban area. The site is approximately 0.18 miles east of the East Main Street and Goodman Street North intersection. **Site Features:** The site is a flat vacant site. The site's surface consists of a combination of grass vegetation, crusher run, and asphalt. The site is bounded by residential properties to the north, East Main Street to the south, a residential property to the east, and a commercial property to the west. **Current Zoning and Land Use:** The site is currently vacant and is

zoned for commercial use. The surrounding parcels are currently used for a combination of commercial and residential. The nearest residential area is located directly adjacent to the site to the north and east. Past Use of the Site: The site was used as a retail gasoline station from 1928 until 1993, at which time it was abandoned and foreclosed on by the City. Most recently known as a Pic 'N' Pay retail gasoline station. The site had several storage tanks used for the storage of gasoline, diesel fuel, and kerosene. Site had at one time 7 underground storage tanks which ranged in sizes ranged from 275 to 6,000 gallons totaling approximately 25,275 gallons of storage capacity. The site also had 2 aboveground storage tanks totaling 1050 gallons of storage capacity. The site also had a fuel island that consisted of 3 fuel pumps. The northern end of the site was also the location of illegal dumping activities for oil, antifreeze, and C&D waste material. The use of the site as a retail gasoline station and the illegal dumping activities appear to have led to the petroleum contamination at the site. Site Geology and Hydrogeology: Site soils consist of heterogeneous fill material and native glacial till to depths of 11.5 to 15.5 feet below grade, overlying Lockport Dolomite bedrock. The fill material generally consists of reworked soil (i.e., silt, sand, gravel, clay) with lesser amounts of brick, glass, concrete, wood, and metal. The glacial till primarily consists of sandy silt and clay with lesser amounts of gravel. The depth to groundwater at the site ranges from 13 to 15 feet below the ground surface. Groundwater flow direction is typically a bimodal directional pattern. Groundwater flow direction in the northern portion of the site is to the northwest and in the southern portion of the site to the southeast.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

toluene

benzene

benzo(a)pyrene

methyl-tert-butyl ether (MTBE)

fluoranthene

xylene (mixed)

ethylbenzene

lead

Site Environmental Assessment

Nature and Extent: The primary contaminants of concern petroleum related compounds (TCL VOCs and TCL SVOCs) and metals. The remedial investigation activities included test pits, soil borings, groundwater monitoring well installation, soil gas investigation as well as the removal of underground storage tanks. Surface and subsurface soil, groundwater, and soil gas samples were collected for laboratory analysis. The soil and groundwater samples were analyzed for TCL VOCs plus TICs, TCL SVOCs plus TICs, TAL Metals, and PCBs. The soil vapor samples were analyzed using Method TO-15 for VOCs. Surface Soil: Fifteen (15) surface soil samples were collected and were analyzed for TCL VOCs SVOCs plus TICs, TAL Metals, and PCBs. The constituents of concern detected were

petroleum related compounds. Benzo(a)anthracene concentrations ranged from non-detect (ND) to 22 parts per million (ppm). Benzo(a)pyrene concentrations ranged from ND to 19 ppm. Benzo(b)fluoranthene concentrations ranged from ND to 17 ppm. Benzo(k)fluoranthene concentrations ranged from ND to 16 ppm. Dibenzo(a,h)anthracene concentrations ranged from ND to 0.82 ppm. Indeno(1,2,3-cd)pyrene concentrations ranged from ND to 11 ppm. Chrysene concentrations ranged from ND to 20 ppm. Fluoranthene concentrations ranged from ND to 61 ppm. PCBs concentrations ranged from ND to 3.012 ppm. Lead concentrations ranged from 89 to 1,050 ppm. Mercury concentrations ranged from ND to 0.44 ppm. Subsurface soils: Forty-seven (47) subsurface soil samples were collected from soil borings, excavations (USTS, pump island, building foundation), and test pits. The soil samples were analyzed for TCL VOCs, TCL SVOCs, PCBs, TAL metals, and ethylene glycol. The constituents of concern detected were petroleum related compounds. M & p xylene concentrations ranged from ND to 52 ppm. O-xylene concentrations ranged from ND to 14 ppm. Benzene concentrations ranged from ND to 1.6 ppm. Ethyl benzene concentrations ranged from ND to 37 ppm. 1,2,4-trimethylbenzene concentrations ranged from ND to 140 ppm. Benzo(a)pyrene concentrations ranged from ND to 2.4 ppm. Naphthalene concentrations ranged from ND to 33 ppm. Benzo(a)anthracene concentrations ranged from ND to 2.7 ppm. Arsenic concentrations ranged from ND to 12 ppm. Lead concentrations ranged from ND to 1,320 ppm. Mercury concentrations ranged from ND to 0.864 ppm. Silver concentrations ranged from ND to 45 ppm. Groundwater: Groundwater samples were collected from groundwater monitoring wells located on-site and off-site. Thirty-seven (37) groundwater samples were collected for laboratory analysis. The groundwater samples were analyzed for TCL VOCs, TCL SVOCs, PCBs, TAL metals, and ethylene glycol. The constituents of concern detected were petroleum related compounds. Benzene concentrations ranged from ND to 2,400 parts per billion (ppb). Ethyl benzene concentrations ranged from ND to 3,300 ppb. Toluene concentrations ranged from ND to 8,600 ppb. M,p-xylene concentrations ranged from ND to 14,000 ppb. Naphthalene concentrations ranged from ND to 6,000 ppb. 1,2,4-trimethylbenzene concentrations ranged from ND to 25,000 ppb. 1,3,5-trimethylbenzene concentrations ranged from ND to 7,300 ppb. Chrysene concentrations ranged from ND to 83 ppb. Fluoranthene concentrations ranged from ND to 180 ppb. Lead concentrations ranged from ND to 120 ppb. Soil Vapor: A total of 10 sub-slab soil vapor/air samples were collected and analyzed for VOCs. The analytical results indicated moderately elevated detections of petroleum-related and chlorinated VOCs. Sub-slab and ventilation system exhaust analytical results indicated the petroleum related and chlorinated VOCs. Ethyl benzene concentrations ranged from ND to 8.78 micrograms per cubic meter (ug/m³). Toluene concentrations ranged from 6.8 to 46 ug/m³. Tetrachloroethene concentrations ranged from ND to 38.5 ug/m³. M,p-xylene concentrations ranged from 5.9 to 30.48 ug/m³. 1,2,4-trimethylbenzene concentrations ranged from ND to 12.4 ug/m³. 1,3,5-trimethylbenzene concentrations ranged from ND to 5.6 ug/m³. Trichloroethene concentrations ranged from ND to 12 ug/m³. Indoor air analytical results indicated petroleum related VOCs. Benzene concentrations ranged from 2 to 7.4 ug/m³. Ethyl benzene concentrations ranged from 1.6 to 3.2 ug/m³. Toluene concentrations ranged from 8.3 to 42 ug/m³. 1,2,4-trimethylbenzene concentrations ranged from ND

to 7.2 ug/m3. 1,3,5-trimethylbenzene concentrations ranged from ND to 7.7 ug/m3. M,p-xylene concentrations ranged from 5.2 to 10.8 ug/m3.

Site Health Assessment

The site is located in a commercial area in Rochester with a residential area nearby. All nearby residents are served by public water so exposures via drinking water are not expected. Results of indoor air sampling conducted at the neighboring dwelling indicate some impact from the site. A subslab depressurization system installed to address this impact has been successful in reducing the concentration of site-related chemicals at this dwelling.

For more Information: [E-mail Us](#)

[Return To Results](#)

[Refine This Search](#)

Appendix E – Qualifications

PROFESSIONAL EXPERIENCE



EDUCATION

Bachelor of Science
Geology
Washington & Lee University

Graduate Level Studies
Hydrogeology
State University at Brockport

PROFESSIONAL ASSOCIATIONS

Professional Geologist, New York

Air and Waste Management
Association (National/
Genesee Finger Lakes Chapter)

New York State Council
of Professional Geologists

Certified Hazardous Materials
Manager (CHMM)

OSHA 40-Hour Training
and Refresher Courses

ACHMM Fingers Lakes Chapter
Former President

National Groundwater Association

info@luengineers.com
www.luengineers.com

Mr. Andrus started his career as a Field Geologist in 1987 and joined Lu Engineers in 1993 as a Geologist and Environmental Engineer. His areas of expertise include hazardous materials management, remedial investigations, site remediation, petrochemical/bulk storage, geology and hydrogeology. Projects have ranged from large industrial clients, educational institutions and federal facilities to small commercial and retail facilities. Mr. Andrus provides oversight of petro-chemical bulk storage and investigation and remedial phase services for multiple Brownfield projects for municipal and private clients.

RGRTA Subsurface Investigation & Remediation, Rochester, NY | Project Engineer

Mr. Andrus was the Project Engineer as Lu Engineers provided the Regional Greater Rochester Transportation Authority (RGRTA) with petroleum bulk storage (PBS) engineering, regulatory compliance and related subsurface contamination associated with the Service and Operations Buildings. A subsurface investigation Work Plan was developed for review and approval by NYSDEC prior to commencement of field activities. Direct push soil sampling methods were used to obtain soil core samples and install wells for sampling and oil removal. Remedial activities included the use of a petroleum hydrocarbon well pump system. Lu Engineers installed the well pump and trained RGRTA staff in the operation and maintenance of this pump system.

Rome Research Site Environmental Term Contract USAF | Program Manager

Mr. Andrus is currently managing the fifth consecutive multi-year, multi-million dollar IDIQ contract which provides civil and environmental engineering services to the AFRL/RRS at the former Griffiss Air Force Base. The contract has included numerous environmental and civil engineering assignments including wetland delineations, multiple BRAC site investigations and cleanups, underground tank removals, decommissioning of wells, archaeological surveys, UST and disposal area closures, design of backflow preventers, on-call environmental sampling services, demolition and hazmat assessment, asbestos surveys and wastewater sampling.

Orchard Whitney Brownfield ERP, Rochester NY | Project Manager

Mr. Andrus manages environmental services for the Orchard Whitney Brownfield site for the City of Rochester under the NYSDEC Environmental Restoration Program. The project includes extensive hazardous materials inspections, sampling and testing programs, Remedial Investigation/Interim Remedial Measures, geophysical investigation, underground tank removals, contaminated soil and groundwater remediation.

Churchville Ford Site, Rochester, NY | Project Manager

Mr. Andrus oversees the remediation project that includes identifying the nature and extent of chlorinated solvent contamination. Project-related tasks include remedial site design, hydro-geologic and engineering review and the design of an in-situ remedial approach and following final source removal for site closure.

Andrews Street Brownfield ERP Rochester, NY | Project Manager

Mr. Andrus is the Project Manager responsible for the Andrews Street Brownfield ERP Rochester, NY. The project includes the removal of areas of petroleum and chlorinated solvent contamination and environmental conditions that are considered to have the greatest potential for human exposure and migration. This project included extensive hazardous materials assessment and abatement demolition of on-site buildings, multiple tank removals and cleanup of chlorinated solvents and removal and disposal of accessible, affected soils.

City of Rochester Central Vehicle Maintenance Facility Rochester, NY | Project Engineer

Mr. Andrus provided engineering analysis relative to environmental conditions, functionality and compliance status for CVMF fueling facility. He evaluated alternatives for remediation and petroleum bulk storage compliance upgrades.

PROFESSIONAL EXPERIENCE



EDUCATION

Bachelor of Science
Environmental Management Land
Technology
Rochester Institute of Technology

CERTIFICATIONS

Certified Hazardous Materials
Manager

40-Hour OSHA Hazardous
Waste Site Worker

8-Hour OSHA Hazardous
Waste Site Worker
Refresher Training

Finger Lakes Chapter of
the ACHMM Former President

Mrs. Bissi started her professional career in 2001 and joined Lu Engineers in 2007. She is a Certified Hazardous Materials Manager with experience conducting Phase I Environmental Site Assessments. Mrs. Bissi has also done soil vapor intrusion sampling, tank removals, GPR surveys, spill prevention, control and countermeasure plans (SPCC) and asbestos sampling. Janet also worked with us as an intern in 1997 while attending college at RIT. Site assessments included properties such as warehouses, gas stations, manufacturing facilities, farms, commercial properties and residences.

Rochester Housing Authority Term Contract, City of Rochester, NY | Project Scientist

Performed several Phase I ESAs and Limited Due Diligence Transaction Screen. Assessments at commercial residential properties with the Rochester Housing Authority in the City of Rochester. Phase I ESAs were completed in accordance with applicable ASTM 1527-13 Standard Practice, for ESA Phase I and 40CFR Part 312.

Brownfield Opportunity Area Site Assessments, City of Rome, NY | Project Scientist

Completed multiple Phase I Site ESAs on commercial properties located within the City of Rome as part of a USEPA-funded Brownfield Opportunity Area (BOA) reutilization plan. Created mapping in ArcView for detailed aerial photograph and mapping reviews for each site. Conducted extensive research into past site use and developed reports for The City of Rome and USEPA use.

City of Rochester Environmental Investigation Term Contract | Project Scientist

Completed several of Phase I Site ESAs and assisted in several Phase II Investigations under current term contract.

Phase I Environmental Site Assessments—Various Locations | Project Scientist

Completed Phase I ESAs for a variety of clients ranging from land developers to financial institutions. Completed numerous Limited Due Diligence Transaction Screen Assessments where a full Phase I ESAs were not needed. Clients include True North Hotels, Canandaigua National Bank, Pathstone Corporation, Main Street Management, Genesee Land Trust and Home Leasing.

DePaul Properties Term Contract | Project Scientist

Completed several Phase I ESAs through out New York State for housing projects for DePaul Properties. Locations have ranged from vacant properties to highly developed Urban areas. Assisted with development and planning of several Phase II investigations.

Air Force Research Laboratory, Former Griffiss AFB, NY | Project Scientist

Assisted with completion of numerous Environmental Baseline Surveys following ASTM 1527 and USAF guidance requirements. Conducted extensive research on massive collection of aerial photographs, as-built plans and hazardous waste site cleanup data relative to multiple USAF facilities within the former Griffiss AFB site.

Data Management / Project Scientist

Complete NYSDEC required Electronic Data Deliverables (EDD) for several Brownfield clean up sites throughout NYS.



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

New York Division

March 27, 2019

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
New York.FHWA@dot.gov

In Reply Refer To:
HED-NY

Mr. Craig Ekstrom, P.E.
Local Projects Liaison
New York State Department of Transportation, Region 4
1530 Jefferson Road
Rochester, NY 14623

Subject: PIN 4CR0.05 – Threatened and Endangered Species Concurrence
East Main Street Reconstruction
City of Rochester, Monroe County

Dear Mr. Ekstrom:

We have reviewed the documentation dated March 26 regarding consultation under Section 7 of the Endangered Species Act for the subject project.

New York State Department of Transportation (NYSDOT) has coordinated with the United States Fish and Wildlife Service (USFWS) through the Information for Planning and Consultation (IPaC) website. A Northern Long-eared Bat Suitable Habitat Assessment Form for Trees (NLEB-SHAFT) was also prepared for the project area. Based on our review of the submitted information, the Federal Highway Administration (FHWA) concurs with the determination that the project, as proposed by NYSDOT, will result in *“No Effect, No Suitable Habitat”* on the Northern Long-eared Bat.

If at any time during construction the presence of these federally listed species, or their habitat, is discovered or suspected, construction activities must be halted. Activities cannot resume until FHWA and the US Fish and Wildlife Service are consulted.

If you have any questions, please feel free to contact me at (518) 431-8855.

Sincerely,

Jared A. Gross, P.E.
Area Engineer

cc: C. Caraccilo, Cultural Resource Specialist, NYSDOT, Region 4



March 26, 2019

Jared Gross, Area Engineer
Federal Highway Administration – New York Division
Leo W. O'Brien Federal Building, Suite 719
11A Clinton Avenue
Albany, NY 12207

**RE: ESA SECTION 7, RARE, THREATENED OR ENDANGERED SPECIES
CONSISTENCY DETERMINATION
*PIN 4CR0.05 – East Main Street Reconstruction
City of Rochester, Monroe County***

Dear Mr. Gross:

The City of Rochester is in the preliminary design phase for the above-referenced Federally-funded project. The project includes the reconstruction of East Main Street between North Goodman Street and Culver Road within the City of Rochester. Construction of this project is currently scheduled to commence in the Spring of 2020 with a completion date of November 2021. Determination of impacts to rare, threatened, and endangered species is required, and NYSDOT is seeking your concurrence that this project will have **“No Effect, No Suitable Habitat”** with regard to the Northern Long-eared Bat.

A review of the New York Natural Heritage Database revealed no known locations for federally listed species within the project limits and immediate vicinity. An examination of the United States Fish & Wildlife Service's (USFWS) IPaC System revealed that the Northern Long-eared Bat (*Myotis Septentrionalis* – threatened) may be present.

The Northern Long-eared Bat is a small sized Myotis that hibernates in caves during the winter. During warm months, the species typically roosts underneath loose bark and in the cavities of both live and dead trees greater than three inches in diameter at breast-height. Clearing of trees three inches in diameter at breast-height and larger is generally considered to have a potential effect on the Northern Long-eared Bat. Although this project does include approximately 10 tree removals, per the attached SHAFT form, the project is designated as a “No Effect, No Suitable Habitat” upon the Northern Long-eared Bat.

NYSDOT is seeking your concurrence that this project will have **“No Effect, No Suitable Habitat”** with regard to the Northern Long-eared Bat. **Per the ESA Transmittal Sheet (attached), if 15 days passes without notification from FHWA, then concurrence is presumed.** Please see the attached ESA Documentation for

additional explanation of the endangered species analysis performed by the project consultant. If you have any questions or require additional information, please feel free to contact me at (585)-272-3755 or craig.ekstrom@dot.ny.gov.

Sincerely,



Craig Ekstrom, P.E.
Local Projects Liaison
NYSDOT Region 4

Attachment

- ESA Transmittal Sheet
- SHAFT Form
- iPaC Memo

cc: Bill McCormick, Project Manager, Erdman Anthony
Tim Hubbard, Project Manager, City of Rochester
Chris Caraccilo, NYSDOT Region 4 Environmental Group

Bats: Suitable Habitat Assessment Form for Trees (SHAFT), UPSTATE

Project Name: East Main Street Reconstruction Project PIN: 4CR0.05

Acres Proposed to be Cut (#trees, if individuals): >10 Lat/Long: 43.160930, -77.574756

Project Description: _____
Reconstruction of pavement that increases the service life and rideability of East Main Street.

Summary of NHP Database Results (proximity to known hibernacula, roost trees, maternity colonies, or forage locations): Screening on the NYSDEC Environmental Resource Mapper has indicated that the project site is not in proximity to a known hibernacula, roost, colony, or forage location.

Results of Field-based Suitable Bat Habitat Assessment

Maternity/Roost Habitat:

- Are the trees with the Tree Removal Area 3" dbh (4" for lBat) or greater? Yes and,
- Does one or more of the trees within the Tree Removal Area exhibit signs of exfoliating bark, cracks crevices, and/or cavities that could host roosting bats? Yes and,
- Are those trees part of, or within 1000' from a contiguous forested patch? No

If the answer is yes to all of the above questions, the determination is that "Suitable Habitat" exists within the Tree Removal Area.

Forage Habitat:

- Is the Tree Removal Area within 5 miles of a known occurrence (NHP database)? No
- Does the Tree Removal Area provide forage habitat? No

If the answer is yes to both, the determination is "Suitable Habitat" exists within the Tree Removal Area.

Determination: Suitable Habitat No Suitable Habitat

*You can conclude "No Effect", No Suitable Habitat.

Characterization/Description of the Habitat: No habitat present

Comments (include specific bat species, if applicable, such as no roost trees specifically were noted by NHP): N/A

Name (individual completing the field assessment): Bryan Bancroft

Signature:  Date: 8/1/2018

Phone Number: (585) 385-7417 x247 E-mail Address: bbancroft@luengineers.com

SHAFT 1 of 1 Name of Attached Map/ Photo file: N/A

Section 7 ESA Process: ESA/EFH Transmittal Sheet

Step 3: Documentation. Please complete the appropriate boxes below and complete the documentation as described.

	ESA/EFH Does Not Apply	No Effect, Activity-Based	No Effect, No Suitable Habitat or No Effect	BATS: MA, NLAA, 14-Day Form, or IPaC Submittal	NLEB: MA, LAA 30 Day Form, or IPaC Submittal	MA, NLAA, Traditional 7-step Process	MA, LAA, Formal Consultation
Northern Long-eared Bat			X				
Indiana Bat					NA		
Bog Turtle				NA	NA		
Mollusks (Dwarf Wedge Mussel, Rayed Bean, Clubshell, Chittenango Ovate Amber Snail)				NA	NA		
Karner Blue Butterfly				NA	NA		
Sturgeon (Shortnose, Atlantic)				NA	NA		
Sea Turtles				NA	NA		
Atlantic Large Whales			NA	NA	NA		
EFH Resources (circle one)	EFH Does Not Apply	No Effect, Activity-Based	NA	NA	EFH Programmatic Agreement Applies	EFH Programmatic Agreement MAY Apply	Individual EFH Consultation is Required
Documentation Required	The IPaC/NMFS ESA/EFH Mapper report is included in the Design Report.	Record the corresponding number of the activity in the box above. This sheet and the IPaC/NMFS ESA/EFH printout are included in the Design Report.	NYSDOT submits "No Effect, No Suitable Habitat Determination" to FHWA. Concurrence has been obtained if 15 days passes without correspondence from FHWA.	NYSDOT submits 14-day Form to USFWS cc: Area Engineer, OR submits through IPaC w/Area Engineer included.	NYSDOT submits 30-day Form to FHWA then to USFWS, OR NYSDOT submits through IPaC w/ Area Engineer included.	NYSDOT submits either BE or BA to FHWA, who submits to USFWS for concurrence.	NYSDOT submits BA to FHWA for Initiation of Formal Consultation with USFWS or NMFS.

Instructions for Use: This Summary Sheet is sent to FHWA for concurrence for all submissions, except "ESA Does Not Apply" and "No Effect, Activity-Based". A submittal package includes all documentation for all species requiring concurrence, with a cover letter requesting concurrence, so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the Design Report.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo/es/section7.htm>

In Reply Refer To:

November 27, 2018

Consultation Code: 05E1NY00-2019-SLI-0460

Event Code: 05E1NY00-2019-E-01409

Project Name: PIN 4CR0.05 East Main Street Reconstruction Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (<http://www.fws.gov/windenergy/>

[eagle_guidance.html](#)). Additionally, wind energy projects should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

Project Summary

Consultation Code: 05E1NY00-2019-SLI-0460

Event Code: 05E1NY00-2019-E-01409

Project Name: PIN 4CR0.05 East Main Street Reconstruction Project

Project Type: TRANSPORTATION

Project Description: This project proposes to reconstruct East Main Street between North Goodman Street and Culver Road that implements infrastructure improvements to redefine the streetscape of the corridor.

Since its last reconstruction in the early 1980's, the East Main Street corridor between North Goodman Street and Culver Road has significantly deteriorated and almost exclusively accommodates automobile traffic. The roadway exhibits failing pavement and does not provide adequate pedestrian and bicycle facilities. New reconstruction of the corridor would provide the opportunity to foster multimodal transportation including pedestrian, bicycle and transit accommodations, significantly improve safety and accessibility, and reinforce cultural identity of the corridor. Implementation of these complete street elements will contribute to the revitalization of East Main Street and will benefit area residents, business owners, and the traveling public.

The project is needed to address the following transportation needs:

- (1) Repair and reconstruct deteriorated pavement surface that is nearing its useful life.
- (2) Pedestrian accessibility and safety are in poor condition and do not fully meet current standards.
- (3) The corridor lacks a safe, dedicated, bicycle facility with connectivity to the existing bicycle network.
- (4) Streetscape of the corridor is visually unappealing and in need of enhancement for successful revitalization of surrounding properties.

New sidewalks and curb ramps would be installed according to ADAAG or PROWAG as applicable.

Bicyclists would be accommodated in either an on-street bike lane or an exclusive protected bike lane

(cycle track). Traffic signs would be upgraded to meet current MUTCD standards. Existing traffic signals would be maintained with minor enhancements. This project would also replace the existing light poles with a new light system that is conducive to both vehicle and pedestrian needs.

Landscape elements would include street trees and low-level plantings in the median islands if desired.

Other landscape elements would include pedestrian furnishings in the form of trash receptacles, benches, tables, bike racks and wayfinding signage.

On-street parking along the corridor would consist of standard parallel parking lane on one side of East

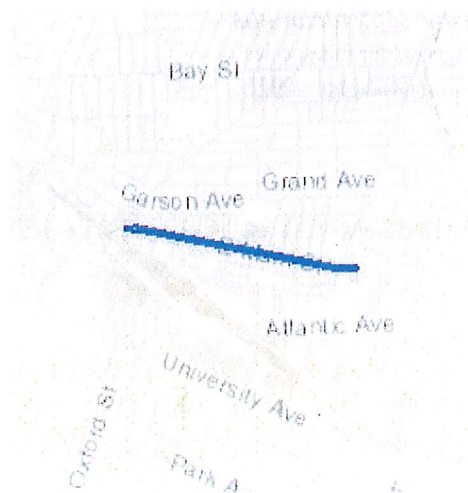
Main Street and will be provided in areas of need. Curb bump-outs would be provided in parking areas

to aid in defining parking along the street.

A full depth reconstruction of the pavement would be completed in the roadway.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/43.16088861437085N77.57438528626875W>



Counties: Monroe, NY

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME

STATUS

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

No critical habitat has been designated for this species.

Species profile: <https://ecos.fws.gov/ecp/species/9045>

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Step 2b: Species- Specific Key
Bats (Indiana Bat, Northern Long-eared Bat, etc.)

This process is for all projects, including projects with proposed tree removal and/or bridge work. A bridge is a structure greater than 20' (the same as NYSDOT's definition of "bridge"). Work on all structures on Long Island (Region 10), including houses and large culverts (greater than 9'), is also part of this process.

You are following this worksheet because IPaC and/or NYNHP has shown that Bats may be present in the Action Area and the project does not satisfy all conditions of the Activity- Based No Effect List. Please follow the key, below, to determine your next steps for ESA Section 7 compliance and documentation.

1. Does the proposed project result in any of the following:
 - Disturbance to hibernating Bats in a known hibernaculum;
 - Alteration of the entrance or interior of a known hibernaculum;
 - Removal of any trees or involve construction within 0.5 miles of a known hibernaculum at any time of year;
 - Removal of known occupied maternity roost trees at any time of year; or
 - Construction (including tree removal) within a 150-foot radius from a known maternity roost tree?
 - a. Yes. Follow the 7-step Process. This project may require formal consultation (about a 1-year process).
 - b. **No. Continue to Question 2.**
2. Are trees proposed to be removed and/or is there work involving a bridge, or structure on Long Island associated with the project?
 - a. **Yes (project involves either tree removal and/or bridge work).** Continue to Question 3.
 - b. No (neither tree removal nor bridge work). NYSDOT seeks concurrence from FHWA for a "No Effect" determination. The submission package includes: the ESA Transmittal Sheet with the appropriate box checked, and a cover letter requesting concurrence from FHWA. Transmit the entire package (including all other species determinations) to FHWA for concurrence. You do not need to submit any material to USFWS through IPaC or in writing/email.
3. Does NYSDOT choose to assume that Bat habitat exists in the Action Area (trees or bridges)?
 - a. Yes. Continue to Question 5.
 - b. **No. Conduct/ Complete the Suitable Habitat Assessment Form for Trees (SHAFT) if there is tree removal.** Complete the Bridge/Bat Survey Form if the project involves a bridge, or a structure on Long Island. Continue to Question 4.
4. Does the SHAFT and/or Bridge/Bat Survey conclude that suitable Bat habitat exists within the tree removal area and/or did the Bridge/Bat Survey Form indicate bats were utilizing the bridge?
 - a. SHAFT: Yes (Bat habitat exists). Continue to Question 5.
Bridge/Bat Survey: Yes (Bat habitat exists). The bat species needs to be determined by the USFWS and/or the NYSDEC, and clearance must be obtained from the USFWS before work can begin on the bridge. Please take photos of the bats, if possible, and coordinate with Main Office and the FHWA Project Manager. Continue to Question 5.

- b. No (Bat habitat does not exist). NYSDOT seeks concurrence from FHWA for a “No Effect, No Suitable Habitat” determination. The submission package to FHWA includes: the completed SHAFT form with the box checked “No Suitable Habitat”, the Bridge /Bat Survey Forms, if applicable, the ESA Transmittal Sheet with the appropriate box checked and a cover letter requesting concurrence from FHWA. Transmit the entire package (including all other species determinations) to FHWA for concurrence. You do not need to submit any Bat documentation to USFWS through IPaC or in writing/email. If you do not receive concurrence or a request for additional information within 15 days of the submission to FHWA, then FHWA concurs on NYSDOT’s “No Effect, No Suitable Habitat” determination. Note: If the project requires a U.S. Army Corps of Engineers or other federal agency permit, include a note in the cover letter so that FHWA ensures proper documentation for that agency to adopt one determination.
5. If there are less than 10 potential roost trees proposed for removal, do you wish to wish to conduct an emergence survey?
 - a. Yes. Follow the Emergence Survey Protocol, then continue to Question 6.
 - b. No, there are more than 10 trees, and/or choosing no Emergence Survey. Continue to Question 7.
6. Emergence Survey results:
 - a. There were no bats. Remove the tree immediately in accordance with the protocol, and submit a request for concurrence on a MA, NLAA determination, directly to the USFWS, and cc: FHWA Project Manager. The Emergence Survey Protocol contains more thorough instructions.
 - b. There were bats. Coordination is required with the USFWS, in this case. Contact them directly, and cc: the Project Manager. The USFWS will most likely require further documentation.
7. Does the project involve tree removal of suitable habitat between May 1 and July 31 of a given year?
 - a. Yes. Follow the 7-step Process. This project may require formal consultation (about a 1-year process).
 - b. No. Submit the project through IPaC (<https://ecos.fws.gov/ipac/>) and Continue to Question 8.

Log-in to IPaC and create a new project or continue an existing project.

- If not already completed: Input the project footprint (area in which activities will occur) & “Define Project” entering the project name & information.
- Add Project Manager to Contact List for Project.
- Choose “Start Review” to continue through the system.
- Request an official Species List (if not already received); including contact information and identify FHWA as the Lead Federal Agency.
- Choose “Next Step: Evaluate Determination Keys”. The IPaC system will walk you through the questions and submission process using the keys. Upload the Bridge/Bat Survey Form and SHAFT as prompted if applicable. NOTE: If IPaC is being completed by NYSDOT staff, the system will allow the user to “submit this project for



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo/es/section7.htm>

In Reply Refer To:

November 27, 2018

Consultation Code: 05E1NY00-2019-SLI-0460

Event Code: 05E1NY00-2019-E-01409

Project Name: PIN 4CR0.05 East Main Street Reconstruction Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (<http://www.fws.gov/windenergy/>)

[eagle_guidance.html](#)). Additionally, wind energy projects should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

Project Summary

Consultation Code: 05E1NY00-2019-SLI-0460

Event Code: 05E1NY00-2019-E-01409

Project Name: PIN 4CR0.05 East Main Street Reconstruction Project

Project Type: TRANSPORTATION

Project Description: This project proposes to reconstruct East Main Street between North Goodman Street and Culver Road that implements infrastructure improvements to redefine the streetscape of the corridor.

Since its last reconstruction in the early 1980's, the East Main Street corridor between North Goodman

Street and Culver Road has significantly deteriorated and almost exclusively accommodates automobile

traffic. The roadway exhibits failing pavement and does not provide adequate pedestrian and bicycle

facilities. New reconstruction of the corridor would provide the opportunity to foster multimodal

transportation including pedestrian, bicycle and transit accommodations, significantly improve safety

and accessibility, and reinforce cultural identity of the corridor.

Implementation of these complete

street elements will contribute to the revitalization of East Main Street and will benefit area residents,

business owners, and the traveling public.

The project is needed to address the following transportation needs:

(1) Repair and reconstruct deteriorated pavement surface that is nearing its useful life.

(2) Pedestrian accessibility and safety are in poor condition and do not fully meet current standards.

(3) The corridor lacks a safe, dedicated, bicycle facility with connectivity to the existing bicycle network.

(4) Streetscape of the corridor is visually unappealing and in need of enhancement for successful revitalization of surrounding properties.

New sidewalks and curb ramps would be installed according to ADAAG or PROWAG as applicable.

Bicyclists would be accommodated in either an on-street bike lane or an exclusive protected bike lane

(cycle track). Traffic signs would be upgraded to meet current MUTCD standards. Existing traffic signals would be maintained with minor enhancements. This project would also replace the existing light poles with a new light system that is conducive to both vehicle and pedestrian needs.

Landscape elements would include street trees and low-level plantings in the median islands if desired.

Other landscape elements would include pedestrian furnishings in the form of trash receptacles, benches, tables, bike racks and wayfinding signage.

On-street parking along the corridor would consist of standard parallel parking lane on one side of East

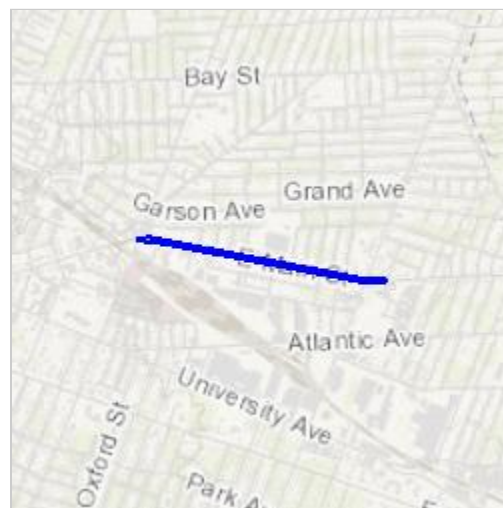
Main Street and will be provided in areas of need. Curb bump-outs would be provided in parking areas

to aid in defining parking along the street.

A full depth reconstruction of the pavement would be completed in the roadway.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/43.16088861437085N77.57438528626875W>



Counties: Monroe, NY

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

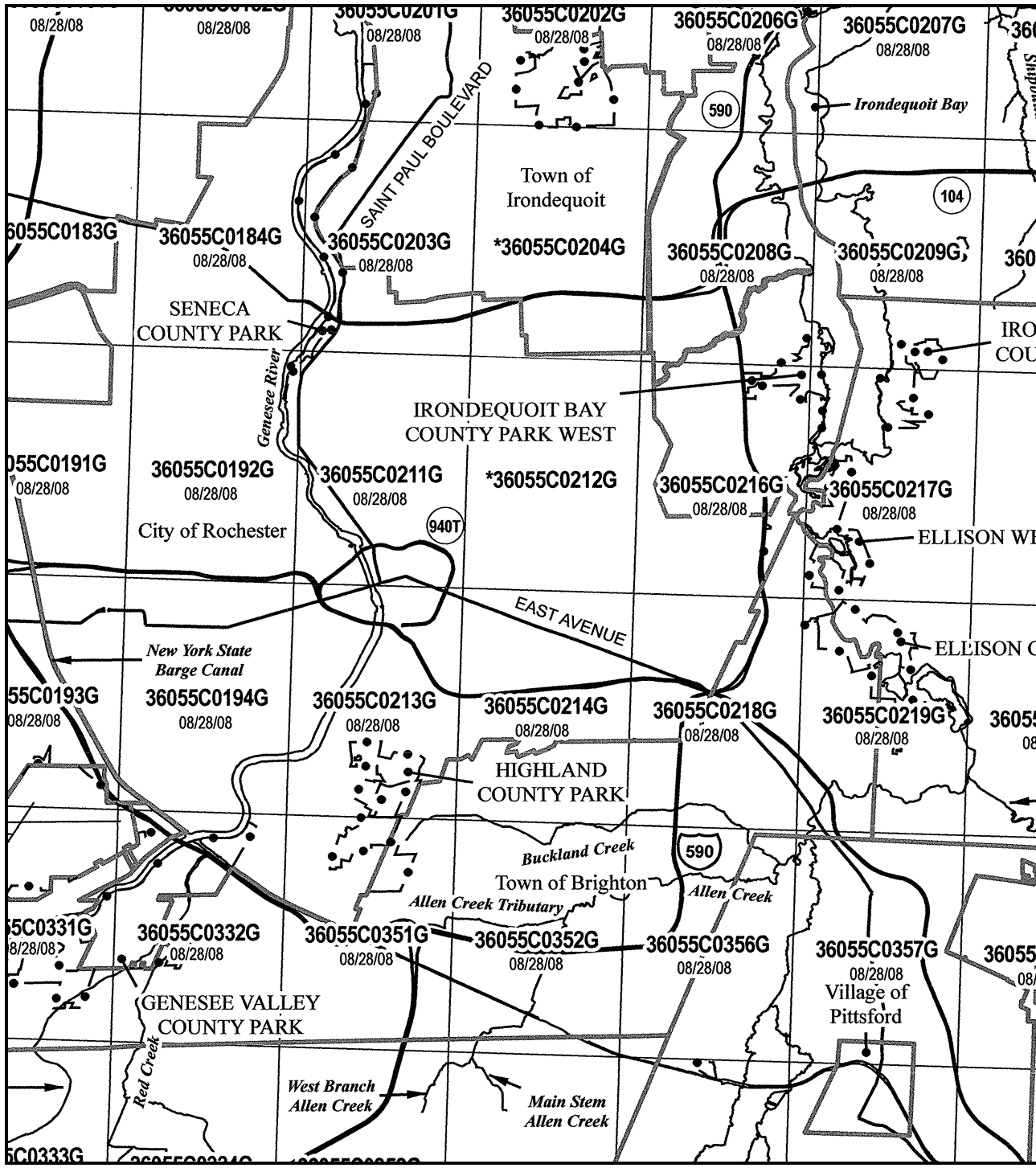
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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



MAP INDEX

FIRM
FLOOD INSURANCE RATE MAP

MONROE COUNTY,
NEW YORK
 (ALL JURISDICTIONS)

(SEE LISTING OF COMMUNITIES TABLE)

MAP INDEX

PANELS PRINTED: 1, 5, 6, 7, 10, 15, 18, 19, 20, 26, 27, 28, 29, 33, 34, 37, 40, 41, 42, 43, 44, 53, 54, 61, 62, 63, 64, 66, 68, 69, 88, 89, 94, 113, 114, 118, 119, 130, 135, 140, 144, 145, 155, 157, 158, 159, 162, 165, 166, 167, 168, 169, 176, 177, 178, 179, 181, 182, 184, 186, 187, 188, 189, 191, 192, 193, 194, 201, 202, 203, 206, 207, 208, 209, 211, 213, 214, 216, 217, 218, 219, 226, 227, 228, 229, 231, 232, 233, 234, 238, 240, 241, 242, 243, 244, 265, 281, 282, 284, 293, 294, 295, 301, 302, 303, 304, 306, 307, 308, 309, 311, 313, 314, 317, 318, 319, 326, 327, 328, 329, 331, 332, 333, 334, 336, 337, 338, 339, 341, 342, 343, 344, 351, 352, 353, 354, 356, 357, 358, 359, 361, 362, 363, 364, 366, 367, 368, 369, 376, 377, 378, 379, 381, 382, 383, 384, 386, 388, 392, 403, 432, 451, 452, 456, 459, 476, 477, 478, 479, 481, 482, 483, 484, 501, 502, 503, 504, 506, 507, 508, 509, 526

MAP NUMBER
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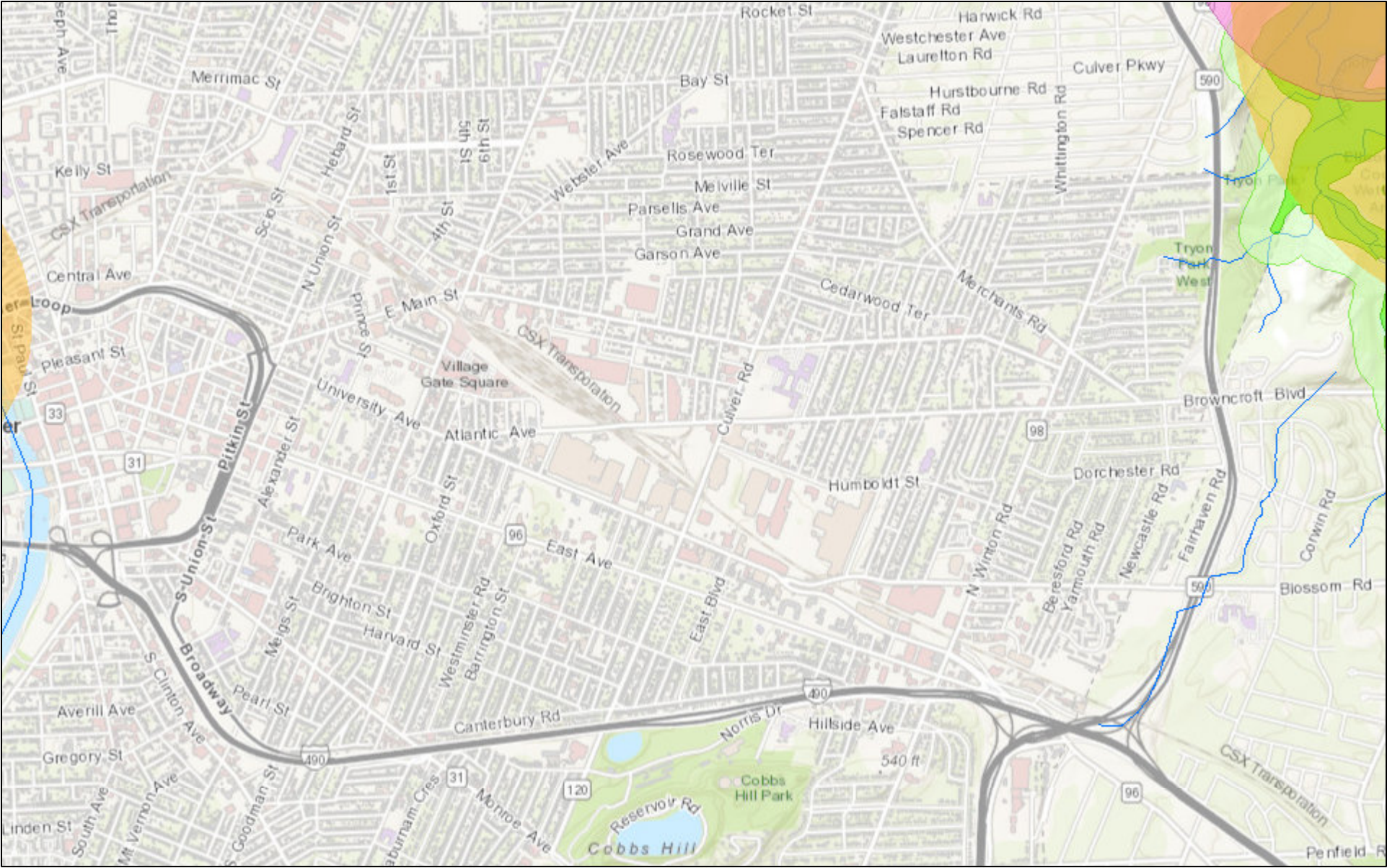
EFFECTIVE DATE
AUGUST 28, 2008



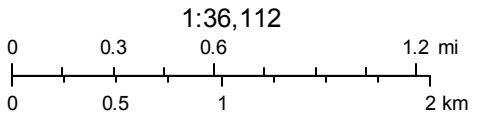
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

East Main NYSDEC Map



November 27, 2018



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri



East Main Street Improvements Tree Inventory

North Goodman Street to Culver Road

City of Rochester, Monroe County, New York

Submitted to:

Erdman Anthony
145 Culver Road, Suite 200
Rochester, NY 14620

Prepared by:

Environmental Design and Research,
Landscape Architecture, & Engineering, D.P.C. (EDR)
274 North Goodman Street
Rochester, New York 14607
Telephone: 585.271.0040



East Main Street Improvements

City of Rochester, Monroe County, New York



Notes: 1. Basemap: ESRI ArcGIS Online "World Street Map" map service. 2. This map was generated in ArcMap on October 5, 2018. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.



Character Photo:



Tree ID: 1R City Asset ID: 53906

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 14"

Vigor: Average

Canopy Width:

Canopy Density: Average

Character Photo:



Tree ID: 2R City Asset ID: 53068

Stationing:

Species Name: Ulmus 'Morton' ACCOLADE

Common Name: Accolade Elm

DBH: 9"

Vigor: Average

Canopy Width:

Canopy Density: Dense



Special Condition Photo:Suckering

Character Photo:



Tree ID: 3R City Asset ID: 53227

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 10"

Vigor: Average

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 4R City Asset ID: 52680

Stationing:

Species Name: Robinia pseudoacacia* 'Umbraculifera'

Common Name: Globe Black Locust

DBH: 8"

Vigor: Above Average

Canopy Width:

Canopy Density: Dense

**Species Regulated by NYS as of 2014*

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 2 of 45

Character Photo:



Tree ID: 5R City Asset ID: 60838

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 13"

Vigor: Average

Canopy Width:

Canopy Density: Medium



Special Condition Photo:
Flagged with Red Tape

Character Photo:



Tree ID: 6R City Asset ID: 54670

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 13"

Vigor: Average

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 7R City Asset ID: 60839

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 12"

Vigor: Average

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 8R

City Asset ID: 54008

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 11"

Vigor: Average

Canopy Width:

Canopy Density: Normal

Character Photo:



Tree ID: 9R

City Asset ID: 69171

Stationing:

Species Name: Robinia pseudoacacia* 'Purple Robe'

Common Name: Purple Robe Black Locust

DBH: 6"

Vigor: Normal; multiple broken branches

Canopy Width:

Canopy Density: Medium

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 10R

City Asset ID: 53057

Stationing:

Species Name: Quercus robur 'Fastigiata'

Common Name: Upright English Oak

DBH: 7"

Vigor: Normal

Canopy Width:

Canopy Density: Dense

Character Photo:



Tree ID: 11R

City Asset ID: 55895

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 8"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 12R

City Asset ID: 60840

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 16"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 13R City Asset ID: 52987

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 7"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 14R City Asset ID: 54053

Stationing:

Species Name: *Pyrus calleryana* 'Chanticleer'

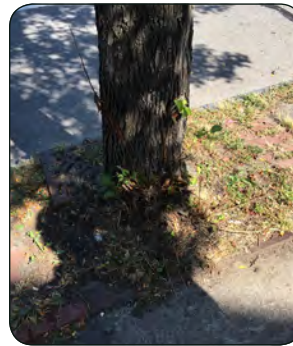
Common Name: Chanticleer Callery Pear

DBH: 11"

Vigor: Normal

Canopy Width:

Canopy Density: Medium



Special Condition Photo:
Embedded tree grate

Character Photo:



Tree ID: 15R

City Asset ID: 68246

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 2"

Vigor: Normal, injuries on trunk

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 16R

City Asset ID: 54671

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 12"

Vigor: Normal

Canopy Width:

Canopy Density: Medium



Special Condition Photo: Brick tree pit

Character Photo:



Tree ID: 17R

City Asset ID: 60841

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 10"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 18R

City Asset ID: 53311

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 3"

Vigor: Normal, but many broken branches

Canopy Width:

Canopy Density: Sparse

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 9 of 45

Character Photo:



Tree ID: 19R

City Asset ID: 68247

Stationing:

Species Name: *Gleditsia triacanthos* 'Skyline'

Common Name: Skyline Honeylocust

DBH: 2"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 20R

City Asset ID: 55469

Stationing:

Species Name: *Fraxinus pennsylvanica*

Common Name: Green Ash

DBH: 14"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 21R City Asset ID: 68248

Stationing:

Species Name: Gleditsia triacanthos 'Skyline'

Common Name: Skyline Honeylocust

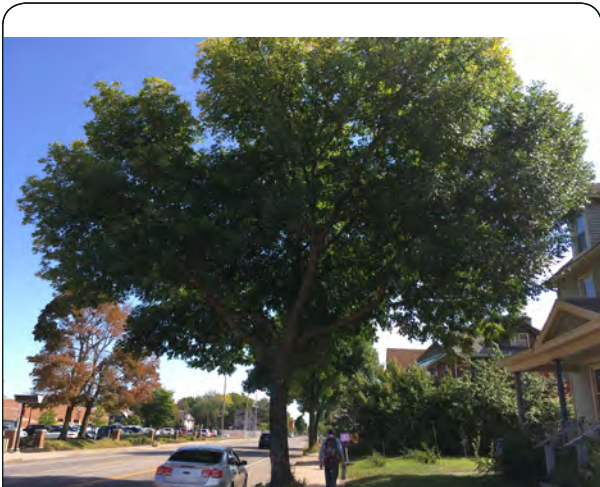
DBH: 3"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 22R City Asset ID: 60852

Stationing:

Species Name: Fraxinus sp.

Common Name: Ash

DBH: 21

Vigor: Normal, tree pit choking flare

Canopy Width:

Canopy Density: Medium



Special Condition Photo: Girdling roots

Character Photo:



Tree ID: 23R

City Asset ID: 60851

Stationing:

Species Name: Fraxinus sp.

Common Name: Ash

DBH: 21"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 24R

City Asset ID: 60850

Stationing:

Species Name: Fraxinus sp.

Common Name: Ash

DBH: 16"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 25R

City Asset ID: 68249

Stationing:

Species Name: Gleditsia triacanthos 'Skyline'

Common Name: Skyline Honeylocust

DBH: 3"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 26R

City Asset ID: 60877

Stationing:

Species Name: Acer platanoides* 'Columnare'

Common Name: Columnar Norway Maple

DBH: 13"

Vigor: Some dead branches

Canopy Width:

Canopy Density: Medium

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 27R

City Asset ID: 60876

Stationing:

Species Name: *Pyrus calleryana*

Common Name: Callery Pear

DBH: 18"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 28R

City Asset ID: 53614

Stationing:

Species Name: *Gleditsia triacanthos* 'Shademaster'

Common Name: Shademaster Honeylocust

DBH: 12"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 29R

City Asset ID: 60875

Stationing:

Species Name: *Acer rubrum*

Common Name: Red Maple

DBH: 11"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 30R

City Asset ID: 60873

Stationing:

Species Name: *Pyrus calleryana*

Common Name: Callery Pear

DBH: 18"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 31R

City Asset ID: 60872

Stationing:

Species Name: *Acer rubrum*

Common Name: Red Maple

DBH: 13"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 32R

City Asset ID: 60871

Stationing:

Species Name: *Acer rubrum*

Common Name: Red Maple

DBH: 11"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 33R

City Asset ID: 60870

Stationing:

Species Name: *Acer rubrum*

Common Name: Red Maple

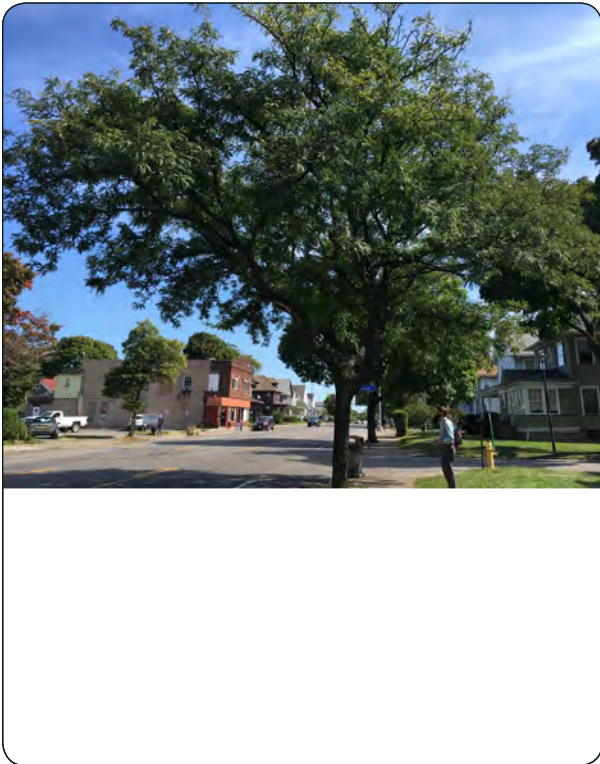
DBH: 14"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 34R

City Asset ID: 60869

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 14"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 35R

City Asset ID: 61024

Stationing:

Species Name: Fraxinus pennsylvanica

Common Name: Green Ash

DBH: 21"

Vigor: Normal, but grown into tree grate

Canopy Width:

Canopy Density: Medium



Special Condition Photo:
Tree grate grown into root flare

Character Photo:



Tree ID: 36R

City Asset ID: 61023

Stationing:

Species Name: Fraxinus sp.

Common Name: Ash

DBH: 20"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 37R

City Asset ID: 61022

Stationing:

Species Name: Fraxinus sp.

Common Name: Ash

DBH: 16"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 38R

City Asset ID: 61021

Stationing:

Species Name: Celtis occidentalis

Common Name: Common Hackberry

DBH: 10"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 19 of 45

Character Photo:



Tree ID: 39R

City Asset ID: 60971

Stationing:

Species Name: *Acer platanoides**

Common Name: Norway Maple

DBH: 12"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 40R

City Asset ID: 60969

Stationing:

Species Name: *Acer platanoides**

Common Name: Norway Maple

DBH: 12"

Vigor: Normal

Canopy Width:

Canopy Density: Dense

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 41R

City Asset ID: 60968

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 14"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 42R

City Asset ID: 27168

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 8"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 43R

City Asset ID: 6718

Stationing:

Species Name: Prunus 'Kanzan'

Common Name: Kwanzan Cherry

DBH:

Vigor: Normal

Canopy Width:

Canopy Density: Medium



Character Photo:



Tree ID: 44R

City Asset ID: 27336

Stationing:

Species Name: Pyrus calleryana 'Aristocrat' or 'Autumn Blaze'

Common Name: Callery Pear

DBH: 10"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 1L City Asset ID: 53870

Stationing:

Species Name: Zelkova serrata

Common Name: Japanese Zelkova

DBH: 11

Vigor: Normal

Canopy Width:

Canopy Density: Dense

Character Photo:



Tree ID: 2L City Asset ID: 53869

Stationing:

Species Name: Zelkova serrata

Common Name: Japanese Zelkova

DBH: 8"

Vigor: Low

Canopy Width:

Canopy Density: Sparse, many branches removed

Character Photo:



Tree ID: 3L

City Asset ID: 53868

Stationing:

Species Name: *Zelkova serrata*

Common Name: Japanese Zelkova

DBH: 9"

Vigor: Normal

Canopy Width:

Canopy Density: Dense

Character Photo:



Tree ID: 4L

City Asset ID: 53867

Stationing:

Species Name: *Zelkova serrata*

Common Name: Japanese Zelkova

DBH: 14"

Vigor: Normal

Canopy Width:

Canopy Density: Dense

Character Photo:



Tree ID: 5L

City Asset ID: 61034

Stationing:

Species Name: *Styphnolobium japonicum*

Common Name: Japanese Pagoda Tree

DBH: 10"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 6L

City Asset ID: 61033

Stationing:

Species Name: *Styphnolobium japonicum*

Common Name: Japanese Pagoda Tree

DBH: 10"

Vigor: Normal; tree grate needs removal

Canopy Width:

Canopy Density: Medium

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 25 of 45

Character Photo:



Tree ID: 7L

City Asset ID: 52912

Stationing:

Species Name: *Pyrus calleryana* 'Chanticleer'

Common Name: Chanticleer Callery Pear

DBH: 4"

Vigor: Normal

Canopy Width:

Canopy Density: Dense

Character Photo:



Tree ID: 8L

City Asset ID: 53905

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 7"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 9L

City Asset ID: 61031

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 19"

Vigor: Normal; suckering

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 10L

City Asset ID: 61030

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 16"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 27 of 45

Character Photo:



Tree ID: 11L

City Asset ID: 61029

Stationing:

Species Name: *Fraxinus pennsylvanica*

Common Name: Green Ash

DBH: 12"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 12L

City Asset ID: 61028

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 10"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 13L

City Asset ID: 54687

Stationing:

Species Name: *Pyrus calleryana* 'Chanticleer'

Common Name: Chanticleer Callery Pear

DBH: 7"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 14L

City Asset ID: 52401

Stationing:

Species Name: *Robinia pseudoacacia** 'Purple Robe'

Common Name: Purple Robe Black Locust

DBH: 6"

Vigor: Low

Canopy Width:

Canopy Density: Sparse

**Species Regulated by NYS as of 2014*

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 29 of 45

Character Photo:



Tree ID: 15L

City Asset ID: 54054

Stationing:

Species Name: *Pyrus calleryana* 'Chanticleer'

Common Name: Chanticleer Callery Pear

DBH: 11"

Vigor: Normal; grown into tree grate

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 16L

City Asset ID: 125796

Stationing:

Species Name: *Aesculus x carnea* 'Ft. McNair'

Common Name: Ft. McNair Red Horsechestnut

DBH: 2"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 17L

City Asset ID: 67934

Stationing:

Species Name: Robinia pseudoacacia* 'Purple Robe'

Common Name: Purple Robe Black Locust

DBH: 5"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 18L

City Asset ID: 69172

Stationing:

Species Name: Gleditsia triacanthos 'Skycole'

Common Name:

DBH: 4"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 31 of 45

Character Photo:



Tree ID: 19L

City Asset ID: 61027

Stationing:

Species Name: *Acer platanoides** 'Columnare'

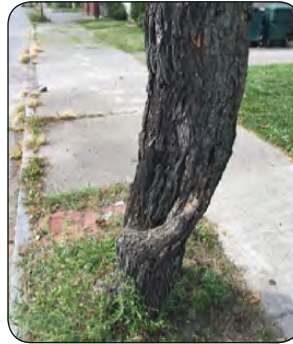
Common Name: Columnar Norway Maple

DBH: 10"

Vigor: Low, large wounds, <50% canopy surviving

Canopy Width:

Canopy Density: Sparse



Character Photo:



Tree ID: 0L

City Asset ID: 61025

Stationing:

Species Name: {*Acer platanoides*}

Common Name: {Norway Maple}

DBH: n/a

Vigor: No longer exists

Canopy Width: n/a

Canopy Density: n/a

Character Photo:



Tree ID: 20L

City Asset ID: 33479

Stationing:

Species Name: *Acer pseudoplatanus**

Common Name: Sycamore Maple

DBH: 25"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

**Species Prohibited by NYS as of 2014*

Character Photo:



Tree ID: 21L

City Asset ID: 53904

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 10"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 22L

City Asset ID: 52620

Stationing:

Species Name: Robinia pseudoacacia* 'Purple Robe'

Common Name: Purple Robe Black Locust

DBH: 6"

Vigor: Normal, suckers have reverted to thorny condition

Canopy Width:

Canopy Density: Medium

*Species Regulated by NYS as of 2014

Character Photo:



Tree ID: 23L

City Asset ID: 53629

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 6"

Vigor: Normal; significant suckering

Canopy Width:

Canopy Density: Medium

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 34 of 45

Character Photo:



Tree ID: 24L

City Asset ID:33671

Stationing:

Species Name: *Tilia cordata*

Common Name: Little Leaf Linden

DBH: 15"

Vigor: Normal

Canopy Width:

Canopy Density: Dense

Character Photo:



Tree ID: 25L

City Asset ID: 33672

Stationing:

Species Name: *Tilia cordata*

Common Name: Little Leaf Linden

DBH: 14"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 26L

City Asset ID: 52394

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 3"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 27L

City Asset ID: 61035

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 12"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 00L

City Asset ID: 61036

Stationing:

Species Name: {Acer platanoides}

Common Name: {Norway Maple}

DBH: n/a

Vigor: No longer exists

Canopy Width: n/a

Canopy Density: n/a

Character Photo:



Tree ID: 28L

City Asset ID: 14617

Stationing:

Species Name: Gleditsia triacanthos 'Skyline'

Common Name: Skyline Honeylocust

DBH: 2"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 29L

City Asset ID: 33693

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 13"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 30L

City Asset ID: 61126

Stationing:

Species Name: *Acer platanoides** 'Columnare'

Common Name: Columnar Norway Maple

DBH: 15"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

**Species Regulated by NYS as of 2014*

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 38 of 45

Character Photo:



Tree ID: 31L

City Asset ID: 61125

Stationing:

Species Name: *Acer platanoides** 'Columnare'

Common Name: Columnar Norway Maple

DBH: 15"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 32L

City Asset ID: 61124

Stationing:

Species Name: *Acer platanoides** 'Columnare'

Common Name: Columnar Norway Maple

DBH: 16"

Vigor: Normal

Canopy Width:

Canopy Density: Dense

**Species Regulated by NYS as of 2014*

18122 - East Main Street Improvements

City of Rochester - Monroe County, New York

Tree Inventory

Sheet 39 of 45

Character Photo:



Tree ID: 33L

City Asset ID: 33858

Stationing:

Species Name: *Fraxinus pennsylvanica*

Common Name: Green Ash

DBH: 15"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 34L

City Asset ID: 61129

Stationing:

Species Name: *Acer platanoides**

Common Name: Norway Maple

DBH: 11"

Vigor: Low

Canopy Width:

Canopy Density: Sparse

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 35L

City Asset ID: 61128

Stationing:

Species Name: *Tilia cordata*

Common Name: Little Leaf Linden

DBH: 10"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 36L

City Asset ID: 33857

Stationing:

Species Name: *Acer platanoides**

Common Name: Norway Maple

DBH: 16"

Vigor: Normal, but injury to base of trunk

Canopy Width:

Canopy Density: Medium



Special Condition Photo:
Injury to base of trunk

Character Photo:



Tree ID: 37L

City Asset ID: 33954

Stationing:

Species Name: Zelkova serrata 'Mushashino'

Common Name: Musashino Japanese Zelkova

DBH: 8"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 38L

City Asset ID: 68150

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 2"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 39L

City Asset ID: 126030

Stationing:

Species Name: Gleditsia triacanthos

Common Name: Honeylocust

DBH: 2"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 40L

City Asset ID: 61132

Stationing:

Species Name: Acer platanoides

Common Name: Norway Maple

DBH: 14"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

**Species Regulated by NYS as of 2014*

Character Photo:



Tree ID: 41L

City Asset ID: 53628

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 12"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 42L

City Asset ID: 53379

Stationing:

Species Name: *Fraxinus pennsylvanica* 'Cimmaron'

Common Name: Cimmarron Green Ash

DBH: 7"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

Character Photo:



Tree ID: 43L

City Asset ID: 53902

Stationing:

Species Name: *Gleditsia triacanthos*

Common Name: Honeylocust

DBH: 6"

Vigor: Normal

Canopy Width:

Canopy Density: Medium

TREE ID	ASSETID	SPECIES	DBH "	CONDITION	NOTES	
1	R	53906	<i>Gleditsia triacanthos</i> - HONEYLOCUST	14	FAIR	
1	L	53870	<i>Zelkova serrata</i> - JAPANESE ZELKOVA	11	GOOD	
2	R	53068	<i>Ulmus 'Morton'</i> - ACCOLADE ELM	9	FAIR	
2	L	53869	<i>Zelkova serrata</i> - JAPANESE ZELKOVA	8	FAIR	BRANCHES THINNED
3	R	53227	<i>Gleditsia triacanthos</i> - HONEYLOCUST	10	GOOD	
3	L	53868	<i>Zelkova serrata</i> - JAPANESE ZELKOVA	9	GOOD	
4	R	52680	<i>Robinia pseudoacacia 'Umbriculifera'</i> - GLOBE BLACKLOCUST	8	GOOD	
4	L	53867	<i>Zelkova serrata</i> - JAPANESE ZELKOVA	14	GOOD	
5	R	60838	<i>Gleditsia triacanthos</i> - HONEYLOCUST	13	GOOD	
5	L	61034	<i>Styphnolobium japonicum</i> - JAPANESE PAGODA TREE	10	GOOD	
6	R	54670	<i>Gleditsia triacanthos</i> - HONEYLOCUST	13	GOOD	
6	L	61033	<i>Styphnolobium japonicum</i> - JAPANESE PAGODA TREE	10	FAIR	
7	R	60839	<i>Gleditsia triacanthos</i> - HONEYLOCUST	12	GOOD	
7	L	52912	<i>Pyrus calleryana 'Chanticleer'</i> - CHANTICLEER CALLERY PEAR	4	GOOD	
8	R	54008	<i>Gleditsia triacanthos</i> - HONEYLOCUST	11	GOOD	
8	L	53905	<i>Gleditsia triacanthos</i> - HONEYLOCUST	7	FAIR	
9	R	69171	<i>Robinia pseudoacacia 'Purple Robe'</i> - PURPLE ROBE BLACK LOCUST	6	FAIR	
9	L	61031	<i>Gleditsia triacanthos</i> - HONEYLOCUST	19	GOOD	
10	R	53057	<i>Quercus robur</i> - UPRIGHT ENGLISH OAK	7	GOOD	
10	L	61030	<i>Gleditsia triacanthos</i> - HONEYLOCUST	16	GOOD	
11	R	55895	<i>Gleditsia triacanthos</i> - HONEYLOCUST	8	GOOD	
11	L	61029	<i>Fraxinus pennsylvanica</i> - GREEN ASH	12	GOOD	EMERALD ASH BORER
12	R	60840	<i>Gleditsia triacanthos</i> - HONEYLOCUST	16	GOOD	
12	L	61028	<i>Gleditsia triacanthos</i> - HONEYLOCUST	10	GOOD	
13	R	52987	<i>Gleditsia triacanthos</i> - HONEYLOCUST	7	GOOD	
13	L	54687	<i>Pyrus calleryana 'Chanticleer'</i> - CHANTICLEER CALLERY PEAR	7	GOOD	
14	R	54053	<i>Pyrus calleryana 'Chanticleer'</i> - CHANTICLEER CALLERY PEAR	11	FAIR	
14	L	52401	<i>Robinia pseudoacacia 'Purple Robe'</i> - PURPLE ROBE BLACK LOCUST	6	FAIR	
15	R	68246	<i>Gleditsia triacanthos 'Skyline'</i> - SKYLINE HONEYLOCUST	2	FAIR	
15	L	54054	<i>Pyrus calleryana 'Chanticleer'</i> - CHANTICLEER CALLERY PEAR	11	GOOD	
16	R	54671	<i>Gleditsia triacanthos</i> - HONEYLOCUST	12	FAIR	
16	L	125796	<i>Aesculus x carnea 'Ft. McNair'</i> - FT. MCNAIR RED HORSECHESTNUT	2	GOOD	
17	R	60841	<i>Gleditsia triacanthos</i> - HONEYLOCUST	10	GOOD	
17	L	67934	<i>Robinia pseudoacacia 'Purple Robe'</i> - PURPLE ROBE BLACK LOCUST	5	GOOD	
18	R	53311	<i>Gleditsia triacanthos</i> - HONEYLOCUST	3	POOR	DAMAGE
18	L	69172	<i>Gleditsia triacanthos 'Skycole'</i> - SKYCOLE HONEYLOCUST	4	GOOD	
19	R	68247	<i>Gleditsia triacanthos 'Skyline'</i> - SKYLINE HONEYLOCUST	2	GOOD	
19	L	61027	<i>Acer platanoides 'Columnare'</i> - COLUMNAR NORWAY MAPLE	10	POOR	DAMAGE
20	R	55469	<i>Fraxinus pennsylvanica</i> - GREEN ASH	14	GOOD	EMERALD ASH BORER
20	L	33479	<i>Acer pseudoplatanus</i> - SYCAMORE MAPLE	25	GOOD	NYSDEC INVASIVE LIST
21	R	68248	<i>Gleditsia triacanthos 'Skyline'</i> - SKYLINE HONEYLOCUST	3	GOOD	
21	L	53904	<i>Gleditsia triacanthos</i> - HONEYLOCUST	10	GOOD	
22	R	60852	<i>Fraxinus sp.</i> - ASH SPECIES	21	GOOD	EMERALD ASH BORER
22	L	52620	<i>Robinia pseudoacacia 'Purple Robe'</i> - PURPLE ROBE BLACK LOCUST	6	FAIR	THORNY SUCKERS
23	R	60851	<i>Fraxinus sp.</i> - ASH SPECIES	21	GOOD	EMERALD ASH BORER
23	L	53629	<i>Gleditsia triacanthos</i> - HONEYLOCUST	6	FAIR	
24	R	60850	<i>Fraxinus sp.</i> - ASH SPECIES	16	GOOD	EMERALD ASH BORER
24	L	33671	<i>Tilia cordata</i> - LITTLE LEAF LINDEN	15	GOOD	
25	R	68249	<i>Gleditsia triacanthos 'Skyline'</i> - SKYLINE HONEYLOCUST	3	FAIR	
25	L	33672	<i>Tilia cordata</i> - LITTLE LEAF LINDEN	14	GOOD	

26	R	60877	<i>Acer platanoides</i> 'Columnare' - COLUMNAR NORWAY MAPLE	13	FAIR	
26	L	52394	<i>Gleditsia triacanthos</i> - HONEYLOCUST	3	GOOD	
27	R	60876	<i>Pyrus calleryana</i> - CALLERY PEAR	18	GOOD	
27	L	61035	<i>Gleditsia triacanthos</i> - HONEYLOCUST	12	GOOD	
28	R	53614	<i>Gleditsia triacanthos</i> 'Shademaster' - SHADEMASTER HONEYLOCUST	12	GOOD	
28	L	14617	<i>Gleditsia triacanthos</i> 'Skyline' - SKYLINE HONEYLOCUST	2	GOOD	
29	R	60875	<i>Acer rubrum</i> - RED MAPLE	11	FAIR	
29	L	33693	<i>Gleditsia triacanthos</i> - HONEYLOCUST	13	GOOD	
30	R	60873	<i>Pyrus calleryana</i> - CALLERY PEAR	18	GOOD	
30	L	61126	<i>Acer platanoides</i> 'Columnare' - COLUMNAR NORWAY MAPLE	15	GOOD	
31	R	60872	<i>Acer rubrum</i> - RED MAPLE	13	GOOD	
31	L	61125	<i>Acer platanoides</i> 'Columnare' - COLUMNAR NORWAY MAPLE	15	GOOD	
32	R	60871	<i>Acer rubrum</i> - RED MAPLE	11	GOOD	
32	L	61124	<i>Acer platanoides</i> 'Columnare' - COLUMNAR NORWAY MAPLE	16	GOOD	
33	R	60870	<i>Acer rubrum</i> - RED MAPLE	14	GOOD	
33	L	33858	<i>Fraxinus pennsylvanica</i> - GREEN ASH	15	GOOD	EMERALD ASH BORER
34	R	60869	<i>Gleditsia triacanthos</i> - HONEYLOCUST	14	GOOD	
34	L	61129	<i>Acer platanoides</i> - NORWAY MAPLE	11	POOR	DAMAGE
35	R	61024	<i>Fraxinus pennsylvanica</i> - GREEN ASH	21	FAIR	EMERALD ASH BORER
35	L	61128	<i>Tilia cordata</i> - LITTLE LEAF LINDEN	10	GOOD	
36	R	61023	<i>Fraxinus</i> sp. - ASH SPECIES	20	GOOD	EMERALD ASH BORER
36	L	33857	<i>Acer platanoides</i> - NORWAY MAPLE	16	FAIR	DAMAGE
37	R	61022	<i>Fraxinus</i> sp. - ASH SPECIES	16	GOOD	EMERALD ASH BORER
37	L	33954	<i>Zelkova serrata</i> 'Musashino' - MUSASHINO JAPANESE ZELKOVA	8	GOOD	
38	R	61021	<i>Celtis occidentalis</i> - COMMON HACKBERRY	10	GOOD	
38	L	68150	<i>Gleditsia triacanthos</i> - HONEYLOCUST	2	GOOD	
39	R	60971	<i>Acer platanoides</i> 'Columnare' - COLUMNAR NORWAY MAPLE	12	FAIR	
39	L	126030	<i>Gleditsia triacanthos</i> - HONEYLOCUST	2	FAIR	
40	R	60969	<i>Acer platanoides</i> 'Columnare' - COLUMNAR NORWAY MAPLE	12	GOOD	
40	L	61132	<i>Acer platanoides</i> - NORWAY MAPLE	14	FAIR	
41	R	60968	<i>Gleditsia triacanthos</i> - HONEYLOCUST	14	GOOD	
41	L	53628	<i>Gleditsia triacanthos</i> - HONEYLOCUST	12	GOOD	
42	R	27168	<i>Gleditsia triacanthos</i> - HONEYLOCUST	8	FAIR	
42	L	53379	<i>Fraxinus pennsylvanica</i> 'Cimmaron' - CIMMARON GREEN ASH	7	FAIR	EMERALD ASH BORER
43	R	6718	<i>Prunus</i> 'Kanzan' - KWANZAN CHERRY	2	GOOD	
43	L	53902	<i>Gleditsia triacanthos</i> - HONEYLOCUST	6	FAIR	
44	R	27336	<i>Pyrus calleryana</i> 'Aristocrat' or 'Autumn Blaze' - CALLERY PEAR	10	GOOD	

*Note: Trees listed in red can be removed now due to condition and/or species

APPENDIX C

TRAFFIC INFORMATION

TRAFFIC FORECAST (AADT)
TRAFFIC COUNT DATA SHEETS
TRAFFIC FORECAST (TURNING MOVEMENTS) & DIAGRAMS
CRASH ANALYSIS
SYNCHRO REPORTS
COMPLETE STREETS CHECKLIST

**East Main Street Reconstruction Project
City of Rochester**

CURRENT AND PROJECTED TRAFFIC DATA BASED ON TUBE COUNTS

Projected Growth Rate 0.5% Straight Annual Growth

(Per MCDOT Traffic Volume Trends Memorandum dated June 20, 2018)

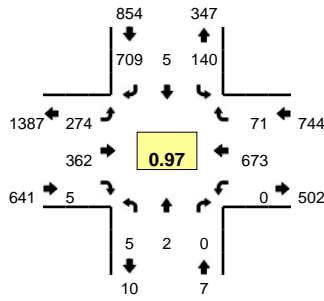
AADT	TUBE COUNT 2013			Existing 2018			ETC 2021			ETC+20 2041		
	EB	WB	Combined	EB	WB	Comb.	EB	WB	Comb.	EB	WB	Comb.
East Main Street (N Goodman St to Culver Rd)	3811	3726	7537	3906	3819	7725	3963	3875	7838	4345	4248	8592

DHV

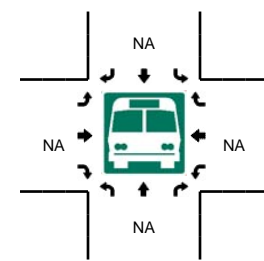
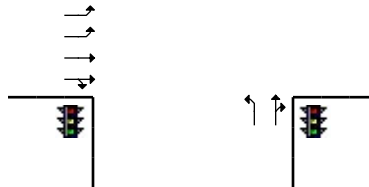
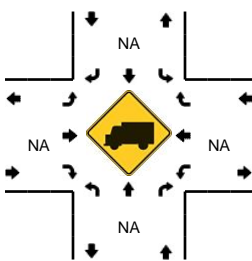
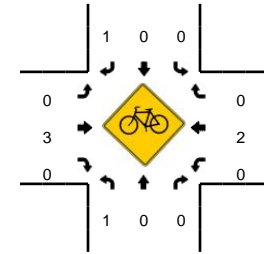
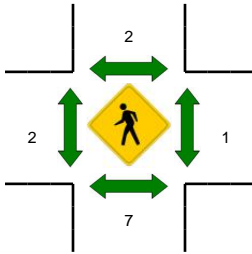
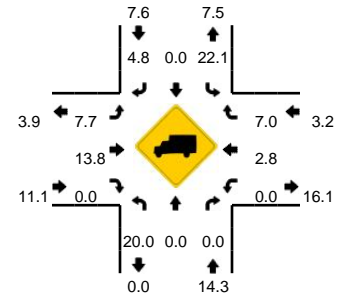
East Main Street (N Goodman St to Culver Rd)	471	414	885	483	424	907	490	431	920	537	472	1009
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LOCATION: N Goodman St -- E Main St
CITY/STATE: Rochester, NY

QC JOB #: 14769301
DATE: Wed, Sep 12 2018



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

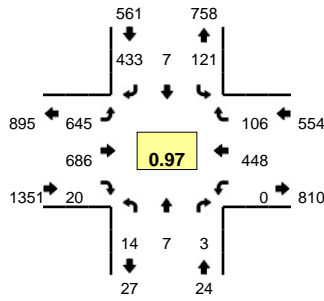


15-Min Count Period Beginning At	N Goodman St (Northbound)				N Goodman St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	24	0	127	0	71	77	0	0	0	94	11	0	404	
7:15 AM	1	0	0	0	22	0	150	0	93	98	1	0	1	138	17	0	521	
7:30 AM	2	1	0	0	18	3	157	0	89	93	2	0	0	152	8	0	525	
7:45 AM	4	0	0	0	32	2	209	0	64	73	1	0	0	177	17	0	579	2029
8:00 AM	0	1	0	0	33	1	175	0	67	102	1	0	0	160	17	0	557	2182
8:15 AM	0	1	0	0	38	1	157	0	77	92	0	0	0	164	16	0	546	2207
8:30 AM	1	0	0	0	37	1	168	0	66	95	3	0	0	172	21	0	564	2246
8:45 AM	1	0	1	0	26	1	158	0	68	75	0	0	0	149	11	0	490	2157
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	16	0	0	0	128	8	836	0	256	292	4	0	0	708	68	0	2316	
Heavy Trucks	4	0	0		32	0	28		28	44	0		0	12	8		156	
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

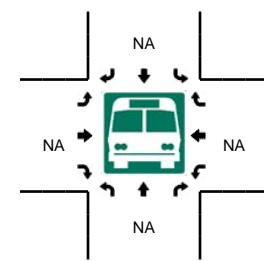
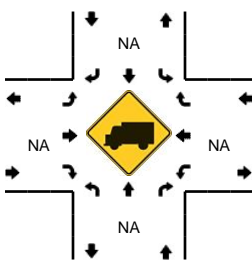
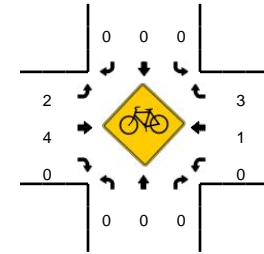
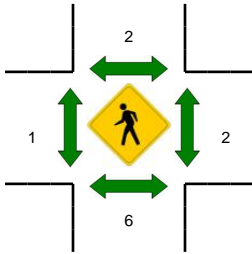
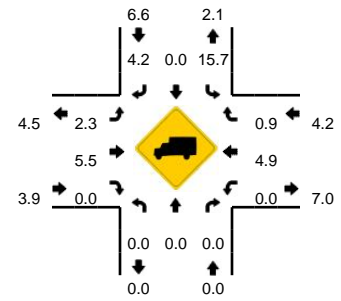
Comments:

LOCATION: N Goodman St -- E Main St
CITY/STATE: Rochester, NY

QC JOB #: 14769302
DATE: Wed, Sep 12 2018



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

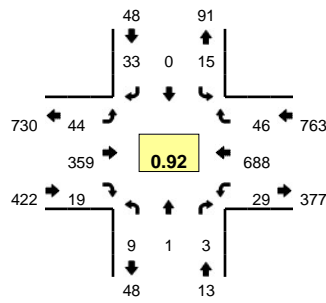


15-Min Count Period Beginning At	N Goodman St (Northbound)				N Goodman St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	1	0	0	35	1	94	0	145	122	1	0	0	105	30	0	538	
4:15 PM	3	1	0	0	35	1	105	0	138	144	4	0	0	103	23	0	557	
4:30 PM	4	0	1	0	26	3	102	0	156	152	3	0	0	115	24	0	586	
4:45 PM	2	3	1	0	33	3	119	0	153	171	5	0	0	133	19	0	642	2323
5:00 PM	4	3	0	0	34	0	99	0	165	167	4	0	0	122	26	0	624	2409
5:15 PM	5	0	2	0	26	2	89	0	171	177	6	0	0	94	38	0	610	2462
5:30 PM	3	1	0	0	28	2	126	0	156	171	5	0	0	99	23	0	614	2490
5:45 PM	5	1	1	0	23	2	126	0	142	118	0	0	0	105	27	0	550	2398
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	12	4	0	132	12	476	0	612	684	20	0	0	532	76	0	2568	
Heavy Trucks	0	0	0	0	28	0	36	0	20	64	0	0	0	36	0	0	184	
Pedestrians		8				4				0				4			16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																	0	

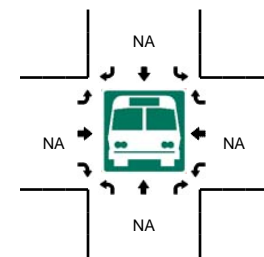
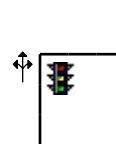
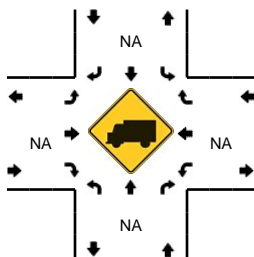
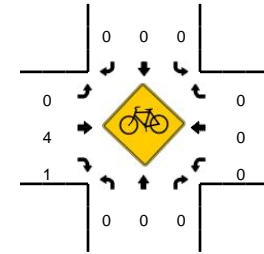
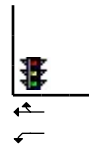
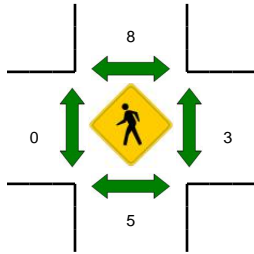
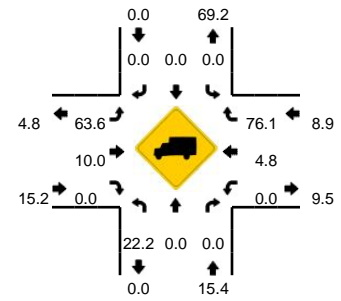
Comments:

LOCATION: Mustard St -- E Main St
CITY/STATE: Rochester, NY

QC JOB #: 14769303
DATE: Wed, Sep 12 2018



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

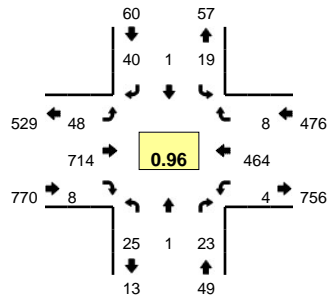


15-Min Count Period Beginning At	Mustard St (Northbound)				Mustard St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	1	0	2	0	2	0	5	95	3	0	5	103	2	0	219	
7:15 AM	3	0	1	0	1	0	8	0	12	94	1	0	6	143	7	0	276	
7:30 AM	5	0	2	0	6	0	10	0	6	93	4	0	2	152	5	0	285	
7:45 AM	0	0	1	0	2	0	4	0	7	87	2	0	8	177	2	0	290	1070
8:00 AM	1	1	2	0	1	0	10	0	13	88	4	0	6	165	18	0	309	1160
8:15 AM	5	0	0	0	11	0	11	0	18	90	6	0	8	176	13	0	338	1222
8:30 AM	3	0	0	0	1	0	8	0	6	94	7	0	7	170	13	0	309	1246
8:45 AM	3	0	2	0	5	0	7	0	6	76	3	0	11	154	4	0	271	1227
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	0	0	0	44	0	44	0	72	360	24	0	32	704	52	0	1352	
Heavy Trucks	4	0	0		0	0	0		48	28	0		0	52	48		180	
Pedestrians		12				4				0				8			24	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

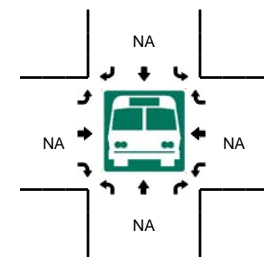
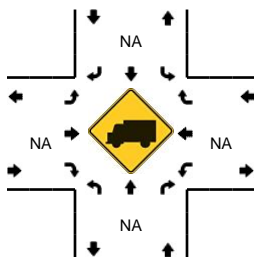
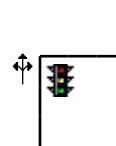
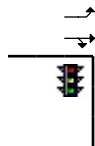
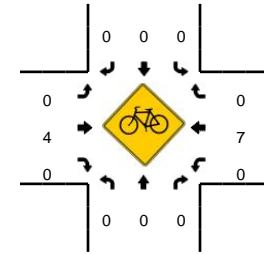
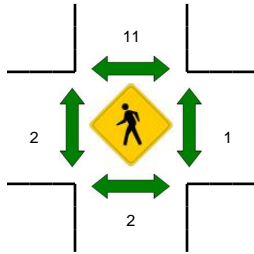
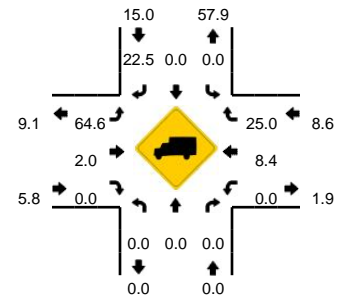
Comments:

LOCATION: Mustard St -- E Main St
CITY/STATE: Rochester, NY

QC JOB #: 14769304
DATE: Wed, Sep 12 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

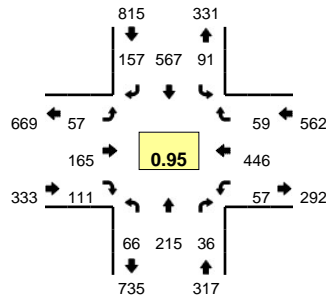


15-Min Count Period Beginning At	Mustard St (Northbound)				Mustard St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	0	9	0	4	1	15	0	14	126	4	0	1	99	4	0	286	
4:15 PM	6	0	6	0	0	0	14	0	22	158	1	0	2	108	3	0	320	
4:30 PM	10	0	10	0	7	0	13	0	16	156	2	0	3	123	4	0	344	
4:45 PM	5	0	5	0	3	0	10	0	14	178	1	0	0	133	3	0	352	1302
5:00 PM	8	0	6	0	7	1	12	0	9	178	4	0	0	100	1	0	326	1342
5:15 PM	2	1	2	0	2	0	5	0	9	202	1	0	1	108	0	0	333	1355
5:30 PM	4	0	1	0	5	0	8	0	5	176	5	0	0	107	2	0	313	1324
5:45 PM	5	1	2	0	0	0	7	0	6	112	3	0	2	115	0	0	253	1225
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	0	20	0	12	0	40	0	56	712	4	0	0	532	12	0	1408	
Heavy Trucks	0	0	0		0	0	12		32	8	0		0	52	8		112	
Pedestrians						4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	2	0		2	
Railroad																		
Stopped Buses																		

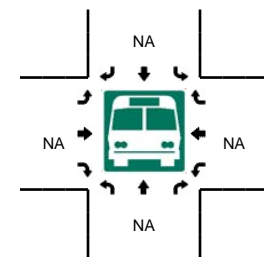
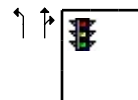
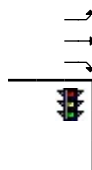
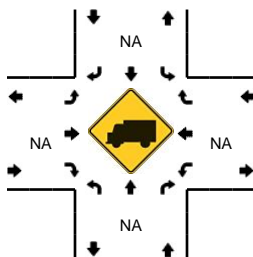
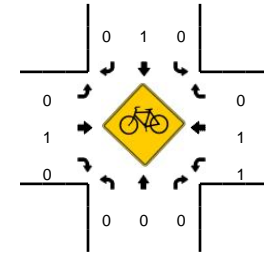
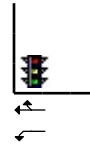
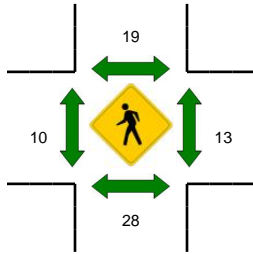
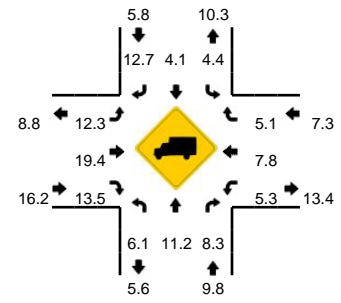
Comments:

LOCATION: Culver Rd -- E Main St
CITY/STATE: Rochester, NY

QC JOB #: 14769305
DATE: Wed, Sep 12 2018



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

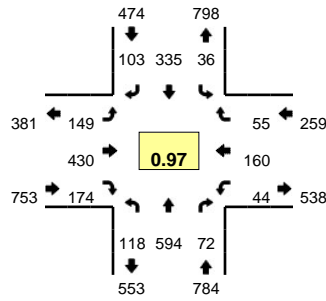


15-Min Count Period Beginning At	Culver Rd (Northbound)				Culver Rd (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	37	4	0	25	92	26	0	14	43	25	0	11	62	16	0	364	
7:15 AM	13	41	7	0	37	130	24	0	13	51	20	0	12	114	16	0	478	
7:30 AM	16	49	13	0	25	141	34	0	15	43	37	0	15	101	15	0	504	
7:45 AM	16	56	6	0	23	165	36	0	16	31	29	0	20	120	13	0	531	1877
8:00 AM	21	69	10	0	6	131	63	0	13	40	25	0	10	111	15	0	514	2027
8:15 AM	31	65	6	0	7	121	57	0	18	30	33	0	9	82	9	0	468	2017
8:30 AM	30	74	4	0	7	124	62	0	24	27	31	0	9	87	11	0	490	2003
8:45 AM	31	52	6	0	5	132	52	0	25	33	38	0	14	59	4	0	451	1923
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	64	224	24	0	92	660	144	0	64	124	116	0	80	480	52	0	2124	
Heavy Trucks	0	20	0		4	20	8		8	16	24		0	16	0		116	
Pedestrians		32				12				0				12			56	
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

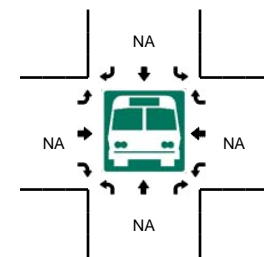
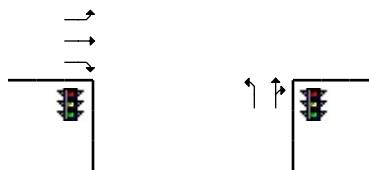
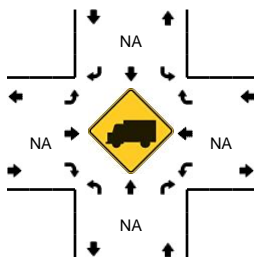
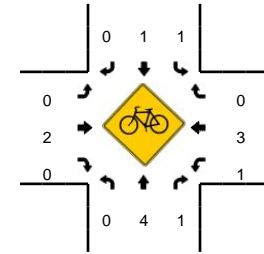
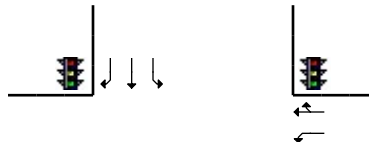
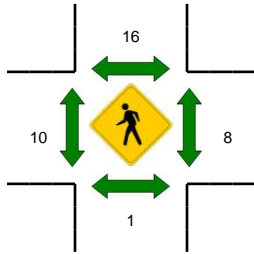
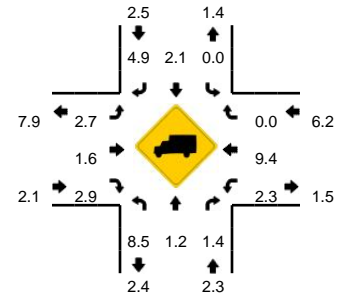
Comments:

LOCATION: Culver Rd -- E Main St
CITY/STATE: Rochester, NY

QC JOB #: 14769306
DATE: Wed, Sep 12 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	Culver Rd (Northbound)				Culver Rd (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	29	128	17	0	10	91	25	0	29	62	41	0	13	41	18	0	504	
4:15 PM	27	113	18	0	9	89	23	0	45	71	37	0	8	38	9	0	487	
4:30 PM	30	141	17	0	6	91	28	0	38	98	41	0	10	49	15	0	564	
4:45 PM	37	142	15	0	11	84	30	0	38	101	42	0	14	38	15	0	567	2122
5:00 PM	27	166	19	0	12	97	25	0	40	106	44	0	6	32	14	0	588	2206
5:15 PM	24	145	21	0	7	63	20	0	33	125	47	0	14	41	11	0	551	2270
5:30 PM	34	114	13	0	9	95	29	0	46	99	45	0	9	39	13	0	545	2251
5:45 PM	25	122	17	0	13	80	23	0	21	37	29	0	9	50	8	0	434	2118
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	108	664	76	0	48	388	100	0	160	424	176	0	24	128	56	0	2352	
Heavy Trucks	0	12	0		0	8	8		0	0	8		0	12	0		48	
Pedestrians		0				20				12				0				32
Bicycles	0	2	0		0	1	0		0	1	0		0	0	0			4
Railroad																		
Stopped Buses																		

Comments:

Traffic Forecast

East Main Street Reconstruction City of Rochester

AM Peak Hour

		Existing Volumes	ETC @ 0.5%	ETC+20 @ 0.5%
East Main Street and North Goodman Street		Year 2018	Year 2021	Year 2041
EB	Left	274	278	306
	Thru	362	367	404
	Right	5	5	6
WB	Left	0	0	0
	Thru	673	683	750
	Right	71	72	79
NB	Left	5	5	6
	Thru	2	2	2
	Right	0	0	0
SB	Left	140	142	156
	Thru	5	5	6
	Right	709	720	791
		2246	2279	2506

PM Peak Hour

		Existing Volumes	ETC @ 0.5%	ETC+20 @ 0.5%
East Main Street and North Goodman Street		Year 2018	Year 2021	Year 2041
EB	Left	645	655	719
	Thru	667	677	744
	Right	18	18	20
WB	Left	0	0	0
	Thru	464	471	517
	Right	107	109	119
NB	Left	15	15	17
	Thru	6	6	7
	Right	4	4	4
SB	Left	119	121	133
	Thru	8	8	9
	Right	409	415	456
		2462	2499	2745

Traffic Forecast

East Main Street Reconstruction City of Rochester

AM Peak Hour

		Existing Volumes	ETC @ 0.5%	ETC+20 @ 0.5%
East Main Street and Mustard Street	Year	2018	2021	2041
EB	Left	44	45	49
	Thru	359	364	400
	Right	19	19	21
WB	Left	29	29	32
	Thru	688	698	767
	Right	46	47	51
NB	Left	9	9	10
	Thru	1	1	1
	Right	3	3	3
SB	Left	15	15	17
	Thru	0	0	0
	Right	33	33	37
		1246	1263	1388

PM Peak Hour

		Existing Volumes	ETC @ 0.5%	ETC+20 @ 0.5%
East Main Street and Mustard Street	Year	2018	2021	2041
EB	Left	48	49	54
	Thru	714	725	796
	Right	8	8	9
WB	Left	4	4	4
	Thru	464	471	517
	Right	8	8	9
NB	Left	25	25	28
	Thru	1	1	1
	Right	23	23	26
SB	Left	19	19	21
	Thru	1	1	1
	Right	40	41	45
		1355	1375	1511

Traffic Forecast

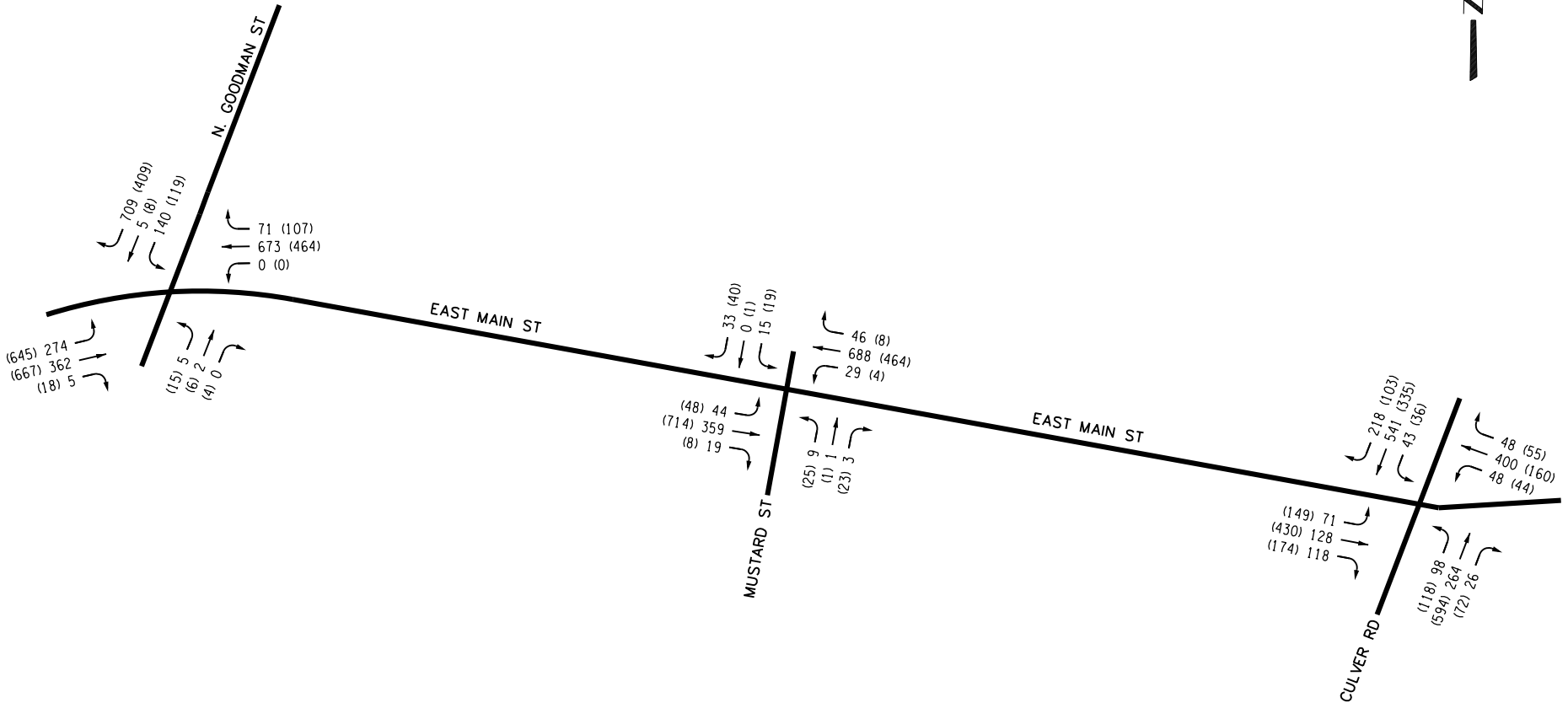
East Main Street Reconstruction City of Rochester

AM Peak Hour

		Existing Volumes	ETC @ 0.5%	ETC+20 @ 0.5%
East Main Street and Culver Road		Year 2018	Year 2021	Year 2041
EB	Left	71	72	79
	Thru	128	130	143
	Right	118	120	132
WB	Left	48	49	54
	Thru	400	406	446
	Right	48	49	54
NB	Left	98	99	109
	Thru	264	268	294
	Right	26	26	29
SB	Left	43	44	48
	Thru	541	549	603
	Right	218	221	243
		2003	2033	2234

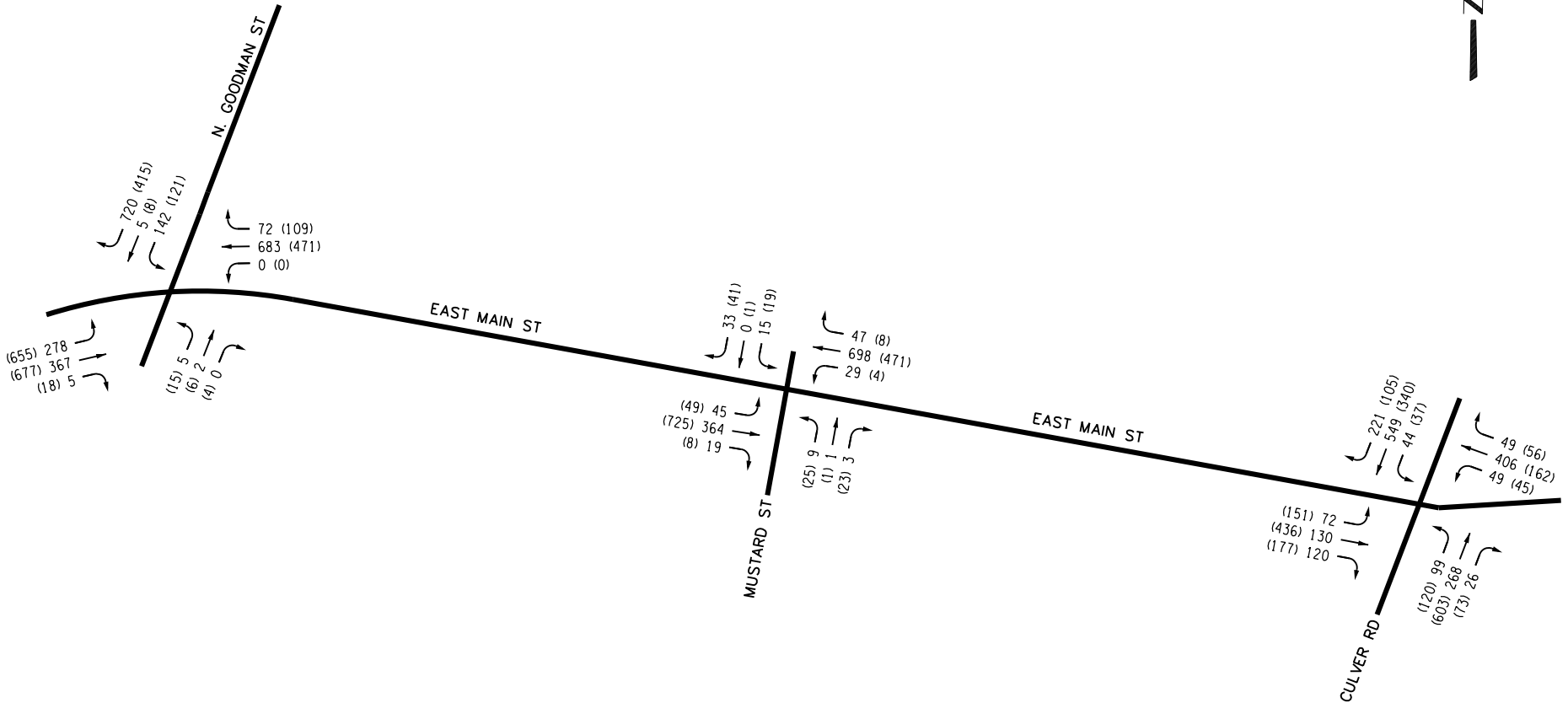
PM Peak Hour

		Existing Volumes	ETC @ 0.5%	ETC+20 @ 0.5%
East Main Street and Culver Road		Year 2018	Year 2021	Year 2041
EB	Left	149	151	166
	Thru	430	436	479
	Right	174	177	194
WB	Left	44	45	49
	Thru	160	162	178
	Right	55	56	61
NB	Left	118	120	132
	Thru	594	603	662
	Right	72	73	80
SB	Left	36	37	40
	Thru	335	340	374
	Right	103	105	115
		2270	2305	2530



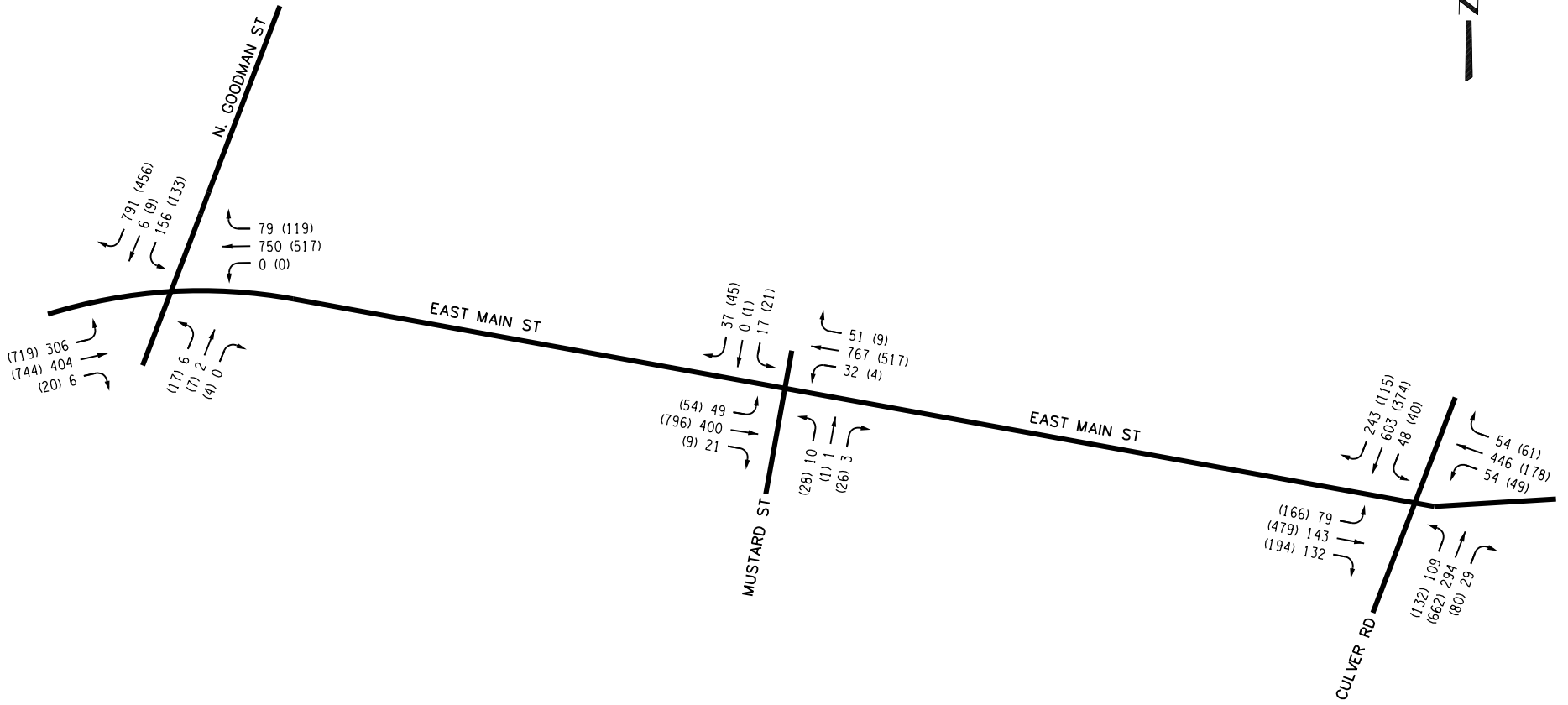
LEGEND:
 AM (PM)
 PEAK HOUR

ERDMAN ANTHONY <small>Rochester, NY - Harrisburg, PA - Buffalo, NY Albany, NY - West Palm Beach, FL</small>			EXISTING (2018)
			PEAK HOUR TURNING MOVEMENTS
FIGURE NO. 1 SCALE: NO SCALE DATE: NOVEMBER 2018			EAST MAIN STREET RECONSTRUCTION PROJECT
			CITY OF ROCHESTER



LEGEND:
 AM (PM)
 PEAK HOUR

ERDMAN ANTHONY <small>Rochester, NY - Harrisburg, PA - Buffalo, NY Albany, NY - West Palm Beach, FL</small>			ETC (2021)
			PEAK HOUR TURNING MOVEMENTS
FIGURE NO. 2 SCALE: NO SCALE DATE: NOVEMBER 2018			EAST MAIN STREET RECONSTRUCTION PROJECT
			CITY OF ROCHESTER



LEGEND:
 AM (PM)
 PEAK HOUR

ERDMAN ANTHONY <small>Rochester, NY - Harrisburg, PA - Buffalo, NY Albany, NY - West Palm Beach, FL</small>			ETC+20 (2041)
			PEAK HOUR TURNING MOVEMENTS
FIGURE NO. 3 SCALE: NO SCALE DATE: NOVEMBER 2018			EAST MAIN STREET RECONSTRUCTION PROJECT
			CITY OF ROCHESTER

ACCIDENT RATE CALCULATIONS

ROUTE:	<i>E Main St</i>	LOCATION:	<i>N Goodman St to Culver Rd</i>
MUNICIPALITY:	<i>City of Rochester</i>	COUNTY:	<i>Monroe County</i>
TIME PERIOD COVERED:	<i>5/27/2015 - 7/2/2018</i>	REFERENCE MARKERS / NODES:	
REMARKS:		DATE:	

Summary of Accident Rates					
Location	No. Accidents	ARact Acc/MEV	ARcr Acc/MEV	ARcr exceeded?	Ratio
North Goodman Street to Culver Road	15	2.02	4.47	no	NA
East Main Street at North Goodman Street	26	1.18	0.94	yes	1.3
East Main Street at Minges Alley	1	0.11	0.76	no	NA
East Main Street at Baldwin Street	2	0.23	0.76	no	NA
East Main Street at Mustard Street	7	0.80	1.28	no	NA
East Main Street at Sidney Street	4	0.45	0.76	no	NA
East Main Street at Herkimer Street	1	0.11	0.76	no	NA
East Main Street at Arch Street	1	0.11	0.76	no	NA
East Main Street at Culver Road	26	1.12	1.54	no	NA
Total Accidents	83				

ACCIDENT RATE CALCULATIONS

ROUTE:	<i>E Main Street</i>	LOCATION:	<i>North Goodman Street to Culver Road</i>
MUNICIPALITY:	<i>City of Rochester</i>	COUNTY:	<i>Monroe County</i>
TIME PERIOD COVERED:	<i>5/27/2015 - 7/2/2018</i>	REFERENCE MARKERS / NODES:	
REMARKS:		DATE:	<i>8/21/2018</i>

Reportable Midblock Accidents (per Million Vehicle Miles)

Segment: North Goodman Street to Culver Road

Accident Period: 5/27/2015 to 7/2/2018

Traffic Count:

Length of Section: 0.9 mi

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

Entering Vehicles: 7,537 AADT

Total Number of Accidents: 15 Acc. in 3 Yrs = 5.00 Acc/Yr

$$\text{ACCIDENT RATE} = \frac{5.00 \text{ Acc/Yr} \times 1,000,000}{365 \text{ days/year} \times 7,537 \text{ Veh/day} \times 0.90 \text{ miles}}$$

Rate per MVM = 2.02 Acc / Mvm

CRITICAL ACCIDENT RATE

$$M(\text{link}) = [(ADT)(365)(\text{length in miles})]/1,000,000$$

$$M = 2.48$$

$$AR_{\text{avg}} = 2.59 \quad (\text{based on MCDOT Average Rate for Urban Minor Arterial})$$

$$AR_{\text{cr}} = AR_{\text{avg}} + 1.645(\text{SQRT}[AR_{\text{avg}}/M]) + 1/(2M)$$

ARcr = 4.47 Acc / Mvm

ACCIDENT RATE CALCULATIONS

ROUTE: <i>E Main Street</i>	LOCATION: <i>North Goodman Street to Culver Road</i>
MUNICIPALITY: <i>City of Rochester</i>	COUNTY: <i>Monroe County</i>
TIME PERIOD COVERED: <i>5/27/2015 - 7/2/2018</i>	REFERENCE MARKERS / NODES:
REMARKS:	DATE:

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at North Goodman Street
Accident Period: 5/27/2015 to 7/2/2018
Traffic Count:
Intersection Type: 4-Way
Intersection Control: Signalized
ACCIDENT RATE =
$$\frac{\text{Acc/yr}}{\text{veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Entering Vehicles:	500	AADT	N Goodman NB
	4,980	AADT	N Goodman SB
	10,955	AADT	East Main EB
	3,726	AADT	East Main WB
	20,161		

Total Number of Accidents: 26 Acc. In 3 Yrs = 8.67 Acc/Yr

ACCIDENT RATE =
$$\frac{8.67 \text{ Acc/yr}}{20,161 \text{ veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 1.18 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 7.36$$

$$\text{ARavg} = 0.46 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban local signalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 0.94 \text{ Acc/MEV}$$

- Critical accident rates are crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all urban sections of 2-lane undivided US roads in the state), to remove the elements of chance and randomness.
- This is a check to determine if the "rate at a particular location is significantly higher than a predetermined average rate for locations of similar characteristics, based on Poisson's distribution" (1.)
- Also called the "Rate Quality Control Method".

(1) Khisty, C. Jostin and B. Kent Lall. Transportation Engineering, An Introduction. 2nd ed. 1998.

ACCIDENT RATE CALCULATIONS

ROUTE: <i>E Main Street</i>	LOCATION: <i>North Goodman Street to Culver Road</i>		
MUNICIPALITY: <i>City of Rochester</i>		COUNTY: <i>Monroe County</i>	
TIME PERIOD COVERED: <i>5/27/2015 - 7/2/2018</i>	REFERENCE MARKERS / NODES:		
REMARKS:		DATE: <i>8/21/2018</i>	

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at Minges Alley

Accident Period: 5/27/2015 to 7/2/2018

Traffic Count:

Intersection Type: T - Intersection

Intersection Control: Stop Sign

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

Entering Vehicles:

3,811	AADT	E Main EB
3,726	AADT	E Main WB
500	AADT	Minges Alley
8,037		

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

ACCIDENT RATE =
$$\frac{0.33 \text{ Acc/yr}}{8,037 \text{ veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 0.11 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 2.93$$

$$\text{ARavg} = 0.18 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban Local unsignalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 0.76 \text{ Acc/MEV}$$

- Critical accident rates are crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all urban sections of 2-lane undivided US roads in the state), to remove the elements of chance and randomness.
- This is a check to determine if the "rate at a particular location is significantly higher than a predetermined average rate for locations of similar characteristics, based on Poisson's distribution" (1.)
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(1) Khisty, C. Jostin and B. Kent Lall. Transportation Engineering, An Introduction. 2nd ed. 1998.

ACCIDENT RATE CALCULATIONS

ROUTE:	E Main Street	LOCATION:	North Goodman Street to Culver Road
MUNICIPALITY:	City of Rochester	COUNTY:	Monroe County
TIME PERIOD COVERED:	5/27/2015 - 7/2/2018	REFERENCE MARKERS / NODES:	
REMARKS:			
	DATE:	8/21/2018	

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at Baldwin Street
Accident Period: 5/27/2015 to 7/2/2018
Traffic Count:
Intersection Type: T - Intersection
Intersection Control: Stop Sign

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

Entering Vehicles:

3,811	AADT	E Main EB
3,726	AADT	E Main WB
500	AADT	Baldwin St
8,037		

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

ACCIDENT RATE =
$$\frac{0.67}{8,037 \text{ veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 0.23 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 2.93$$

$$\text{ARavg} = 0.18 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban Local unsignalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 0.76 \text{ Acc/MEV}$$

- Critical accident rates are crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all urban sections of 2-lane undivided US roads in the state), to remove the elements of chance and randomness.
- This is a check to determine if the "rate at a particular location is significantly higher than a predetermined average rate for locations of similar characteristics, based on Poisson's distribution" (1.)
- Also called the "Rate Quality Control Method".

(1) Khisty, C. Jostin and B. Kent Lall. Transportation Engineering, An Introduction. 2nd ed. 1998.

ACCIDENT RATE CALCULATIONS

ROUTE:	E Main Street	LOCATION:	North Goodman Street to Culver Road
MUNICIPALITY:	City of Rochester	COUNTY:	Monroe County
TIME PERIOD COVERED:	5/27/2015 - 7/2/2018	REFERENCE MARKERS / NODES:	
REMARKS:			
	DATE:	8/21/2018	

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at Mustard Street
Accident Period: 5/27/2015 to 7/2/2018
Traffic Count:
Intersection Type: 4 Way
Intersection Control: Signalized

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

Entering Vehicles:

3,811	AADT	E Main EB
3,726	AADT	E Main WB
500	AADT	Mustard
8,037		

Total Number of Accidents: 7 Acc. In 3 Yrs = 2.33 Acc/Yr

ACCIDENT RATE =
$$\frac{2.33}{8,037} \frac{\text{Acc/yr}}{\text{veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 0.80 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 2.93$$

$$\text{ARavg} = 0.46 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban Local signalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 1.28 \text{ Acc/MEV}$$

- Critical accident rates are crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all urban sections of 2-lane undivided US roads in the state), to remove the elements of chance and randomness.
- This is a check to determine if the "rate at a particular location is significantly higher than a predetermined average rate for locations of similar characteristics, based on Poisson's distribution" (1.)
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(1) Khisty, C. Jostin and B. Kent Lall. Transportation Engineering, An Introduction. 2nd ed. 1998.

ACCIDENT RATE CALCULATIONS

ROUTE:	E Main Street	LOCATION:	North Goodman Street to Culver Road
MUNICIPALITY:	City of Rochester	COUNTY:	Monroe County
TIME PERIOD COVERED:	5/27/2015 - 7/2/2018	REFERENCE MARKERS / NODES:	
REMARKS:			
	DATE:	8/21/2018	

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at Sidney Street
Accident Period: 5/27/2015 to 7/2/2018
Traffic Count:
Intersection Type: T - Intersection
Intersection Control: Stop Sign

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

Entering Vehicles:

3,811	AADT	E Main EB
3,726	AADT	E Main WB
500	AADT	Sidney St
8,037		

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

ACCIDENT RATE =
$$\frac{1.33 \text{ Acc/yr}}{8,037 \text{ veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 0.45 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 2.93$$

$$\text{ARavg} = 0.18 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban Local unsignalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 0.76 \text{ Acc/MEV}$$

- Critical accident rates are crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all urban sections of 2-lane undivided US roads in the state), to remove the elements of chance and randomness.
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(1) Khisty, C. Jostin and B. Kent Lall. Transportation Engineering, An Introduction. 2nd ed. 1998.

ACCIDENT RATE CALCULATIONS

ROUTE:	E Main Street	LOCATION:	North Goodman Street to Culver Road
MUNICIPALITY:	City of Rochester	COUNTY:	Monroe County
TIME PERIOD COVERED:	5/27/2015 - 7/2/2018	REFERENCE MARKERS / NODES:	
REMARKS:			
	DATE:	8/21/2018	

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at Herkimer Street
Accident Period: 5/27/2015 to 7/2/2018
Traffic Count:
Intersection Type: T - Intersection
Intersection Control: Stop Sign

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

Entering Vehicles:

3,811	AADT	E Main EB
3,726	AADT	E Main WB
500	AADT	Herkimer St
8,037		

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

ACCIDENT RATE =
$$\frac{0.33 \text{ Acc/yr}}{8,037 \text{ veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 0.11 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 2.93$$

$$\text{ARavg} = 0.18 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban Local unsignalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 0.76 \text{ Acc/MEV}$$

- Critical accident rates are crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all urban sections of 2-lane undivided US roads in the state), to remove the elements of chance and randomness.
- This is a check to determine if the "rate at a particular location is significantly higher than a predetermined average rate for locations of similar characteristics, based on Poisson's distribution" (1.)
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(1) Khisty, C. Jostin and B. Kent Lall. Transportation Engineering, An Introduction. 2nd ed. 1998.

ACCIDENT RATE CALCULATIONS

ROUTE:	E Main Street	LOCATION:	North Goodman Street to Culver Road
MUNICIPALITY:	City of Rochester	COUNTY:	Monroe County
TIME PERIOD COVERED:	5/27/2015 - 7/2/2018	REFERENCE MARKERS / NODES:	
REMARKS:	DATE: 8/21/2018		

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at Arch Street
Accident Period: 5/27/2015 to 7/2/2018
Traffic Count:
Intersection Type: T - Intersection
Intersection Control: Stop Sign

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

Entering Vehicles:

3,811	AADT	E Main EB
3,726	AADT	E Main WB
500	AADT	Arch St
8,037		

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

ACCIDENT RATE =
$$\frac{0.33 \text{ Acc/yr}}{8,037 \text{ veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 0.11 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 2.93$$

$$\text{ARavg} = 0.18 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban Local unsignalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 0.76 \text{ Acc/MEV}$$

- Critical accident rates are crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all urban sections of 2-lane undivided US roads in the state), to remove the elements of chance and randomness.
- This is a check to determine if the "rate at a particular location is significantly higher than a predetermined average rate for locations of similar characteristics, based on Poisson's distribution" (1.)
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ACCIDENT RATE CALCULATIONS

ROUTE: <i>E Main Street</i>	LOCATION: <i>North Goodman Street to Culver Road</i>
MUNICIPALITY: <i>City of Rochester</i>	COUNTY: <i>Monroe County</i>
TIME PERIOD COVERED: <i>5/27/2015 - 7/2/2018</i>	REFERENCE MARKERS / NODES:
REMARKS:	DATE: <i>8/21/2018</i>

Reportable Intersection Accidents (per Million Entering Vehicles)

Intersection: East Main Street at Culver Road
Accident Period: 5/27/2015 to 7/2/2018
Traffic Count:
Intersection Type: 4-way
Intersection Control: Signalized

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

Entering Vehicles:	3,811	AADT	E Main EB
	3,726	AADT	E Main WB
	6,679	AADT	Culver NB
	6,936	AADT	Culver SB
	21,152		

Total Number of Accidents: 26 Acc. In 3 Yrs = 8.67 Acc/Yr

ACCIDENT RATE =
$$\frac{8.67 \text{ Acc/yr}}{21,152 \text{ veh/day}} \times \frac{1,000,000}{365 \text{ days/year}}$$

Rate per MEV = 1.12 Acc/MEV

CRITICAL ACCIDENT RATE

$$M(\text{node}) = [(\text{IntADT})(365)]/1,000,000$$

$$M = 7.72$$

$$\text{ARavg} = 0.91 \quad (\text{based on MCDOT Average Rate for Minor Arterial / Urban Minor Arterial signalized})$$

$$\text{ARcr} = \text{ARavg} + 1.645(\text{SQRT}[\text{ARavg}/M]) + 1/(2M)$$

$$\text{ARcr} = 1.54 \text{ Acc/MEV}$$

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- Also called the "Rate Quality Control Method".

(1) Khisty, C. Jostin and B. Kent Lall. Transportation Engineering, An Introduction. 2nd ed. 1998.

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:			REPORTABLE										ROUTE NO. / STREET NAME: <i>E Main Street</i>		BY: EMS		
FROM: <i>5/27/2015</i>													LOCATION: <i>North Goodman Street to Culver Road</i>				
TO: <i>7/2/2018</i>													MUNICIPALITY: <i>City of Rochester</i>				
36 MONTHS			COUNTY: <i>Monroe County</i>		DATE: <i>7/11/2018</i>												
NO.	DATE	TIME	YES	NO	UNK	INTERSECTION	# VEHICLES	24 - DIR. OF TRAVEL	SEVERITY	4-LIGHT CONDITION	5-ROADWAY CHAR.	6-SURFACE COND	7- WEATHER	CONTRIBUTING FACTORS 19 - 22	ACC. TYPE 26	ACCIDENT DESCRIPTION	Accident report no.

E Main Street Non-Intersection Accidents

189	8/14/2015	4:45 PM	x			Midblock	2	W	PDO	1	1	1	2	4	7	SswpS	V1 and V2 were both WB on E Main, V1 turned into side of V2, V2 went into curb	15-212977		
190	8/24/2015	2:49 AM	x			Midblock	2	W	PDO	5	2	1	1	2	13	SswpS	V1 traveling WB E Main failed to maintain lane and struck V2, V2 was parked	15-223117		
191	9/20/2015	11:51 AM	x			Midblock	2	E	PDO	1	1	1	1	4		SswpO	V2 backing in to park on E Main, V1 was leaving parked area, V1 struck V2	15-250433		
192	10/10/2015	7:45 PM			x	Midblock	2	W	PDO	4	1	1	1	9		Rend	V1 was WB on E Main, V1 was behind V2, V1 was traveling too close and hit V2	150269620		
193	10/13/2015	5:20 PM	x			Midblock	2	W	PDO	1	1	1	1	4	9	Rend	V1 and V2 were traveling WB on E Main, V1 struck V2 when V1 was distracted	15-272247		
194	1/18/2016	9:59 PM			x	Midblock	1	W	PDO	4	1	4	4	19	66	OCC	V1 was WB on E Main, V1 lost control in snow and struck a light pole	16-014548		
195	4/13/2016	6:29 PM			x	Midblock	2	N	PDO	1	1	1	1	4		SswpS	V1 and V2 NB on Kingston, V2 turning left to driveway, V1 tried to pass struck V2	16-087800		
196	4/15/2016	12:37 PM	x			Midblock	2	W	PDO	1	1	1	1	7		Lturn	V2 was WB on E Main, V1 made a left turn in front of V2, V2 struck V1	16-089405		
197	6/8/2016	4:51 PM	x			Midblock	3	W	PDO	1	1	1	1	4	9	Rend	V2 and V3 were stopped in traffic WB on E Main, V1 struck V2 pushing V2 into V3	16-143703		
198	7/16/2016	9:00 PM			x	Midblock	2	W	PDO	4	1	1	1	13		SswpS	V2 was parked WB along E Main, V1 struck V2, V1 fled scene	16-183511		
199	10/22/2016	5:18 AM			x	Midblock	2	E	PDO	4	1	2	3	4	3	Rend	V2 was parked on E Main, V1 struck V2 backing into parking space, V1 fled scene	16-276092		
200	11/8/2016	5:43 PM	x			Midblock	2	E	PDO	4	1	1	2	7		Rangle	V2 was heading EB on E Main, V1 turned left from driveway in front of V2	16-313582		
201	11/25/2016	10:34 PM			x	Midblock	2	S	PDO	4	1	2	3	3		Rangle	V1 WB on E Main, V2 was backing out of driveway and backed in front of V1	16-306108		
202	12/22/2016	7:52 PM	x			Midblock	2	E	PDO	4	1	4	1	2	13	Rend	V2 was parked EB along E Main, V1 struck V2, V1 smelled of alcohol	16-327501		
203	12/24/2016	3:25 AM	x			Midblock	2	E	PDO	4	1	2	3	20		SswpS	V2 was parked EB along E Main, V1 struck V2, V1 fled scene	16-328560		
204	1/10/2017	11:07 AM	x			Midblock	2	W	PDO	1	1	4	4	7		Rend	V2 was headed WB on E Main, V1 was merging from parking spot, V1 struck V2	17-007199		
205	2/10/2017	5:25 PM			x	Midblock	2	W	PDO	4	1	5	2	4		Rend	V1 and V2 were headed WB, V2 slowed for traffic, V1 struck V2 from behind	17-032130		
206	2/10/2017	10:23 PM			x	Midblock	2	W	PDO	4	1	4	2	99	99	7	99	Other	V2 WB on E Main, V1 attempted to do a U-turn, V2 struck V1, V1 fled scene	17-032318
207	3/6/2017	4:00 PM	x			Midblock	2	W	PDO	1	1	1	1	99	99			SswpS	V2 was parked along E Main, V1 struck V2, V1 fled scene	17-052206
208	3/19/2017	12:33 PM	x			Midblock	1	W	INJ	1	1	1	1	4				Ped	P2 ran from between parked cars on E Main in front of V1, V1 struck ped	17-062353
209	4/1/2017	10:06 AM			x	Midblock	2	E	PDO	1	1	2	3	4	13	SswpS	V2 parked along E Main, V1 struck V2, V1 fled scene	17-073578		
210	4/30/2017	5:00 AM			x	Midblock	2	W	PDO	4	1	1	2	99		Rend	V2 parked along E Main, V1 struck V2, V1 fled scene	17-099537		
211	5/19/2017	3:57 PM			x	Midblock	2	E	PDO	1	1	1	2	4	7	SswpS	V1 and V2 were both EB on E Main, V1 tried to merge and turned into side of V2	17-116906		
212	8/5/2017	6:05 PM			x	Midblock	2	W	PDO	1	1	1	1	3		Rend	V1 was backing out of parking space and struck V2, V2 was parked on E Main	17-195318		
213	9/23/2017	9:37 PM			x	Midblock	2	W	PDO	4	1	1	1	4	5	Rend	V1 and V2 were WB on E Main starting from traffic, V1 rear ended V2	17-243377		
214	9/25/2017	2:45 PM			x	Midblock	2	E	INJ	1	1	1	1	4	9	Rend	V2 EB on E Main stopped for traffic, V1 struck V2 from behind	17-244888		
215	10/31/2017	2:50 PM			x	Midblock	2	W	PDO	1	1	1	2	99	99	SswpS	V2 was parked along E Main, V1 struck V2 while V1 was parking behind V2	17-278388		
216	11/7/2017	5:00 PM			x	Midblock	3	W	PDO	1	1	1	1	4		Rend	V2 and V3 were stopped in traffic along E Main, V1 struck V2 pushing V2 into V3	17-283960		
217	12/11/2017	3:44 PM	x			Midblock	1	E	INJ	3	1	4	4	66	99	OCC	V1 lost control and struck a house, tenant was injured	17-311506		
218	2/9/2018	9:41 PM	x			Midblock	2	E	PDO	4	1	4	4	19	66	OCC	V2 was parked along E Main, V1 was turning into driveway, slid and struck V2	18-031221		
219	2/12/2018	3:09 PM			x	Midblock	2	W	PDO	1	1	-	1	7	99	Lturn	V1 was parked along E Main, V2 WB on E Main, V1 pulled out failing to yield	18-033227		
220	3/1/2018	11:38 AM	x			Midblock	2	E	PDO	4	1	4	4	4	13	Other	V1 EB E Main crossed centerline and struck V2, V2 was parked along E Main	18-47741		
221	4/21/2018	8:53 PM			x	Midblock	2	N	PDO	4	1	1	1	7		Rangle	V1 was EB on E Main, V2 did a left from alley to go WB, V1 struck V2	18-89368		
			15	1	17															

15

reportable

Bicycle 0 1 Pedestrian

Intersection Accidents - N Goodman

1	5/27/2015	12:04 PM	x			N Goodman	1	W	INJ	1	1	1	2	14				1	Ped	P2 entered street (not using xwalk) while V1 made left turn to WB. V1 struck P2.	15-130382
2	5/31/2015	5:35 AM	x			N Goodman	2	E	PDO	1	3	2	3	13					Lturn	V1 and V2 (both EB) turn left (NB) in separate lanes, V1 did not stay in lane	15-134721
3	6/26/2015	11:41 AM		x		N Goodman	2	E	PDO	1	1	1	1	13					SswpS	V2 and V1 (both EB) V1 tried to pass V2 on right before lane widened, V2 hit V1	15-161968
4	7/8/2015	9:00 AM		x		N Goodman	2	E	PDO	1	2	1	1	9					Rend	V2 (EB) slowing to stop, V1 (EB) failed to stop. V1 hit V2.	15-174083
5	7/16/2015	12:25 PM	x			N Goodman	2	S	PDO	1	1	1	1	4					Rend	V2 (SB) came to stop at redlight, V1 (SB) failed to stop and hit V2.	15-182563
6	7/15/2015	11:45 AM	x			N Goodman	2	S	INJ	1	2	1	1	9					Rend	V2(SB) stopped at light, V1(SB) struck V2 from behind	15-181386
7	5/27/2015	4:37 PM		x		N Goodman	2	W	PDO	1	1	1	1	28	99				SswpS	V1 (WB) following V2 too closely, V1 clipped V2 when V2 turned off E Main St	15-309429
8	8/27/2015	5:30 PM		x		N Goodman	2	E	INJ	1	1	1	1	4					Rend	V1 (EB) following too closely behind V2 (EB). V2 slowed for traffic. V1 hit V2.	15-226609
9	10/16/2015	9:52 PM		x		N Goodman	2	SW	PDO	4	1	1	1	13					SswpS	V1 and V2 (SB) both stopped at light. V1 on left of V2, V1 hit V2 making RT	15-275289
10	11/23/2015	12:05 PM		x		N Goodman	2	W	PDO	1	1	2	1	20					SswpS	V1 (WB) in left lane, V2 (WB) in right lane, V1 hit V2 while moving to right lane	15-309429
11	12/16/2015	9:20 AM	x			N Goodman	2	W	PDO	1	1	1	1	20	4				SswpS	V1 (WB) travelling next to V2 (WB), V1 tried to change lanes, V1 hit V2.	15-329340
12	1/21/2016	9:00 AM	x			N Goodman	2	E	PDO	1	2	4	1	66					Rend	V2 (EB) struck by V1 (EB) while V1 tried to stop for redlight.	16-16540
13	2/15/2016	8:06 AM		x		N Goodman	2	E	INJ	1	2	4	2	66					Rend	V2 (EB) struck by V1(EB) while V1 tried to stop for downhill redlight.	16-035921
14	2/13/2016	9:33 PM		x		N Goodman	2	E	PDO	4	1	4	4	9					Rend	V2 (EB) struck by V1(EB) while V2 stopped at redlight.	16-035166
15	1/21/2016	9:00 AM		x		N Goodman	2	E	PDO	1	3	5	4	66					Rend	V2 (EB) struck by V1 (EB) while V2 stopped at redlight.	16-016354
16	3/4/2016	2:24 PM		x		N Goodman	2	S	PDO	1	1	1	1	29					SswpS	V2(SB) stopped at RL. V1(SB) attempted to pass V2 (SB) on left. V1 struck V2.	16-051674
17	2/14/2016	12:05 AM		x		N Goodman	2	S	PDO	4	2	4	4	66					Rturn	V2 (EB) stopped at light, V1 (SB) making Rturn WB slid and struck V2. V1 LSA	16-035230
18	3/29/2016	8:50 PM	x			N Goodman	2	W	PDO	4	2	1	1	7					Rturn	V2 (WB bus) struck by V1(SB on Ngoodman) making ROR on WB E.Main.	16-074974
19	4/15/2016	7:32 AM		x		N Goodman	2	E	PDO	1	1	1	1	5					SswpS	V1 (EB) struck rear driver side of V2 (EB) while changing lanes.	16-089190
20	4/15/2016	8:29 PM		x		N Goodman	2	E	PDO	4	1	1	1	9					Rend	V2 (EB) struck by V1 (EB) while V2 stopped at redlight. V2 was RPDO.	16-089900
21	5/21/2016	2:56 AM		x		N Goodman	2	E	PDO	4	6	1	1	4	99				Rend	V2 (EB) struck by V1 (EB) while V2 stopped at redlight. V1 fled scene.	16-124388
22	5/19/2016	5:30 PM		x		N Goodman	2	E	PDO	1	2	1	1	9	62				Rend	V2 (EB) struck by V1(EB) while V2 stopped at redlight.	16-122812
23	5/27/2016	8:46 AM		x		N Goodman	2	SW	PDO	1	1	1	1	9					SswpS	V1 and V2 both turning W onto E.Main from SB N Goodman. V1 struck V2	16-130679
24	6/4/2016	9:09 AM		x		N Goodman	2	E	PDO	1	1	1	1	3					Rend	V2 (EB) was stopped at yellow light and backed into V1 (EB) stopped at light.	16-139352
25	6/9/2016	8:05 AM		x		N Goodman	2	S	PDO	1	1	1	1	42					Rend	V2 (SB) stopped at redlight. V1 (SB) brakes failed and V1 struck V2.	16-144215
26	7/8/2016	9:20 PM		x		N Goodman	2	E	PDO	4	1	1	1	9					Rend	V2 (EB) struck by V1 (EB) while V2 stopped at redlight.	16-174989
27	7/5/2016	7:40 AM		x		N Goodman	2	S	PDO	1	1	1	1	4					Rend	V2(SB) stopped at green arrow, V1(SB) didn't notice V2 stopped. V1 struck V2.	16-171236
28	7/24/2016	11:25 AM		x		N Goodman	2	E	PDO	1	2	1	1	3	66				Rend	V1 (EB) stopped at light, backed into V2 (EB) also stopped at light. V1 LSA.	16-190057
29	8/1/2016	2:28 AM		x		N Goodman	2	E	PDO	4	1	1	1	7					Lturn	V1 (EB) making left turn onto N Goodman failed to yield to V2 (WB). V1 hit V2.	16-197416
30	8/17/2016	4:37 PM		x		N Goodman	2	N	PDO	1	1	1	1	9					Rend	V1 (NB) struck V2 (NB) when V2 suddenly stopped for pedestrian in road.	16-213759
31	8/26/2016	7:50 PM		x		N Goodman	2	E	INJ					9	4				Rend	V2 (EB) stopped at light, V1 (EB) failed to notice V2 was stopped. V1 struck V2.	16-222628
32	9/4/2016	10:00 PM		x		N Goodman	2	S	PDO	4	1	1	1	9					Rend	V1 (SB) failed to notice V2 (SB) stop at traffic light. V1 struck V2.	16-231463
33	9/14/2016	8:01 AM		x		N Goodman	2	E	PDO	1	1	1	1	4					Rend	V1 (EB) failed to notice V2 (EB) stopped at traffic light. V1 struck V2.	16-240354
34	9/28/2016	9:42 PM	x			N Goodman	2	S	PDO	4	1	1	1	13					SswpS	V1 and V2 SB, V1 failed to notice V2 in lane next to V1. V1 merged and hit V2.	16-254770
35	9/2/2016	10:10 PM	x			N Goodman	2	N	PDO	4	1	1	1	7	17				SswpS	V2 turned L onto N Goodman, V1 made illegal R turn and struck V2	16-229657
36	10/9/2016	11:08 PM	x			N Goodman	1	S	PDO	4	1	1	1	2					other	V1 struck fence in parking lot and left scene. Found shortly after.	16-264882
37	11/20/2016	2:27 AM	x			N Goodman	1	S	PDO	5	1	1	1	2	2				other	V1 struck guiderail while intoxicated.	16-301969
38	12/2/2016	9:09 PM		x		N Goodman	2	W	PDO	4	1	2	3	7					Rangle	V2 (NB) struck by V1 (WB) as V1 exited parking lot and failed to yield to V2.	16-311852
39	12/15/2016	7:38 AM	x			N Goodman	2	W	PDO	1	3	4	4	66					Rend	V2 (WB) stopped at intersection and struck by V1 (WB) when V1 slid on road.	16-321490
40	12/15/2016	7:30 AM		x		N Goodman	2	E	PDO	2	2	4	4	66					SswpS	V2 (EB) stopped at light, V1 (EB) tried to stop, slid and swerved and hit V2.	16-321485
41	12/16/2016	7:42 PM		x		N Goodman	2	S	PDO	4	1	4	1	66					Rend	V2 (SB) stopped at redlight. V1 (SB) failed to stop and struck V2.	16-322771
42	12/17/2016	2:40 AM	x			N Goodman	1	N	PDO	4	3	4	4	66					other	V1 (NB) slid through intersection and struck building on corner.	16-322989
43	2/18/2017	11:23 PM	x			N Goodman	1	S	PDO	4	1	1	1	2	13				other	V1 (SB) crashed into guiderail, railroad tracks. D1 was intoxicated.	17-037736
44	2/22/2017	6:21 PM	x			N Goodman	2	W	PDO	4	1	1	2	9					Rend	V2 (WB) stopped at green light for pedestrian. V2 (WB) struck V1.	17-041964
45	3/14/2017	4:14 PM		x		N Goodman	2	E	PDO	1	3	4	4	66					Rend	V2 (EB) stopped at light, V1 (EB) slid and failed to stop, hitting V2.	17-058535
46	4/4/2017	2:25 PM		x		N Goodman	2	E	INJ	1	3	2	3	4					Rend	V2 (EB) stopped at light, rearended by V1 (EB) who fled scene.	17-076275
47	4/20/2017	10:26 PM		x		N Goodman	2	E	PDO	4	2	2	3	9					Rend	V2 (EB) stopped at light, V1 (EB) rearended V2. D1 intoxicated.	17-090812
48	3/16/2017	9:09 AM	x			N Goodman	2	W	PDO	1	1	4	2	5					Rangle	V1 and V2 (EB) travelling WB, V2 turned in front of V1 causing V1 to hit V2.	17-059633
49	9/23/2015	8:18 PM		x		N Goodman	2	E	PDO	4	3	1	1	26					Rend	V2(EB) cut off, forced into lane with V1(EB). V2 stopped for light, V1 struck V2.	15-253802
50	2/25/2017	11:48 AM		x		N Goodman	2	N	PDO	1	5	2	3	4					Rend	V1 (NB) struck V2 (NB) who was stopped at the traffic light.	17-044478
51	5/2/2017	9:24 AM		x		N Goodman	2	SW	PDO	1	5	1	2	4					Rend	V1 (SWB) failed to notice V2 (SWB) stop at traffic light. V1 struck V2. V1 RPDO.	17-100793
52	5/18/2017	4:10 PM		x		N Goodman	3	E	PDO	1	1	1	1	5	9				Rend	V2 (EB) stopped at light, struck by V1 (EB). Impact caused V2 to strike V3 (EB).	17-115799
53	6/9/2017	4:53 PM		x		N Goodman	2	S	PDO	1	1	1	1	7					SswpS	Both V's SB. V1 tried to pass bus by entering V2's lane. V1 struck V2 on right	17-137968
54	9/30/2017	11:25 PM	x			N Goodman	2	E	INJ	4	2	1	2	9					Rend	V2 stopped at light, struck in rear by V1. V1 fled scene.	17-250167
55	10/29/2017	3:58 PM		x		N Goodman	1	SE	PDO	1	4	2	3	18	5				other	V1 failed to complete L turn and struck newly constructed median and sign.	17-276688
56	10/30/2017	1:40 AM		x		N Goodman	1	SE	PDO	4	1	2	3	68	62				other	V1 struck newly constructed curbing. Warning sign was missing.	17-276926
57	10/30/2017	5:27 PM		x		N Goodman	2	E	PDO	1	2	1	1	4	5				Rend	Both V's EB. V1 accelerated too soon and and rearended V2.	17-277534
58	11/10/2017	5:20 AM	x			N Goodman	1	E	PDO	4	2	4	4	2	19				other	V1 slid across median, crossed oncoming traffic, hit tree, got stuck on median.	17-286466
59	11/17/2017	12:50 PM	x			N Goodman	2	SW	PDO	1	2	1	2	4					Rend	V1 (SB) behind V2 (SB), light turned green. V1 moved before V2 and struck V2	17-292223
60	11/28/2017	1:25 PM		x		N Goodman	2	W	PDO	1	1	1	1	8					Rend	V2 (WB) stopped at light, struck in rear by V1 (WB)	17-300749
61	12/1/2017	11:57 PM		x		N Goodman	2	E	PDO	4	2	1	1	2	9				Rend	V2 (EB) stopped at light, struck in rear by V1 (EB). D1 intoxicated.	17-303967
62	12/23/2017	1:52 PM		x		N Goodman	2	N	PDO	1	1	4	4	66					Rturn	V2 (SB) stopped at light, struck by V1 (NB) making right turn.	17-320832
63	12/30/2017	10:03 PM		x		N Goodman	2	E	PDO	4	2	4	4	66	64				Rend	V2 (EB) stopped at light, struck in rear by V1 (EB) when V1 slid due to snow.	17-325827
64	1/19/2018	9:56 AM	x			N Goodman	2	W	INJ	1	1	2	1	26					Rend	V2 (WB) stopped suddenly while making turn, struck from behind by V1.	18-14257

Lanes, Volumes, Timings
133: Goodman & E Main St

Existing AM
05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	274	362	5	0	673	71	5	2	0	140	5	709
Future Volume (vph)	274	362	5	0	673	71	5	2	0	140	5	709
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.998			0.986							0.850
Flt Protected	0.950							0.967			0.954	
Satd. Flow (prot)	3134	1611	0	0	3328	0	0	1508	0	0	1396	1487
Flt Permitted	0.950							0.836			0.722	
Satd. Flow (perm)	3134	1611	0	0	3328	0	0	1303	0	0	1056	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13							634
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			1050			292			332	
Travel Time (s)		14.3			23.9			6.6			7.5	
Peak Hour Factor	1.00	1.00	1.00	0.96	0.96	0.96	0.44	0.44	0.44	0.88	0.88	0.88
Heavy Vehicles (%)	8%	14%	0%	0%	3%	7%	20%	0%	0%	22%	0%	5%
Adj. Flow (vph)	274	362	5	0	701	74	11	5	0	159	6	806
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	367	0	0	775	0	0	16	0	0	165	806
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & E Main St

Existing AM
05/03/2019

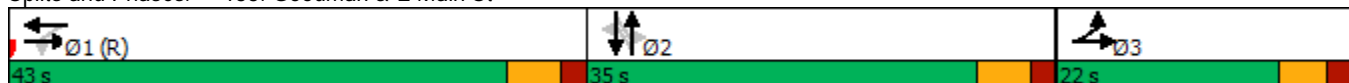


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	22.0			43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.0%			43.0%	43.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	16.5			37.0	37.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0			-3.0			-3.0	
Total Lost Time (s)	3.0				3.0			3.0			3.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				9	9		3	3		3	3	
Act Effct Green (s)	16.3	69.6			50.3			24.4			24.4	100.0
Actuated g/C Ratio	0.16	0.70			0.50			0.24			0.24	1.00
v/c Ratio	0.54	0.33			0.46			0.05			0.64	0.54
Control Delay	41.9	7.9			18.7			26.0			44.5	1.4
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	41.9	7.9			18.7			26.0			44.5	1.4
LOS	D	A			B			C			D	A
Approach Delay		22.4			18.7			26.0			8.7	
Approach LOS		C			B			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 60.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & E Main St



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

Existing AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	359	19	29	688	46	9	1	3	15	0	33
Future Volume (vph)	44	359	19	29	688	46	9	1	3	15	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.993			0.991			0.968				0.850
Fl _t Protected	0.950			0.950				0.968			0.950	
Satd. Flow (prot)	958	1499	0	1745	1664	0	0	1501	0	0	1745	1561
Fl _t Permitted	0.251			0.524				0.808			0.744	
Satd. Flow (perm)	253	1499	0	962	1664	0	0	1253	0	0	1366	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			5				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.65	0.65	0.65	0.55	0.55	0.55
Heavy Vehicles (%)	64%	10%	0%	0%	5%	76%	22%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0									
Adj. Flow (vph)	47	386	20	30	709	47	14	2	5	27	0	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	406	0	30	756	0	0	21	0	0	27	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

Existing AM
10/30/2018

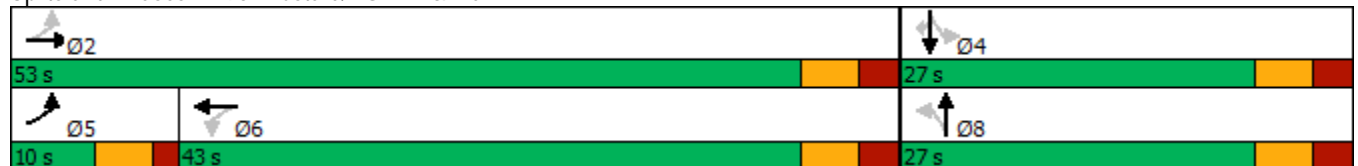


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	9.5	37.0		37.0	37.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	10.0	53.0		43.0	43.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	12.5%	66.3%		53.8%	53.8%		33.8%	33.8%		33.8%	33.8%	33.8%
Maximum Green (s)	5.0	47.0		37.0	37.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	2.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Ped		Min	Min		None	None		None	None	None
Walk Time (s)		24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)		7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)		5		8	8		3	3				
Act Effect Green (s)	49.5	50.1		44.9	44.9			12.2			12.2	12.2
Actuated g/C Ratio	0.82	0.83		0.74	0.74			0.20			0.20	0.20
v/c Ratio	0.15	0.33		0.04	0.61			0.08			0.10	0.15
Control Delay	4.6	4.6		8.0	13.8			20.0			23.1	2.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	4.6	4.6		8.0	13.8			20.0			23.1	2.0
LOS	A	A		A	B			B			C	A
Approach Delay		4.6			13.5			20.0			8.5	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	60.6
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	10.3
Intersection Capacity Utilization	59.0%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	B

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

Existing AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	128	118	48	400	48	98	264	26	43	541	218
Future Volume (vph)	71	128	118	48	400	48	98	264	26	43	541	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.984			0.987				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	1543	1417	1662	1678	0	1646	1637	0	1544	1766	1553
Fl _t Permitted	0.204			0.656			0.259			0.517		
Satd. Flow (perm)	335	1543	1417	1147	1678	0	449	1637	0	840	1766	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118		8			8				226
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1127			410			971				822
Travel Time (s)		25.6			9.3			22.1				18.7
Peak Hour Factor	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	0.89	0.89	0.89
Heavy Vehicles (%)	12%	19%	14%	5%	8%	5%	6%	11%	8%	13%	4%	4%
Adj. Flow (vph)	71	128	118	59	494	59	98	264	26	48	608	245
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	128	118	59	553	0	98	290	0	48	608	245
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	25.0	25.0	25.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0		50.0	50.0		50.0	50.0	50.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	55.6%
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	5.0	3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	28	28	28	19	19		13	13		10	10	10
Act Efect Green (s)	37.0	37.0	35.0	37.0	37.0		47.0	47.0		47.0	47.0	45.0

Lanes, Volumes, Timings
98: Culver & Main

Existing AM
10/30/2018

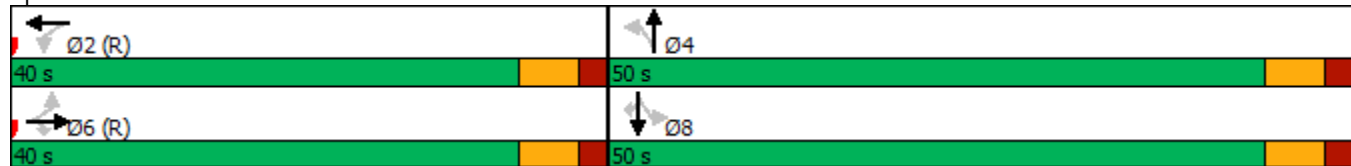


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.41	0.41	0.39	0.41	0.41		0.52	0.52		0.52	0.52	0.50
v/c Ratio	0.52	0.20	0.19	0.13	0.80		0.42	0.34		0.11	0.66	0.28
Control Delay	36.3	18.1	4.4	16.3	32.1		20.1	13.5		11.8	20.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	1.8		0.0	0.0		0.0	0.0	0.0
Total Delay	36.3	18.1	4.4	16.3	33.9		20.1	13.5		11.8	20.0	3.1
LOS	D	B	A	B	C		C	B		B	B	A
Approach Delay		17.1			32.2			15.2			15.0	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	12 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	20.1
Intersection LOS:	C
Intersection Capacity Utilization	77.0%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & Main

Existing PM
05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	645	667	18	0	464	107	15	6	4	119	8	409
Future Volume (vph)	645	667	18	0	464	107	15	6	4	119	8	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996			0.972			0.978				0.850
Fl _t Protected	0.950							0.971			0.955	
Satd. Flow (prot)	3319	1728	0	0	3254	0	0	1684	0	0	1472	1501
Fl _t Permitted	0.950							0.815			0.721	
Satd. Flow (perm)	3319	1728	0	0	3254	0	0	1413	0	0	1112	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			27			4				476
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			1050			292				332
Travel Time (s)		14.3			23.9			6.6				7.5
Peak Hour Factor	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	0%	0%	5%	1%	0%	0%	0%	16%	0%	4%
Adj. Flow (vph)	645	667	18	0	494	114	15	6	4	138	9	476
Shared Lane Traffic (%)												
Lane Group Flow (vph)	645	685	0	0	608	0	0	25	0	0	147	476
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & Main

Existing PM
05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			33.0	33.0		35.0	35.0		35.0	35.0	
Total Split (s)	31.0			33.0	33.0		36.0	36.0		36.0	36.0	
Total Split (%)	31.0%			33.0%	33.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	25.5			27.0	27.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0				0.0			0.0			0.0	
Total Lost Time (s)	5.5				6.0			6.0			6.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				8	8		3	3		3	3	
Act Effct Green (s)	25.9	68.2			36.8			19.8			19.8	100.0
Actuated g/C Ratio	0.26	0.68			0.37			0.20			0.20	1.00
v/c Ratio	0.75	0.58			0.50			0.09			0.67	0.32
Control Delay	39.9	12.2			27.4			26.3			50.7	0.6
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	39.9	12.2			27.4			26.3			50.7	0.6
LOS	D	B			C			C			D	A
Approach Delay		25.6			27.4			26.3			12.4	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 42 (42%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 22.9
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 133: Goodman & Main



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

Existing PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	714	8	4	464	8	25	1	23	19	1	40
Future Volume (vph)	48	714	8	4	464	8	25	1	23	19	1	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997			0.937				0.850
Flt Protected	0.950			0.950				0.975			0.955	
Satd. Flow (prot)	1094	1859	0	1805	1749	0	0	1736	0	0	1814	1324
Flt Permitted	0.428			0.326				0.843			0.736	
Satd. Flow (perm)	493	1859	0	619	1749	0	0	1501	0	0	1398	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			23				43
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	65%	2%	0%	0%	8%	25%	0%	0%	0%	0%	0%	22%
Adj. Flow (vph)	48	714	8	5	527	9	25	1	23	19	1	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	722	0	5	536	0	0	49	0	0	20	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	31.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0

Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

Existing PM
10/30/2018

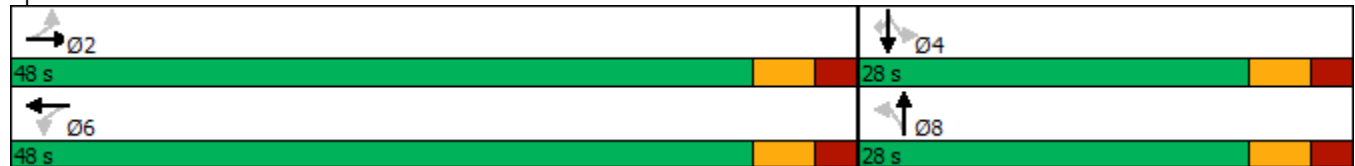


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.0	48.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	63.2%	63.2%		63.2%	63.2%		36.8%	36.8%		36.8%	36.8%	36.8%
Maximum Green (s)	42.0	42.0		42.0	42.0		22.0	22.0		22.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Ped	Ped		Min	Min		None	None		None	None	None
Walk Time (s)	24.0	24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	7.0	7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)	2	2		11	11		3	3				
Act Effect Green (s)	44.2	44.2		44.2	44.2			11.7			11.7	11.7
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.21			0.21	0.21
v/c Ratio	0.12	0.49		0.01	0.39			0.15			0.07	0.13
Control Delay	5.4	6.4		4.8	5.4			12.6			17.7	7.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	5.4	6.4		4.8	5.4			12.6			17.7	7.2
LOS	A	A		A	A			B			B	A
Approach Delay		6.3			5.4			12.6			10.7	
Approach LOS		A			A			B			B	

Intersection Summary























Area Type:	Other
Cycle Length:	76
Actuated Cycle Length:	55.7
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	56.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

Existing PM
10/30/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	430	174	44	160	55	118	594	72	36	335	103
Future Volume (vph)	149	430	174	44	160	55	118	594	72	36	335	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	10	10	10
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.962			0.984				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1863	1568	1711	1656	0	1616	1789	0	1685	1739	1436
Fl _t Permitted	0.555			0.331			0.429			0.161		
Satd. Flow (perm)	1024	1863	1568	596	1656	0	730	1789	0	286	1739	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		22			9				117
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1215			410			971				822
Travel Time (s)		27.6			9.3			22.1				18.7
Peak Hour Factor	0.99	0.99	0.99	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	3%	2%	3%	2%	9%	0%	8%	1%	1%	0%	2%	5%
Adj. Flow (vph)	151	434	176	44	160	55	128	646	78	41	381	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	434	176	44	215	0	128	724	0	41	381	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4				8
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	25.0	25.0	25.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0		54.0	54.0		54.0	54.0	54.0
Total Split (%)	46.0%	46.0%	46.0%	46.0%	46.0%		54.0%	54.0%		54.0%	54.0%	54.0%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		48.0	48.0		48.0	48.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	5.0	3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	1	1	1	16	16		8	8		10	10	10
Act Efect Green (s)	43.0	43.0	41.0	43.0	43.0		51.0	51.0		51.0	51.0	49.0

Lanes, Volumes, Timings
98: Culver & Main

Existing PM
10/30/2018

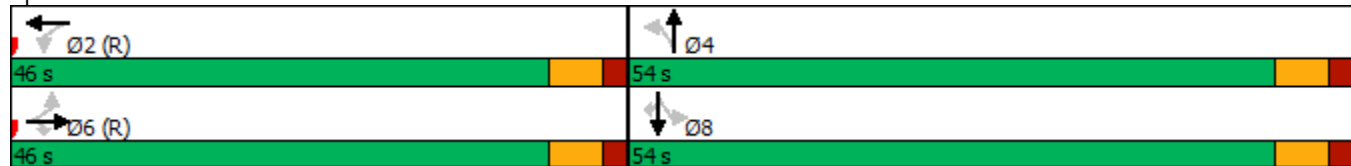


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.43	0.43	0.41	0.43	0.43		0.51	0.51		0.51	0.51	0.49
v/c Ratio	0.34	0.54	0.24	0.17	0.30		0.34	0.79		0.28	0.43	0.15
Control Delay	21.9	24.3	3.8	19.4	17.6		17.9	27.7		20.6	17.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.9	24.3	3.8	19.4	17.6		17.9	27.7		20.6	17.3	3.2
LOS	C	C	A	B	B		B	C		C	B	A
Approach Delay		19.1			17.9			26.2			14.5	
Approach LOS		B			B			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	53 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	20.4
Intersection LOS:	C
Intersection Capacity Utilization	82.4%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & E Main St

ETC No Build AM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	367	5	0	683	72	5	2	0	142	5	720
Future Volume (vph)	278	367	5	0	683	72	5	2	0	142	5	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.998			0.986							0.850
Flt Protected	0.950							0.967			0.954	
Satd. Flow (prot)	3134	1611	0	0	3328	0	0	1508	0	0	1396	1487
Flt Permitted	0.950							0.835			0.722	
Satd. Flow (perm)	3134	1611	0	0	3328	0	0	1302	0	0	1056	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13							632
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			998			292			332	
Travel Time (s)		14.3			22.7			6.6			7.5	
Peak Hour Factor	1.00	1.00	1.00	0.96	0.96	0.96	0.44	0.44	0.44	0.88	0.88	0.88
Heavy Vehicles (%)	8%	14%	0%	0%	3%	7%	20%	0%	0%	22%	0%	5%
Adj. Flow (vph)	278	367	5	0	711	75	11	5	0	161	6	818
Shared Lane Traffic (%)												
Lane Group Flow (vph)	278	372	0	0	786	0	0	16	0	0	167	818
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & E Main St

ETC No Build AM
05/03/2019

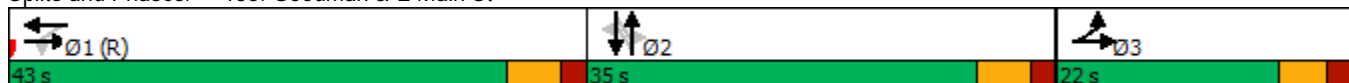


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	22.0			43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.0%			43.0%	43.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	16.5			37.0	37.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0			-3.0			-3.0	
Total Lost Time (s)	3.0				3.0			3.0			3.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				9	9		3	3		3	3	
Act Effct Green (s)	16.5	69.4			49.9			24.6			24.6	100.0
Actuated g/C Ratio	0.16	0.69			0.50			0.25			0.25	1.00
v/c Ratio	0.54	0.33			0.47			0.05			0.64	0.55
Control Delay	41.8	8.0			19.1			25.9			44.5	1.5
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	41.8	8.0			19.1			25.9			44.5	1.5
LOS	D	A			B			C			D	A
Approach Delay		22.5			19.1			25.9			8.8	
Approach LOS		C			B			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 61.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & E Main St



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC No Build AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	364	19	29	698	47	9	1	3	15	0	33
Future Volume (vph)	45	364	19	29	698	47	9	1	3	15	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.993			0.991			0.968				0.850
Fl _t Protected	0.950			0.950				0.968			0.950	
Satd. Flow (prot)	958	1499	0	1745	1663	0	0	1501	0	0	1745	1561
Fl _t Permitted	0.245			0.521				0.808			0.744	
Satd. Flow (perm)	247	1499	0	957	1663	0	0	1253	0	0	1366	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			5				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.65	0.65	0.65	0.55	0.55	0.55
Heavy Vehicles (%)	64%	10%	0%	0%	5%	76%	22%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0									
Adj. Flow (vph)	48	391	20	30	720	48	14	2	5	27	0	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	411	0	30	768	0	0	21	0	0	27	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings
 96: Mustard/RGRTA & Main

ETC No Build AM

10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	9.5	37.0		37.0	37.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	10.0	53.0		43.0	43.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	12.5%	66.3%		53.8%	53.8%		33.8%	33.8%		33.8%	33.8%	33.8%
Maximum Green (s)	5.0	47.0		37.0	37.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	2.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Ped		Min	Min		None	None		None	None	None
Walk Time (s)		24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)		7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)		5		8	8		3	3				
Act Effect Green (s)	49.8	50.3		45.1	45.1			12.2			12.2	12.2
Actuated g/C Ratio	0.82	0.83		0.74	0.74			0.20			0.20	0.20
v/c Ratio	0.16	0.33		0.04	0.62			0.08			0.10	0.15
Control Delay	4.7	4.6		8.0	14.0			20.1			23.2	2.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	4.7	4.6		8.0	14.0			20.1			23.2	2.0
LOS	A	A		A	B			C			C	A
Approach Delay		4.6			13.8			20.1			8.6	
Approach LOS		A			B			C			A	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	60.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	59.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC No Build AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	130	120	49	406	49	99	268	26	44	549	221
Future Volume (vph)	72	130	120	49	406	49	99	268	26	44	549	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.984			0.987				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	1543	1417	1662	1678	0	1646	1637	0	1544	1766	1553
Fl _t Permitted	0.196			0.653			0.253			0.514		
Satd. Flow (perm)	321	1543	1417	1142	1678	0	438	1637	0	835	1766	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		8			8				222
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1127			410			971				822
Travel Time (s)		25.6			9.3			22.1				18.7
Peak Hour Factor	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	0.89	0.89	0.89
Heavy Vehicles (%)	12%	19%	14%	5%	8%	5%	6%	11%	8%	13%	4%	4%
Adj. Flow (vph)	72	130	120	60	501	60	99	268	26	49	617	248
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	130	120	60	561	0	99	294	0	49	617	248
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4				8
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	25.0	25.0	25.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0		50.0	50.0		50.0	50.0	50.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	55.6%
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	5.0	3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	28	28	28	19	19		13	13		10	10	10
Act Efect Green (s)	37.0	37.0	35.0	37.0	37.0		47.0	47.0		47.0	47.0	45.0

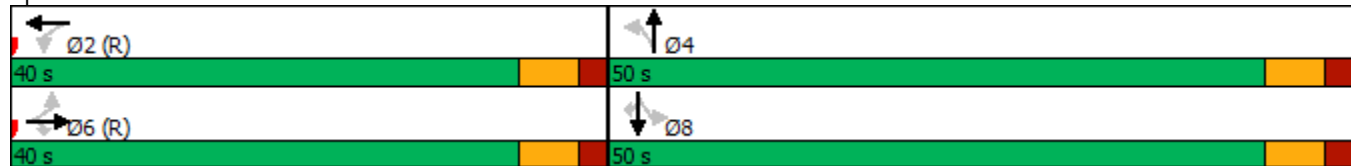


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.41	0.41	0.39	0.41	0.41		0.52	0.52		0.52	0.52	0.50
v/c Ratio	0.55	0.21	0.19	0.13	0.81		0.43	0.34		0.11	0.67	0.28
Control Delay	39.5	18.2	4.4	16.4	32.8		20.8	13.5		11.8	20.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	2.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.5	18.2	4.4	16.4	34.8		20.8	13.5		11.8	20.3	3.4
LOS	D	B	A	B	C		C	B		B	C	A
Approach Delay		17.8			33.0			15.4			15.2	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	12 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization:	77.9%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & Main

ETC No Build PM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	655	677	18	0	471	109	15	6	4	121	8	415
Future Volume (vph)	655	677	18	0	471	109	15	6	4	121	8	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996			0.972			0.978				0.850
Fl _t Protected	0.950							0.971			0.955	
Satd. Flow (prot)	3319	1728	0	0	3254	0	0	1684	0	0	1472	1501
Fl _t Permitted	0.950							0.814			0.721	
Satd. Flow (perm)	3319	1728	0	0	3254	0	0	1412	0	0	1111	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			27			4				483
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			1050			292				332
Travel Time (s)		14.3			23.9			6.6				7.5
Peak Hour Factor	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	0%	0%	5%	1%	0%	0%	0%	16%	0%	4%
Adj. Flow (vph)	655	677	18	0	501	116	15	6	4	141	9	483
Shared Lane Traffic (%)												
Lane Group Flow (vph)	655	695	0	0	617	0	0	25	0	0	150	483
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & Main

ETC No Build PM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			33.0	33.0		35.0	35.0		35.0	35.0	
Total Split (s)	31.0			33.0	33.0		36.0	36.0		36.0	36.0	
Total Split (%)	31.0%			33.0%	33.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	25.5			27.0	27.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0				0.0			0.0			0.0	
Total Lost Time (s)	5.5				6.0			6.0			6.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				8	8		3	3		3	3	
Act Effct Green (s)	26.2	68.0			36.3			20.0			20.0	100.0
Actuated g/C Ratio	0.26	0.68			0.36			0.20			0.20	1.00
v/c Ratio	0.75	0.59			0.52			0.09			0.68	0.32
Control Delay	39.7	12.5			27.9			26.2			51.1	0.6
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	39.7	12.5			27.9			26.2			51.1	0.6
LOS	D	B			C			C			D	A
Approach Delay		25.7			27.9			26.2			12.5	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 42 (42%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 23.1
 Intersection LOS: C
 Intersection Capacity Utilization 78.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & Main



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC No Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	725	8	4	471	8	25	1	23	19	1	41
Future Volume (vph)	49	725	8	4	471	8	25	1	23	19	1	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998			0.937				0.850
Flt Protected	0.950			0.950				0.975			0.955	
Satd. Flow (prot)	1094	1859	0	1805	1751	0	0	1736	0	0	1814	1324
Flt Permitted	0.423			0.320				0.843			0.736	
Satd. Flow (perm)	487	1859	0	608	1751	0	0	1501	0	0	1398	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			23				43
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	65%	2%	0%	0%	8%	25%	0%	0%	0%	0%	0%	22%
Adj. Flow (vph)	49	725	8	5	535	9	25	1	23	19	1	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	733	0	5	544	0	0	49	0	0	20	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	31.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0

Lanes, Volumes, Timings
 96: Mustard/RGRTA & Main

ETC No Build PM

10/30/2018

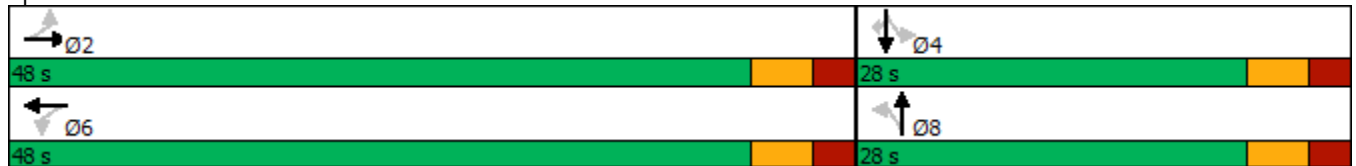


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.0	48.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	63.2%	63.2%		63.2%	63.2%		36.8%	36.8%		36.8%	36.8%	36.8%
Maximum Green (s)	42.0	42.0		42.0	42.0		22.0	22.0		22.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Ped	Ped		Min	Min		None	None		None	None	None
Walk Time (s)	24.0	24.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	7.0	7.0		24.0	24.0		14.0	14.0		14.0	14.0	14.0
Pedestrian Calls (#/hr)	2	2		11	11		3	3		3	3	3
Act Effect Green (s)	44.2	44.2		44.2	44.2		11.7	11.7		11.7	11.7	11.7
Actuated g/C Ratio	0.79	0.79		0.79	0.79		0.21	0.21		0.21	0.21	0.21
v/c Ratio	0.13	0.50		0.01	0.39		0.15	0.15		0.07	0.13	0.13
Control Delay	5.5	6.5		4.8	5.4		12.6	12.6		17.7	7.3	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	5.5	6.5		4.8	5.4		12.6	12.6		17.7	7.3	7.3
LOS	A	A		A	A		B	B		B	A	A
Approach Delay		6.4			5.4		12.6	12.6		10.7		
Approach LOS		A			A		B	B		B		

Intersection Summary

Area Type:	Other
Cycle Length:	76
Actuated Cycle Length:	55.7
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	56.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC No Build PM

10/30/2018



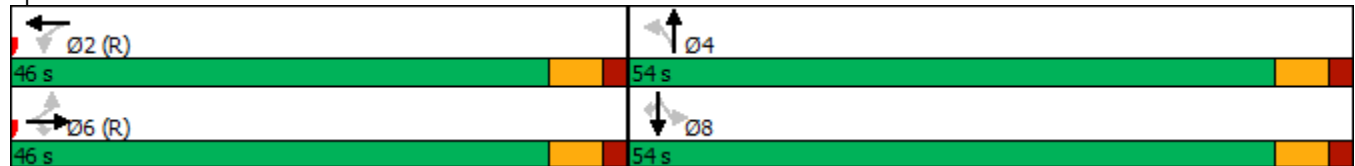
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	436	177	45	162	56	120	603	73	37	340	105
Future Volume (vph)	151	436	177	45	162	56	120	603	73	37	340	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	10	10	10
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.961			0.984				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1863	1568	1711	1654	0	1616	1789	0	1685	1739	1436
Fl _t Permitted	0.552			0.325			0.425			0.154		
Satd. Flow (perm)	1018	1863	1568	585	1654	0	723	1789	0	273	1739	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179		22			9				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1215			410			971				822
Travel Time (s)		27.6			9.3			22.1				18.7
Peak Hour Factor	0.99	0.99	0.99	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	3%	2%	3%	2%	9%	0%	8%	1%	1%	0%	2%	5%
Adj. Flow (vph)	153	440	179	45	162	56	130	655	79	42	386	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	440	179	45	218	0	130	734	0	42	386	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4				8
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	25.0	25.0	25.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0		54.0	54.0		54.0	54.0	54.0
Total Split (%)	46.0%	46.0%	46.0%	46.0%	46.0%		54.0%	54.0%		54.0%	54.0%	54.0%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		48.0	48.0		48.0	48.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	5.0	3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	1	1	1	16	16		8	8		10	10	10
Act Effect Green (s)	43.0	43.0	41.0	43.0	43.0		51.0	51.0		51.0	51.0	49.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.43	0.43	0.41	0.43	0.43		0.51	0.51		0.51	0.51	0.49
v/c Ratio	0.35	0.55	0.24	0.18	0.30		0.35	0.80		0.30	0.44	0.16
Control Delay	22.0	24.5	3.8	19.6	17.7		18.1	28.3		21.6	17.4	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	22.0	24.5	3.8	19.6	17.7		18.1	28.3		21.6	17.4	3.2
LOS	C	C	A	B	B		B	C		C	B	A
Approach Delay		19.2			18.0			26.8			14.6	
Approach LOS		B			B			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	53 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	20.7
Intersection LOS:	C
Intersection Capacity Utilization	83.3%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & E Main St

ETC+20 No Build AM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	306	404	6	0	750	79	6	2	0	156	6	791
Future Volume (vph)	306	404	6	0	750	79	6	2	0	156	6	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.998			0.986							0.850
Flt Protected	0.950							0.964			0.954	
Satd. Flow (prot)	3134	1611	0	0	3328	0	0	1490	0	0	1396	1487
Flt Permitted	0.950							0.812			0.720	
Satd. Flow (perm)	3134	1611	0	0	3328	0	0	1255	0	0	1054	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13							617
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			998			292			332	
Travel Time (s)		14.3			22.7			6.6			7.5	
Peak Hour Factor	1.00	1.00	1.00	0.96	0.96	0.96	0.44	0.44	0.44	0.88	0.88	0.88
Heavy Vehicles (%)	8%	14%	0%	0%	3%	7%	20%	0%	0%	22%	0%	5%
Adj. Flow (vph)	306	404	6	0	781	82	14	5	0	177	7	899
Shared Lane Traffic (%)												
Lane Group Flow (vph)	306	410	0	0	863	0	0	19	0	0	184	899
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & E Main St

ETC+20 No Build AM

05/03/2019

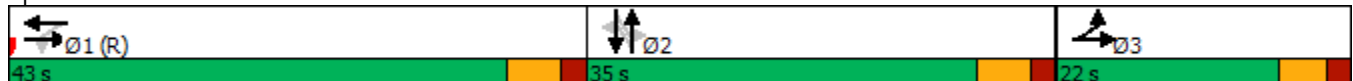


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	22.0			43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.0%			43.0%	43.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	16.5			37.0	37.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0			-3.0			-3.0	
Total Lost Time (s)	3.0				3.0			3.0			3.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				9	9		3	3		3	3	
Act Effct Green (s)	17.3	68.3			48.0			25.7			25.7	100.0
Actuated g/C Ratio	0.17	0.68			0.48			0.26			0.26	1.00
v/c Ratio	0.57	0.37			0.54			0.06			0.68	0.60
Control Delay	41.8	8.9			21.2			25.5			45.5	1.8
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	41.8	8.9			21.2			25.5			45.5	1.8
LOS	D	A			C			C			D	A
Approach Delay		23.0			21.2			25.5			9.3	
Approach LOS		C			C			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 16.9
 Intersection LOS: B
 Intersection Capacity Utilization 65.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & E Main St



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC+20 No Build AM

10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	400	21	32	767	51	10	1	3	17	0	37
Future Volume (vph)	49	400	21	32	767	51	10	1	3	17	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.992			0.991			0.969				0.850
Fl _t Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	958	1498	0	1745	1663	0	0	1497	0	0	1745	1561
Fl _t Permitted	0.205			0.501				0.804			0.743	
Satd. Flow (perm)	207	1498	0	920	1663	0	0	1244	0	0	1365	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			5				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.65	0.65	0.65	0.55	0.55	0.55
Heavy Vehicles (%)	64%	10%	0%	0%	5%	76%	22%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0									
Adj. Flow (vph)	53	430	23	33	791	53	15	2	5	31	0	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	453	0	33	844	0	0	22	0	0	31	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC+20 No Build AM

10/30/2018

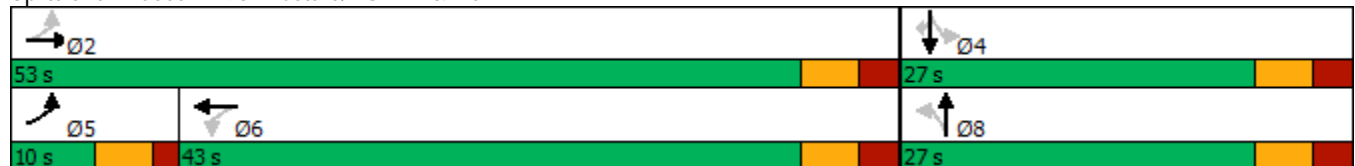


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	9.5	37.0		37.0	37.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	10.0	53.0		43.0	43.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	12.5%	66.3%		53.8%	53.8%		33.8%	33.8%		33.8%	33.8%	33.8%
Maximum Green (s)	5.0	47.0		37.0	37.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	2.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Ped		Min	Min		None	None		None	None	None
Walk Time (s)		24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)		7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)		5		8	8		3	3				
Act Effect Green (s)	50.4	50.9		45.7	45.7			12.2			12.2	12.2
Actuated g/C Ratio	0.82	0.83		0.74	0.74			0.20			0.20	0.20
v/c Ratio	0.20	0.37		0.05	0.68			0.09			0.11	0.17
Control Delay	5.2	5.0		8.1	15.9			20.3			23.3	2.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	5.2	5.0		8.1	15.9			20.3			23.3	2.6
LOS	A	A		A	B			C			C	A
Approach Delay		5.0			15.6			20.3			9.2	
Approach LOS		A			B			C			A	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	61.6
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	63.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC+20 No Build AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	143	132	54	446	54	109	294	29	48	603	243
Future Volume (vph)	79	143	132	54	446	54	109	294	29	48	603	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.984			0.987				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	1543	1417	1662	1678	0	1646	1637	0	1544	1766	1553
Flt Permitted	0.143			0.638			0.208			0.488		
Satd. Flow (perm)	235	1543	1417	1116	1678	0	360	1637	0	793	1766	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132		8			8				188
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1127			410			971				822
Travel Time (s)		25.6			9.3			22.1				18.7
Peak Hour Factor	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	0.89	0.89	0.89
Heavy Vehicles (%)	12%	19%	14%	5%	8%	5%	6%	11%	8%	13%	4%	4%
Adj. Flow (vph)	79	143	132	67	551	67	109	294	29	54	678	273
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	143	132	67	618	0	109	323	0	54	678	273
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4				8
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	25.0	25.0	25.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0		50.0	50.0		50.0	50.0	50.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	55.6%
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	5.0	3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	28	28	28	19	19		13	13		10	10	10
Act Efect Green (s)	37.0	37.0	35.0	37.0	37.0		47.0	47.0		47.0	47.0	45.0

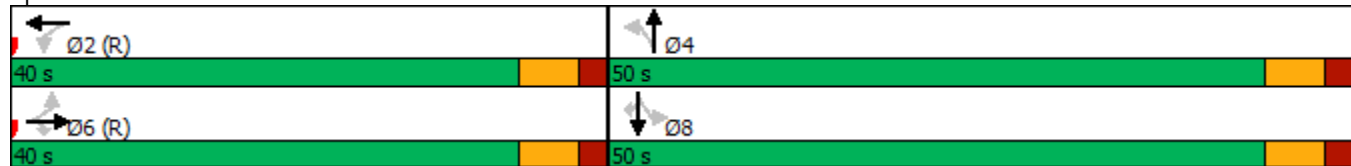


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.41	0.41	0.39	0.41	0.41		0.52	0.52		0.52	0.52	0.50
v/c Ratio	0.82	0.23	0.21	0.15	0.89		0.58	0.38		0.13	0.74	0.31
Control Delay	83.1	18.4	4.3	16.6	40.4		30.2	14.0		12.1	22.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	4.2		0.0	0.0		0.0	0.0	0.0
Total Delay	83.1	18.4	4.3	16.6	44.7		30.2	14.0		12.1	22.6	5.4
LOS	F	B	A	B	D		C	B		B	C	A
Approach Delay		27.6			41.9			18.1			17.4	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	12 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	25.8
Intersection LOS:	C
Intersection Capacity Utilization:	83.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & Main

ETC+20 No Build PM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	719	744	20	0	517	119	17	7	4	133	9	456
Future Volume (vph)	719	744	20	0	517	119	17	7	4	133	9	456
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996			0.972			0.981				0.850
Fl _t Protected	0.950							0.971			0.955	
Satd. Flow (prot)	3319	1728	0	0	3254	0	0	1689	0	0	1472	1501
Fl _t Permitted	0.950							0.805			0.719	
Satd. Flow (perm)	3319	1728	0	0	3254	0	0	1400	0	0	1108	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			27			4				530
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			1050			292				332
Travel Time (s)		14.3			23.9			6.6				7.5
Peak Hour Factor	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	0%	0%	5%	1%	0%	0%	0%	16%	0%	4%
Adj. Flow (vph)	719	744	20	0	550	127	17	7	4	155	10	530
Shared Lane Traffic (%)												
Lane Group Flow (vph)	719	764	0	0	677	0	0	28	0	0	165	530
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane				Yes								
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & Main

ETC+20 No Build PM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			33.0	33.0		35.0	35.0		35.0	35.0	
Total Split (s)	31.0			33.0	33.0		36.0	36.0		36.0	36.0	
Total Split (%)	31.0%			33.0%	33.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	25.5			27.0	27.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0				0.0			0.0			0.0	
Total Lost Time (s)	5.5				6.0			6.0			6.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				8	8		3	3		3	3	
Act Effct Green (s)	28.0	66.9			33.4			21.1			21.1	100.0
Actuated g/C Ratio	0.28	0.67			0.33			0.21			0.21	1.00
v/c Ratio	0.77	0.66			0.61			0.09			0.71	0.35
Control Delay	39.7	14.8			31.5			26.0			52.0	0.7
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	39.7	14.8			31.5			26.0			52.0	0.7
LOS	D	B			C			C			D	A
Approach Delay		26.9			31.5			26.0			12.8	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 42 (42%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 24.6
 Intersection LOS: C
 Intersection Capacity Utilization 84.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & Main



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC+20 No Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	796	9	4	517	9	28	1	26	21	1	45
Future Volume (vph)	54	796	9	4	517	9	28	1	26	21	1	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997			0.936				0.850
Flt Protected	0.950			0.950				0.975			0.954	
Satd. Flow (prot)	1094	1859	0	1805	1749	0	0	1734	0	0	1813	1324
Flt Permitted	0.392			0.283				0.841			0.729	
Satd. Flow (perm)	451	1859	0	538	1749	0	0	1496	0	0	1385	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			26				45
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	65%	2%	0%	0%	8%	25%	0%	0%	0%	0%	0%	22%
Adj. Flow (vph)	54	796	9	5	588	10	28	1	26	21	1	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	805	0	5	598	0	0	55	0	0	22	45
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	31.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0

Lanes, Volumes, Timings
 96: Mustard/RGRTA & Main

ETC+20 No Build PM

10/30/2018

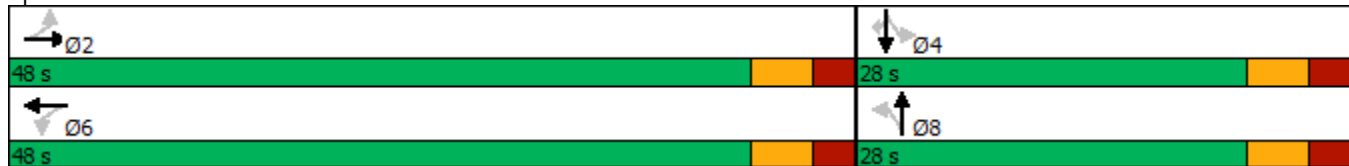


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.0	48.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	63.2%	63.2%		63.2%	63.2%		36.8%	36.8%		36.8%	36.8%	36.8%
Maximum Green (s)	42.0	42.0		42.0	42.0		22.0	22.0		22.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Ped	Ped		Min	Min		None	None		None	None	None
Walk Time (s)	24.0	24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	7.0	7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)	2	2		11	11		3	3				
Act Effect Green (s)	44.1	44.1		44.1	44.1			11.9			11.9	11.9
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.21			0.21	0.21
v/c Ratio	0.15	0.55		0.01	0.43			0.16			0.07	0.14
Control Delay	5.9	7.3		4.8	5.9			12.4			17.7	7.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	5.9	7.3		4.8	5.9			12.4			17.7	7.5
LOS	A	A		A	A			B			B	A
Approach Delay		7.2			5.9			12.4			10.9	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	76
Actuated Cycle Length:	55.6
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization:	61.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC+20 No Build PM
10/30/2018



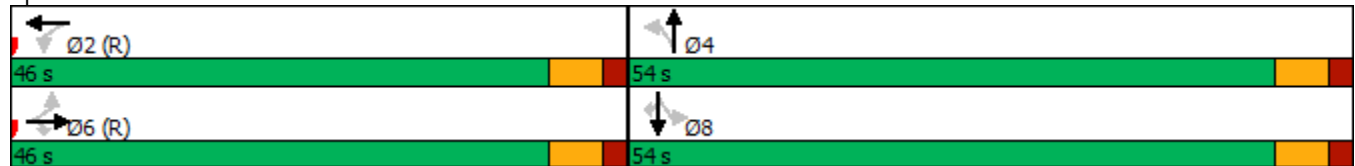
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	479	194	49	178	61	132	662	80	40	374	115
Future Volume (vph)	166	479	194	49	178	61	132	662	80	40	374	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	10	10	10
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.962			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1863	1568	1711	1656	0	1616	1789	0	1685	1739	1436
Flt Permitted	0.529			0.284			0.392			0.100		
Satd. Flow (perm)	976	1863	1568	511	1656	0	667	1789	0	177	1739	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		22			9				131
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1215			410			971				822
Travel Time (s)		27.6			9.3			22.1				18.7
Peak Hour Factor	0.99	0.99	0.99	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	3%	2%	3%	2%	9%	0%	8%	1%	1%	0%	2%	5%
Adj. Flow (vph)	168	484	196	49	178	61	143	720	87	45	425	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	484	196	49	239	0	143	807	0	45	425	131
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4				8
Permitted Phases	6		6	2			4			8		8
Minimum Split (s)	25.0	25.0	25.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0		54.0	54.0		54.0	54.0	54.0
Total Split (%)	46.0%	46.0%	46.0%	46.0%	46.0%		54.0%	54.0%		54.0%	54.0%	54.0%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0		48.0	48.0		48.0	48.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	5.0	3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	1	1	1	16	16		8	8		10	10	10
Act Efect Green (s)	43.0	43.0	41.0	43.0	43.0		51.0	51.0		51.0	51.0	49.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.43	0.43	0.41	0.43	0.43		0.51	0.51		0.51	0.51	0.49
v/c Ratio	0.40	0.60	0.26	0.22	0.33		0.42	0.88		0.50	0.48	0.17
Control Delay	23.3	25.9	3.7	21.0	18.3		20.1	34.7		39.8	18.2	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.3	25.9	3.7	21.0	18.3		20.1	34.7		39.8	18.2	3.1
LOS	C	C	A	C	B		C	C		D	B	A
Approach Delay		20.3			18.7			32.5			16.5	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	53 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	23.6
Intersection LOS:	C
Intersection Capacity Utilization	89.1%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & E Main St

ETC Build AM
05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	367	5	0	683	72	5	2	0	142	5	720
Future Volume (vph)	278	367	5	0	683	72	5	2	0	142	5	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.998			0.986							0.850
Flt Protected	0.950							0.967			0.954	
Satd. Flow (prot)	3134	1611	0	0	3328	0	0	1508	0	0	1396	1487
Flt Permitted	0.950							0.835			0.722	
Satd. Flow (perm)	3134	1611	0	0	3328	0	0	1302	0	0	1056	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13							632
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			998			292			332	
Travel Time (s)		14.3			22.7			6.6			7.5	
Peak Hour Factor	1.00	1.00	1.00	0.96	0.96	0.96	0.44	0.44	0.44	0.88	0.88	0.88
Heavy Vehicles (%)	8%	14%	0%	0%	3%	7%	20%	0%	0%	22%	0%	5%
Adj. Flow (vph)	278	367	5	0	711	75	11	5	0	161	6	818
Shared Lane Traffic (%)												
Lane Group Flow (vph)	278	372	0	0	786	0	0	16	0	0	167	818
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & E Main St

ETC Build AM
05/03/2019

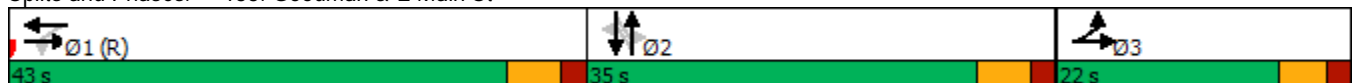


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	22.0			43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.0%			43.0%	43.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	16.5			37.0	37.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0			-3.0			-3.0	
Total Lost Time (s)	3.0				3.0			3.0			3.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				9	9		3	3		3	3	
Act Effct Green (s)	16.5	69.4			49.9			24.6			24.6	100.0
Actuated g/C Ratio	0.16	0.69			0.50			0.25			0.25	1.00
v/c Ratio	0.54	0.33			0.47			0.05			0.64	0.55
Control Delay	41.8	8.0			19.1			25.9			44.5	1.5
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	41.8	8.0			19.1			25.9			44.5	1.5
LOS	D	A			B			C			D	A
Approach Delay		22.5			19.1			25.9			8.8	
Approach LOS		C			B			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 61.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & E Main St



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC Build AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	364	19	29	698	47	9	1	3	15	0	33
Future Volume (vph)	45	364	19	29	698	47	9	1	3	15	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.993			0.991			0.968				0.850
Fl _t Protected	0.950			0.950				0.968			0.950	
Satd. Flow (prot)	958	1499	0	1745	1663	0	0	1501	0	0	1745	1561
Fl _t Permitted	0.245			0.521				0.808			0.744	
Satd. Flow (perm)	247	1499	0	957	1663	0	0	1253	0	0	1366	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			5				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.65	0.65	0.65	0.55	0.55	0.55
Heavy Vehicles (%)	64%	10%	0%	0%	5%	76%	22%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0									
Adj. Flow (vph)	48	391	20	30	720	48	14	2	5	27	0	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	411	0	30	768	0	0	21	0	0	27	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												

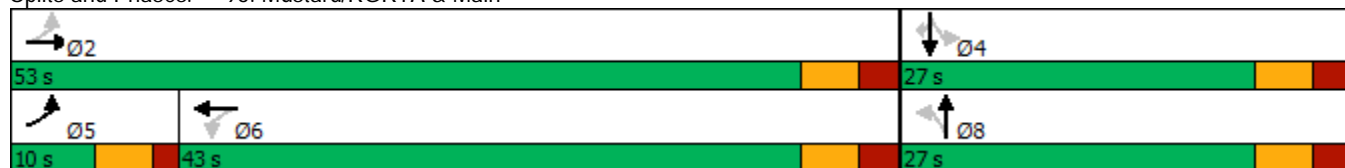


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	9.5	37.0		37.0	37.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	10.0	53.0		43.0	43.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	12.5%	66.3%		53.8%	53.8%		33.8%	33.8%		33.8%	33.8%	33.8%
Maximum Green (s)	5.0	47.0		37.0	37.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	2.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Ped		Min	Min		None	None		None	None	None
Walk Time (s)		24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)		7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)		5		8	8		3	3				
Act Effect Green (s)	49.8	50.3		45.1	45.1			12.2			12.2	12.2
Actuated g/C Ratio	0.82	0.83		0.74	0.74			0.20			0.20	0.20
v/c Ratio	0.16	0.33		0.04	0.62			0.08			0.10	0.15
Control Delay	4.7	4.6		8.0	14.0			20.1			23.2	2.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	4.7	4.6		8.0	14.0			20.1			23.2	2.0
LOS	A	A		A	B			C			C	A
Approach Delay		4.6			13.8			20.1			8.6	
Approach LOS		A			B			C			A	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	60.8
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	59.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC Build AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	130	120	49	406	49	99	268	26	44	549	221
Future Volume (vph)	72	130	120	49	406	49	99	268	26	44	549	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.928			0.984			0.987				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	1462	0	1662	1678	0	1646	1637	0	1544	1766	1553
Fl _t Permitted	0.196			0.513			0.253			0.514		
Satd. Flow (perm)	321	1462	0	897	1678	0	438	1637	0	835	1766	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			8			8				222
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1127			410			971				822
Travel Time (s)		25.6			9.3			22.1				18.7
Peak Hour Factor	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	0.89	0.89	0.89
Heavy Vehicles (%)	12%	19%	14%	5%	8%	5%	6%	11%	8%	13%	4%	4%
Adj. Flow (vph)	72	130	120	60	501	60	99	268	26	49	617	248
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	250	0	60	561	0	99	294	0	49	617	248
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		8
Minimum Split (s)	25.0	25.0		24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	50.0
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	55.6%
Maximum Green (s)	34.0	34.0		34.0	34.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	28	28		19	19		13	13		10	10	10
Act Effect Green (s)	37.0	37.0		37.0	37.0		47.0	47.0		47.0	47.0	45.0

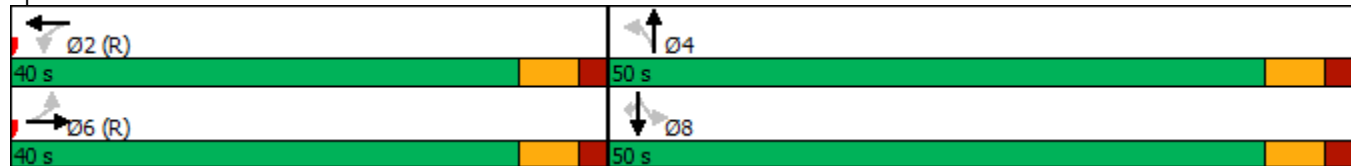


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.52	0.52		0.52	0.52	0.50
v/c Ratio	0.55	0.39		0.16	0.81		0.43	0.34		0.11	0.67	0.28
Control Delay	39.5	15.8		17.2	32.8		20.8	13.5		11.8	20.3	3.4
Queue Delay	0.0	0.0		0.0	2.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.5	15.8		17.2	34.8		20.8	13.5		11.8	20.3	3.4
LOS	D	B		B	C		C	B		B	C	A
Approach Delay		21.1			33.1			15.4			15.2	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	12 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	21.0
Intersection LOS:	C
Intersection Capacity Utilization	77.9%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & Main

ETC Build PM
05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	655	677	18	0	471	109	15	6	4	121	8	415
Future Volume (vph)	655	677	18	0	471	109	15	6	4	121	8	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	2		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.996			0.972			0.978				0.850
Flt Protected	0.950							0.971			0.955	
Satd. Flow (prot)	3319	1728	0	0	3254	0	0	1684	0	0	1472	1501
Flt Permitted	0.950							0.814			0.721	
Satd. Flow (perm)	3319	1728	0	0	3254	0	0	1412	0	0	1111	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			27			4				483
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			1050			292				332
Travel Time (s)		14.3			23.9			6.6				7.5
Peak Hour Factor	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.86	0.86	0.86
Heavy Vehicles (%)	2%	6%	0%	0%	5%	1%	0%	0%	0%	16%	0%	4%
Adj. Flow (vph)	655	677	18	0	501	116	15	6	4	141	9	483
Shared Lane Traffic (%)												
Lane Group Flow (vph)	655	695	0	0	617	0	0	25	0	0	150	483
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & Main

ETC Build PM
05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			33.0	33.0		35.0	35.0		35.0	35.0	
Total Split (s)	31.0			33.0	33.0		36.0	36.0		36.0	36.0	
Total Split (%)	31.0%			33.0%	33.0%		36.0%	36.0%		36.0%	36.0%	
Maximum Green (s)	25.5			27.0	27.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0				0.0			0.0			0.0	
Total Lost Time (s)	5.5				6.0			6.0			6.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				8	8		3	3		3	3	
Act Effect Green (s)	26.2	68.0			36.3			20.0			20.0	100.0
Actuated g/C Ratio	0.26	0.68			0.36			0.20			0.20	1.00
v/c Ratio	0.75	0.59			0.52			0.09			0.68	0.32
Control Delay	39.7	12.5			27.9			26.2			51.1	0.6
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	39.7	12.5			27.9			26.2			51.1	0.6
LOS	D	B			C			C			D	A
Approach Delay		25.7			27.9			26.2			12.5	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 42 (42%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 23.1
 Intersection LOS: C
 Intersection Capacity Utilization 78.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & Main



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	725	8	4	471	8	25	1	23	19	1	41
Future Volume (vph)	49	725	8	4	471	8	25	1	23	19	1	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998			0.937				0.850
Flt Protected	0.950			0.950				0.975			0.955	
Satd. Flow (prot)	1094	1859	0	1805	1751	0	0	1736	0	0	1814	1324
Flt Permitted	0.423			0.320				0.843			0.736	
Satd. Flow (perm)	487	1859	0	608	1751	0	0	1501	0	0	1398	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			23				43
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	65%	2%	0%	0%	8%	25%	0%	0%	0%	0%	0%	22%
Adj. Flow (vph)	49	725	8	5	535	9	25	1	23	19	1	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	733	0	5	544	0	0	49	0	0	20	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	2	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	31.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	37.0	37.0		37.0	37.0		28.0	28.0		28.0	28.0	28.0

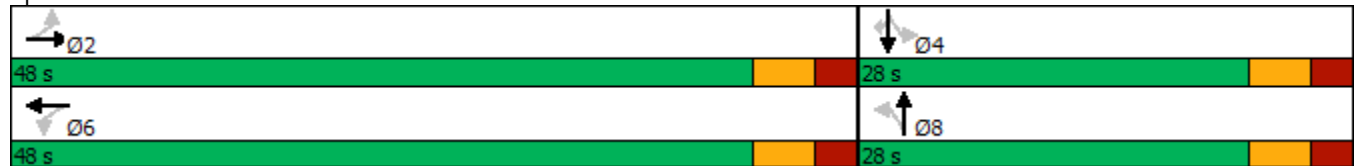


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	48.0	48.0		48.0	48.0		28.0	28.0		28.0	28.0	28.0
Total Split (%)	63.2%	63.2%		63.2%	63.2%		36.8%	36.8%		36.8%	36.8%	36.8%
Maximum Green (s)	42.0	42.0		42.0	42.0		22.0	22.0		22.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Ped	Ped		Min	Min		None	None		None	None	None
Walk Time (s)	24.0	24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	7.0	7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)	2	2		11	11		3	3				
Act Effect Green (s)	44.2	44.2		44.2	44.2			11.7			11.7	11.7
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.21			0.21	0.21
v/c Ratio	0.13	0.50		0.01	0.39			0.15			0.07	0.13
Control Delay	5.5	6.5		4.8	5.4			12.6			17.7	7.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	5.5	6.5		4.8	5.4			12.6			17.7	7.3
LOS	A	A		A	A			B			B	A
Approach Delay		6.4			5.4			12.6			10.7	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	76
Actuated Cycle Length:	55.7
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	56.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	436	177	45	162	56	120	603	73	37	340	105
Future Volume (vph)	151	436	177	45	162	56	120	603	73	37	340	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	10	10	10
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.957			0.961			0.984				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1718	0	1711	1654	0	1616	1789	0	1685	1739	1436
Fl _t Permitted	0.552			0.161			0.425			0.154		
Satd. Flow (perm)	984	1718	0	290	1654	0	723	1789	0	273	1739	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			22			9				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1215			410			971				822
Travel Time (s)		27.6			9.3			22.1				18.7
Peak Hour Factor	0.99	0.99	0.99	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	3%	2%	3%	2%	9%	0%	8%	1%	1%	0%	2%	5%
Adj. Flow (vph)	153	440	179	45	162	56	130	655	79	42	386	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	619	0	45	218	0	130	734	0	42	386	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		8
Minimum Split (s)	25.0	25.0		24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	46.0	46.0		46.0	46.0		54.0	54.0		54.0	54.0	54.0
Total Split (%)	46.0%	46.0%		46.0%	46.0%		54.0%	54.0%		54.0%	54.0%	54.0%
Maximum Green (s)	40.0	40.0		40.0	40.0		48.0	48.0		48.0	48.0	48.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	1	1		16	16		8	8		10	10	10
Act Effect Green (s)	43.0	43.0		43.0	43.0		51.0	51.0		51.0	51.0	49.0

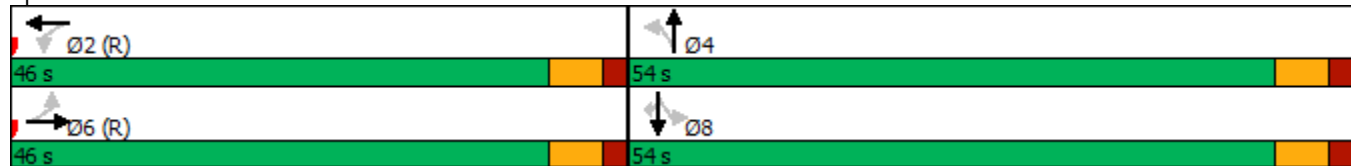


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.43	0.43		0.43	0.43		0.51	0.51		0.51	0.51	0.49
v/c Ratio	0.36	0.82		0.36	0.30		0.35	0.80		0.30	0.44	0.16
Control Delay	22.4	34.9		29.3	17.7		18.1	28.3		21.6	17.4	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	22.4	34.9		29.3	17.7		18.1	28.3		21.6	17.4	3.2
LOS	C	C		C	B		B	C		C	B	A
Approach Delay		32.4			19.7			26.8			14.6	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	53 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	25.1
Intersection LOS:	C
Intersection Capacity Utilization:	94.1%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & E Main St

ETC+20 Build AM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	306	404	6	0	750	79	6	2	0	156	6	791
Future Volume (vph)	306	404	6	0	750	79	6	2	0	156	6	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.998			0.986							0.850
Flt Protected	0.950							0.964			0.954	
Satd. Flow (prot)	3134	1611	0	0	3328	0	0	1490	0	0	1396	1487
Flt Permitted	0.950							0.812			0.720	
Satd. Flow (perm)	3134	1611	0	0	3328	0	0	1255	0	0	1054	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			13							617
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			998			292			332	
Travel Time (s)		14.3			22.7			6.6			7.5	
Peak Hour Factor	1.00	1.00	1.00	0.96	0.96	0.96	0.44	0.44	0.44	0.88	0.88	0.88
Heavy Vehicles (%)	8%	14%	0%	0%	3%	7%	20%	0%	0%	22%	0%	5%
Adj. Flow (vph)	306	404	6	0	781	82	14	5	0	177	7	899
Shared Lane Traffic (%)												
Lane Group Flow (vph)	306	410	0	0	863	0	0	19	0	0	184	899
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & E Main St

ETC+20 Build AM
05/03/2019

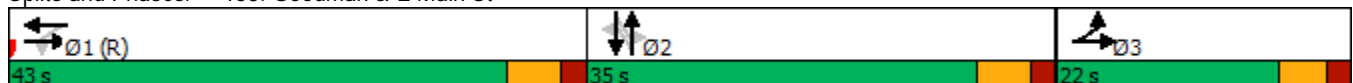


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	22.0			43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.0%			43.0%	43.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	16.5			37.0	37.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0			-3.0			-3.0	
Total Lost Time (s)	3.0				3.0			3.0			3.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				9	9		3	3		3	3	
Act Effct Green (s)	17.3	68.3			48.0			25.7			25.7	100.0
Actuated g/C Ratio	0.17	0.68			0.48			0.26			0.26	1.00
v/c Ratio	0.57	0.37			0.54			0.06			0.68	0.60
Control Delay	41.8	8.9			21.2			25.5			45.5	1.8
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	41.8	8.9			21.2			25.5			45.5	1.8
LOS	D	A			C			C			D	A
Approach Delay		23.0			21.2			25.5			9.3	
Approach LOS		C			C			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 16.9
 Intersection LOS: B
 Intersection Capacity Utilization 65.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & E Main St



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC+20 Build AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	400	21	32	767	51	10	1	3	17	0	37
Future Volume (vph)	49	400	21	32	767	51	10	1	3	17	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.992			0.991			0.969				0.850
Fl _t Protected	0.950			0.950				0.967			0.950	
Satd. Flow (prot)	958	1498	0	1745	1663	0	0	1497	0	0	1745	1561
Fl _t Permitted	0.205			0.501				0.804			0.743	
Satd. Flow (perm)	207	1498	0	920	1663	0	0	1244	0	0	1365	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			5				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.65	0.65	0.65	0.55	0.55	0.55
Heavy Vehicles (%)	64%	10%	0%	0%	5%	76%	22%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0									
Adj. Flow (vph)	53	430	23	33	791	53	15	2	5	31	0	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	453	0	33	844	0	0	22	0	0	31	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	9.5	37.0		37.0	37.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	10.0	53.0		43.0	43.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	12.5%	66.3%		53.8%	53.8%		33.8%	33.8%		33.8%	33.8%	33.8%
Maximum Green (s)	5.0	47.0		37.0	37.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	2.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Ped		Min	Min		None	None		None	None	None
Walk Time (s)		24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)		7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)		5		8	8		3	3				
Act Effect Green (s)	50.4	50.9		45.7	45.7			12.2			12.2	12.2
Actuated g/C Ratio	0.82	0.83		0.74	0.74			0.20			0.20	0.20
v/c Ratio	0.20	0.37		0.05	0.68			0.09			0.11	0.17
Control Delay	5.2	5.0		8.1	15.9			20.3			23.3	2.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	5.2	5.0		8.1	15.9			20.3			23.3	2.6
LOS	A	A		A	B			C			C	A
Approach Delay		5.0			15.6			20.3			9.2	
Approach LOS		A			B			C			A	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	61.6
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	11.6
Intersection Capacity Utilization	63.5%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	B

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC+20 Build AM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	143	132	54	446	54	109	294	29	48	603	243
Future Volume (vph)	79	143	132	54	446	54	109	294	29	48	603	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.928			0.984			0.987				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	1462	0	1662	1678	0	1646	1637	0	1544	1766	1553
Flt Permitted	0.143			0.486			0.208			0.488		
Satd. Flow (perm)	235	1462	0	850	1678	0	360	1637	0	793	1766	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			8			8				188
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1127			410			971				822
Travel Time (s)		25.6			9.3			22.1				18.7
Peak Hour Factor	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	0.89	0.89	0.89
Heavy Vehicles (%)	12%	19%	14%	5%	8%	5%	6%	11%	8%	13%	4%	4%
Adj. Flow (vph)	79	143	132	67	551	67	109	294	29	54	678	273
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	275	0	67	618	0	109	323	0	54	678	273
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		8
Minimum Split (s)	25.0	25.0		24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	50.0
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	55.6%
Maximum Green (s)	34.0	34.0		34.0	34.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	28	28		19	19		13	13		10	10	10
Act Effect Green (s)	37.0	37.0		37.0	37.0		47.0	47.0		47.0	47.0	45.0

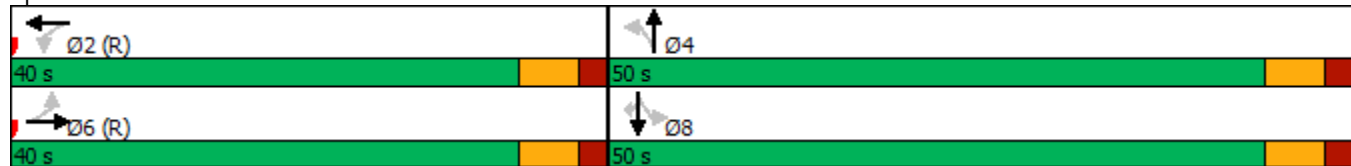


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.52	0.52		0.52	0.52	0.50
v/c Ratio	0.82	0.43		0.19	0.89		0.58	0.38		0.13	0.74	0.31
Control Delay	83.1	16.9		17.7	40.4		30.2	14.0		12.1	22.6	5.4
Queue Delay	0.0	0.0		0.0	4.2		0.0	0.0		0.0	0.0	0.0
Total Delay	83.1	16.9		17.7	44.7		30.2	14.0		12.1	22.6	5.4
LOS	F	B		B	D		C	B		B	C	A
Approach Delay		31.6			42.0			18.1			17.4	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	12 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	26.4
Intersection LOS:	C
Intersection Capacity Utilization:	83.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 98: Culver & Main



Lanes, Volumes, Timings
133: Goodman & E Main St

ETC+20 Build PM

05/03/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	719	744	20	0	517	119	17	7	4	133	9	456
Future Volume (vph)	719	744	20	0	517	119	17	7	4	133	9	456
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	10	10	11
Storage Length (ft)	200		0	150		150	0		0	0		125
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.996			0.972			0.981				0.850
Flt Protected	0.950							0.970			0.955	
Satd. Flow (prot)	3134	1610	0	0	3269	0	0	1504	0	0	1404	1487
Flt Permitted	0.950							0.786			0.711	
Satd. Flow (perm)	3134	1610	0	0	3269	0	0	1219	0	0	1045	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			33			9				518
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			998			292				332
Travel Time (s)		14.3			22.7			6.6				7.5
Peak Hour Factor	1.00	1.00	1.00	0.96	0.96	0.96	0.44	0.44	0.44	0.88	0.88	0.88
Heavy Vehicles (%)	8%	14%	0%	0%	3%	7%	20%	0%	0%	22%	0%	5%
Adj. Flow (vph)	719	744	20	0	539	124	39	16	9	151	10	518
Shared Lane Traffic (%)												
Lane Group Flow (vph)	719	764	0	0	663	0	0	64	0	0	161	518
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1		1	1		1	1		2	2	1
Detector Template												
Leading Detector (ft)	60	40		30	30		35	35		60	60	30
Trailing Detector (ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	0		-10	-10		-10	-10		-10	-10	-10
Detector 1 Size(ft)	6	40		40	40		45	45		6	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	54									54	54	
Detector 2 Size(ft)	6									6	6	
Detector 2 Type	Cl+Ex									Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0									0.0	0.0	
Turn Type	Prot	NA			NA		Perm	NA		Perm	NA	Free

Lanes, Volumes, Timings
133: Goodman & E Main St

ETC+20 Build PM
05/03/2019

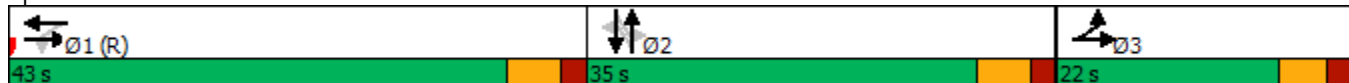


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	1 3			1			2			2	
Permitted Phases				1			2			2		Free
Detector Phase	3	1 3		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0			7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0			35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	22.0			43.0	43.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.0%			43.0%	43.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	16.5			37.0	37.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5			4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0			-3.0			-3.0	
Total Lost Time (s)	3.0				3.0			3.0			3.0	
Lead/Lag				Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None			C-Max	C-Max		None	None		None	None	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				20.0	20.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)				8	8		3	3		3	3	
Act Effct Green (s)	26.8	69.8			40.0			24.2			24.2	100.0
Actuated g/C Ratio	0.27	0.70			0.40			0.24			0.24	1.00
v/c Ratio	0.85	0.68			0.50			0.21			0.64	0.35
Control Delay	48.1	14.1			22.9			26.0			44.7	0.6
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	48.1	14.1			22.9			26.0			44.7	0.6
LOS	D	B			C			C			D	A
Approach Delay		30.6			22.9			26.0			11.1	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 1:EBWB, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 133: Goodman & E Main St



Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC+20 Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	796	9	4	517	9	28	1	28	21	1	45
Future Volume (vph)	54	796	9	4	517	9	28	1	28	21	1	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	100		0	100		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.934				0.850
Fl _t Protected	0.950			0.950				0.976			0.955	
Satd. Flow (prot)	958	1501	0	1745	1726	0	0	1512	0	0	1754	1561
Fl _t Permitted	0.360			0.300				0.838			0.768	
Satd. Flow (perm)	363	1501	0	551	1726	0	0	1298	0	0	1411	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2			43				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		509			517			413				462
Travel Time (s)		11.6			11.8			9.4				10.5
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.65	0.65	0.65	0.55	0.55	0.55
Heavy Vehicles (%)	64%	10%	0%	0%	5%	76%	22%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0									
Adj. Flow (vph)	58	856	10	4	533	9	43	2	43	38	2	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	866	0	4	542	0	0	88	0	0	40	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings
96: Mustard/RGRTA & Main

ETC+20 Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	31.0		31.0	31.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	9.5	37.0		37.0	37.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	10.0	53.0		43.0	43.0		27.0	27.0		27.0	27.0	27.0
Total Split (%)	12.5%	66.3%		53.8%	53.8%		33.8%	33.8%		33.8%	33.8%	33.8%
Maximum Green (s)	5.0	47.0		37.0	37.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0			-3.0			-3.0	-3.0
Total Lost Time (s)	2.0	3.0		3.0	3.0			3.0			3.0	3.0
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Ped		Min	Min		None	None		None	None	None
Walk Time (s)		24.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)		7.0		24.0	24.0		14.0	14.0				
Pedestrian Calls (#/hr)		5		8	8		3	3				
Act Effect Green (s)	48.4	48.1		42.7	42.7			12.6			12.6	12.6
Actuated g/C Ratio	0.77	0.76		0.68	0.68			0.20			0.20	0.20
v/c Ratio	0.16	0.76		0.01	0.46			0.30			0.14	0.21
Control Delay	4.8	14.0		8.5	10.6			16.2			23.1	4.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	4.8	14.0		8.5	10.6			16.2			23.1	4.2
LOS	A	B		A	B			B			C	A
Approach Delay		13.4			10.5			16.2			10.4	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 63.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 12.4
 Intersection LOS: B
 Intersection Capacity Utilization 61.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 96: Mustard/RGRTA & Main



Lanes, Volumes, Timings
98: Culver & Main

ETC+20 Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	479	194	49	178	61	132	662	80	40	374	115
Future Volume (vph)	166	479	194	49	178	61	132	662	80	40	374	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.957			0.962			0.984				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	1495	0	1662	1648	0	1646	1633	0	1544	1766	1553
Fl _t Permitted	0.464			0.108			0.406			0.162		
Satd. Flow (perm)	761	1495	0	189	1648	0	703	1633	0	263	1766	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			23			10				129
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1127			410			971				822
Travel Time (s)		25.6			9.3			22.1				18.7
Peak Hour Factor	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	0.89	0.89	0.89
Heavy Vehicles (%)	12%	19%	14%	5%	8%	5%	6%	11%	8%	13%	4%	4%
Adj. Flow (vph)	166	479	194	60	220	75	132	662	80	45	420	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	673	0	60	295	0	132	742	0	45	420	129
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		8
Minimum Split (s)	25.0	25.0		24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	50.0
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	55.6%
Maximum Green (s)	34.0	34.0		34.0	34.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	28	28		19	19		13	13		10	10	10
Act Effect Green (s)	37.0	37.0		37.0	37.0		47.0	47.0		47.0	47.0	45.0

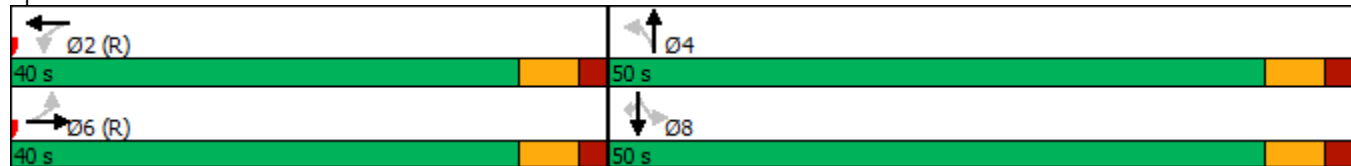


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.52	0.52		0.52	0.52	0.50
v/c Ratio	0.53	1.07		0.78	0.43		0.36	0.87		0.33	0.46	0.15
Control Delay	27.7	81.9		81.6	18.7		16.2	31.3		20.7	15.5	2.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	27.7	81.9		81.6	18.7		16.2	31.3		20.7	15.5	2.8
LOS	C	F		F	B		B	C		C	B	A
Approach Delay		71.2			29.4			29.0			13.1	
Approach LOS		E			C			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	12 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle:	65
Control Type:	Pretimed
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	38.8
Intersection LOS:	D
Intersection Capacity Utilization	100.9%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 98: Culver & Main



Minor split time adjustments

Lanes, Volumes, Timings
98: Culver & Main

ETC+20 Build PM
10/30/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	479	194	49	178	61	132	662	80	40	374	115
Future Volume (vph)	166	479	194	49	178	61	132	662	80	40	374	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Storage Length (ft)	200		400	150		0	125		0	100		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.962			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	1495	0	1662	1648	0	1646	1633	0	1544	1766	1553
Flt Permitted	0.491			0.159			0.374			0.104		
Satd. Flow (perm)	805	1495	0	278	1648	0	648	1633	0	169	1766	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			26			9				129
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1127			410			971				822
Travel Time (s)		25.6			9.3			22.1				18.7
Peak Hour Factor	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	0.89	0.89	0.89
Heavy Vehicles (%)	12%	19%	14%	5%	8%	5%	6%	11%	8%	13%	4%	4%
Adj. Flow (vph)	166	479	194	60	220	75	132	662	80	45	420	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	673	0	60	295	0	132	742	0	45	420	129
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4				8
Permitted Phases	6			2			4			8		8
Minimum Split (s)	25.0	25.0		24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	45.0	45.0		45.0	45.0		45.0	45.0		45.0	45.0	45.0
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	39.0	39.0		39.0	39.0		39.0	39.0		39.0	39.0	39.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	28	28		19	19		13	13		10	10	10
Act Effect Green (s)	42.0	42.0		42.0	42.0		42.0	42.0		42.0	42.0	40.0

Minor split time adjustments

Lanes, Volumes, Timings
98: Culver & Main

ETC+20 Build PM
10/30/2018

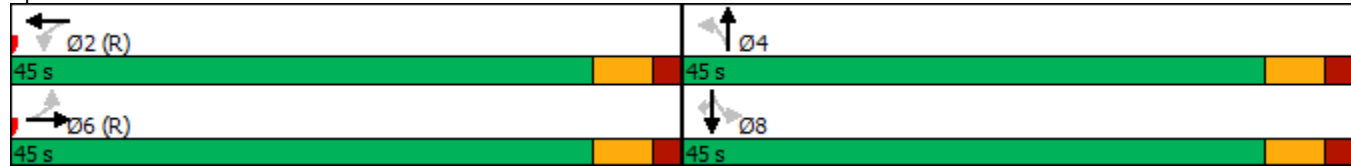


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.47	0.47		0.47	0.47		0.47	0.47		0.47	0.47	0.44
v/c Ratio	0.44	0.94		0.47	0.38		0.44	0.97		0.58	0.51	0.17
Control Delay	20.9	46.2		31.6	16.3		21.8	50.6		51.7	19.5	3.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.9	46.2		31.6	16.3		21.8	50.6		51.7	19.5	3.4
LOS	C	D		C	B		C	D		D	B	A
Approach Delay		41.2			18.9			46.3			18.5	
Approach LOS		D			B			D			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 12 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 34.8 Intersection LOS: C
 Intersection Capacity Utilization 100.9% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 98: Culver & Main



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

Introduction

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

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

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

Guidance for Steps 1, 2 and 3

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

- o Steps 1 & 2: Preparer is from Planning; review occurs as part of the normal IPP process.
 - o Step 3: Preparer is Project Designer; review occurs as part of Design Approval Document review/approval process.
 - o For Local Projects - Local Project Sponsors will be responsible for completing all steps.
- a. A check of “yes” indicates a need to further evaluate the project for Complete Streets features.
 - b. Use the “Comment/Action” text box for brief remarks that clarify answers and indicate direction for the project. Use the section titled “Additional comments, supporting documentation and clarifications” at the end of Step 3 of the checklist for any supporting information or remarks that do not fit in the Comment/Action text box provided. Append additional pages if necessary. For additional text entered at the end, reference the step and checklist number.
 - c. Answers to the questions should be checked with the local municipality, transit provider, MPO, etc., as appropriate, to ensure accuracy and evaluate needed items versus desirable items (i.e., prioritize needs).
 - d. Answers to the questions should be coordinated with NYSDOT Regional program areas as appropriate (e.g., Traffic and Safety, Landscape Architecture, Maintenance, etc.)
 - e. This checklist should be reviewed during the development of the IPP, Scoping Document, and Design Approval Document; and revisited due to a project delay or if site conditions or local planning changes during the project development process. Continued coordination with the Regional Bicycle and Pedestrian Coordinator is necessary throughout project scoping and design.
 - f. It will be assumed that the Project Description and Limits will be as described in the IPP for Step 1, the Scoping Document for Step 2 and the Design Approval Document for Step 3. Preparers should describe any deviations from this assumption under “Preparer’s Supporting Documentation”.
 - g. For the purposes of this checklist, the “project area” is within 0.5 mi (800 m) for pedestrian facilities and 1.0 mi

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-3)

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

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

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm

<http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm>

<http://www.smartgrowthamerica.org/complete-streets/>

i. Refer to [Highway Design Manual Chapter 18](#), Section 18.5.1 for further information and guidance on the use of this checklist.

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

Definitions

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

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

PIN:	<input type="text" value="4CR0.05"/>	Project Location:	<input type="text" value="East Main Street, City of Rochester"/>
Context:	<input checked="" type="radio"/> Urban / Village <input type="radio"/> Suburban <input type="radio"/> Rural		
Project Title:	<input type="text" value="East Main Street Reconstruction"/>		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? If no, continue to question 1.2. If yes, stop here.	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.2	a. Is this project a 1R* Maintenance project? If no, continue to question 1.3. If yes, go to part b of this question.	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? <ul style="list-style-type: none"> • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing Document opportunities or deficiencies in the IPP and stop here. <p><small>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</small></p>	<input type="radio"/> Yes <input type="radio"/> No
1.3	Is this project a Cyclical Pavement Marking project? If no, continue to question 1.4. If yes, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features: <ul style="list-style-type: none"> • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists Document opportunities or deficiencies in the IPP and stop here. <p><small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small></p>	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.4	Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and stop here. <input style="width: 100%; height: 80px;" type="text"/>	<input type="radio"/> Yes <input checked="" type="radio"/> No

STEP 1 prepared by: Date:

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

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-5)

<p>2.1</p>	<p>Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i></p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>The City has a Bicycle Master Plan which identifies long-range opportunities for improved bicycling infrastructure and services within the city. This project is consistent with corridor studies completed in recent years.</p>
<p>2.2</p>	<p>Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?</p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>No dedicated bicycle facility. Existing 5'-8' adjacent sidewalks on both sides of the road.</p>
<p>2.3</p>	<p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i> b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i> <small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p>	<p><input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> No</p>	
<p>2.4</p>	<p>Is the highway considered important to bicycle tourism by the municipality or region?</p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>As a critical link into and out of the city center, this segment of E. Main Street lacks a dedicated bicycle facility.</p>
<p>2.5</p>	<p>Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i></p>	<p><input type="radio"/> Yes <input checked="" type="radio"/> No</p>	
<p>2.6</p>	<p>Are there existing or proposed generators within the project area (<i>refer to the "Guidance" section</i>) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i></p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>East High School, RTS Transit, a proposed police facility and various comm./retail exists and generates ped/bike traffic. There is potential for improved transit accommodations.</p>
<p>2.7</p>	<p>Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i></p>	<p><input type="radio"/> Yes <input checked="" type="radio"/> No</p>	

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-6)

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
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STEP 2 prepared by: Date:

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

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			Comment / Action
3.1	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	A need has not been identified in the multiple corridor studies done, however, it is not precluded.
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="radio"/> Yes <input checked="" type="radio"/> No	The crash history involving bike/peds did not indicate an issue with the existing pedestrian facilities
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18 ?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Existing curb ramps are missing detectable warning units.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to EI 13-021 .	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	<input checked="" type="radio"/> Yes <input type="radio"/> No	There are two midblock crossings proposed to promote safer crossing for peds.
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input checked="" type="radio"/> Yes <input type="radio"/> No	This project proposes to include a dedicated bike facility to reduce vehicle/ped/transit conflicts.
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	<input checked="" type="radio"/> Yes <input type="radio"/> No	This project proposed to enhance/replace the street lighting system for vehicles and peds/bikes.
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input checked="" type="radio"/> Yes <input type="radio"/> No	The city has expressed the desire to include streetscape appurtenances into this project

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-7)

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? <i>Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	E. Main St includes a dedicated bike lanes in both directions west of the project. This project would extend the bike facility east to Culver.
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <i>Consult with Traffic and Safety and transit operator, as appropriate</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Vehicle parking pattern improvements and consolidation of driveways will be explored during final design.
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	<input type="radio"/> Yes <input checked="" type="radio"/> No	No local delivery routes known.
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Green infrastructure could be provided in the 4-5' tree lawn between the road and proposed sidewalk.
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Improved operations will be achieved by implementing treatments in NATCO Bikeway Design Guide.

STEP 3 prepared by: Date:

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

William P. McCormick

From: JPond@monroecounty.gov
Sent: Thursday, April 18, 2019 2:18 PM
To: William P. McCormick
Cc: Rob Schiller; ThomasPolech@monroecounty.gov; Hubbard, Timothy G.
Subject: RE: East Main Street - Midblock Crosswalk

***** EA Security Alert - Please exercise caution before viewing attachments, clicking links or responding to this external email.**

Bill,

This description is well worded and accurate.

Jim

From: "William P. McCormick" <McCormickWP@erdmananthony.com>
To: "ThomasPolech@monroecounty.gov" <ThomasPolech@monroecounty.gov>, "Hubbard, Timothy G." <Tim.Hubbard@CityofRochester.Gov>
Cc: Rob Schiller <SchillerR@erdmananthony.com>, "JPond@monroecounty.gov" <JPond@monroecounty.gov>
Date: 04/04/2019 08:23 AM
Subject: RE: East Main Street - Midblock Crosswalk

I met with Jim Pond yesterday and discussed the proposed mid-block crossing. I explained that both crossings were included in the project as a means to provide a safe crossing of E Main Street other than those at the existing traffic signals. The need to provide additional crossings of E Main Street was also requested by residents at several of the public venues held for the project.

The following discussion (or something similar) will be included in the design report, with the main reasoning for these crossing being a connectivity opportunity and a means to encourage / guide pedestrians to cross E. Main Street at designated locations other than the signals. These locations, coupled with the reduction in pavement width from 50' to 33' will increase safety along the corridor.

The western crossing is proposed at the location of the new RPD / Neighborhood Service Center near Laura Street. This newly constructed facility will provide a public space that includes a bike facility within the old ROW of Laura Street. A road crossing at this location would provide safe access into the NSC and the proposed trail. It would also provide a crossing location to connect East Main Street's proposed cycle track to the RFD/NSC bicycle facility and trail along Laura Street.

The eastern crossing is proposed at the intersection of Quincy and Herkimer. This crossing is located at the eastern end of the business area and the proposed on street parking along East Main Street. In addition, this location has been identified as a crossing location for bike route 17b, as presented in the City of Rochester's Bike Boulevard Master Plan. Route 17b connects to the Garson Avenue Bike Boulevard.

Jim and I talked about pedestrian counts and gap study. We concluded that pedestrian counts would not likely show pedestrian volumes as per the county guidance, as the RPD / NSC is not yet built and the crossing of E

Main in the business area is not currently concentrated at one specific location. As such, Ped counts are not needed. We also concluded that a gap study is not needed for the justification, as we'd rely on the above discussion in the design report that talks about connectivity and encouragement/guidance to cross E. Main Street safely at specific locations in addition to the existing traffic signals.

Jim – please correct me if my assessment of our discussion is accurate.

Tom – please be sure to reflect this discussion in your report comments. Signage of these crossing will be provided as per your comment below.

Rob – please include this discussion in the report – expanding on each location as required.

William P. McCormick, PE
Principal Associate, NE Transportation Manager

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D (585) 563-3459
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McCormickWP@erdmananthony.com
www.erdmananthony.com



From: ThomasPolech@monroecounty.gov <ThomasPolech@monroecounty.gov>
Sent: Wednesday, April 3, 2019 10:01 AM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Cc: William P. McCormick <McCormickWP@erdmananthony.com>
Subject: East Main Street - Midblock Crosswalk

Tim,

I spoke to Jim Pond this morning. He said that the mid block crosswalk should be justified in the Design Report, ideally with ped. counts and analysis of gaps. There should be a discussion why that specific location was chosen (connectivity, encouragement/guidance where to cross, etc.). The crosswalk should be double posted with high-vis Pedestrian signs and panels on both sides of the street, unless there are limited gaps in which case an RRFB might be justified. It would make sense to look into this possibility at this stage of Design. Attached is our Marked Crosswalk policy.

-Tom

Thomas D. Polech, P.E., CPESC, CPSWQ
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Fax: (585) 753-7730
ThomasPolech@monroecounty.gov

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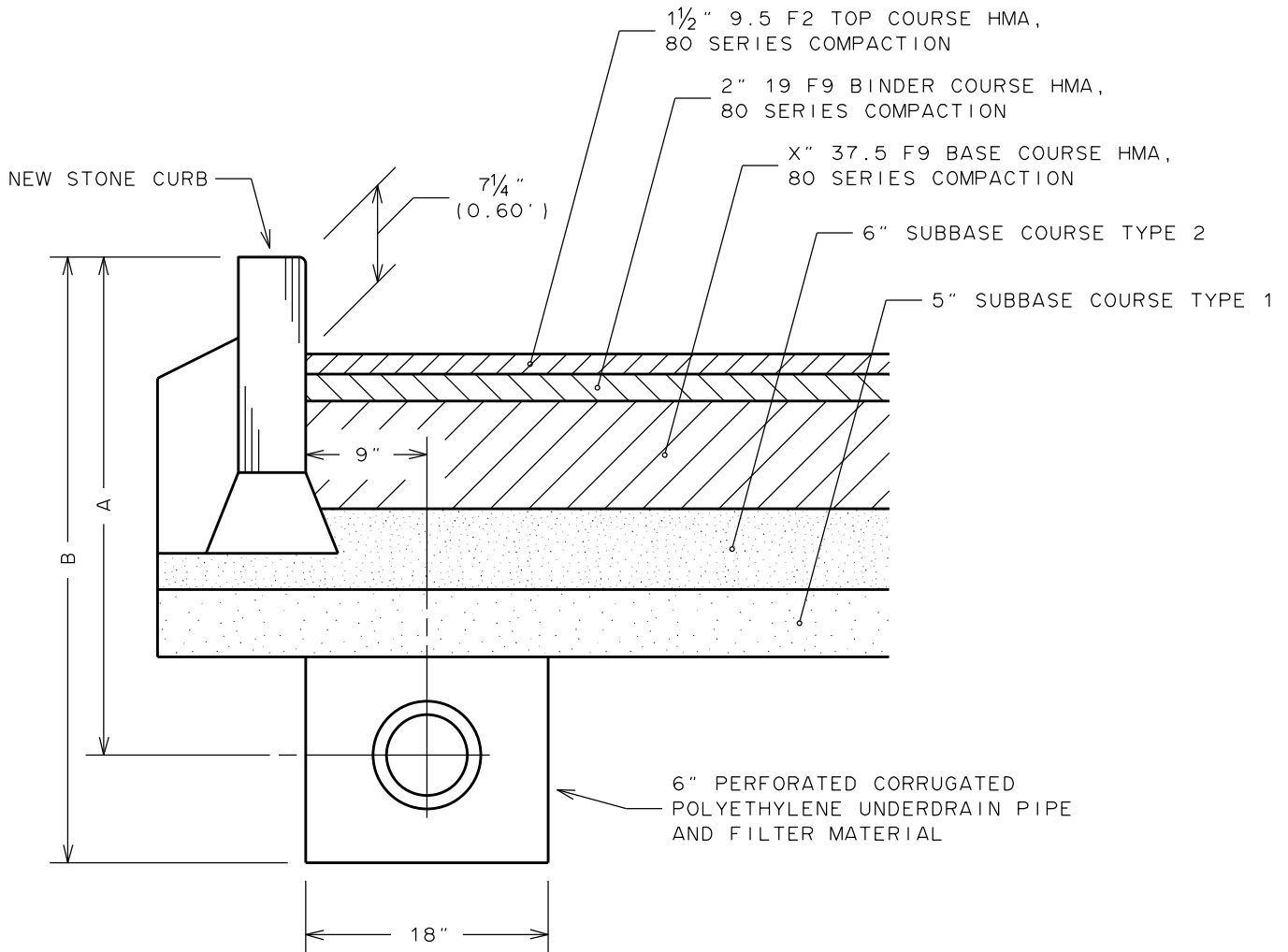
APPENDIX D
PAVEMENT INFORMATION

CITY PAVEMENT SECTION
ESAL PAVEMENT DESIGN

APPENDIX D

PAVEMENT INFORMATION

**CITY PAVEMENT SECTION
ESAL PAVEMENT DESIGN**



PAVEMENT SECTION	X" THICKNESS BASE COURSE	A (Ø UNDERDRAIN PIPE)	B (BOTTOM UNDERDRAIN TRENCH)
LIGHT-DUTY	0"	2' - 6"	3' - 2"
MEDIUM-DUTY	3"	2' - 9"	3' - 5"
MODIFIED	6"	2' - 11"	3' - 7"
HEAVY-DUTY	8"	3' - 1"	3' - 9"

NOTE :

TACK COAT IS TO BE APPLIED BETWEEN ALL LIFTS OF HMA PAVEMENT COURSES AND ON FACE OF CURB BETWEEN CURB AND ASPHALT PAVEMENT.

CITY OF ROCHESTER	
ASPHALT PAVEMENT SECTION WITH CURB	
ISSUED	9-2-91
REVISED	7-31-12
STANDARD DWG.NO.R400-1	

This work sheet is used for the purpose of calculating the 80 kN ESAL using the "simple" method. These calculations were taken from Figure 4-1 of the NYS Comprehensive Pavement Design Manual (June 2000). Enter the parameters for items 1 through 8 below in the blue blocks. The 80 kN ESAL count is calculated based on a compound traffic growth rate and should be used for SUPERPAVE. Enter data also in pavt. thickness sheet. Print this sheet + pavt thickness + item numbers + special note.

P.IN. #:	4CR005
Project Desc.: (cont'd.)	East Main Street Reconstruction City of Rochester
Date:	6-Mar-19

Mainline and Ramp Reconstruction

INPUT PARAMETERS:

Construction Year	2021
1. Design Life (use 50 years for determining new pavement thickness)	50
2. Projected Construction Year AADT	7838
3. Percent Heavy Trucks Class 4 or greater	7.0
4. Percent Trucks in Design Direction	50
5. Percent Trucks in Design Lane	100
6. Truck Equivalency Factor (avg. ESAL per truck)	1.35
7. Truck Volume Growth Rate	1.60%
8. Annual Truck Weight Growth Rate	0.50%
Mr Value (psi)	5000

- Enter the Functional Classification Code of the highway
- Does this road have full or partial access control?
- Is there a possibility of damaging homes, historic sites, etc., due to excessive vibration during compaction.
- Will there will be less than 2000 MT of each course placed?
- Is the highway located in either Dutchess, Orange, Rockland, Putnam, Westchester, Nassau, Suffolk, Sullivan County or the City of New York?
- Is the highway located in either Orange, Rockland, Putnam, Westchester, Nassau, Suffolk Countles or the City of New York?
- Are there are more than 3 lanes on this road?

RESULTS:

2071 Design Year AADT	17,061
• Use 'F' series high friction asphalt.	
Total 80 kN ESAL Count for the Design Life	12,221,211
• The 'Estimated Traffic' level should be < 30.0 million 80 Kn ESALs.	
***** Don't forget the SPECIAL NOTE required in the Proposal *****	

Flexible Pavement Thickness Design

Based on 1993 AASHTO Guide for Design of Pavement Structures

1 Mr Value (From Geotechnical Report)

5000 psi

$$LOG(ESAL) = Z_R * S_0 + 9.36 * LOG(S_n + 1) - 0.20 + \frac{LOG\left[\frac{\Delta PSI}{4.2 - 1.5}\right]}{0.40 + \frac{1094}{(S_n + 1)^{5.19}}} + 2.32 * LOG(M_R) - 8.07$$

ESAL = 1.22E+07

Zr = -1.282

So = 0.45

Po = 4.2

Pt = 2.5

Mr = 5000

Sn = 5.80779364 Input this value until log(esal) converge

7.08711425

LOG(ESAL) 7.08711425

Design Inputs (ESAL Design)			Resulting SN/Layer
use Sn =	5.81	Structural number determined in previous step	
a1	0.42	Structural coefficient of the AC layer (top, binder and base)	4.83
D1	11.50 unknown	Thickness of the asphalt concrete courses (top, binder and base)	
a2	0.23	Structural coefficient of the asphalt-treated permeable base	0.00
D2	0.00	Thickness of the asphalt-treated permeable base	
a3	0.12	Structural coefficient of the subbase course	1.30
D3	12.00	Thickness of the subbase course	
m3	0.9	Drainage coefficient of the subbase course	
a4	0.1	Structural coefficient of the select granular subgrade course	0.00
D4	0 unknown	Thickness of the select granular subgrade course	
m4	0.9	Drainage coefficient of the select granular subgrade course	

Equation

$$S_n = (a_1 * D_1) + (a_2 * D_2) + (a_3 * D_3 * m_3) + (a_4 * D_4 * m_4)$$

TOTAL SN

6.13

REQUIRED SN

5.81

Results

	Layer	Thickness	
		1.5	HMA Top
		2.0	HMA Binder
		8.0	HMA Base
Asphalt Concrete	D1 =	11.50	Inches
Permeable Base	D2 =	0.00	Inches
Subbase Course	D3 =	12.00	Inches
Subgrade Course	D4 =	0.00	Inches
		23.50	TOTAL

APPENDIX E
STRUCTURES INFORMATION

EMPTY

APPENDIX F
NONSTANDARD FEATURE JUSTIFICATION
FORM

NONSTANDARD FEATURE JUSTIFICATION FORM



PIN: 4CRO.05	Route No. and Name: East Main Street
Project Type: Reconstruction	<input type="checkbox"/> National Network/Qualifying Highway <input type="checkbox"/> Access Highway
Functional Class: Urban Minor Arterial	Design Classification (AASHTO Class): Non-NHS Urban Arterial
ADT: 9,647	% Trucks: 7%
<input type="radio"/> NHS <input checked="" type="radio"/> Non-NHS	Terrain: Level

1. Description of Nonstandard Feature

Type of Feature: Turning & Two-way Left Turn Lane Width	
Location: STA. 14+20 to 39+35 and STA. 49+83 to	
Latitude and Longitude (Linear Feature) FROM Lat: 43.162040 Long: -77.583618 TO Lat: 43.159726 Long: -77.566287	
Latitude and Longitude (Point Feature) Lat: Long:	
Standard Value: 11 ft. Minimum	Design Speed: 30 mph minimum, 40 mph maximum
Existing Value: 11 - 12 ft.	Recommended Speed - Existing: 35 mph (30 mph posted)
Proposed Value: 10 ft.	Recommended Speed - Proposed: 35 mph (30 mph posted)

2. Accident Analysis

Current Accident Rate ¹ : 2.02 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev	Statewide Accident Rate: 4.47 <input checked="" type="radio"/> acc/mvm <input type="radio"/> acc/mev
From Goodman St to Culver Rd	Is the Nonstandard Feature a contributing factor? <input type="radio"/> Yes <input checked="" type="radio"/> No

Anticipated accident rates, severity, and costs:

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

3. Cost Estimates

Cost to fully meet standards: No Increase	Cost(s) for incremental improvements: No Increase
---	---

4. Mitigation

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

None.

5. Compatibility with Adjacent Segments and Future Plans

There are no other sections of East Main Street that do not meet minimum turning lane width in the vicinity of the project.

6. Other Factors

e.g., social, economic, and environmental

None.

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

The proposed turning and two-way left turn lane width for the locations above would be reduced to provide adequate space for sidewalk, cycle track and snow storage area, while calming traffic, slowing speeds, and shortening crossing distance across East Main Street. The City has specified that the minimum lane width of 10 feet for turn lanes and two-way left turn lanes.

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

APPENDIX G
STAKEHOLDERS AND PUBLIC INPUT

PUBLIC INFORMATION MEETING DOCUMENTS



EAST MAIN STREET RECONSTRUCTION PROJECT

PUBLIC INFORMATION MEETING
FEBRUARY 28, 2018
RGR TA COMMUNITY ROOM
1372 EAST MAIN STREET
PIN 4CR0.05

PROJECT DESCRIPTION

This project is a Locally Administered Federal Aid highway reconstruction project. The project is located in the Southeast Quadrant of the City of Rochester and includes the section of East Main Street between North Goodman Street to Culver Road - a length of slightly less than 1 mile. The existing city right-of-way is 66 feet along the corridor and the existing pavement section consist of 50 feet (curb to curb) asphalt surface with 8-foot adjacent sidewalks.

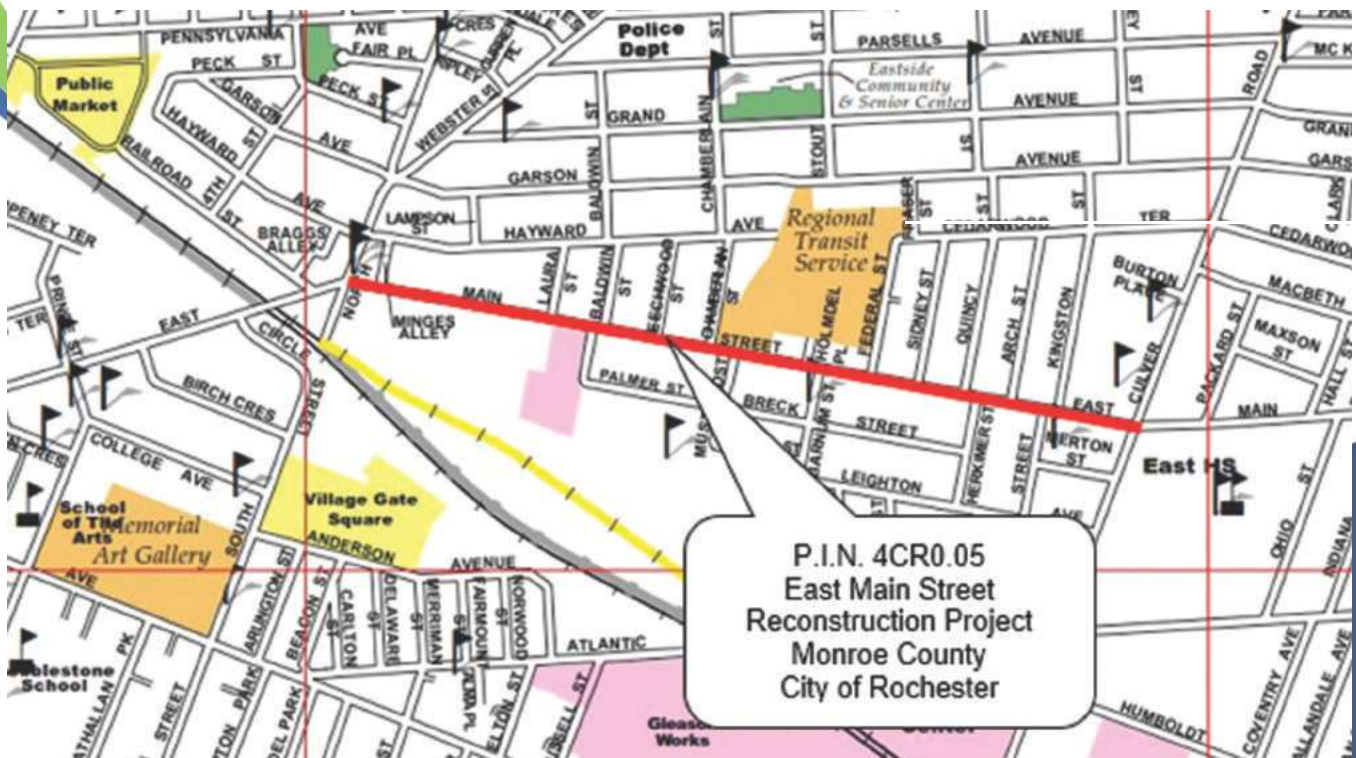
The project will consist of pavement reconstruction; new granite curbing; new concrete sidewalks and driveway aprons, new water main, new street lighting and landscaping.

Preliminary design components being discussed include potential lane changes, parking changes and bicycle accommodations to align with the City's Complete Streets Policy at <https://www.cityofrochester.gov/CompleteStreets/>

MEETING AGENDA

- General Project Overview
- Project Progress
- Project Process & Timeline
- Project / Design Considerations
- Draft Conceptual Alternatives
- Future Meetings & Contacts
- Questions & Answers

PROJECT LOCATION MAP



PROJECT OBJECTIVES

The project includes the following primary objectives:

- 1) Reconstruction of pavement that increases the service life and rideability of East Main Street.
- 2) Improve and promote multi-modal transportation access including accommodations for pedestrian, bicycle and transit facilities.
- 3) Improve pedestrian facilities to be in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and improve the safety of pedestrian, bicycle and motor vehicle traffic.
- 4) Improve streetscape and public realm of corridor including enhancements to lighting, landscape, and other amenities that reinforce community identity and support revitalization.
- 5) Improve the condition of traffic control devices (signs, pavement markings) in accordance with the National Manual of Uniform Traffic Control Devices and the New York State Supplement (MUTCD).

Since its last reconstruction in the early 1980's, the East Main Street corridor between North Goodman Street and Culver Road has significantly deteriorated and almost exclusively accommodates automobile traffic. The roadway exhibits failing pavement and does not provide adequate pedestrian and bicycle facilities. New reconstruction of the corridor would provide the opportunity to foster multimodal transportation including pedestrian, bicycle and transit accommodations, significantly improve safety and accessibility, and reinforce cultural identity of the corridor. Implementation of these complete street elements will contribute to the revitalization of East Main Street and will benefit area residents, business owners, and the traveling public.

PROJECT IMPROVEMENTS

- Pavement narrowing with new pavement surface
- Bicycle Facility
- Sidewalks / ADA Accessibility
- Landscape / Streetscape
- Streetlighting systems
- Watermain Improvements

PROJECT SCHEDULE

Design Approval:
Spring 2019

Complete Detailed Design:
December 2019

Construction Start:
April 2020

Construction Complete:
Fall 2021



**EAST MAIN STREET RECONSTRUCTION
INVENTORY OF WRITTEN COMMENTS RECEIVED**

COMMENT NUMBER	FROM	DATE	RECEIVED BY	ISSUE / COMMENT	PREFERRED ALT. STATED			Other topic
					Alt 1	Alt 2	Alt 3	
1	Juanita Ball	9/30/2018	email	concerns and objections about bike lanes	1			
2	Scott MacRae	10/21/2018	email	recommends 3 -10 foot lanes, with protected bike lane		1		
3	Jenna Lawson	10/22/2018	email	supports Alt #2 - sidewalk level bike lane		1		
4	Richard DeSarra	10/22/2018	email	favor of Alt #2 one-way cycle track		1		
5	Juanita Ball	11/1/2018	hand delivery	need for center lane and parking	1			
6	Juanita Ball	11/14/2018	hand delivery	need for center lane and parking. Combined parking / bike lane presented	1			
7	RTS	11/15/2018	letter / email	various comments about the alternatives			1	
8	Mary Lupien	11/29/2018	email	support 2-way bike, turn lane for portion & 1 side parking			1	
9	Tim Mullins	12/8/2019	email	supports Juanita Ball options	1			
10	John Joseph	1/7/2018	email	supports Juanita Ball options	1			
11	Joe DiFiore	1/17/2019	email	supports Alt #2 - sidewalk level bike lane		1		
12	Joe DiFiore	1/18/2019	email	supports Alt #2 - sidewalk level bike lane		1		
13	Jesse Peers	1/16/2019	email	supports bike infrastructure		1		
14	Tom Moran	1/24/2019	letter / email	supports Alt #2 - sidewalk level bike lane		1		
15	Tom Moran	1/25/2019	email	supports Alt #2 - sidewalk level bike lane		1		
16	Ben Potsid	1/24/2019	email	supports Alt #2 - sidewalk level bike lane		1		
17	Jesse Peers	1/24/2019	comment sheet at meeting	supports Alt #2 - sidewalk level bike lane		1		
18	Mary Lupien	1/24/2019	comment sheet at meeting	supports Alt #2 - sidewalk level bike lane		1		
19	Jenna Lawson	1/29/2019	email	supports Alt #2 - sidewalk level bike lane. Change parking to south side		1		
20	Heather O'Donnell	2/11/2019	email	supports Alt #2 - sidewalk level bike lane		1		
21	Tyron Bike	2/27/2019	email	supports Alt #2 - sidewalk level bike lane		1		
22	Mike Bulger	2/27/2019	email	supports Alt #2 - sidewalk level bike lane		1		
23	Cassandra Kolode	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
24	Ron Martin-Dent	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
25	Steven Shon	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
26	Victor Sanchez	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
27	Scott Wagner	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
28	Esther Ravenal	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
29	Wallace Smelt	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
30	Shane Wiegand	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
31	Scott Wagner	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
32	Susan Levin	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
33	Bendan Ryan	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
34	Heather O'Donnell	2/28/2019	comment sheets at meeting	supports Alt #2 - sidewalk level bike lane		1		
35	Scott Wagner	2/28/2019	comment sheets at meeting	would like more crosswalks				1
36	Maria Furguele	3/1/2019	email	supports Alt #2 - sidewalk level bike lane		1		
37	Juanita Ball	3/2/2019	email	concerns and objections about bike lanes	1			
38	David Riles	3/1/2019	email	supports Alt #2 or Alt. #3 -bike lanes		1		
39	Maureen Duggan	3/4/2019	email	supports Alt #2 - sidewalk level bike lane		1		
40	RTS	3/5/2019	email	various comments about the alternatives				1
41	Juanita Ball	3/9/2019	email	concerns and objections about bike lanes	1			
42	Christopher Dunne	3/12/2019	email	comments relative to Alt. 2 design - RTS access, plowing, ped/cycle interaction		1		
43	Mary Staropoli	3/13/2019	letter / email	supports Alt #2 - sidewalk level bike lane		1		
44	D.Benz	3/14/2019	email	supports street level bike lanes	1			

8 32 2 2

**EAST MAIN STREET RECONSTRUCTION
INVENTORY OF VERBAL COMMENTS RECEIVED**

COMMENT NUMBER	FROM	DATE	RECEIVED BY	ISSUE / COMMENT	PREFERRED ALT. STATED			Other topic
					Alt 1	Alt 2	Alt 3	
10/28/2018 STAKEHOLDER MEETING								
Number of attendees that signed in: 17								
VERBAL COMMENTS / DISCUSSION								
1		10/28/2018	verbal	Question about midblock crossings				1
2		10/28/2018	verbal	Width of the road under each proposed alternative				1
3		10/28/2018	verbal	Alt 2 or 3. which is safer: which option is safer for bicyclists				1
4		10/28/2018	verbal	Who maintain the proposed tree lawns				1
5		10/28/2018	verbal	How many islands are proposed				1
6		10/28/2018	verbal	How much time has been dedicated to studying traffic flow if a bike lane were to be added				1
7		10/28/2018	verbal	Street lighting, benches? To make it more appealing				1
8	Brendan	10/28/2018	verbal	Preference is alt 2		1		
9	Jason	10/28/2018	verbal	Preference is alt 2		1		
10	Winton Village	10/28/2018	verbal	Beatification, didn't like idea of dedicated bike, concerned with traffic flow, island maintenance				1
11		10/28/2018	verbal	Do bikes even use corridor				1
12	Kyle Crandall	10/28/2018	verbal	Emergency vehicles, maintain tree lawns, which is safer 1-way or 2-way cycle				1
13	Juanita Ball	10/28/2018	verbal	Do not remove center lane, parking needed, do not support bikes	1			
11/01/2018 BEECHWOOD MEETING								
Number of attendees: 50+								
VERBAL COMMENTS / DISCUSSION								
14		11/1/2018	verbal	could a separate meeting for Beechwood be held in addition to the Feb. Public meeting				1
15	Mary	11/1/2018	verbal	I am super excited about the one-way cycle track option.		1		
16	Elizabeth	11/1/2018	verbal	If you have to make a sacrifice for space it should be to the vehicles. Wider sidewalks				1
17		11/1/2018	verbal	A question was asked about the E Main St Market Initiative Report and plans for Pike Company building				1
18		11/1/2018	verbal	where the project contact information is located				1
19	Joe	11/1/2018	verbal	Echo's comment number 2 in regard to the one-way cycle track option		1		
20	Jaunita Ball	11/1/2018	verbal	TWLT that extends along the entire project and parking along the south side of East Main Street				1
21	Mary Coffey	11/1/2018	verbal	What are we doing for the off-street parking				1
22	Steven Carey	11/1/2018	verbal	A question was asked about watermain improvements				1
23	Jesse	11/1/2018	verbal	I love the bicycle infrastructure option (referring to Alt 2)		1		
24		11/1/2018	verbal	What option is the best snow plowing / clearing operations				1
25	Shane	11/1/2018	verbal	Loves the one-way cycle track idea				1
26	Mary	11/1/2018	verbal	will there be an opportunity to use permeable pavement on the cycle track				1
01/24/2019 STAKEHOLDER MEETING								
Number of attendees that signed in: 23								
VERBAL COMMENTS / DISCUSSION								
27		1/24/2019	verbal	Can you add more midblock crossings				1
28		1/24/2019	verbal	Most businesses, particularly between 1509 to 1531 do not have off street parking for patrons				1
29		1/24/2019	verbal	Jobs and businesses are an important factor				1
30		1/24/2019	verbal	You can't get rid of parking and center two way left turn lane	1			
31		1/24/2019	verbal	Alternative 1 gives me anxiety as a cyclist.				1
32		1/24/2019	verbal	Why can't the lanes be narrowed even further				1
33		1/24/2019	verbal	Shared use lanes do not work and should not be considered				1
34		1/24/2019	verbal	Alternative 2 is a progressive alternative and what I would like to see		1		
35		1/24/2019	verbal	Safety is the main concern				1
36		1/24/2019	verbal	Alternative 2 is the proper bike lane design		1		
37		1/24/2019	verbal	Where will the snow go under Alternative 2				1
38		1/24/2019	verbal	What are the laws for bike lanes				1
02/28/2019 PUBLIC INFORMATION MEETING								
Number of attendees that signed in: 61								
VERBAL COMMENTS / DISCUSSION								
39	Beechwood Resident		verbal	I am wholeheartedly in support of and super excited about Alternative 2		1		
40			verbal	Any reason why we are looking at one way cycle tracks instead of a two-way cycle track				1
41			verbal	I'm not a bicyclist but whatever the bicyclist community wants, I am in support of				1
42			verbal	Benefits to Alternative 2 include pedestrians and bicyclists being protected from vehicles		1		
43			verbal	What is the separation between the curb and sidewalk				1
44	Mary		verbal	Was there a study done for parking				1
45	Business owner		verbal	On-street parking does not work				1
46	Scott Wagner		verbal	I strongly feel that Alternative 2 will create neighborhood development and community cohesion		1		
47			verbal	In support of Alternative 2		1		
48			verbal	Can you remind me where the bumpout is going to be located for pedestrian crossing				1
49	Eddie		verbal	Why can't you get rid of the center two way left turn lane and put in median islands				1
50			verbal	Has anyone done an economic study about businesses that lose their parking				1
51			verbal	Businesses on the south side need parking	1			
52	John		verbal	The center two way left turn lane should be removed				1
53	Joe		verbal	Really like Alternative 2		1		
54			verbal	Alternative 2 is conducive to a greener city		1		
55			verbal	Creating safe placemaking is what creates positive businesses				1
56			verbal	The new RPD station will help cut down on illegal parking and speeding				1
57			verbal	Go to cdrcrochester.org for the 8-80 Cities presentation that speaks to a lot of people's concerns				1
58			verbal	Hope you don't make a big mess of it.				1
59	Susan		verbal	Alternative 2 is safe and convenient		1		
60			verbal	Against over policing. Police cars going to fast and hitting pedestrians				1
61			raise of hands	Show of hands against Alternative 2. Two (2) individuals raised their hand against Alt 2.		1		

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, October 1, 2018 6:53 AM
To: William P. McCormick
Subject: FW: E. Main Street Reconstruction Project

[let the protesting begin](#)
[you better start a folder just for objections](#)

From: Juanita Ball [mailto:cityeasttransition@gmail.com]
Sent: Sunday, September 30, 2018 8:36 PM
To: ourneighborhood2015@gmail.com <ourneighborhood2015@gmail.com>; bcarpenter@myrts.com; rseabrook@visiosfcu.org; Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>; Johns-Price, Nancy <Nancy.Johns-Price@CityofRochester.Gov>; schillerr@erdmananthony.com; bbancroft@lvengineer3.com; craig.ekstrom@dof.ny.gov; maria@rrcdc.org; McCarthy, Matthew J. <Matthew.McCarthy@CityofRochester.Gov>; jason.partyka@reconnectrochester.org
Subject: E. Main Street Reconstruction Project

I have some concerns and objections about the E. Main Reconstruction Project for E. Main between Culver Rd and Goodman St.

There are two misconceptions: 1) There is not and never have been five lanes of traffic and there not 25,000 cars using E. Main daily.
2) North Winton Village and NEMNO are not stakeholders - Connected Communities, being neither a resident or established business on E. Main; they do not speak for those who are.

The residents have seen no design other than the one from the Design Center, which was commissioned by Home Leasing and Hillside, and had no neighborhood residents' input. This design was rejected because it got rid of the center turning lane. Petitions against removing the center lane were circulated.

Safe pedestrian crossing from one side of E. Main to the other has not been sufficiently addressed. Public transit can't be used if a person can't get safely across the street to the bus stop. Pedestrian safety comes before bicycle tracks.

With retaining the center turning lane, there is no viable way to get a dedicated bicycle track without shortening the width of traffic lanes and/or sidewalks. A better option would be a shared parking and bicycle lane on the North side. There are fewer businesses needing weekday street parking on the North side; the larger ones have their own parking lots.

Lastly, all the businesses on E. Main need to be brought to the table.

Sincerely,

Juanita Ball

Why I am against removing the center turning lane on East Main Street.

East Main has only three traffic lanes, not five. It used to have four and it was very hard to cross the street. The center lane offers a safety island for pedestrians. It also offers a passing lane around stopped buses and a place for vehicles waiting to make a left turn.

The traffic study done for the Bridging Neighborhood project showed that Goodman Street had the most traffic, not East Main. Has a new traffic study been done? The Road Diet plan developed by Bridging Neighborhoods should be in place and evaluated before any other changes are done to East Main.

Physical Layout of East Main Street ^{from} ~~form~~ Goodman Street to Culver Road -

Streets exiting to East Main:

North side	Laura	Sidney
	Baldwin	Quincy
	Beechwood	Arch
	Chamberlain	Kingston
	Federal	
South side	Palmer	Herkimer
	Mustard	Bowman
	Barnum	

There are no cross streets, they all, (fourteen of them), end at East Main. There is no place to put traffic lights or perpendicular crosswalks. All except for Palmer and Mustard are residential streets.

Cars traveling East would require five right turns and nine left turns to enter these streets, and that's not counting turns into business and residential driveways. Cars traveling West would require nine right turns and five left turns.

There are two bus depots, one operating all day, every day and the other, (school buses), only on school days. While the school buses only enter and exit twice a day, they do it in groups. Would you like to be behind four school buses trying to make a left turn into the parking lot?

We need the center lane to allow for all these turns. People don't want to stop or wait for the car ahead of them to do a right-hand turn and will cross a double yellow line to pass.

The separate bicycle lane is a lovely concept but would not work here. For example:

Who has the right-of-way on the track? Do pedestrians have to yield to a bicycle before crossing? I really don't see bicycles stopping to let people cross the street. In other words another traffic lane would be added between the street and the sidewalk for people crossing the street, or entering or exiting a bus.

Would the Bicycle Track be plowed? If so where will the snow go? Would parked cars and crosswalks now have a 2 to 3 foot snowbank between them and the sidewalk? Drivers exiting their vehicles would be stepping into the sole traffic lane, causing oncoming cars to cross the double yellow line to avoid hitting them, (instead of going into the current center turning lane).

If the track isn't plowed, ten feet of unplowed driveway would be added to the 25 residential driveways on the south side of East Main.

There is a safety issue with a bicycle track adjacent to and level with the pedestrian sidewalk, in a residential area with young children. They will not understand it's purpose. To them it isn't the street or a traffic lane, but a very wide sidewalk. How do you keep them out of the way of the bicycles? Personally I wouldn't want to have bicycles whizzing past so close to me, myself.

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, October 22, 2018 7:03 AM
To: 'MacRae, Scott'
Cc: Frisch, Erik L.; William P. McCormick
Subject: RE: East Main Street Reconstruction Project

Scott
Thank you for your input

Tim

From: MacRae, Scott [mailto:Scott_MacRae@URMC.Rochester.edu]
Sent: Sunday, October 21, 2018 8:41 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Cc: Frisch, Erik L. <Erik.Frisch@CityofRochester.Gov>
Subject: East Main Street Reconstruction Project

Dear Tim and Erik,

I would strongly recommend 3 10 foot lanes (rather than 11 foot) for this project. With this added space, one could create protected single bike lanes on each side of the street. It will traffic calm Main Street making it safer for pedestrians and cyclists.

Many thanks for your service.

Best regards,

Scott

Scott MacRae MD
President, Rochester Cycling Alliance

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Tuesday, October 23, 2018 9:57 AM
To: 'Jenna Lawson'
Cc: William P. McCormick
Subject: RE: East Main Street Reconstruction Project Comments

Jenna,

Thank you for your input

Tim

From: Jenna Lawson [mailto:jenna@connectedcommunitiesroc.org]
Sent: Monday, October 22, 2018 4:41 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Cc: LaShunda Leslie-Smith <lashunda@connectedcommunitiesroc.org>
Subject: East Main Street Reconstruction Project Comments

Dear Timothy,

I'm writing on behalf of Connected Communities in regards to the most recent stakeholder meeting about the East Main Street Reconstruction Project.

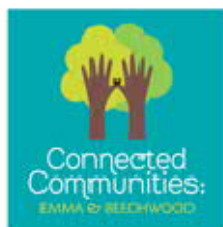
It is our position that Alternative 2, which features a bike lane at sidewalk level, would be the best option for the project. We also advocate for hard landscape features surrounding the trees to minimize potential for neglect in upkeeping grass spaces. Finally, we feel that the "refuge island" is an important component in all crosswalk areas to ensure safety and accessibility for crossing pedestrians. Please let me know if I can clarify any opinions expressed above. Thank you.

Yours in Service,

Jenna Lawson

Community Liaison | AmeriCorps VISTA
Connected Communities, Inc.

410 Atlantic Ave Bld. #2 | Rochester, NY 14609
(585) 224-1084 Office



William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, October 22, 2018 7:02 AM
To: 'richard desarra'
Cc: William P. McCormick
Subject: RE: East Main Street Reconstruction Project PIN #4CR0.05

Richard
Thank you for your input

Tim

From: richard desarra [mailto:rdscomm@rochester.rr.com]
Sent: Saturday, October 20, 2018 11:44 AM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Street Reconstruction Project PIN #4CR0.05

East Main is a major e/w corridor for cyclists with many destinations throughout the corridor vital to a Rochester residents.

The traffic volume can be greatly reduced in this corridor if the infrastructure favors pedestrians and cyclists safety and accessibility.

Vehicle traffic lanes must be narrow to encourage speeds of less than 25mph, with the aim of 20mph, to assure pedestrian and cyclist safety. This would help to transform the corridor to a vibrant residential area.

There needs to be a clear separation for cyclists, as well as pedestrians, like was recently installed on Union Street after the refill of the Inner Loop. I am in favor of one-way cycle tracks on each side of the roadway.

Thank you.

--

Richard DeSarra

None of the six designs presented at the October Meeting are acceptable because they either get rid of the center turning lane or eliminate on-street parking. Here is why both are needed -

You do not force a mother with a child in a stroller to cross two lanes of traffic to go to or from a bus stop and

You do not take away on-street parking in front of small businesses, especially those with second floor apartments -

To create a dedicated bicycle lane for those future bike riders, just so they don't have to go into a traffic lane to get around a parked car!

These bicyclists do not have a downtown destination to go to and even after ROC the River and Parcel 5 are developed, where do they park their bikes? Zagster bikes are being stolen now, and East High students do not ride their bikes to school for fear of them being stolen.

This is not Europe where you may have just as many people riding bikes as driving cars.

This is not a commercial strip like Monroe, Park and South Avenues.

This is Rochester where we have snow. This is a portion of E. Main where we have over twenty residential driveways on the south side alone. Driveways whose cars would have to sit in the ten foot off-the-road bicycle track before exiting into the street and people who would have to walk an extra ten feet on snowy, icy pavement to get from the street to their front door or shop entrance.

School Bus Traffic: Unlike RTS buses after leaving the parking lot, all school buses do not have to cross either the Goodman or Culver Road intersections, therefore you are not getting a good traffic count just using those intersections. Further more to do their north or south routes, these school buses are making right and left turns into the twelve, (eleven after closing Laura Street), residential side streets ending or beginning at E. Main. The center turning lane is needed for these turns, and for the afore mentioned mother with the stroller. The center turning lane acts as a safety pedestrian median. From that lane you can see oncoming traffic and they can see you. And sometimes they even stop to let you cross!

And the school buses often return in groups, with four or more buses in a row wanting to do left turns into the parking lot at the same time, with the center turning lane they can stack up there without holding up any traffic behind them.

Lastly, the center turning lane can be used for emergency vehicles, especially during peak traffic times.

Crosswalks: Is there a law that says that crosswalks have to perpendicular to the street?

Referring to the Quincy St. to Herkimer St. proposed crosswalk design -

How does the sidewalk curb cuts that are offset from the corners get plowed? The curb ramp would be required to make it ADA compliant. The E.Main over Quincy and E. Main over Herkimer ADA corner curb cuts still need to be plowed. Running the crosswalk diagonally to these corners eliminates the need to avoid driveways, trees, streetlights and signage. Road stripes would be all that is needed.

Why I am against removing the center turning lane on East Main Street.

East Main has only three traffic lanes, not five. It used to have four and it was very hard to cross the street. The center lane offers a safety island for pedestrians. It also offers a passing lane around stopped buses and a place for vehicles waiting to make a left turn.

The traffic study done for the Bridging Neighborhood project showed that Goodman Street had the most traffic, not East Main. Has a new traffic study been done? The Road Diet plan developed by Bridging Neighborhoods should be in place and evaluated before any other changes are done to East Main.

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Streets exiting to East Main:

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South side	Palmer	Herkimer
	Mustard	Bowman
	Barnum	

There are no cross streets, they all, (fourteen of them), end at East Main. There is no place to put traffic lights or perpendicular crosswalks. All except for Palmer and Mustard are residential streets.

Cars traveling East would require five right turns and nine left turns to enter these streets, and that's not counting turns into business and residential driveways. Cars traveling West would require nine right turns and five left turns.

There are two bus depots, one operating all day, every day and the other, (school buses), only on school days. While the school buses only enter and exit twice a day, they do it in groups. Would you like to be behind four school buses trying to make a left turn into the parking lot?

We need the center lane to allow for all these turns. People don't want to stop or wait for the car ahead of them to do a right-hand turn and will cross a double yellow line to pass.

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Would the Bicycle Track be plowed? If so where will the snow go? Would parked cars and crosswalks now have a 2 to 3 foot snowbank between them and the sidewalk? Drivers exiting their vehicles would be stepping into the sole traffic lane, causing oncoming cars to cross the double yellow line to avoid hitting them, (instead of going into the current center turning lane).

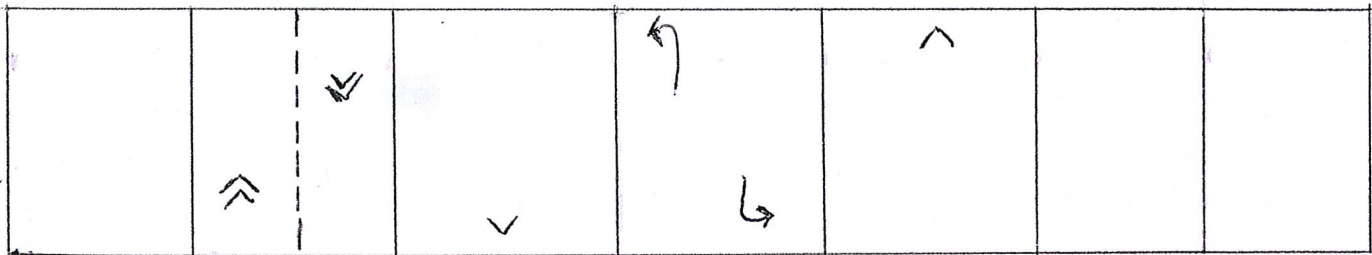
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Juanita Ball
cityeasttransition@gmail.com

November 14, 2018

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William P. McCormick

From: William P. McCormick
Sent: Friday, November 16, 2018 8:58 AM
To: Hubbard, Timothy G.
Cc: Rob Schiller
Subject: RE: East Main - RTS gives Alt 2 Silver

Thanks Tim. We will review these comments and will develop a response prior to the December meeting. We will send you our thoughts when we're done.

William P. McCormick, PE
Principal Associate, NE Transportation Manager

[T] 585.427.8888 ext. 1080
[C] 585.410.4339
[F] 585.427.8914
[Direct] 585.563.3459
145 Culver Road, Suite 200
Rochester, NY 14620
mccormickwp@erdmananthony.com
www.erdmananthony.com

ERDMAN ANTHONY

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Friday, November 16, 2018 6:47 AM
To: William P. McCormick <McCormickWP@erdmananthony.com>
Cc: Rob Schiller <SchillerR@erdmananthony.com>
Subject: FW: East Main - RTS gives Alt 2 Silver

From: Belaskas, Dave [<mailto:dbelaskas@myrts.com>]
Sent: Thursday, November 15, 2018 4:54 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Cc: McCormick, Erin <emccormick@myrts.com>
Subject: East Main St. reconstruction - RTS comments to date

Tim:

Attached are RTS's comments to date. We look forward to meeting with you in December to further discuss.

Dave

Dave

David P. Belaskas, P.E.
Director of Engineering and Facilities Management
REGIONAL TRANSIT SERVICE

1372 East Main Street
Rochester, NY 14609
dbelaskas@myRTS.com
Office: 585-654-0658
Cell: 585-330-8726

11/15/2018

East Main St. reconstruction

RTS comments to date:

- 1) Alternative 3 (with the 2 way cycle lane on the south side) is preferred. Second option that RTS would consider is Alternative 2.
- 2) How will a bus stop fit into the plan?
- 3) In Alternatives 2 and 3, does the bus stop go in the tree lawn area?

What about a shelter? Or does the stop/shelter stay in the sidewalk area with walking access through the bike lane and tree lawn?

RTS intends to have a bus stop in front of the new police station (directly east of the current AutoZone).

- 4) How will traffic flow be affected? Will it take more or less time to drive from Culver to Goodman?
- 5) What will the before and after intersection ratings be?
- 6) How will RTS enter/exit the (1372 E. Main St.) campus during road reconstruction? The Garson Avenue gate does not seem like a feasible option. Even if RTS used Garson Avenue to enter/exit during road reconstruction, how can we guarantee vehicles will not be parked along Garson Avenue that will conflict with bus traffic?
- 7) Concerned about potential conflicts between vehicles and bikes/pedestrians. Alternatives 2 and 3 provide an elevated curb with dedicated/protected space for bicyclists and pedestrians. This elevated curb is preferred to avoid interactions between vehicles and bikes/pedestrians.
- 8) Alternative 3 could engage cyclists to approach motorists from unexpected directions. It will be important to educate the users of the cycling track and road of this new condition.
- 9) Maintenance questions
 - What is the plan for plowing the cycle track and sidewalk?
 - Re: trees proposed for this project - what is the plan for maintaining site lines (trimming the trees) and dealing with tree roots?
- 10) An option that maintains a center turn lane throughout the project and has a buffer between cyclists and vehicles including buses is preferred.
- 11) How will the bike lane/pedestrian sidewalk work near a driveway/business entrance?
- 12) East of RTS campus - consider eliminating parking in lieu of eliminating center turn lane (center turn lane is preferred over parking).

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Thursday, November 29, 2018 3:27 PM
To: 'mlupien@gmail.com'
Cc: William P. McCormick; Rob Schiller
Subject: RE: Comments for East Main Street reconstruction project

Yes, we will take your input
thank you

Tim

From: Mary Lupien [mailto:mlupien@gmail.com]
Sent: Monday, November 26, 2018 2:32 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: Comments for East Main Street reconstruction project

I know I'm late, I hope you still will count!

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY NOVEMBER 15, 2018 ****

NAME: Mary Lupien

ADDRESS: 463 Parsells Ave

CITY: Rochester ZIP CODE: 14609

REPRESENTING: Self

COMMENTS: I'm very in support of 2 way bike lanes, turning lane ~~off~~ for a portion & 1 side parking. I like the combo cycle track / sidewalk side by side. w/ parking on the outside closest to traffic.

can we put in ^{narrow} islands for pedestrian king where no turning lane is present?

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

Comments may also be e-mailed to:
thubbard@cityofrochester.gov

Adaptability
Adventure
Altruism

R

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, December 10, 2018 7:06 AM
To: William P. McCormick
Subject: FW: East Main Street Improvements

[not quite sure what this means](#)

From: Tim Mullins [mailto:tim.mull342@gmail.com]
Sent: Saturday, December 08, 2018 4:27 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Street Improvements

Mr Timothy Hubbard, City Project Manager,

Please consider the East Main St. improvements in the plan dated November 14 from Juanita Ball.

I have considered her proposal and think that they make a great deal of sense.

Thank you,
Tim Mullins
Rochester resident

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Tuesday, January 8, 2019 7:02 AM
To: William P. McCormick
Cc: Rob Schiller
Subject: FW: East Main Street Project
Attachments: Juanita Ball_11-14-18.pdf

From A to Z

From: John Joseph [mailto:jjoseph01@gmail.com]
Sent: Monday, January 07, 2019 8:15 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Street Project

I missed the community meeting several weeks ago, will there be more public input meetings on this project? I travel down East Main daily by bicycle. While I appreciate that every design includes bicycle infrastructure, I have concerns about some of the proposed designs. I would like to offer input as someone that rides that stretch daily.

The first proposal merely swaps parking for bike lanes. I have seen in many other parts of the city that despite the best intentions, the bike lane just becomes a decorated parking lane. Parking in the bike lane is not enforced, so drivers continue to use the area for parking. This will be a problem on East Main because right now there are always cars parked in the on street spots. Putting down some decals and green lanes will not change this. This is true on Jay St, Broad St, University, Dewey, etc. Cars continue to park on the street despite the change to a bike lane.

I also believe some sort of separation from motor vehicle traffic is paramount. I'm an experienced, all season cyclist. I don't like being that close to cars traveling 40-50 mph (sorry that's the reality of East Main St), but I have built up a tolerance. I do not believe timid beginners or people with small children will feel safe unless there is some buffer. I also would ask that the turn lanes be deleted except for intersections. This will give space for on street parking to keep the car people happy, and by eliminating the buffer between lanes will help to slow drivers down. Right now East Main is an at grade highway. When I am forced to drive instead of bicycle, I have been passed multiple times by people upset that I am going the speed limit.

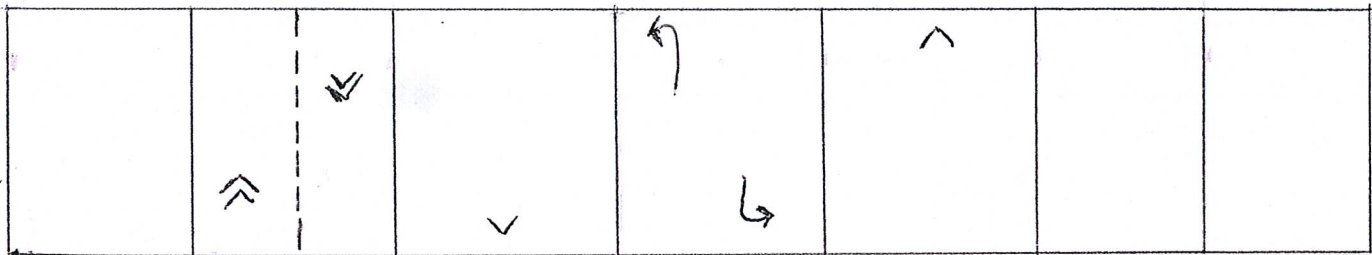
All of these changes are important to help make East Main St more approachable for people that aren't in cars. This may also help parking problems at the Public Market. Right now it is very difficult to bike to the Public Market from the East unless you are comfortable riding with speeding vehicles.

Thank you.



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From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Thursday, January 17, 2019 11:19 AM
To: William P. McCormick
Cc: Rob Schiller
Subject: FW: East Main Street Reconstruction project

[I haven't read this yet](#)

From: J Di Fiore [mailto:difiorejoe@gmail.com]
Sent: Thursday, January 17, 2019 10:14 AM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Street Reconstruction project

EXTERNAL EMAIL

Dear Mr. Hubbard,

I attended the presentation on the reconstruction of E. Main this past fall at the Beechwood Neighborhood Coalition meeting, and was pleased to see the design proposals, particularly the Alt 2 design, which incorporates sidewalk level one-way cycle tracks as well as other desirable elements, such as the elimination of the center turn lane where unnecessary and a narrower feel to the road overall. From the feedback I heard during the meeting, I believe this was the design that had the overwhelming support of the others in attendance as well.

As you know, this project has been years in the making and incorporates the many studies and visioning sessions participated in by residents of Beechwood and the surrounding community. I believe it has been made clear on numerous occasions that there is a desire to include meaningful accommodations for cyclists (i.e. protected bike lanes) and an overall design that is inclusive, safe, and walkable (i.e. the opposite of the E. Main's current design).

This is why I was alarmed to learn that there may be individuals working behind the scenes to derail this project in an effort to maintain the status quo. My hope is that this is only a rumor, but if it is indeed the case, I, and others, would like to know, so that we can properly address their concerns and help dispel any misinformation.

Please know that there is great excitement around this project and that many stand ready to vocalize their support. If there is an ideal forum for them to do so, please let me know.

Sincerely,
Joe Di Fiore, Secretary
Beechwood Neighborhood Coalition

William P. McCormick

From: J Di Fiore <difiorejoe@gmail.com>
Sent: Friday, January 18, 2019 3:39 PM
To: William P. McCormick
Subject: Fwd: East Main Street Reconstruction project
Attachments: Typ Section Board_Alt 2.pdf

Dear Mr. McCormick,

I'm forwarding a message to you that I previously sent to Tim Hubbard regarding the East Main Street Reconstruction project and what I believe to be the clear and well-established support from Beechwood and the residents of surrounding neighborhoods for the Alt 2 design.

Please see below for greater detail.

Thank you for your time and consideration.
-Joe Di Fiore

----- Forwarded message -----

From: J Di Fiore <difiorejoe@gmail.com>
Date: Thu, Jan 17, 2019 at 10:13 AM
Subject: East Main Street Reconstruction project
To: <Tim.Hubbard@cityofrochester.gov>

Dear Mr. Hubbard,

I attended the presentation on the reconstruction of E. Main this past fall at the Beechwood Neighborhood Coalition meeting, and was pleased to see the design proposals, particularly the Alt 2 design, which incorporates sidewalk level one-way cycle tracks as well as other desirable elements, such as the elimination of the center turn lane where unnecessary and a narrower feel to the road overall. From the feedback I heard during the meeting, I believe this was the design that had the overwhelming support of the others in attendance as well.

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Please know that there is great excitement around this project and that many stand ready to vocalize their support. If there is an ideal forum for them to do so, please let me know.

Sincerely,
Joe Di Fiore, Secretary
Beechwood Neighborhood Coalition

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Wednesday, January 23, 2019 11:47 AM
To: William P. McCormick
Cc: Rob Schiller
Subject: FW: East Main Street redesign

not sure what we need to do
but at a minimum add to our list of comments

From: Reyes, Lisa Y.
Sent: Wednesday, January 23, 2019 11:34 AM
To: Frisch, Erik L. <Erik.Frisch@CityofRochester.Gov>; Barrett, Holly E. <Holly.Barrett@CityofRochester.Gov>
Cc: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: RE: East Main Street redesign

Reviewing it now...

From: Frisch, Erik L.
Sent: Wednesday, January 23, 2019 11:30 AM
To: Barrett, Holly E. <Holly.Barrett@CityofRochester.Gov>
Cc: Reyes, Lisa Y. <Lisa.Reyes@CityofRochester.Gov>
Subject: FW: East Main Street redesign

FYI, I think the response should come from you, Lisa, or Tim.

From: Warren, Lovely A.
Sent: Tuesday, January 22, 2019 5:56 PM
To: Jones, Norman <Norman.Jones@CityofRochester.Gov>; Frisch, Erik L. <Erik.Frisch@CityofRochester.Gov>
Subject: Fw: East Main Street redesign

Please respond to the email below

Lovely A. Warren, Mayor
Sent from my City BlackBerry

From: Jesse Peers <jpeers@eastman.org>
Sent: Wednesday, January 16, 2019 2:08 PM
To: Warren, Lovely A.
Subject: East Main Street redesign

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

Good afternoon Mayor Warren,

My name is Jesse Peers. My family and I are residents of North Winton Village and our children go to school at #52. I work at George Eastman Museum and I love getting around this city on a bike. It keeps me healthy, makes my family's finances better and contributes to a greener Rochester.

The joy of getting around the city on a bike is contagious! I got certified as a [bike educator](#) last year so I could help others get the confidence they need to enjoy cycling more. In the last several months, I've taught in RCSD 6th grade classrooms, churches, college campuses, libraries and at the Public Market. I'm currently in discussions with the city's R-Centers about 2019 offerings for youth. I've gone to many public input sessions on the City's bike master plan and climate plan. And the response from these sessions is unequivocal: Rochesterians want protected bike infrastructure to make navigating the city by bike less stressful and dangerous, and more intuitive, fun and family-friendly.

I was very pleased with the proposed East Main design concepts for bike infrastructure. Safe, intuitive, protected bike infrastructure along Main Street would greatly compliment the north-south Riverway Trail. My children and I bike from North Winton Village to downtown on a regular basis. It's how we get to the Central Library, Red Wings games, Strong Museum and Martin Luther King Jr. Park. The area from Culver to Goodman is quite intimidating currently and I was looking forward to better infrastructure.

I can't verify if this is true, but I've heard rumblings that the City is considering *not* putting in this infrastructure that it was previously leaning towards. If this is true, this is extremely disappointing. City Hall needs to consider *all* users and abide by its complete streets policy. I want to live in a progressive City that moves forward on implementing its climate & bicycle plans, not giving up and reverting to the status quo. I know if Rochester moves forward with its plan for protected bike infrastructure, this will be a City my kids want to stay in. We are building the City of tomorrow now. *"Everyone will have peace on the road when everyone has a piece of the road."*

Thanks for your time. If we can ever discuss in person, I'd love to do so.

All best,

-Jesse Peers
Legacy Collection Archivist
George Eastman Museum
Monday-Friday 9am-3pm
(585) 327-4854

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Thursday, January 24, 2019 4:32 PM
To: Barrett, Holly E.
Cc: William P. McCormick; Rob Schiller
Subject: Fw: Main Street Streetscapes project between Culver and Goodman
Attachments: Norm Jones Main Street Goodman Culver Streetscape 190117TMM.doc

look more mail

From: Hofmann, Jim <Jim.HofmannJr@stantec.com>
Sent: Thursday, January 24, 2019 3:55 PM
To: Mroczek, Jeffery J.; Hubbard, Timothy G.
Subject: FW: Main Street Streetscapes project between Culver and Goodman

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

Tim.... I believe this is your project. 😊

Jim Hofmann Jr., P.E.
Principal, Office Leader

Direct: 585 413-5257
Mobile: 585 298-2389
Fax: 585 272-1814
jim.hofmann@stantec.com

Stantec
61 Commercial Street Suite 100
Rochester NY 14614-1009



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From: TomMorgan@Alum.RIT.EDU <cervantes109@frontiernet.net>
Sent: Thursday, January 24, 2019 9:15 AM
To: Hofmann, Jim <Jim.HofmannJr@stantec.com>; Cityofrochester Info <info@cityofrochester.gov>; malik.evans@cityofrochester.gov; norman.jones@cityofrochester.gov; Jim Smith <james.smith@cityofrochester.gov>; Jeff Mroczek <jeff.mroczek@cityofrochester.gov>
Subject: Main Street Streetscapes project between Culver and Goodman

Dear
Hon. Norman H. Jones, Commissioner, Department of Environmental Services
Mayor Lovely Warren
Deputy Mayor James Smith
Hon. Malik Evans, Chair City Council Public Works Committee
Project Manager Jeff Mroczek
Stantec Project Manager James Hoffmann, Principle

Attached is a letter discussing the optimal solution for redoing the streetscape of Main Street from Culver Road to Goodman Street.

Some of you will also be receiving a hard copy in the mail that includes some attachments for ease of reference. This letter is one page plus one additional page of reasons for selecting the option I am asking you to use. Some may not have been considered in discussions up until now.

I started rediscovering downtown this Summer, spending a lot of my free time and expendable income supporting downtown merchants and traversing its thoroughfares by car, bus, and bike. I have spoken with a lot of people more knowledgeable than I on the subject.

I appreciate you taking the time to revisit this project through my eyes and observations. I think you will find it beneficial.

Tom Morgan
c: 585-315-7480
tommorga@alum.rit.edu

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Friday, January 25, 2019 8:57 AM
To: William P. McCormick
Subject: FW: Main Street Streetscapes projects - both center city/bridge section and Goodman to Culver

From: Hofmann, Jim [mailto:Jim.HofmannJr@stantec.com]
Sent: Friday, January 25, 2019 8:46 AM
To: Miller, Sean <sean.miller@stantec.com>; Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>; Mroczek, Jeffery J. <Jeff.Mroczek@CityofRochester.Gov>; Weilnau, Rory <Rory.Weilnau@stantec.com>; Hartley, Jon <jon.hartley@stantec.com>; Damico, Michael <Michael.Damico@stantec.com>
Subject: FW: Main Street Streetscapes projects - both center city/bridge section and Goodman to Culver

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

[Fyi....](#)

Jim Hofmann Jr., P.E.

Principal, Office Leader

Direct: 585 413-5257

Mobile: 585 298-2389

Fax: 585 272-1814

jim.hofmann@stantec.com

Stantec

61 Commercial Street Suite 100

Rochester NY 14614-1009



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From: TomMorgan@Alum.RIT.EDU <cervantes109@frontiernet.net>
Sent: Friday, January 25, 2019 8:38 AM
To: Hofmann, Jim <Jim.HofmannJr@stantec.com>; Cityofrochester Info <info@cityofrochester.gov>; malik.evans@cityofrochester.gov; norman.jones@cityofrochester.gov; Jim Smith <james.smith@cityofrochester.gov>; Jeff Mroczek <jeff.mroczek@cityofrochester.gov>
Subject: Main Street Streetscapes projects - both center city/bridge section and Goodman to Culver

Dear

Hon. Norman H. Jones, Commissioner, Department of Environmental Services

Mayor Lovely Warren

Deputy Mayor James Smith

Hon. Malik Evans, Chair City Council Public Works Committee

Project Manager Jeff Mroczek

Stantec Project Manager James Hoffmann, Principle

Good morning. I understand the meeting at the RTS Center last night was a good one.

One other important reason to use the *Sidewalk Level Elevated One Way Bicycle Track* design:

In addition to attracting our growing base of young urban professionals, the opposite end of the economic spectrum of our city residents would also benefit.

R Community Bikes on Hudson Avenue refurbishes and gives away around **5000 bicycles a year** to children and adults in need. For a large number of these adults bicycling is their primary mode of transportation.

It is how they, too, get to work. They can't afford cars, insurance, etc. They may well not be able to afford or have convenient access to bus transportation, depending on where they live.

I invite you to take some time reviewing the information at this site:

<https://reconnectrochester.org/transportation-and-poverty/>

Thank you again for taking the time to give this project the attention it deserves.

Tom Morgan

c: 585-315-7480

w: 585-334-4020 x455

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Friday, January 25, 2019 7:19 AM
To: William P. McCormick
Cc: Barrett, Holly E.; Reyes, Lisa Y.
Subject: FW: East main Street project

#16 ?

I'm thinking we could use a more general response that would work for several of these commenters ?
Thanking for the input, tamping down the hearsay, and reminding we need consideration of all users

From: ben potsid [mailto:bpotsid@gmail.com]
Sent: Thursday, January 24, 2019 7:13 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East main Street project

EXTERNAL EMAIL

Dear Mr. Hubbard,

I am a city resident, Garson Ave in North Winton village. It has come to my attention that there has been consideration of installing unprotected bike lanes on east main Street, and that the North Winton village organization has been supporting this idea. It's ridiculous to not install fully protected bike lanes when there is plenty of room to do so, making it safer for bikes, pedestrians, and cars. Studies have shown protected bike lanes have a strong positive effect on neighborhood businesses, far more than street parking. This is how the neighborhood feels as a majority, I guarantee you. We are a neighborhood of young professionals and we want more bike lanes and better sidewalks, and better alternatives to driving

Thank you

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY FEBRUARY 8, 2019 ****

NAME: Jesse Peers
ADDRESS: 102 McKinley St
CITY: ROC ZIP CODE: 14609
REPRESENTING: ROC Cycling Alliance / George Eastman Museum
COMMENTS: _____

At input sessions regarding the City's bike + sustainability plans, response has been overwhelming that Rochesterians want protected bike infrastructure. If this plan will last 60 years, we've gotta get it right

I bike with my kids from N Winton Village / Beechwood to Strong Museum, Central Library, Frontier Field.

We deserve to be safe. Complete street policy must take all users + ages into consideration

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.

PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

Comments may also be e-mailed to:

thubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY FEBRUARY 8, 2019 ****

NAME: Mary Lupien

ADDRESS: 463 Parsells Ave.

CITY: Rochester ZIP CODE: 14609

REPRESENTING: Self

COMMENTS: I strongly believe in the cycle track. Bikes is the road is dangerous & you can't stop ~~cars~~ ^{cars} from parking there.

Unless you do like NYC and do parking → bike lane → side walk.

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.
Comments may also be e-mailed to:
thubbard@cityofrochester.gov

BICYCLE PRIORITY PROJECTS

- 1 Upgrade shared lane markings to bike lanes and upgrade bike lanes to protected bike lanes, where feasible.
- 2 Fill in the gaps in the existing bike network, starting with the smallest gaps.
- 3 Prioritize improvements in communities with low car ownership, high percentages of vulnerable populations, and new activity centers.
- 4 Create a marketing program to encourage more people to ride bikes.
- 5 Create a policy to ensure that there are safe detours when construction or maintenance blocks bike lanes or sidewalks.
- 6 Reduce the standard design speed on City streets to 25 miles per hour, 20 on residential streets, through traffic calming interventions.
- 7 Implement a bicycle facility maintenance policy that includes guidelines for repainting, plowing, and clearing drainage.
- 8 Count the number and direction of people biking on certain streets to better understand bicycle network needs and performance.
- 9 Study and determine the best place to add an east-west trail to complement the north-south Riverway trail.
- 10 Install rider amenities (restrooms, water fountains, repair stations) along trails, including El Camino.
- 11 Connect together portions of the Riverway Trail in Northwest Rochester, and complete the railroad bridge connection to the east side.
- 12 Improve lighting and aesthetics in railroad underpasses.
- 13 Create a City Active Transportation Coordinator position.
- 14 Create a bicycle crimes unit within the RPD to more effectively prosecute bike thefts.
- 15 Create a bicycling/active transportation citizen advisory committee.
- 16 Introduce new ways for cyclists to report vehicle parking or construction conflicts in bike lanes.
- 17 Remove alternate side parking where possible to allow for parked cars to act as traffic calming elements.

Mike Left
Tuesdays
and Smith

More
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for
bike
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new
parking
space
is
on
the
main
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How
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units
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to
car
thefts
but
not
theft
of
cars

ROCHESTER COMPREHENSIVE ACCESS AND MOBILITY PLAN

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Thursday, January 31, 2019 7:27 AM
To: William P. McCormick
Cc: Rob Schiller
Subject: FW: East Main Reconstruction Feedback

I don't think I had fwd this
is this #17
can you send me the list

From: Jenna Lawson [mailto:jenna@connectedcommunitiesroc.org]
Sent: Tuesday, January 29, 2019 4:43 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Cc: LaShunda Leslie-Smith <lashunda@connectedcommunitiesroc.org>
Subject: East Main Reconstruction Feedback

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

Hello Tim,

I'm writing on behalf of Connected Communities and the citizens we've heard from to voice our support for Alternative 2 as the design for the East Main Street Reconstruction Project. 20% of Beechwood and EMMA residents do not have a car and of them, many rely on bicycles to get to work and be mobile. A designated bike lane that is separated from the street is the best option to keep these residents safe from vehicles that may or may not respect their safety if they were made to merge with regular traffic. We would suggest the modification that the parking lane from Federal to Culver be switched to the south side of the street rather than the north side. We support this amendment to the original design because of the higher number of businesses and residences without parking on the south side of the street. Thank you for including Connected Communities in this process and let me know if we can be of any more help. Thank you.

Yours in Service,

Jenna Lawson

Community Liaison | AmeriCorps VISTA

Connected Communities, Inc.

410 Atlantic Ave Bld. #2 | Rochester, NY 14609

(585) 224-1084 Office



William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Wednesday, February 13, 2019 6:42 AM
To: William P. McCormick
Cc: Reyes, Lisa Y.
Subject: FW: support for Complete Street Design on East Main Street Reconstruction Project,

From: heatherodonnell@rocpc.org [mailto:heatherodonnell@rocpc.org]
Sent: Monday, February 11, 2019 9:33 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Cc: Jones, Norman <Norman.Jones@CityofRochester.Gov>; Warren, Lovely A. <Lovely.Warren@CityofRochester.Gov>; Yudelson, Alex <Alex.Yudelson@CityofRochester.Gov>
Subject: support for Complete Street Design on East Main Street Reconstruction Project,

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

Dear Mr. Hubbard, Mayor Warren, Commissioner Jones, and Mr. Yudelson,

I'm writing on behalf of the Rochester People's Climate Coalition to strongly urge you to adopt the Design Alternative 2 on your East Main Street Reconstruction Project. This design would be better equipped as a 'complete street' to safely accommodate all forms of mobility: pedestrian, cyclist, public transit, as well as automobile.

RPCC is committed to supporting the city as they uphold the policy recommendations outlined in the the Climate Action Plan for Complete Streets. As transportation emissions are the largest component of greenhouse gas emissions in NY State, it is essential to adopt any street design that encourages alternatives to single-occupancy vehicle use. A Complete Street design on E. Main Street would reaffirm the City's commitment to reducing emissions and would benefit the community by enabling a safer usage of alternative modes of transportation.

Thank you for your attention, and please let us know if we at RPCC can do anything to assist you by providing support for a complete street design on E. Main Street.

With best wishes,
Heather O'Donnell

Heather O'Donnell
Faculty, Humanities Department
Eastman School of Music / University of Rochester
Leadership Committee- Transportation
Rochester People's Climate Coalition
[190 Parkwood Ave.](#)
[Rochester, NY 14620](#)

tel: ++1(585)319-5515
cell: ++1(484)649-9317



ROCHESTER PEOPLE'S CLIMATE COALITION

an inclusive, non-partisan network of organizations and individuals unified by our determination to identify and implement effective climate solutions. Our diverse supporters include business, faith, civic, labor, and environmental groups.

William P. McCormick

From: Tryon Bike <sales@tryonbike.com>
Sent: Wednesday, February 27, 2019 1:36 PM
To: thubbard@cityofrochester.gov
Subject: East Main Street Bike Lanes

Hello,

I'm writing you today in support of the East Main Street reconstruction project. The Alt 2 proposal provides a safe, efficient environment for drivers, walkers, and cyclists alike.

Safe bike lanes are great for the community and the City.

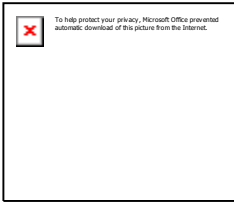
It's come to our attention that certain individuals have come forward to try and block these modern improvements to the area. These people do not represent the people that are out there using the current infrastructure as it is now, unsafe for cyclists.

We have a wonderful community of active people that are eager for more of this type of infrastructure. Whether it's for fun, fitness, or commuting there is a demand for better bike lanes.

Thank you for your time.

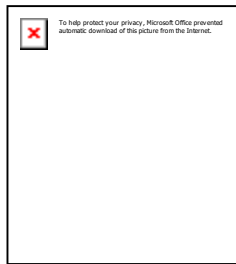
-Tryon Bike

80 Rockwood Place Suite 112 Rochester, NY14610
Office: 585-413-4444



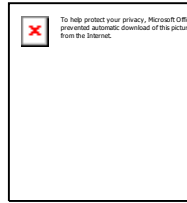
Suspension Service Experts

www.blackdogsuspension.com



Great Bikes, Great Service

www.tryonbike.com



Great Bikes, Great Service

www.facebook.com/tryonwheelworks



William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Wednesday, February 27, 2019 3:37 PM
To: William P. McCormick
Cc: Reyes, Lisa Y.; Barrett, Holly E.
Subject: FW: Healthi Kids Recommendations for East Main Street
Attachments: Healthi Kids Recommendations for E Main St. Public Improvements.pdf

From: Mike Bulger [mailto:Mike.Bulger@commongroundhealth.org]
Sent: Wednesday, February 27, 2019 3:35 PM
To: Jones, Norman <Norman.Jones@CityofRochester.Gov>
Cc: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: Healthi Kids Recommendations for East Main Street

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

Dear Commissioner Jones,

Thank you for being a continual partner and working with Healthi Kids to make Rochester a safe, vibrant, walkable, bikable, and playable city. I am writing today in regards to the East Main Street Public Improvements Project. Healthi Kids has reviewed the design alternatives and feels that Layout Alternative 2 would best support the safety, health, and development of kids, and their families.

Please see our attached letter in support of Layout Alternative 2.

Sincerely,

Mike Bulger
Healthy Communities Project Coordinator



www.commongroundhealth.org

1150 University Ave
Rochester, NY 14607
Direct Line: 585-224-3171
Fax: 585-461-0997

[Sign up here](#) to get the latest news from Common Ground Health about local collaboration around health.

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To: Commissioner Norman H. Jones, City of Rochester Department of Environmental Services

Cc: Timothy Hubbard, Engineer, City of Rochester Department Environmental Services Lisa Reyes, City of Rochester DES/Street Design Division

From: Mike Bulger, Healthy Communities Project Coordinator, Common Ground Health

Date: 2/25/2019

Re: Recommendation to Include Bicycle and Pedestrian Infrastructure in East Main Street Public Improvement Project

Dear Commissioner Jones,

The Healthi Kids Coalition applauds City of Rochester’s efforts that have led to the planned East Main Street Public Improvements Project. The Healthi Kids Coalition is a grassroots, community coalition and initiative of Common Ground Health. For the last five years, we have been working alongside you and your Department to make Rochester a safe, vibrant, walkable, bikeable and playable city. We’ve made strides in supporting kids and families and continue to work together to create safe and supportive environments for everyone. Healthi Kids is submitting this recommendation to include protected, off-street bicycle lanes and improved pedestrian crossings, as best represented by Layout Alternative 2.

Complete Streets concepts are being integrated into city planning throughout the United States. Among the benefits of Complete Streets are improved safety for pedestrians and bicyclists, economic development, and improvements to public health through the promotion of physical activity. A comprehensive and implemented Complete Streets policy is a key component in addressing local inequity and supporting healthy childhood development, as well as attracting new businesses and residents. Healthi Kids commends the designers of the East Main Street Public Improvements Project for their incorporation of Complete Streets elements in the design proposal.

Healthi Kids was present at the stakeholder meeting held on January 24th, 2019. At this meeting, many residents strongly expressed their support for protected, off-street bicycle lanes, as well as safe pedestrian crossings. **Healthi Kids recommends that City of Rochester elect to move forward with Layout Alternative 2, which includes expanded sidewalk width, high-visibility crosswalks, limited use of center turning lanes, and sidewalk-level bike lanes**

- Continued on Page 2 –



Layout Alternative 2 should be adopted for the following reasons:

1. East Main Street is a developing corridor and important connection to existing destinations. A safe pedestrian and cycling environment will improve equity for residents.

Multiple city planning documents identify this segment of East Main Street as an important piece of Rochester's future multi-modal transportation network and business, cultural, and social services landscape. Several important destinations already exist along the corridor or at either end of the reconstruction project. The Public Market, East High School, RTS, and other public amenities, provide walking and cycling destinations for residents that live near the project area. Many of these residents do not have reliable access to private vehicles, and so rely on public transit, bicycles, and walking, to access destinations and connect to jobs and services. These residents deserve safe and comfortable pedestrian and cycling spaces. High visibility crosswalks, reduced motor vehicle lanes and shortened crossings, will provide a safe and comfortable environment for walkers. Off-street bicycle facilities will also allow residents to conduct their daily lives in a safe and comfortable manner, without having to rely on expensive rides in private vehicles.

2. Off-street bicycle lanes are safer for riders of all ages and will encourage more people to be physically active. Protected bicycle lanes can reduce injuries resulting from crashes while helping prevent and manage chronic disease.

While on-street bike lanes would be an improvement over existing conditions, the proposed off-street bike lane in Layout Alternative 2 would be a significantly better facility for all road users. Data compiled by Common Ground Health shows that residents of bordering Beechwood neighborhood are struck by cars and visit Hospital Emergency Departments at some of the highest rates in the Rochester. Cyclists, both kids and adults, feel safer when not sharing the road with cars. Layout Alternative 2 would provide a dedicated bike facility for these riders, keeping cyclists off the sidewalks and reducing conflicts between pedestrians and cyclists. Reduced injuries that result from crashes are not the only public health benefit of safe bike infrastructure. Protected bike networks have been shown to increase ridership, benefiting the health of kids and adults who increase physical activity by helping them prevent and manage chronic disease.

Sincerely,

Mike Bulger
Healthy Communities Project Coordinator, Healthi Kids Coalition
Common Ground Health
1150 University Ave, Bldg 5
Rochester, NY 14607



www.healthikids.org

2

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Cassandra Kolock

ADDRESS: 880 E. Main St. #405

CITY: Roch ZIP CODE: 14605

REPRESENTING: neighborhood - cyclists & pedestrians

COMMENTS: I support the seperated cycle track & sidewalk Design #2 for several reasons.

1. Safety for cyclists & drivers.

2. Due to long standing parking areas on Main, putting design 1 w/ bike lane next to traffic will not discourage parking illegally in bike lane. For many reasons, including driver confusion on where bike lanes are delineated ~~is~~ and lack of enforcement, cars continue to park in bike lanes near Action for Better Community on W. Main & Broad St Bridge. This situation, of occasional blocked bike lanes actually increases stress on cyclists & autos, & decreases safety, due to unexpected transitions of bikes into sharing traffic lanes. It makes auto drivers more fearful of cyclists darting in & out, & creates hostile environment for everyone.

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

A dedicated
cycle
track
improve
Community
and
Safety

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Ron Martin-Dent

(Home) ADDRESS: 535 Highland Ave Apt 5

CITY: Rochester ZIP CODE: 14620

REPRESENTING: Citizen / self

COMMENTS: I work in the Anderson Artist Alley across from Village Gate. My Partner lives on E. Main St, and I regularly meet him at his apartment to visit the Public Market. All of which is to say that I am invested in the redesign of this Part of the City.

As a Preferred Pedestrian who uses a car by necessity (though I am advocating for more efficient transit in Rochester), I greatly prefer the 2nd Alternative Option with the Sidewalk level cycle track. This option seems overwhelmingly safer for cars, cyclists, and pedestrians. It also allows room for green space and LED lighting (to reduce Rochester's carbon footprint), and it has the potential to encourage more community development.

Thank you for considering all users, not solely cars. P.S. I hope that the city considers light rail in future development.

**ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.**

Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Steven Shon

ADDRESS: 880 E. Main St

CITY: Rochester, NY ZIP CODE: 14605

REPRESENTING: _____

COMMENTS: I own a car, but would prefer to walk or bicycle when I can. It's healthier for me, better for the environment, better for the world. As such, I strongly support Alternative Z - with separate, off-road, cycle track.

It fixes some major problems with the street as-is right now (hostile to pedestrians due to width, car traffic/speed)

I will say: please don't put me in a sharrow with cars. Those folks go 40 mph at least. I could live with a regular bike lane, if possible necessary, but please don't put me in a sharrow with that danger.

(Also, there is plenty of parking. You are right on. Don't mind the naysayers.)

In summary: love Option Z, love pedestrian/bike friendliness as top priority, thank you for your work!

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

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tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Victor Sanchez

ADDRESS: 898 Garson Ave

CITY: Rochester ZIP CODE: 14609

REPRESENTING: '

COMMENTS: Alternative "2" presents the

city I want to see Rochester be

I stands to push our city away from

a car centric city to a more sustainable

~~neighborhood~~ area. Providing a safe

choice for pedestrians and

bicyclists is the right thing to do

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

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tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Scott Wagner

ADDRESS: 29 Glasgow Street

CITY: Rochester NY ZIP CODE: 14608

REPRESENTING: Rochester Cycling Alliance

COMMENTS: I wholeheartedly support the Alternative 2 proposal, but I would advocate for narrowing the three lanes to 10 feet (3.05m). Traffic speeds in Rochester are usually excessive - far in excess of the posted 30mph (50kph) speed - in part because the design speed of our streets is far too high. A narrower lane design encourages lower vehicular speeds. Perhaps average speeds on Main Street would come down to 30-35 mph (50-60kph) with a 10 ft (3.05m) street design.

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.
Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Esther M. Harwood

ADDRESS: 1638 East Main St, Apt. 1

CITY: Rochester, NY ZIP CODE: 14609

REPRESENTING: _____

COMMENTS: _____

ALTERNATIVE 2
② prefer sector w/ parking
Prefer ↗ no center turn lane

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.
Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Wallace Smeier

ADDRESS: 359 Webster Ave

CITY: Rochester Ny ZIP CODE: 14609

REPRESENTING: N.E.A.D.

COMMENTS: _____

I support and advocate for
Option # 2

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Shane Wiegand

ADDRESS: 341 Rosewood Terr.

CITY: Rock ZIP CODE: 14009

REPRESENTING: Beechwood Neighborhood Coalition (Board Member)

COMMENTS: _____

I am strongly in favor of option 2. I cycle to work down a main and have had several close calls. I also believe option 2 will increase walkability & help grow the area. The BNC is also in support of option 2.

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.
Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Scott Wagner

ADDRESS: 29 Glasgow St

CITY: Rochester NY ZIP CODE: 14608

REPRESENTING: Rochester Cycling Alliance

COMMENTS: As Rochester makes the transition

from a 20th century automobile-centric

city to a 21st century people-centric

city it is crucial that we develop

people-centric infrastructure such as

Optimize Alternative 2. The resultant

streetscape is ~~pleasant~~ inviting and conducive

to development of quality residential and business

ventures along this corridor.

To me the Alternative 2 proposal is suggestive

of the cycle infrastructure in place in many

European cities - very popular and functional for all.

Alternative 1 is a throwback - a Robert Moses

fossil which guarantees a continuation of the

dreary and dismal character of the existing street!

**ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.**

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tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Susan Levin
ADDRESS: Corn Hill
CITY: Rochester ZIP CODE: 14608
REPRESENTING: Rochester Women's Bike Fest + Reconnect Rochester
COMMENTS: _____

I am for Option 2.

I ride; I don't own a car - by choice -
& I want a safe, convenient & comfortable
way to get around. Year round, yes even tonight.

I would visit & spend money
(enjoy restaurants & such) on
streets & in neighbor hoods that
accomodate me & my transportation choice,

The future of our community is not
private cars. Please be forward thinking
& imagine a community not choked by
exhaust & metal.

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PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

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tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Brendan Ryan

ADDRESS: 233 Farmington Rd

CITY: Rochester ZIP CODE: 14609

REPRESENTING: Reconnect Rochester, North Winton Village

COMMENTS: _____

The alternative showing protected one-way bicycle lanes is the only ~~correct~~ option for a correctly designed project. It is safer for bicycles, pedestrians, bus riders, and car drivers, and follows NACTO standards for proper urban street design. It will improve car travel times and provide more equitable facilities. To take any other option into consideration would be negligent and borderline classist, as it would mean taking more concern ~~over~~ with the desires of wealthy car drivers over the rest of the community who already face more difficulty with mobility. Proper bike lane design is also a critical element of Rochester's action on climate change, and protected bike lanes have been shown to be ~~one~~ the largest contributor to increased economic and ~~at~~ retail activity in cities around the world.

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tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: Heather O'Donnell

ADDRESS: 190 Parkwood Ave.

CITY: Rochester ZIP CODE: 14620

REPRESENTING: Rochester People's Climate Coalition

COMMENTS: So important to take the 'complete street'

Commitment seriously. This project provides an opportunity
to encourage alternative forms of transportation
(walking, cycling, using public transport) instead of continuing
to default car usage. to support

Please follow the Alternative 2 Draft, with a
protected cycle lane.

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

COMMENT SHEET

EAST MAIN STREET RECONSTRUCTION PROJECT

P.I.N. 4CR0.05

**** PLEASE SUBMIT ALL COMMENTS BY MARCH 15, 2019 ****

NAME: SCOTT WAGNER

ADDRESS: 29 Glasgow St

CITY: Rochester NY ZIP CODE: 14608

REPRESENTING: Rochester Cycling Alliance

COMMENTS: While I applaud the inclusion of

--some-- crosswalks in this project, there are

not nearly enough. For example, if I live on the

south side of Main St. near Federal St, and I

want to visit a business on the north side, then

I must walk about 1300 feet (a 15 minute

walk) to legally cross.

If we asked people driving automobiles to

travel an extra 15 minutes to get to their

destination, they would consider the imposition

of that detour to be insufferable. The same consideration

is due to other road users.

The design needs more crosswalks!

ALL COMMENTS WILL BE CONSIDERED IN FURTHER PROJECT DEVELOPMENT.
PLEASE FOLD AS SHOWN ON BACK, TAPE, AND MAIL.

Comments may also be e-mailed to:
tim.hubbard@cityofrochester.gov

William P. McCormick

From: Rob Schiller
Sent: Friday, March 1, 2019 9:49 AM
To: Hubbard, Timothy G.
Cc: William P. McCormick
Subject: FW: Connecting and link to Gil Penalosa's presentation

fyi

From: Maria Furgiuele <maria@rrcdc.org>
Sent: Friday, March 1, 2019 9:45 AM
To: Rob Schiller <SchillerR@erdmananthony.com>
Subject: Connecting and link to Gil Penalosa's presentation

Hello Robert,

It was great to meet you last evening.

The CDCR fully supports option B- with the dedicated bike lanes. The most important reason is that it narrows the road significantly.

Having the continuous 3 lane roadway without curb bump outs will allow for maximum flexibility. I believe that once the community residents see the impact that slowing the traffic has, they may consider reducing the center turn lane and turning it into on street parking in the future. The wider roadway in option A does not have a significant impact on slowing down speed of traffic. Safety should be the primary concern!

Protected bike lanes are an absolute must! Shared roadways do not work, nor do they provide any protection to the non-motorized user.

Having the bike lane and sidewalk at same level is critical again for safety and maintenance.

Lastly, as per my comment last night, please consider landscaped ISLANDS. Concrete jungles do not contribute to the look of the neighborhood. There are ways to handle this and CDCR would support negotiating a win-win solution for maintenance.

Putting that together with creating better & more safe pedestrian infrastructure and enriching the pedestrian experience can go a long way in creating a vibrant community! Creating this model of a complete street is the first critical step.

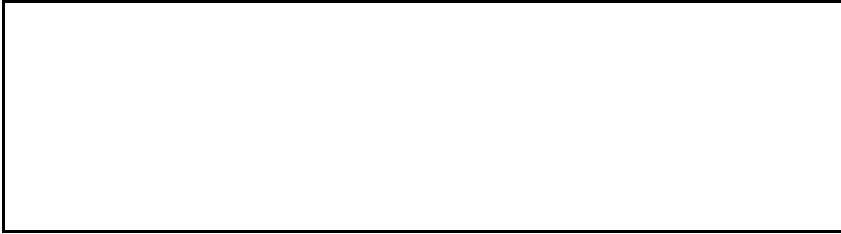
Do not hesitate to contact me if we can be of help!

*Please remember to cut the plan sheet and tape the length of the street together so that everyone can see the entire street !

Here is the video of our first speaker presentation which is really very informative and inspiring. Please feel free to share and I 'd love your feedback.

<https://vimeo.com/floatinghomefilms/review/316651347/95de6e6c88>

Sincerely,
Maria



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William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, March 4, 2019 7:08 AM
To: William P. McCormick; Rob Schiller
Subject: FW: East Main Street Reconstruction

I don't know what this means ?

From: Adrienne Russo [mailto:cityeasttransition@gmail.com]
Sent: Saturday, March 02, 2019 4:48 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>; ourneighborhood2015@gmail.com
<ourneighborhood2015@gmail.com>
Subject: Fwd: East Main Street Reconstruction

EXTERNAL EMAIL

----- Original Message -----

Subject: East Main Street Reconstruction
From: Adrienne Russo <cityeasttransition@gmail.com>
Sent: Saturday, March 2, 2019, 4:44 PM
To: lisa.reyes@cityofrochester.gov
CC:

Parking lanes are not superfluous just because you don't see cars parked there when you drive by.

Nonresidential use of parking lanes:

- Fedex, UPS, and mail delivery truck parking;
- Taxi, medicab, and school bus, rider pickup and discharge;
- Caretaker, physical therapist parking;
- Take out restaurant order pickup;
- Business/shop client parking;
- Visitor parking;
- Pull over space to allow emergency vehicles passage, especially if there are no center turning lane.

Nonresidential uses of bicycle tracks:

NONE

Side streets can't accommodate East Main Street parking.

- Streets on the south side have no onstreet parking.
- Streets on the north side have 1- 3 cars per residence and several of them become virtual one-way streets most of the time.
- Sidewalk level tracks;
- Pedestrians and dog walkers separated from the tree lawn with possible bicyclists whizzing by, making for a very tense unpleasant walk;
- Children and dogs not understanding the difference between the sidewalk and bicycle track.

If I had a child hit by a bicycle, (and even maybe my seventy pound dog trying to get to a tree), I know who I would sue, (hint starts with a C)!I

Pedestrians having to cross the bicycle track in order to cross the street, or enter or leave a bus;
Houses and businesses who currently have eight feet between their lot and the curb would now have 14 1/2 feet of mostly payment, including an extra 6 1/2 feet of driveway needing to be cleared of snow.

Economic impact:

Bicyclists Will be riding through, will NOT be stopping or making weekend trips to the current businesses;
Not having a bicycle track will have no negative impact on the bicyclists. (How many?);

I have heard only one young man say he rides his bike to work every day, and he has the option of taking the bus, along with his bike. He has the choice but many residents do not. Not having onstreet parking Will discourage New businesses from opening up and force some current businesses to close due to lack of driving customers. Homeowners will lose house value and be discouraged from maintaining their homes. No one will want to buy a house with inadequate parking. Houses will deteriorate and be abandoned, businesses will leave, and in ten years will be a ghost street. Without the center turning lane the side streets will also be negatively affected;

Quincy Street has parking only on the east side, requiring entry from East Main, needing less turns when coming from the west. During rush hour and school bus times making left turns will be extremely difficult and will cause traffic backups.

Demographics -

Nonresident, young, white, male riders against low income residents and minority owned small businesses. People whose main mode of transportation is the bus, who need to safely cross the street to and from the bus stop.

Do you really want to send a letter to residents and businesses saying you can no longer park on the street and you may have an additional 6 1/2 feet of snow to clear from your driveway, because we have to have bike lanes? Bike lanes that will probably be used one hour a day?

Is it wise to let nonresidents, who care nothing about East Main Street or its residents, redesign the street?

Juanita Ball (this email is not onsite)

585-482-5419

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, March 4, 2019 7:10 AM
To: William P. McCormick; Rob Schiller
Subject: FW: East Main Improvement Project

From: David Riley [mailto:davidandrewriley@gmail.com]
Sent: Friday, March 01, 2019 12:37 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Improvement Project

EXTERNAL EMAIL

Mr. Hubbard,

I wasn't able to attend Thursday's meeting on the East Main Street Public Improvement Project between Goodman Street and Culver Road, so I'm writing to offer my strong support for Alternatives 2 or 3. I have no preference for either design; either configuration of the cycle track would be a crucial addition to this corridor and the City's overall network of bicycle infrastructure.

As now designed, this section of East Main Street encourages drivers to travel at high speeds that endanger pedestrians and cyclists. All the proposed alternatives would make this section safer and would be consistent with the City's Complete Streets Policy, **but Alternatives 2 and 3 would make the most substantial impact.** A cycle track would provide a level of safety that unprotected bike lanes simply would not for cyclists who already travel this corridor. It also would encourage cycling among people who are interested in biking, but fearful of sharing the road with fast-moving cars. **Each addition of a protected bike lane in Rochester send an important messages that the City is serious about facilitating active lifestyles and making it safer for the thousands of City residents who do not have cars to get around.**

The required reductions in lane widths and / or on-street parking are easily justifiable given the relatively low average daily traffic and the disinvestment readily apparent along this entire portion of East Main. In fact, a cycle track has potential to help transform this stretch of East Main for the better in both visual and economic terms. By any measure, the current street configuration is not serving this part of our community well. Making East Main more attractive through the addition of a cycle track would better serve existing residents by improving the visual image of their neighborhood and changing what is now essentially a speedway into more of an urban street. These improvements also could help spur much-needed investment along the corridor.

Thanks for your consideration. I'm really looking forward to seeing what the City does with this project!

Sincerely,

David A. Riley
City resident (Rocket St.)
585-237-8493

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, March 4, 2019 10:23 AM
To: William P. McCormick; Rob Schiller
Subject: FW: East Main Street Reconstruction Project

From: Maureen Duggan [mailto:maureencduggan@gmail.com]
Sent: Monday, March 04, 2019 10:14 AM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Street Reconstruction Project

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

Hi Tim,

My name is Maureen Duggan and I am a volunteer with Connected Communities. I serve on their housing committee. I wanted to share a couple comments on the design presented at last week's meeting.

1. I am strongly in favor of Alternative 2 which separates bike from vehicle traffic and provides for a narrower street. I believe the road diet will be effective in lowering speeds.
2. Please consider pedestrian level lighting as you design street lighting for this corridor. Not only will it benefit bike riders, residents and pedestrians but it will help develop small business along the corridor by making it a true destination.
3. Please consider raised or visually distinct pedestrian crossings especially for the two mid block crossings. I am concerned that without this we will see an increase in ped. Injuries- similar to Lake Ave.

Thanks for sharing this great project with the community,

Maureen

PS the views above are mine alone and may not reflect those of others at Connected Communities.

Maureen C. Duggan
(585) 943-3896

William P. McCormick

From: McCormick, Erin <emccormick@myrts.com>
Sent: Tuesday, March 5, 2019 3:30 PM
To: William P. McCormick; Hubbard, Timothy G.
Cc: Belaskas, Dave
Subject: East Main St. reconstruction project - RTS questions/comments to date

Bill/Tim

Re: East Main Street reconstruction project - below are RTS' questions/comments to date.

- 1) How will traffic flow be affected? Will it take more or less time to drive from Culver to Goodman?
- 2) What will the before and after intersection ratings be?
- 3) RTS still needs to enter/exit the 1372 E. Main St. campus (from E. Main St.) during road reconstruction.
- 4) East of RTS campus - consider eliminating parking in lieu of eliminating the center turn lane (center turn lane is preferred over parking).
- 5) Will streets east of RTS campus have a left turn lane?
- 6) Is a right turn lane at Culver Rd. included in the plans?
- 7) Please send the latest set of plans when they are available.

Thanks,
Erin

Erin McCormick, P.E.
Engineering Manager
REGIONAL TRANSIT SERVICE
1372 East Main Street
Rochester, NY 14609
emccormick@myrts.com
Office: 585-654-0714
Cell: 585-354-2488

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Monday, March 11, 2019 7:04 AM
To: William P. McCormick; Rob Schiller
Subject: FW: Sidewalk level bicycle tracks

28 ?

From: Juanita Ball [mailto:cityeasttransition@gmail.com]
Sent: Saturday, March 09, 2019 1:35 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>; Kyle Crandall <kylecrandall1@gmail.com>; Reyes, Lisa Y. <Lisa.Reyes@CityofRochester.Gov>; ourneighborhood2015@gmail.com <ourneighborhood2015@gmail.com>
Subject: Sidewalk level bicycle tracks

EXTERNAL EMAIL

Liability

If the street is defined as the area between two curb stones, then a sidewalk level bicycle track is not a street, but a sidewalk. Bicyclists need to be aware that they are liable for hitting a pedestrian even if they are in the bicycle track.

With no physical barrier between the track and the pedestrian walkway, the track becomes an attractive nuisance, similar to an unfenced swimming pool. The city could then be sued along with the bicyclist, if the pedestrian was hit in the bicycle track.

Obstruction

A sidewalk level bicycle track is not a panacea for bicyclists. There will be many obstructions, since as cars exiting any of the 46 driveways and 14 side streets. People waiting for, entering or leaving, the bus will be in the track, (#38 Route is proposed to be one of the new more frequent running routes). Cars making a left turn from a traffic lane, (not a center turning lane), may not see a bicycle approaching the intersection, as there is the tree lawn between them and the street, as well as the opposing traffic lane.

Rules of the Road

Who has the right of way at the side street intersection? The bicycle, while going straight, is entering the road from the sidewalk, while the car, who is going to turn, is already in the street.

The car driver is alert to pedestrians at the curb, (no matter how far he is away from E. Main), but pedestrians tend to stop to make sure that the car sees them before stepping into the street. Remember the sidewalk's inner boundary will now be 6 1/2 feet further from E. Main. I don't see bicycles stopping or even slowing down at these intersections, since they are used to having the right of way when they are in the street.

Then there is the matter of the car even seeing the approaching bicycle, guessing how soon it will be at the curb, if it will stop at the curb, all while watching for a break in traffic, (two lanes of traffic if there is no center turning lane). I can very easily picture bicycles running into cars at these intersections.

The future of dedicated bicycle tracks

Millennials are not the future of Rochester, nor its saviors. Dedicated bicycle tracks will not reduce poverty. There are more older people than Millennials and will continue to be until the baby boomers die off.

The majority of people in ACE and Beechwood do not have the option of giving up their cars, because there are no living wage jobs within walking, biking, or bus range, and/or they need the car to get to the second job quickly.

Rochester has the fastest growth in older adults then any New York State city, increasing 36% between 2007 and 2017, while the under-65 population fell 2%. Also, the number of older adults in poverty grew 38% in that same time period, (D&C 03/03/19). These older folk would be house bound without a car and will need to pay for door-to-door transportation, that they may be can't afford. They will not be riding bicycles.

This is not a "build it and they will" come area. Bicyclists will not suddenly pop out of the woodwork because there is nowhere to go and nothing to draw them either downtown or to this section of E. Main. They would not be using this portion of E. Main to get to NOTA or the East End. The numbers of bicyclists using E. Main now and in the foreseeable future are not high enough to justify a dedicated bike lane.

Juanita

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Tuesday, March 12, 2019 11:25 AM
To: William P. McCormick; Rob Schiller
Subject: FW: East Main Bike Lane Questions

[can we host a meet & greet for pedestrian / cyclist](#)

From: Christopher Dunne [mailto:christopher.e.dunne@gmail.com]
Sent: Tuesday, March 12, 2019 9:50 AM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Bike Lane Questions

EXTERNAL EMAIL

Hi Tim,

I wasn't able to make the East Main Street Improvements meeting last month and I was hoping you (or possibly someone at Erdman Anthony) would be able to answer some questions about the proposed alternatives.

Alternative 1B - Buffered Bike Lane

Not clear to me if this is still on the table. If it is, are pylons being considered for the buffer area to give a stronger physical/visual cue to drivers that there is a bike lane there?

Alternative 2 – Sidewalk Level One-way Cycle Track

I like this option but I have noticed that pedestrians just tend to regard these cycle tracks as another place to walk (e.g. on Union St). Also, concerned about RTS customers having to cross cycle track to access the bus. Can you tell me how pedestrian / cyclist interactions will be addressed?

Also: would the City's sidewalk plows be able to clear snow from the cycle track or would it require other solutions?

For context: I live off of Culver and mostly use East Main to access the Carlson Y and downtown. I drive a car, bike or walk depending on the situation. Any info you can provide would be much appreciated.

Cheers,

--

Christopher E. Dunne

William P. McCormick

From: Mary Staropoli <mary.staropoli@reconnectrochester.org>
Sent: Wednesday, March 13, 2019 10:03 AM
To: William P. McCormick; tim.hubbard@cityofrochester.gov; Rob Schiller; norman.jones@cityofrochester.gov; lovely.warren@cityofrochester.gov; holly.barrett@cityofrochester.gov; Loretta Scott; Malik.Evans@cityofrochester.gov; Mitch.Gruber@cityofrochester.gov; Willie.Lightfoot@cityofrochester.gov; Jacklyn.Ortiz@cityofrochester.gov; Adam.McFadden@cityofrochester.gov; Clifford, Molly; Michael.Patterson@cityofrochester.gov; Elaine.Spaul@cityofrochester.gov; info@cityofrochester.gov
Subject: East Main St. Reconstruction Project Input
Attachments: E. Main St. Reconstruction Project Letter.pdf

Mayor Warren, Commissioner Jones, City Staff, City Council Members and Project Managers,

On behalf of Reconnect Rochester and the Rochester Cycling Alliance, please accept the attached letter articulating our shared support for the City of Rochester's "Concept Alt 2" design for the East Main Street Reconstruction Project.

Thank you for the opportunity to give our input.

Mary Staropoli, MPA
Director of Planning & Development

mary@reconnectrochester.org
585.340.7555 | www.ReconnectRochester.org | [Follow us on Facebook](#)





March 12, 2019

Re: East Main Street Reconstruction Project

Dear Mayor Warren, Commissioner Jones, City Staff, City Council Members and Project Managers,

Reconnect Rochester and the Rochester Cycling Alliance are writing in support of The City of Rochester's **Concept Alt 2 for the East Main Street Reconstruction Project** between Goodman St and Culver Rd. This design alternative equitably satisfies the most demands, protects and accommodates the widest range of users, and complies with the City's climate and mobility plans.

We applaud the City's Complete Streets Policy, Climate Action Plan, Bicycle Master Plan and Comprehensive Access Mobility Plan, which articulate a vision and goals for a more multimodal community. We are proud to support The City of Rochester's efforts to allow for and encourage more active transportation. Complete streets allow everyone -- regardless of age, ability, income and mode of transportation -- safer access. Protected bike infrastructure, where possible, plays a key part in that access.

At recent public input sessions for the Comprehensive Access Mobility Plan, citizens called for upgrading shared lane markings to bike lanes and upgrading current bike lanes to protected bike lanes. They also prioritized the addition of an east-west trail to complement the north-south Riverway Trail, so cyclists of all ages and abilities could access downtown from all directions in a safe, efficient, low-stress manner. The "Alt 2" redesign is a step towards a safer, more intuitive east-west accommodation for all modes.

We support the "Alt 2" plan with protected bike lanes for the following reasons:

1. New York State leads the country in cyclist and pedestrian fatalities as a percentage of all traffic deaths. Roads need to be made safer by design. Protected bike lanes have been proven to calm traffic and assist drivers in keeping a safe distance from cyclists, making both driving and cycling safer and much less stressful.
2. Studies indicate that many people like the idea of biking more (or at all), yet do not feel comfortable mixed in with car traffic. Painted bike lanes are a step in the right direction, but do not provide an increase in ridership the way a protected buffer does. Whether it be bollards, planters, parked cars or curbs, ridership increases as people on bikes feel more confident and less stressed.
3. Without protected bike lanes, only the bold or economically-strained individuals cycle on the streets -- few women, children or elderly will cycle. All City of Rochester citizens deserve the opportunity to use Main Street safely.
4. Complete Streets countermeasures calm traffic and attract pedestrians. Cyclists and motorists are more likely to notice, stop and feel safe patronizing nearby businesses. Noteworthy examples

of thoughtfully designed bicycle infrastructure improvements affecting commercial and retail opportunities have occurred in a Seattle neighborhood, where roadway reconstruction contributed to a 350% sales increase for adjacent businesses, and a 179% increase in restaurant sales in a Fort Worth neighborhood.

5. A protected bike lane will help alleviate conflicts due to vehicles parked in painted bike lanes. A buffer provides a clear demarcation for drivers who are searching for parking spots, and cyclists are no longer forced to swerve into traffic to avoid parked cars.
6. Without formal analysis, Alt 2 would most likely reduce car congestion and crashes on Main Street since it includes a center turn lane for the vast number of RTS buses that use that stretch of Main Street each day.
7. Alt 2 contains more on-street parking, an important component identified by local small business owners, than alternate plans.

During recent meetings about the reconstruction project, there were hesitations about installing protected bike lanes due to snow clearing in winter. We believe becoming one of the world's premier winter cycling cities is a worthy and realistic goal Rochester can attain one day. It must first become a comfortable city to bike in during the spring, summer and fall. The RCA strongly supports winter maintenance of all bicycle infrastructure, but maintenance of infrastructure is an issue independent of the design selection for East Main Street. The Alt 2 plan provides optimal service for all mobility modes throughout all seasons. Winter maintenance considerations should not influence the viability of this design.

We are building the Rochester of tomorrow today. This Main Street reconstruction will stand for many decades. It is important, therefore, that it is aligned with Rochester's stated goals. The small number of people who do not support protected bike lanes because of a perceived inconvenience, should not overshadow the desires of the surrounding neighborhoods or represent future generations who will live with this design decision for decades. Residents and organizations in EMMA and Beechwood (including Reconnect Rochester), who are most impacted by this project, have shown overwhelming support for the "Alt 2" plan and protected bike lanes.

We believe this reconstruction project provides an opportunity to give Main Street a makeover so that it serves the people better, regardless of their mode of transportation.

As always, thank you for your work and consideration.

Sincerely,



Renee Stetzer
Reconnect Rochester



Bill Collins
Rochester Cycling Alliance

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Friday, March 15, 2019 7:03 AM
To: William P. McCormick
Subject: FW: East Main Street reconstruction project

From: a b [mailto:dbdbenz1943@gmail.com]
Sent: Thursday, March 14, 2019 8:41 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: East Main Street reconstruction project

EXTERNAL EMAIL

I went to the meeting at bus depot 2/28?.
I'm a bike rider and at first blush figured the super-wide sidewalks to accommodate biking a good idea.
After thinking it through, the other option, with bike lanes on the street level is 100% the way to go.

HERE'S WHY

#1 - Having the street 10' wider with the bike lanes painted-in allows for the easy option of eliminating the street-level bike lanes and returning a center turn or parking lane if necessary. The narrow street, wide sidewalk/bike lane leaves no options.

#2 - I ride the sidewalks as they are now. They are plenty wide enough to handle bikes and pedestrians. It's also legal outside the loop. If anyone wants to zip along at higher speed, or avoid a group of walkers, alter your path to the street. It's very easy and just a minor inconvenience.

#3 - Again, I'm a bike rider. Other than to satisfy requirements to get federal or state money (and enrapture the everyone-will-now-ride-bikes-or fly unicorns crowd), there is no compelling reason to overly narrow E. Main in a way that would be very difficult and expensive to change at some time in the future.

There are 50? bikes on this stretch of E. Main on a nice summer day. IF ridership quadruples to 200 per day, is that enough to inconvenience 2,000 or 5,000 cars and trucks using the street every day, rain or shine or snow. The residents, businesses and their customers will be even more put out ; by the permanent reduction in parking, especially if there is a resurgence of the area.

If the big-government money will come with either option, I suggest going with the bike lanes at street level.

Thanks, D. Benz 1542 E. Main Street

William P. McCormick

From: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Sent: Friday, March 15, 2019 2:58 PM
To: William P. McCormick; Rob Schiller
Subject: FW: EAST MAIN STREET RECONSTRUCTION PROJECT

[this one is different](#)

From: Halpa, Halina [mailto:Halina_Halpa@URMC.Rochester.edu]
Sent: Friday, March 15, 2019 2:56 PM
To: Hubbard, Timothy G. <Tim.Hubbard@CityofRochester.Gov>
Subject: EAST MAIN STREET RECONSTRUCTION PROJECT

EXTERNAL EMAIL WITH ATTACHMENTS OR LINKS PLEASE USE CAUTION

Hi Mr. Hubbard, in a recent meeting I attended there were "Comment Sheets" available for comments that could be considered for further project development. I am submitting mine electronically.

My only concern is on a personal level. I own both 1415 and 1409 East Main Street (across from RTS). I reside at 1415 East Main Street and have no driveway. I'm checking to see if I could have a driveway put on the side of the house, however, the streetlight might be too close. So far, no one is able to tell me this. (I've hired an attorney who looked into this with the city but it is not a clear cut answer.)

At the time of the meeting the street lighting is still a project in the future. I was just wondering if a new street light was put in would it give me enough clearance to do a curb-cut and driveway? Could the street light be modified on where it goes? I realize my concern is minuscule in comparison to the tremendous project that is about to take place starting next year. I would appreciate any feedback. (In case you wondered, my mother who lived to be 100 years old, resided at 1409 E. Main and I used her driveway for parking. My attorney did create an Easement. The current maps of the properties show no streetlights.)

Thank you so much for your time and consideration. (my work number below, however you can also leave message at cell: 585-773-9958, home: 585-654-7331. My email at home hhalpa@frontiernet.net)

PS: That meeting was first one I attended. It was fantastic!

Halina Halpa

Outpatient Access Specialist

Panorama Internal Medicine, Suite 200
2212 Penfield Road, Penfield NY 14526
Phone: 585-598-8574 Fax: 585-388-6393

APPENDIX H
RIGHT-OF-WAY

RIGHT-OF-WAY ACQUISITION TABLE

ROW ACQUISITION TABLE

MAP NO.	PARCEL NO.	REPUTED OWNER	PROPERTY ADDRESS		TAX ACCOUNT NO.	LIBER	PAGE	SHEET NO.	TYPE OF TAKE	ACQUIRED AREA		ORIGINAL AREA (ac)	TOTAL REMAINING (ac)	COMMENTS
										(SF)	(ac)			
1	1	HIEU X. LUONG	1106-1108	E MAIN STREET	106-76-1-17	10969	246	PL - 4	P.E.	200.0	0.0046	0.097	0.092	CURB
2	1	821 CULVER ROAD, LLC	821	CULVER ROAD	107-71-1-62.002	11817	670	PL - 10	P.E.	37.4	0.0009	1.800	1.800	SIDEWALK

**APPENDIX I
MISCELLANEOUS**

EMPTY

APPENDIX J
OTHER

SMART GROWTH SCREENING TOOL
APPROVED IPP

Smart Growth Screening Tool

PIN 4CR0.05

Prepared By: Robert Schiller

Smart Growth Screening Tool (STEP 1)

NYS DOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to [Smart Growth Guidance](#) document.

Title of Proposed Project: East Main Street Reconstruction

Location of Project: City of Rochester, Monroe County

Brief Description: The City of Rochester is reconstructing a section of East Main Street between North Goodman Street and Culver Road. New reconstruction of the corridor would provide the opportunity to foster multimodal transportation including pedestrian, bicycle and transit accommodations, significantly improve safety and accessibility, and reinforce cultural identity of the corridor.

A. Infrastructure:

Addresses SG Law criterion a. –

(To advance projects for the use, maintenance or improvement of existing infrastructure)

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

Yes

No

N/A

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

The project includes full depth pavement reconstruction, new sidewalks and curb ramps, bicycle facilities, enhanced street lighting, and landscaping. The existing three lane section is proposed to be modified to accommodate vehicle needs, as well as enhance the bicycle/pedestrian environment (i.e., a "complete street"). Reconstruction of the roadway will improve the ride quality and reduce ongoing maintenance costs.

Maintenance Projects Only

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

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

Smart Growth Screening Tool

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;
- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

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

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

B. Sustainability:

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

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

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

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

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

Yes No N/A

2. Will the project reduce greenhouse gas emissions?

Yes No N/A

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

Smart Growth Screening Tool

This project promote sustainability by fostering and encouraging multimodal transportation (peds, bikes, transit), enhancing the streetscape, and preserving neighborhood character along East Main Street in the City of Rochester. This project is not expected to have an effect on greenhouse gas emissions.

C. Smart Growth Location:

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

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

1. Is this project located in a developed area?

Yes No N/A

2. Is the project located in a municipal center?

Yes No N/A

3. Will this project foster downtown revitalization?

Yes No N/A

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

Yes No N/A

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

The project is located in the City of Rochester. The primary surrounding land uses include residential, commercial and industrial. The project will foster downtown revitalization by reconstructing East Main Street into a complete street roadway.

D. Mixed Use Compact Development:

Smart Growth Screening Tool

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

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

Yes No N/A

2. Will the project foster brownfield redevelopment?

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

8. Will the project ensure predictability in building codes?

Yes No N/A

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

This project is not located in a brownfield location. The project proposes to redefine East Main Street corridor into a multi-modal (vehicles, pedestrians, and cyclists) facility with vibrant public realm elements that incorporate pedestrian, bicyclist, and transit amenities, landscape features, and lighting enhancements. The project will not affect adjacent land uses or building codes.

Smart Growth Screening Tool

E. Transportation and Access:

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

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

1. Will this project provide public transit?

Yes No N/A

2. Will this project enable reduced automobile dependency?

Yes No N/A

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

Yes No N/A

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

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

This project will not provide public transit but will provide accessible accommodations to existing transit services located along East Main Street. The project will install a dedicated bicycle facility that will enable reduced vehicle dependency. New ADA pedestrian accommodations will be installed as well as new traffic control devices (signs, striping, etc.) in accordance with appropriate standards.

F. Coordinated, Community-Based Planning:

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

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

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

Smart Growth Screening Tool

Yes No N/A

2. Is the project consistent with local plans?

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

This project is on the region's Transportation Improvement Program (TIP) as project number H17-14-MN1, the Statewide Transportation Improvement Program (STIP) as PIN 4CR0.05 and is consistent with the City of Rochester's Comprehensive Plan and the City of Rochester's Bicycle Master Plan. Additionally, this project is consistent with the community's vision as outlined in several planning documents completed for the corridor. There will be ongoing coordination between the City, County, State, neighborhood groups and project stakeholders.

G. Stewardship of Natural and Cultural Resources:

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

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

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Smart Growth Screening Tool

Yes No N/A

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

Yes No N/A

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

This project will not involve agricultural land, forests, surface or groundwater, air quality, recreation or open space, scenic areas, or historic/archeological resources. The funding available for this project is for the transportation corridor within the existing right-of-way. The project may marginally improve air quality by fostering multimodal transportation use (peds, bikes).

Smart Growth Screening Tool

Smart Growth Impact Statement (STEP 2)

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

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

Smart Growth Impact Statement

PIN: 4CR0.05

Project Name: East Main Street Reconstruction

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

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

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

Smart Growth Screening Tool

Review & Attestation Instructions (STEP 3)

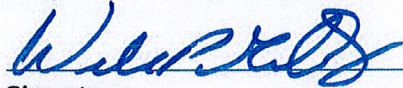
Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT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

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

A. CERTIFICATION (LOCAL PROJECT)

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

Preparer of this document:



Signature

5/13/19

Date

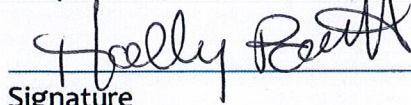
Design Project Manager (Erdman Anthony)

William P. McCormick, PE

Title

Printed Name

Responsible Local Official (for local projects):



Signature

6.5.19

Date

City Engineer, City of Rochester

Holly E. Barrett, PE

Title

Printed Name

Smart Growth Screening Tool

B. ATTESTATION (NYSDOT)

1. I HEREBY:

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

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

(Attach additional sheets as needed)

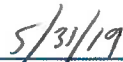
do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

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

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



Signature



Date



Title

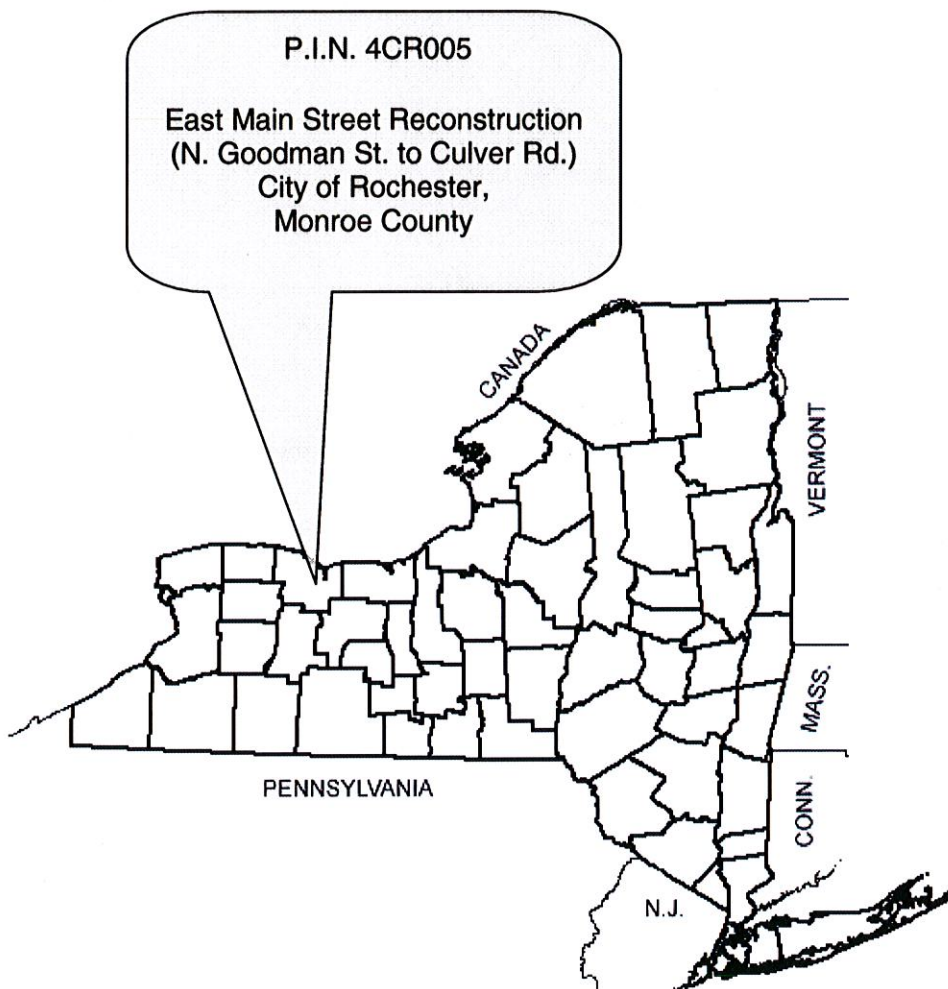


Printed Name

TRANSPORTATION

INITIAL PROJECT PROPOSAL

August 2016



U.S. Department of Transportation Federal Highway Administration

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
ANDREW M. CUOMO, Governor MATTHEW J. DRISCOLL, Commissioner

PROPOSED PROJECT



PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

Milestones

Signatures

Dates

A. Recommendation for
IPP Approval:

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



James P. Willer, Regional Program Manager

9/13/16

B. IPP Approval:

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



Kevin C. Bush, Regional Director

9/14/16

PIN: 4CR005

PROJECT NAME: East Main St. Reconstruction

MUNICIPALITY: City of Rochester

COUNTY: Monroe

ROUTE/LIMITS: From North Goodman Street to Culver Road

BIN(s): N.A.

PROJECT LENGTH: 0.9 miles.

FEDERAL AID SYSTEM: FA, Non-NHS

FUNCTIONAL CLASS/ EXISTING AADT /TRUCKS- %: Minor Arterial/14,628 AADT / 7%

EXISTING CHARACTERISTICS OF CONCERN: Main Street is the primary east-west corridor through Rochester. Once the most vital street in the city, conditions have deteriorated over the past 50 years. The segment between Goodman and Culver is particularly distressed both within and outside of the public right-of-way. The street itself is characterized by failing pavement, inadequate bicycle/pedestrian facilities, and insufficient street lighting.

MEASURE/INDICATOR

East Main Street Pavement Score 5

PROJECT OBJECTIVE(S): The City seeks to implement the community's vision by reconstructing this 4600' long section of East Main Street, including full depth pavement reconstruction, curb bump outs, two-way protected bike lanes (cycle track), widened sidewalks, enhanced street lighting, and landscaping. The three lane section is proposed to be reduced to two lanes, which will reduce travel speeds and enhance the bicycle/pedestrian environment (i.e., a "complete street"). Reconstruction of the roadway will improve the ride quality and reduce ongoing maintenance costs. Handicap accessibility will be upgraded as ADA and pedestrian access will be investigated and improvements made in this project where practically feasible and scheduled for the future where not feasible.

PROJECT ELEMENT(S) TO BE ADDRESSED:

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

DESCRIPTION OF PROPOSED WORK: This project entails full depth pavement reconstruction work. It proposed lane reduction from three to two; installation of new two-way protected bike lanes (cycle track); curb modifications including bump outs at intersections; new mid-block crosswalks; widened sidewalks; drainage improvements; enhanced street lighting and landscaping.

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

FUNDING SOURCE: 100% State Federal

SEQRA AND NEPA CLASSIFICATION [OR] SEQRA CLASSIFICATION:

SEQRA Type: Exempt Type II Non-Type II
 Type I* Unlisted* (*Locally Administered)

NEPA Class: Class II - CE (C-List or D-List to Be Determined During Design)
 N/A – Project is 100% State funded

The following checklists will be completed:

- Federal Environmental Approval Worksheet
- Regional Environmental Checklist
- Landscape Architectural/Environmental Services IPP Report

MPO INVOLVEMENT: No Yes TIP Name: East Main Street Reconstruction Project
 TIP No.: H17-14-MN1

TIP AMENDMENT REQUIRED: No Yes Needed by:

STIP STATUS: On STIP Not on STIP

NOTES ON SPECIAL CIRCUMSTANCES: Scoping, design, and construction are to be administered by the City of Rochester. The sponsor's project manager is Jim McIntosh, City Engineer; e-mail jim.mcintosh@cityofrochester.gov; phone no. 585-428-6828.

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

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

WORKZONE SAFETY & MOBILITY:

A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

PROBABLE SCHEDULE AND COST:

Consultant selection will be completed by late fall 2016. Scoping/Preliminary Engineering will begin in December 2016. Final design will begin in November 2018. The PS&E will be produced in November 2019 for a bid opening in March 2020. The contract award and construction start will be in May 2020 and construction will be completed by June 2021. The estimated cost of engineering, right of way, construction and inspection is \$10,715,685.

DESIRED LETTING: 3/2020

DESIRED CONSTRUCTION COMPLETION: 6/2021

SCHEDULE ISSUES: Public Meeting 4(f)/106 FHWA sign-off
 Permits Other – Add'l Funding
 Consultant(s) for: Design and CI No Consultant Needed

Project Phase	Activity Duration	Estimated Cost	Fund Source*	Obligation Date
Scoping	8 months	\$39,140	STP-Urban	Sep-2016
Design I-IV	15 months	\$275,011	STP-Urban	Dec-2016
Design V-VI	12 months	\$652,700	STP-Urban	Nov-2018
Right of Way Incidentals	15 months	\$6,180	STP-Urban	Dec-2016
Right of Way Acquisition	12 months	\$21,400	STP-Urban	Nov-2018
Construction	18 months	\$4,976,940	STP-Urban	Dec-2019
Construction/CI	18 months	\$3,897,840	City-other	Dec-2019
Construction Inspection	18 months	\$845,840	STP-Urban	Dec-2019
TOTAL		\$10,715,051*		

BASIS OF ESTIMATE: Sponsor's TIP Applications (*Estimated costs in year of expenditure dollars including City betterment).

PROJECT MANAGEMENT GROUP: Simple Moderate Complex

STATEWIDE SIGNIFICANCE: Yes No Remarks:

PUBLIC FRIENDLY DESCRIPTION OF PROJECT: This project involves the reconstruction of East Main Street from North Goodman Street to Culver Road in the City of Rochester, Monroe County. The project will be consistent with the recently completed East Main Street Corridor Redevelopment Plan and in coordination with other public and private investments in the corridor. The project consists of full depth pavement reconstruction, a lane reduction from three lanes to two, installation of new two-way protected bike lanes, curb modifications including bump outs at intersections and new mid-block crosswalks, widened sidewalks, improved drainage, and enhanced street lighting and landscaping.

PROJECT MANAGER/JOB MANAGER: Craig Ekstrom

FUNCTIONAL AREA(S): Local Projects Unit

PHONE(S): 585-272-3755

IPP PREPARED BY: Steve Beauvais (for the City of Rochester) **DATE:** 8/20/16

