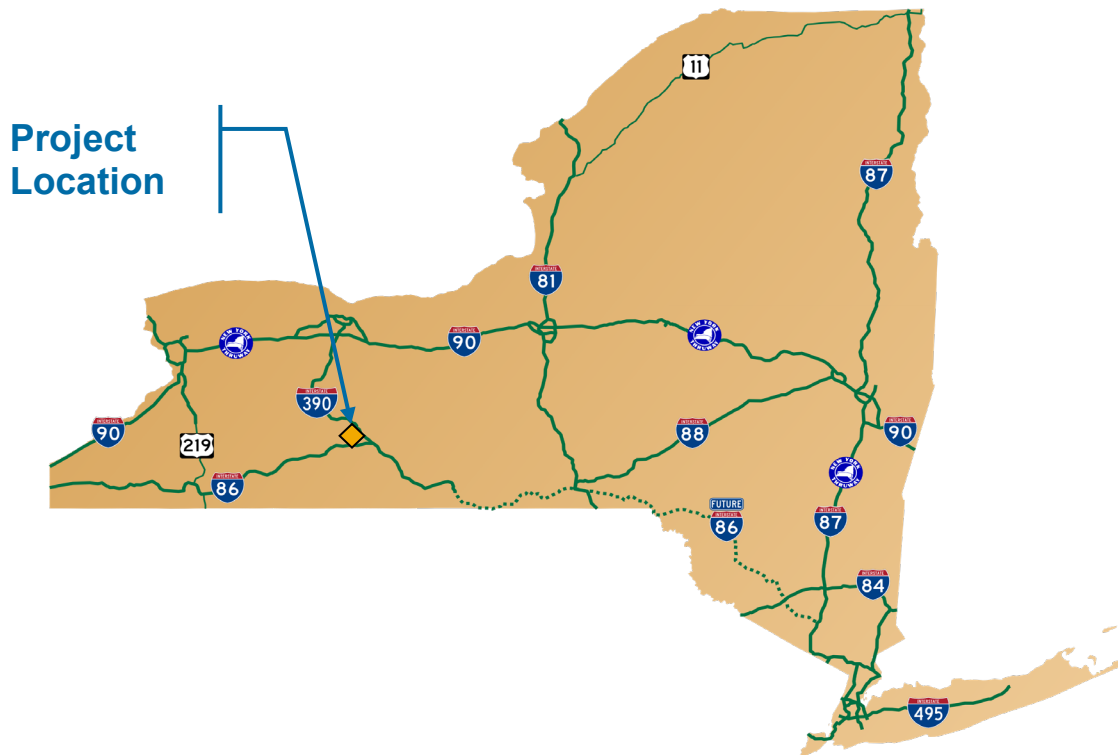


Transportation Project Report

Initial Project Proposal

August 2023

Locally Administered State Aid Project
East Avenue over Salmon Creek Culvert Replacement
Project Identification Number (PIN): 6755.66
Village of Avoca
Steuben County



Department of
Transportation

PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

Milestones**Signatures****Dates**

A. Local Project
acceptance of Cost and
Schedule:

I am in agreement with the scope of the subject local project and will deliver the project in accordance with the schedule outlined and within the budget constraints.

E.R. Dy mayor
Responsible Local Official

09/15/23

B. Recommendation for
IPP Approval:

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

Todd A. Stawing
Regional Program Manager

09/18/2023

C. IPP Approval:

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

BLB
Regional Director

09/28/2023

PIN: 6755.66**PROJECT NAME:** East Avenue over Salmon Creek Culvert Replacement**MUNICIPALITY:** Village of Avoca**COUNTY:** Steuben**ROUTE/SH #:** East Avenue**BIN/CIN:** N/A**LIMITS:** Culvert and approach roadway**FEDERAL AID SYSTEM:** Non-NHS**FUNCTIONAL CLASS:** Rural Local Road**EXISTING AADT:** 12**PERCENT TRUCKS:** 16%**EXISTING CHARACTERISTICS OF CONCERN:** The indicators of this section are:**ELEMENT**

Culvert

MEASURE/INDICATOR

Load Posted

PROBLEM DESCRIPTION: This one-lane multi-girder culvert was built in 1976 and is the only point of access to the Village Cemetery and the Avoca School athletic fields. According to the 2018 Culvert Inspection Report, there are areas of deterioration on the abutments and wingwalls. Most notably, there is significant section losses on several girders that would meet NYSDOT guidelines for a Yellow Structural Flag. Also, the lightweight 10" deep girders were likely never intended to carry loads that it is now carrying.

PROJECT OBJECTIVE(S): The objective of this project is to replace the existing structure with a new culvert with increased load capacity sufficient to carry school bus traffic and added width to accommodate pedestrian traffic. The new culvert will provide a minimum 75-year service life.

PROJECT ELEMENT(S) TO BE INVESTIGATED:

- | | |
|--|---|
| <input type="checkbox"/> Deck Replacement | <input type="checkbox"/> Bridge Replacement, New Alignment |
| <input type="checkbox"/> Minor Bridge Rehabilitation | <input type="checkbox"/> Bridge Replacement, Existing Alignment |
| <input type="checkbox"/> Major Bridge Rehabilitation | |
| <input type="checkbox"/> 1R Highway Resurfacing | <input type="checkbox"/> 3R Highway Reconstruction |
| <input type="checkbox"/> 2R Highway Restoration | |
| <input type="checkbox"/> Appurtenance Only | <input type="checkbox"/> Traffic Control |
| <input type="checkbox"/> Large Culvert Repair | <input checked="" type="checkbox"/> Large Culvert Replacement |
| <input type="checkbox"/> Other: Sidewalks and Ramps | |

PRIORITY RESULTS:

- | | | |
|--|--|-----------------------------------|
| <input checked="" type="checkbox"/> Mobility & Reliability | <input type="checkbox"/> Safety | <input type="checkbox"/> Security |
| <input type="checkbox"/> Economic Competitiveness | <input type="checkbox"/> Environmental Stewardship | |

FUNDING SOURCE:

- | | |
|--|----------------------------------|
| <input checked="" type="checkbox"/> 100% State | <input type="checkbox"/> Federal |
|--|----------------------------------|

ENVIRONMENTAL RECOMMENDED CLASSIFICATION:

| PROJECTED ENVIRONMENTAL PROCESS: | | | | |
|----------------------------------|--|---|--|---------------------------------------|
| NEPA | <input checked="" type="checkbox"/> No Federal Funds | <input type="checkbox"/> Class II, CE <input type="checkbox"/> CE/C list | <input type="checkbox"/> Class III, EA | <input type="checkbox"/> Class I, EIS |
| SEQR | <input type="checkbox"/> Exempt | <input checked="" type="checkbox"/> Type II | <input type="checkbox"/> Non-Type II <input type="checkbox"/> EA -or- | <input type="checkbox"/> EIS |

The following Checklist(s) are attached:

- ☒ Smart Growth Screening Tool
☒ Complete Streets Checklist

MPO INVOLVEMENT:

- ☒ No
☐ Yes TIP Name: ECTC TIP No.:

TIP AMENDMENT REQUIRED: ☒ No ☐ Yes Needed By:

STIP STATUS: ☐ On STIP ☒ Not on STIP – To be added

NOTES ON SPECIAL CIRCUMSTANCES: None

SPECIAL TECHNICAL ACTIVITIES REQUIRED: None anticipated.

PLANNED PUBLIC INVOLVEMENT: TBD during design.

PROBABLE SCHEDULE AND COST:

DESIRED LETTING: January 2025

SCHEDULED QUALIFIERS:

- ☐ Public Hearing ☐ 4(f)/ Section 106 Issues
☐ Major Permits ☐ Other:
☒ Consultant(s) For: Design, C & CI ☐ No Consultant Needed

| Project Phase | Activity Duration | Estimated Cost (\$M) | Fund Source | Obligation Date |
|-----------------------------|-------------------|----------------------|----------------|-----------------|
| Design I-IV | 5 months | \$0.150 | PIT Bond (SDF) | 12/2023 |
| Design V-VI | 6 months | \$0.075 | PIT Bond (SDF) | 05/2024 |
| ROW Incidentals | 5 months | \$0.015 | PIT Bond (SDF) | 12/2023 |
| ROW Acquisition | 6 months | \$0.015 | PIT Bond (SDF) | 05/2024 |
| Construction | 6 months | \$0.900 | PIT Bond (SDF) | 11/2024 |
| Construction Inspection | 6 months | \$0.095 | PIT Bond (SDF) | 11/2024 |
| TOTAL ESTIMATED COST | | \$1.250 | | |

BASIS OF ESTIMATE: Preliminary Estimate

PROGRAM DISPOSITION: Scheduled for letting in SFY 2024

PROJECT MANAGEMENT GROUP: ☒ Simple ☐ Moderate ☐ Complex

STATEWIDE SIGNIFICANCE: ☒ No ☐ Yes Remarks:

ROW: Right of Way may be needed. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

MISCELLANEOUS: N/A

NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

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

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

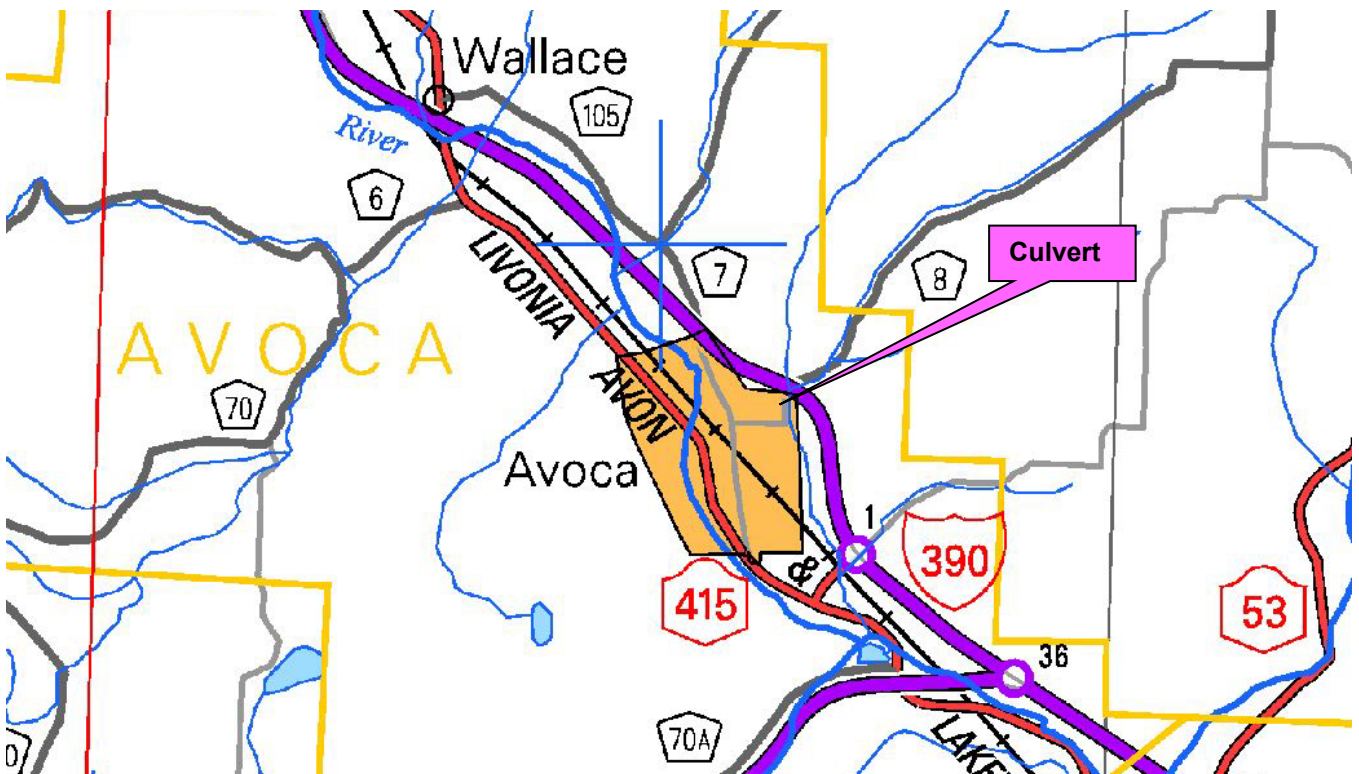
REGIONAL LOCAL PROJECT LIAISON: Ryan Andrus
FUNCTIONAL AREA: Region 6 Planning
PHONE: 607.324.8551

IPP PREPARED BY: Brandi Delaney **DATE:** 08/22/2023

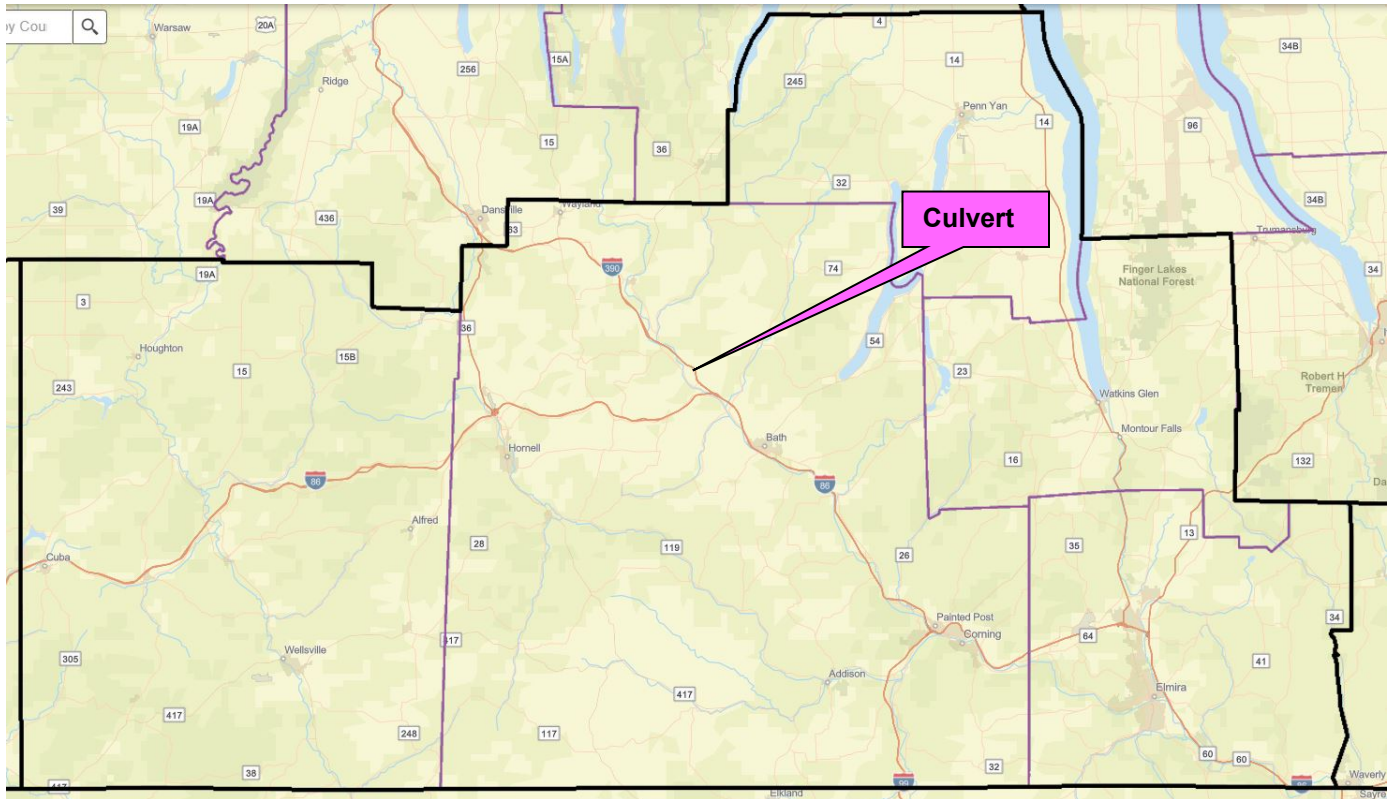
Project Location – Street Level



Project Location – Town Level



Project Location – Region Level



Smart Growth Screening Tool

PIN 6755.66

Prepared By:

Smart Growth Screening Tool (STEP 1)

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

Title of Proposed Project: East Ave over Salmon Creek Culvert Replacement

Location of Project: Village of Avoca, Steuben County

Brief Description: Culvert Replacement

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)

This is a culvert replacement project. The intent is to replace the culvert in its present location.

Maintenance Projects Only

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

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

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

Smart Growth Screening Tool

- 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)

This project is intended to replace an existing culvert. The outcome will not necessarily influence travel mode decisions. The project is expected to have no net direct effect on motor vehicle emissions.

Smart Growth Screening Tool

C. Smart Growth Location:

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

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

1. Is this project located in a developed area?

Yes ☒ No ☐ N/A ☐

2. Is the project located in a municipal center?

Yes ☐ No ☒ N/A ☐

3. Will this project foster downtown revitalization?

Yes ☐ No ☐ N/A ☒

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

Yes ☐ No ☐ N/A ☒

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

This project is being progressed to replace the existing culvert with an appropriately sized hydraulic opening based on current design standards. It is not directly related to revitalization or to existing local plans. It is not located in a BOA.

D. Mixed Use Compact Development:

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

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

Smart Growth Screening Tool

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 and is unrelated to present or planned uses of the adjacent lands. The project will have no influence over local government land use regulation or building codes.

E. Transportation and Access:

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

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

Smart Growth Screening Tool

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. The project emphasis is on replacing the existing culvert; it is not intended to influence modal choices. The project area is not on a designated bicycle route.

F. Coordinated, Community-Based Planning:

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

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

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

Yes ☒ No ☐ N/A ☐

2. Is the project consistent with local plans?

Yes ☒ No ☐ N/A ☐

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

Yes ☒ No ☐ N/A ☐

Smart Growth Screening Tool

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 was conceived to address the need for the replacement of the culvert. It was proposed by the Village of Avoca. The project does not conflict with existing transportation plans.

G. Stewardship of Natural and Cultural Resources:

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

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

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

Yes ☐

No ☐

N/A ☒

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

Yes ☐

No ☐

N/A ☒

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

Yes ☐

No ☐

N/A ☒

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

Yes ☐

No ☐

N/A ☒

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

Yes ☐

No ☐

N/A ☒

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

Yes ☐

No ☐

N/A ☒

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

Smart Growth Screening Tool

The project location has no influence on forests or agricultural lands. The scope of this project will have no net effect on water quality. This project will not change any recreational or scenic area.

Smart Growth Screening Tool

Smart Growth Impact Statement (STEP 2)

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

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

Smart Growth Impact Statement

PIN: 6755.66

Project Name: East Ave over Salmon Creek Culvert Replacement

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



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

Smart Growth Screening Tool

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:

Jason M. Mullen
Signature

July 26 2023

Date

PET, NYSDOT R-6 Planning

Title

Jason M. Mullen

Printed Name

Responsible Local Official (for local projects):

E.R. Tyner
Signature

09/15/23

Date

MAYOR
Title

ERIC R. TYNER

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):

Todd A. Stauring
Signature

08/02/2023
Date

Regional Planning and Program Manager
Title

Todd A. Stauring, PE
Printed Name

| | | | |
|--|--|--------------------------|---|
| PIN: | 6755.66 | Project Location: | Village of Avoca, Steuben County |
| Context: | <input type="checkbox"/> Urban/Village <input type="checkbox"/> Suburban, or <input checked="" type="checkbox"/> Rural | | |
| Project Title: | East Avenue over Salmon Creek Culvert Replacement | | |
| 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? <i>If no, continue to question 1.2. If yes, stop here.</i> | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 1.2 | a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i> 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 <i>Document opportunities or deficiencies in the IPP and stop here.</i> <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> | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 1.3 | Is this project a Cyclical Pavement Marking project? <i>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:</i> <ul style="list-style-type: none"> • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists <i>Document opportunities or deficiencies in the IPP and stop here.</i> <small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small> | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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? <i>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.</i> <div style="border: 1px solid black; height: 40px; width: 100%;"></div> | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| STEP 1 prepared by: Brandi Delaney Date: 8/18/2023 | | | |
| STEP 2 - IPP LEVEL QUESTIONS (At Initiation) | | | Comment/Action |
| 2.1 | Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i> | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <div style="border: 1px solid black; height: 100px; width: 100%;"></div> |

| | | | |
|---|---|--|--|
| 2.2 | Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | A designated crossing for pedestrians is being planned. |
| 2.3 | <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></p> <p>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></p> <p><small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p> | <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> | |
| 2.4 | Is the highway considered important to bicycle tourism by the municipality or region? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| 2.5 | 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> | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Sporting events at the sports complex will influence pedestrian use beyond daily access. |
| 2.6 | 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> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| 2.7 | Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <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> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| 2.8 | Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Pedestrians use the current non-conforming structure daily to access the sports complex. |
| <p>STEP 2 prepared by: <input type="text" value="Brandi Delaney"/> Date: <input type="text" value="8/18/2023"/></p> <p>Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.</p> | | | |

| 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="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.2 | Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 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 type="checkbox"/> Yes <input type="checkbox"/> No | |
| 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="checkbox"/> Yes <input type="checkbox"/> 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 type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.6 | Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 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 type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.8 | Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.9 | Are there gaps in the bike/pedestrian connections between existing/planned generators? Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.) | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.10 | Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) Consult with Traffic and Safety and transit operator, as appropriate | <input type="checkbox"/> Yes <input type="checkbox"/> 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 type="checkbox"/> Yes <input type="checkbox"/> No | |

| | | | |
|---|--|--|--|
| 3.12 | Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.13 | Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 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 type="checkbox"/> Yes <input type="checkbox"/> No | |
| STEP 3 prepared by: <input type="text"/> Date: <input type="text"/> Preparer's Supporting Documentation, Comments and Clarifications: <input type="text"/> | | | |