TRANSPORTATION

PROJECT REPORT

DRAFT DESIGN REPORT

P.I.N. 8761.09
Safe Routes to School
Infrastructure Improvement
City of Kingston
Ulster County

May 2015

U.S. Department of Transportation
Federal Highway Administration

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

CITY OF KINGSTON

DRAFT DESIGN REPORT

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Safe Routes to School
Infrastructure Improvement
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Ulster County

Prepared By:

GPI Greenman-Pedersen, Inc.
Engineering and Construction Services
(518) 453-9431 | www.gpinet.com
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May 2015

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PREFERRED ALTERNATIVE

The Element-Specific Highway Work Alternative described in Sections III.B.2 and III.C of this report has been selected as the preferred alternative. This alternative meets all of the project objectives.

CHAPTER I – INTRODUCTION

One of the City's main objectives is to provide safer, more walkable routes to the City of Kingston schools. Currently, many of the routes around and near the Washington, Kennedy and Edson Elementary Schools and the Bailey Middle School have areas that don't conform to current ADA guidelines; some pedestrian signals are missing or are non-operational; sidewalk ramps and crosswalks need improvement; sidewalk connections are missing; and traffic speeds are higher than desirable along key routes. The goals of this project is to provide the City with improved sidewalks and pedestrian accommodations along select routes to these schools and to provide traffic calming that will make these roads safer for pedestrian and bicycle traffic.

This project is scheduled to be advertised in March 2016 with construction commencing in June 2016 and being completed in November 2016. All requests for further information should be sent to:

Ralph Swenson, P.E.
City Engineer
City of Kingston
420 Broadway
Kingston, NY 12401
Telephone: (845) 334-3967

CHAPTER II – PROJECT IDENTIFICATION, EVOLUTION, CONDITIONS AND NEEDS, AND OBJECTIVES

A. Project Identification

Refer to the project overview map in Appendix A of this report.

B. Project Evolution

In 2008, City of Kingston was encouraged to apply for a Safe Routes to School infrastructure grant from the NYSDOT with its partners at Cornell Cooperative Extension of Ulster County (CCEUC) partnered with the City to write and submit the grant application, and CCEUC planned to implement a district-wide Safe Routes education program.

The City was not successful with the first NYSDOT application, however, they partnered again to apply for a 4-year Healthy Kids, Healthy Communities grant from the Robert Wood Johnson Foundation (RWJF) for a project called Healthy Kingston for Kids (HKK). They were successful with the application, and the HKK project, which aims to reverse childhood obesity in Kingston through policy, environmental, and systems change, includes Safe Routes to Schools and Parks and Complete Streets initiatives.

In 2012, the City reapplied for a Safe Routes to School Grant from NYSDOT to support some of the HKK initiatives. $489,000 in Safe Routes to School funds was programmed for this project.

C. Conditions and Needs

This project consists of pedestrian infrastructure improvements throughout the City of Kingston to support student movements on routes to and from school at the Washington, Kennedy and Edson Elementary Schools and the Bailey Middle School. These routes are all within the City of Kingston and are posted with 30 mph speed limits. All the subject routes have an Average Annual Daily Traffic (AADT) of less than 10,000 vehicles.

Currently the City has sidewalks, crosswalks, traffic signals and mid-block pedestrian crossings along most of these routes, but there are areas that are not ADA-compliant. There are portions of some routes where sidewalks are not continuous; where sidewalk ramps are missing; where crosswalk markings are worn; where pedestrian signals are missing or non-operational; and where vehicular speeds are higher than desirable.

The specific needs to be addressed as part of this project are outlined on the project overview map in Appendix A of this report, and are described below:

- Pedestrian Signal Needs
    - Lucas Ave and Millers Ln – This location has an existing traffic signal with pedestrian signals, but the pedestrian signals are non-operational and do not have countdown timers, and pushbuttons are of an older less desirable style. New ADA Compliant pedestrian accommodations are needed.
    - Delaware Ave and Murray St. – This location has an existing traffic signal with pedestrian signals, but the pedestrian signals are non-operational and do not

have countdown timers, and pushbuttons are of an older less desirable style. New ADA Compliant pedestrian accommodations are needed.

  - Lucas Ave and Washington Ave – This older signalized intersection currently has no pedestrian signals and has the span wire attached to a utility pole on one side. The existing controller is old and may not support the added pedestrian phases and the existing infrastructure does not have the conduit connections necessary to wire new pedestrian poles without installing new conduit. New ADA Compliant pedestrian accommodations are needed, which may require replacement of the entire traffic signal.

- Crosswalk Visibility Needs – Crosswalk markings are worn and faded at the intersections of Wall St and Franklin St; Wall St and Henry St, Henry St and Fair St; and Henry St and Clinton Ave. They should be replaced.

- Sidewalk Ramp Needs – Sidewalk ramps are missing and should be added at the intersections of Delaware Ave and Murray St, and Delaware Ave and Gross St.

- Pedestrian Warning Needs

  - Westbound Delaware Ave near Corporate Drive – There is insufficient advance warning for the school crossing located at Gross Street.

  - Northbound Murray St near Route 9W – School children cross at multiple locations along this roadway and there is no designated school crossing location within the corridor. Additional advanced warning is necessary to alert drivers of these random road crossings by children.

  - Hurley Ave near Quarry Street – A mid-block pedestrian crossing exists in this area with insufficient warning to alert drivers of the presence of pedestrians.

  - Quarry Street near Hurley Ave – Children walk to the school along this roadway, even though there are no sidewalks and insufficient width along the roadway within the right-of-way to add sidewalks. Additional advanced warning is necessary to alert drivers of the possible presence of children in the roadway.

- Speed Reduction/Traffic Calming Needs

  - Eastbound Lucas Ave near Dunneman Ave – Community sentiment is that vehicular speeds along this roadway are higher than desirable along this section of road that requires pedestrians to walk along the shoulder.

  - Eastbound Hurley Ave near Quarry St – Community sentiment is that vehicular speeds along this roadway are higher than desirable along this section of road because of school children crossing the roadway in this area.

- Joys Lane – This roadway serves as a cut-through between Lucas Ave and Washington Ave. Much of this cut-through traffic is perceived to be exceeding the speed limit putting children at risk on this roadway immediately adjacent a sports field.

- Pedestrian Connection Needs along Burhans Blvd – the sidewalk along Lucas Ave ends at Burhans Blvd forcing pedestrians traveling to the schools within the roadway along Burhans Blvd. A pedestrian connection is necessary between Lucas Ave and the Edson Elementary School to improve safety for walking school children traveling this route.

D. Project Objectives

The objective of this project is to address the substandard condition of the pedestrian accommodations along select routes within the City of Kingston. By providing pedestrian improvements to these routes, students will have a safer environment to walk to and from school.

CHAPTER III – ALTERNATIVES

A. Design Criteria

The design criteria will be based on the NYSDOT Highway Design Manual.

B. Alternatives Considered

Project alternatives were developed to meet the project objectives. The alternatives were developed using the engineering design criteria in Section III.A. The alternatives considered are: 1) Null Alternative; 2) Element-Specific Highway Work. Additionally, two options were considered for the Burhans Blvd pedestrian connection as part of Alternative 2. They include Option 2a) Transforming Burhans Blvd to one-way traffic and constructing the sidewalk along the existing roadway footprint, and Option 2b) Constructing the sidewalk outside of the roadway footprint along Burhans Blvd

1. The Null Alternative would involve leaving the pedestrian amenities along the project routes in their existing condition. ADA compliance will continue to remain an issue, therefore; the corridors would not be accessible to pedestrians of all abilities, and specific desirable pedestrian connections would not be made. This alternative does not achieve the goals in the City's development plan for which the project funding was awarded and is determined to be unfeasible.

2. The Element Specific Highway Work Alternative would involve the following improvements:

   - Pedestrian Signal Improvement to the following intersections:
     - Lucas Ave and Millers Ln
     - Delaware Ave and Murray St.
     - Lucas Ave and Washington Ave

   - Crosswalk Visibility Improvements at the following intersections:
     - Wall St & Franklin St
     - Wall St & Henry St
     - Henry St & Fair St
     - Henry St & Clinton Ave.

   - Sidewalk Ramp Improvements at the following intersections:
     - Delaware Ave and Murray St
     - Delaware Ave and Gross St.

   - Pedestrian Warning Improvements
     - Westbound Delaware Ave near Corporate Drive
     - Northbound Murray St near Route 9W
     - Hurley Ave near Quarry Street
     - Quarry Street near Hurley Ave

- Speed Reduction/Traffic Calming Improvements at the following locations:
    - Eastbound Lucas Ave near Dunneman Ave
    - Eastbound Hurley Ave near Quarry St
    - Joys Lane

- Pedestrian Connection Improvements along Burhans Blvd

    - Option 2a – This option includes reducing Burhans Blvd to a one-way traffic condition and constructing the sidewalk along the existing roadway footprint, thus reducing the impacts to trees. The sidewalk would turn onto Forsyth Park Road and extend behind the baseball field to Merilina Avenue. The sidewalk will connect Lucas Avenue to Edson Elementary School.

    - Option 2b – This option will leave Burhans Blvd as a two-way road and build the sidewalk 5' off the existing edge of pavement. It would follow the same route as option 2a; up Burhans to Forsyth Park Road and extend behind the baseball field to Merilina Avenue. Since the sidewalk is being constructed outside the existing roadway footprint, there are additional impact to trees along Burhans Blvd.

C. Feasible Alternatives

Description of Feasible Alternative:
The feasible alternative will add the following to improvements within the project corridor:

1. Pedestrian Signal Improvements are needed to direct and protect pedestrians at street crossings. There are three intersections where pedestrian signal improvements are proposed to be made. These intersections and their corresponding improvements are as follows:
    a. Lucas Ave and Millers Ln – Add new pedestrian signals with countdown timers and ADA compliant pushbuttons.
    b. Delaware Ave and Murray St. – Add new pedestrian signals with countdown timers and ADA compliant pushbuttons.
    c. Lucas Ave and Washington Ave – Replace entire traffic signal installing new pedestrian signals with countdown timers and ADA compliant pushbuttons.

2. Marked crosswalks provide many advantages to pedestrians when crossing a roadway. They serve to warn motorists of locations where pedestrians can be expected, channel pedestrians to specific locations and orient pedestrians to cross intersections. Restriping crosswalk markings are proposed the following intersections:
    a. Wall St and Franklin St
    b. Wall St and Henry St
    c. Henry St and Fair St
    d. Henry St and Clinton Ave.

3. Sidewalk ramps are critical in allowing wheelchairs to maneuver between the sidewalk and a crossing. The ramp also provides a dedicated crossing location where motorist can anticipate a pedestrian. Sidewalk ramp improvements are proposed at the following two intersections:
   a. Delaware Ave and Murray St
   b. Delaware Ave and Gross St

4. Pedestrian warning improvements can greatly increase the safety of pedestrians crossing a roadway. Improvements such as flashing beacons are considered a best practice for safe and accessible school walking zone accommodations. The following intersections and corresponding proposed improvements are as follows:
   a. Westbound Delaware Ave near Corporate Drive – Add flashing beacon assembly with school crossing sign in advance of the Gross Street School cross walk.
   b. Northbound Murray St near Route 9W – Add flashing beacon assembly with pedestrian warning sign immediately north of the Route 9W intersection.
   c. Hurley Ave near Quarry Street – Relocate the mid-block pedestrian crossing and install a Rectangular Rapid Flashing Beacon (RRFB) to alert drivers of pedestrian crossings.
   d. Quarry Street near Hurley Ave – Add flashing beacon assembly with pedestrian warning sign immediately south of the Hurley Ave intersection. Other options were considered, such as adding a sidewalk or striping shoulders as a pedestrian walkway, but given the limited right-of-way and the lack of clearance to utilities the cost of providing such improvements would go well beyond the available funds of this project. These options were determined not feasible because of cost.

5. Vehicular speed is a critical aspect of pedestrian safety. Traffic calming improvements can help to keep vehicular speeds at or below the posted speed limit.

   a. Eastbound Lucas Ave near Dunneman Ave – Install a speed limit sign with a radar speed feedback sign.
   b. Eastbound Hurley Ave near Quarry St – Install a speed limit sign with a radar speed feedback sign.
   c. Joys Lane – Install speed humps along the roadway to calm traffic, lower travel speeds, and reduce the number of cut-through vehicles. Radar speed feedback signs were also considered for this location, but because of the limited roadway length and required sign placement locations, these type signs would not effectively reduce speeds along this roadway.

6. Pedestrian improvements are proposed along Burhans Boulevard. The connection will serve to link Lucas Avenue with Forsyth Park Road and ultimately Edson Elementary School. There are two connection improvement alternatives proposed along Burhans Blvd.

a. Option 2A – This option includes reducing Burhans Blvd to a one-way traffic condition and constructing the sidewalk along the existing roadway footprint, thus reducing the impacts to trees. The sidewalk would turn onto Forsyth Park Road and extend behind the baseball field to Merilina Avenue. The sidewalk will connect Lucas Avenue to Edson Elementary School.

b. Option 2B – This option will leave Burhans Blvd as a two-way road and build the sidewalk 5' off the existing edge of pavement. It would follow the same route as option 2a; up Burhans to Forsyth Park Road and extend behind the baseball field to Merilina Avenue. Since the sidewalk is being constructed outside the existing roadway footprint, there are additional tree impacts along Burhans Blvd.

2. Engineering Considerations of the Feasible Alternative:

Alternative two with both sidewalk options are considered feasible.

A decision regarding which sidewalk option to construct will be made after the comments on the Draft Design Report and comments from the public meeting have been fully evaluated.

This alternative will construct pedestrian improvements at various locations as noted above. Either sidewalk option for Burhans Blvd will construct a 5 foot wide sidewalk along Burhans Blvd in accordance with NYSDOT standards. After the sidewalk turns into Forsyth Park Rd it will widen to a 10 foot wide asphalt sidewalk designed in accordance to NYSDOT standards.

D. Project Cost and Schedule

Estimated Project Costs		
Activities	**Option 2A** One way Burhans Blvd.	**Option 2B** Two way Burhans Blvd.
Crosswalk Improvements	$197,000	$197,000
Sidewalk Ramp Improvements	$46,000	$46,000
Pedestrian Warning Improvements	$64,000	$64,000
Traffic Calming Improvements	$38,000	$38,000
Sidewalk Installation	$134,000	$132,000
Subtotal Cost	**$479,000**	**$477,000**
Construction Inspection (12%)	$57,500	$57,000
Total Project Costs	**$536,500**	**$534,000**

Schedule

Design Approval:	Summer, 2015
PS&E:	Fall, 2015
Letting:	Spring, 2016
Construction Completed:	Fall, 2016

CHAPTER IV – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

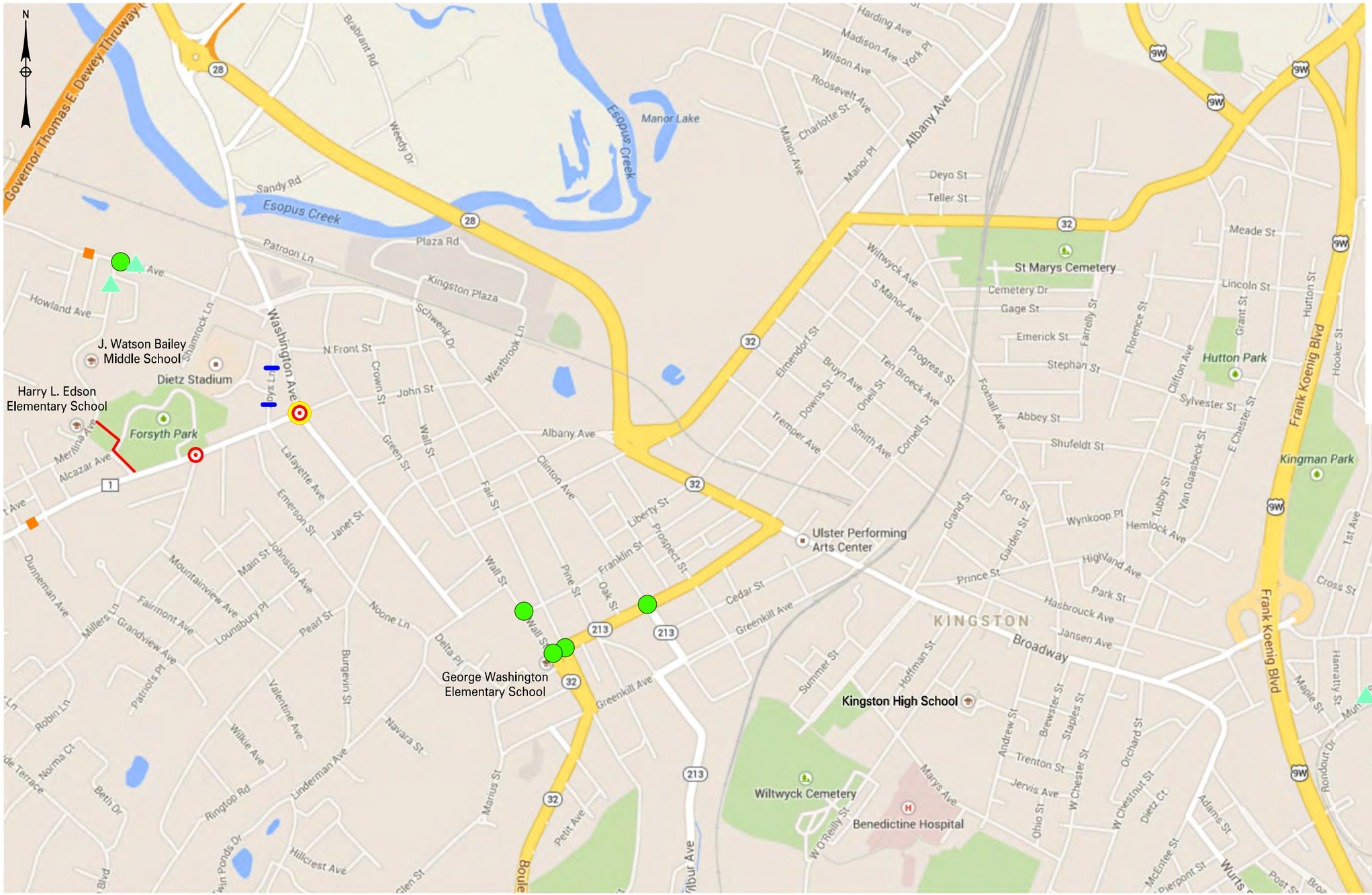
SEQR - This is a SEQR Type II action classification per 6 NYCRR 617.5(c)(1). A copy of the Short Environmental Assessment Form is attached in Appendix B.

NEPA - This is a NEPA Class II, Categorical Exclusion action. A copy of the NEPA Federal Environmental Approval Worksheet is attached in Appendix B.

Wildlife - The project location has been screened for State and Federal Threatened and Endangered Species and significant habitats. No significant habitats were discovered, however, Indiana and Northern Long-eared Bats may be in the project vicinity. It has been determined the project will have no adverse effect on either species of bat due to the minimal cutting of trees associated with the project and the overall lack of suitable bat habitat trees within the project corridor.

Cultural Resources - An initial screening was conducted for the project and no historic buildings or sites were found and no archeological sensitive locations were identified. A PSP was prepared for the project and it is anticipated that there will be no cultural resource impacts from the project activities.

Appendix A
Plans, Profiles, and Typical Sections

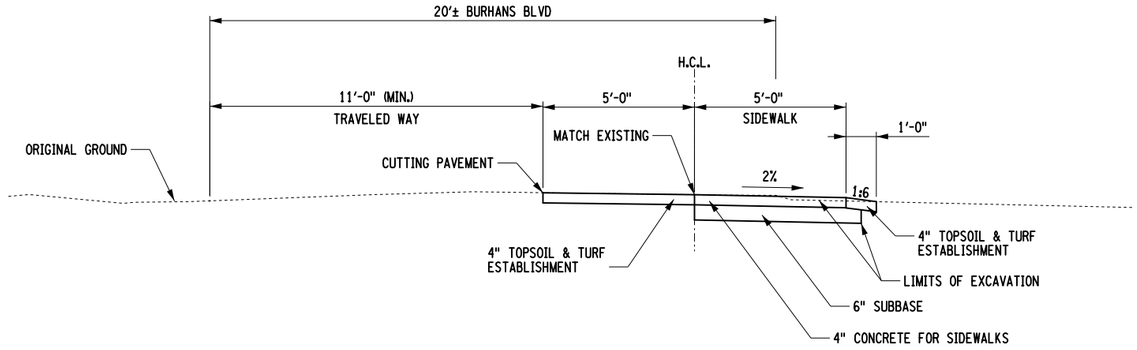


GPI Greenman-Pedersen, Inc.
Engineering and Construction Services

PROJECT OVERVIEW MAP

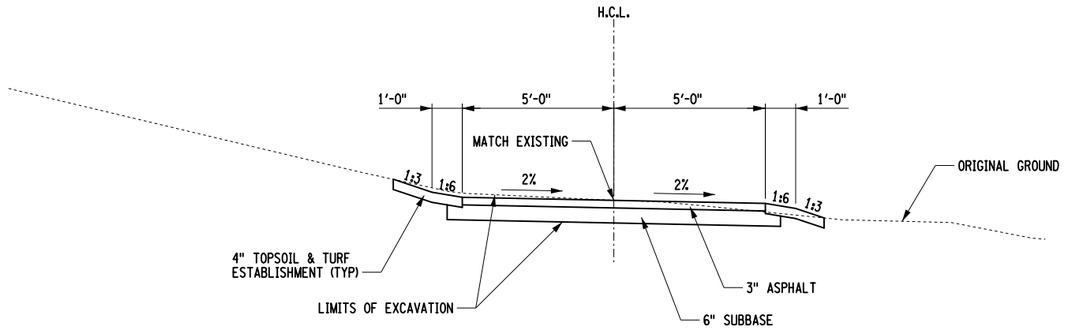
INFRASTRUCTURE IMPROVEMENTS - SAFE ROUTES TO SCHOOL

CITY OF KINGSTON
SCHOOL DISTRICT



CONCRETE SIDEWALK ALONG BURHANS BLVD TYPICAL SECTION

NOT TO SCALE



10 FOOT WIDE ASPHALT SIDEWALK TYPICAL SECTION

NOT TO SCALE

DESIGN SUPERVISOR C. CORNWELL | JOB MANAGER E. SNYDER | DESIGN L. BACH | DRAFTING L. BACH | CHECK E. SNYDER | PROJECT MANAGER E. SNYDER | CHECK E. SNYDER

AFFIX SEAL: GREENMAN - PEDERSEN, INC ON: _____	ALTERED BY: ON:

GPI
GREENMAN-PEDERSEN, INC.
CONSULTING ENGINEERS

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

NOT FOR CONSTRUCTION

KINGSTON SAFE ROUTES TO SCHOOL

COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09
BURHANS BLVD

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

OPTION 2A TYPICAL SECTIONS

CONTRACT NUMBER
CK2014-4

DRAWING NO. TYP-1

SHEET NO. XX

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: 175967_cph_typ_opt2a

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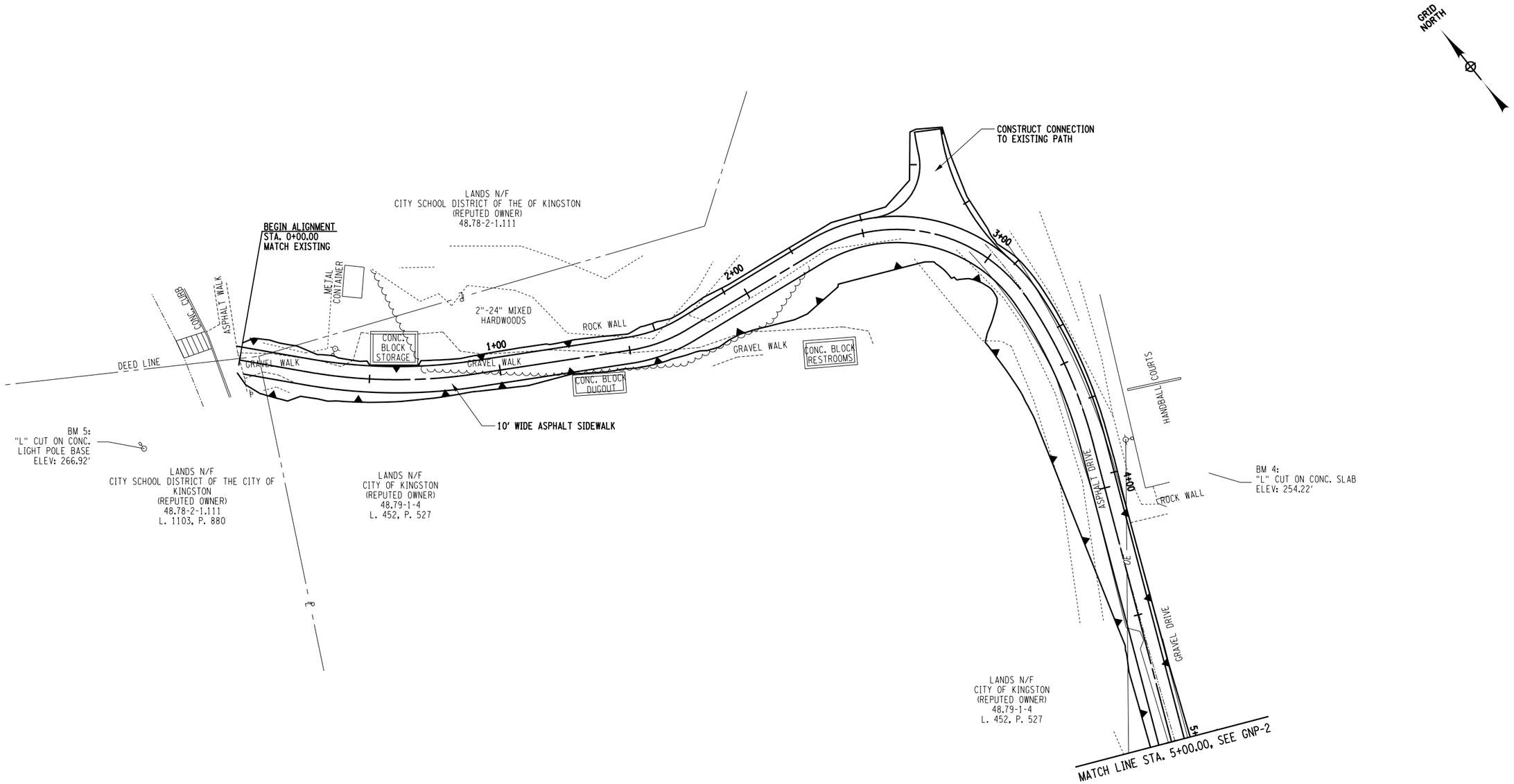

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GPI GREENMAN-PEDERSEN, INC. CONSULTING ENGINEERS	

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NOT FOR CONSTRUCTION	COUNTY: ULSTER DATE: MAY 2015				OPTION 2A GENERAL PLANS	CK2014-4 DRAWING NO. GNP-1 SHEET NO. XX

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 8

DOCUMENT NAME: 8761.09_cph_gnp_01_opt2a

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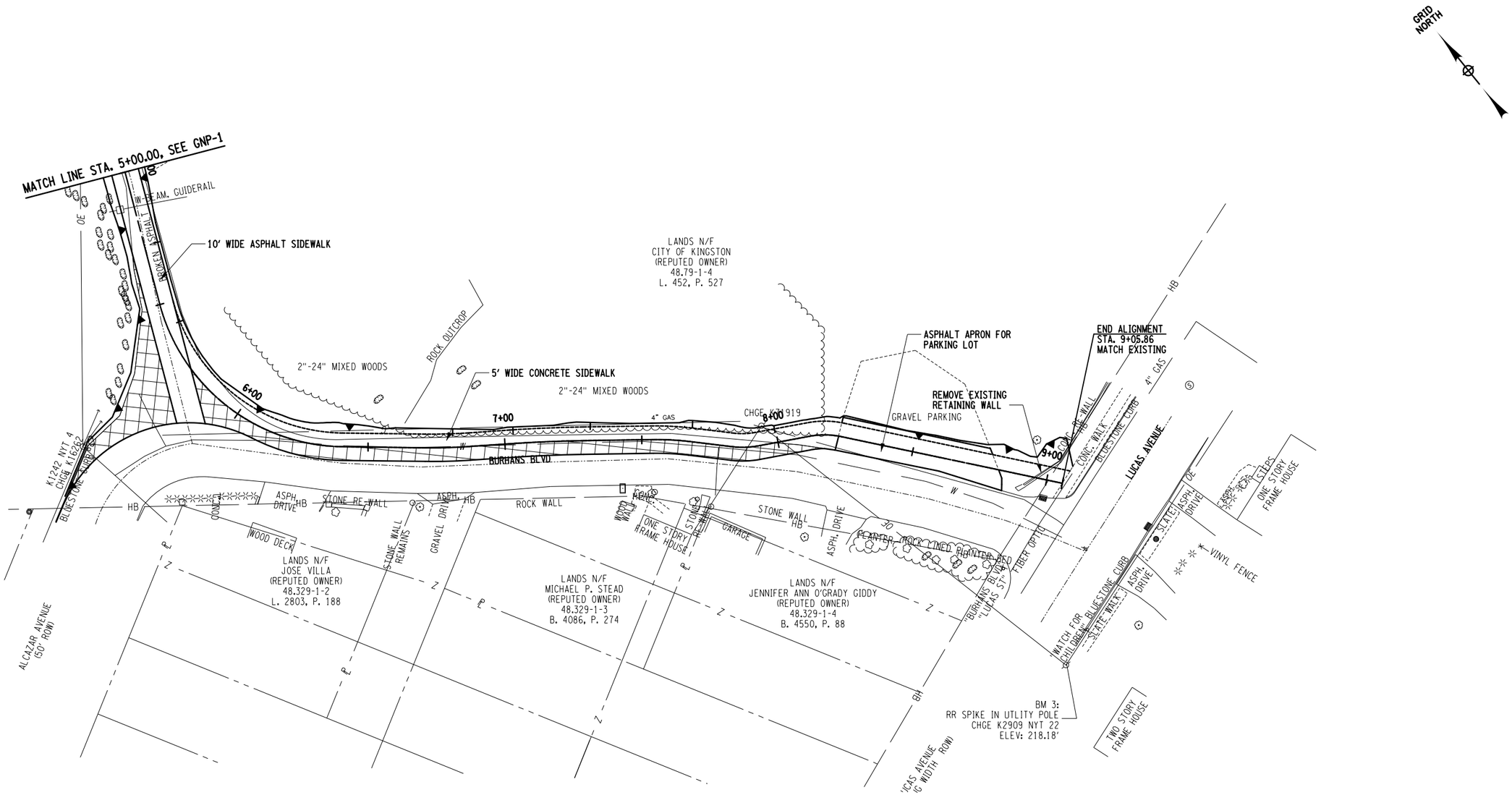

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GREENMAN-PEDERSEN, INC.
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PIN 8761.09
BURHANS BLVD

BRIDGES

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OPTION 2A GENERAL PLANS

CONTRACT NUMBER
CK2014-4

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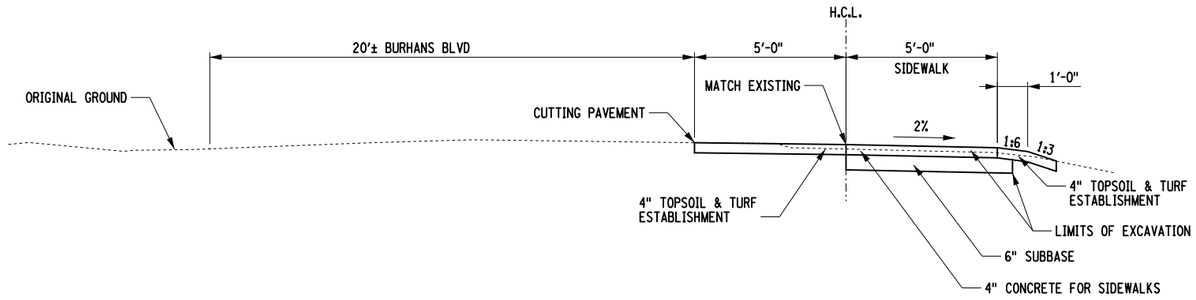

CONCRETE SIDEWALK ALONG BURHANS BLVD TYPICAL SECTION

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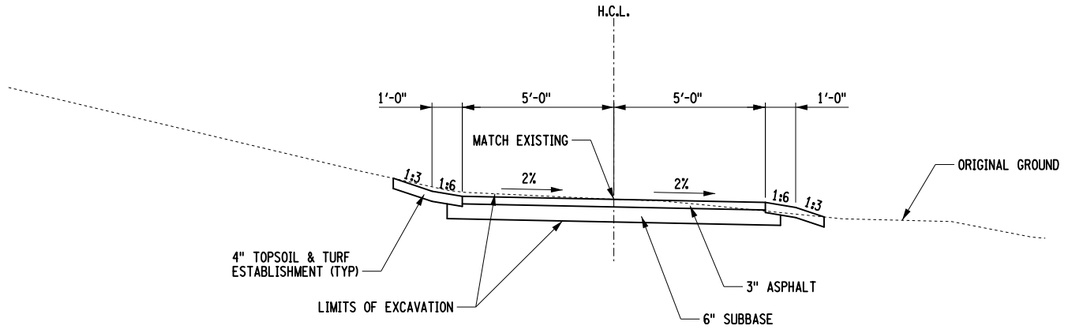

10 FOOT WIDE ASPHALT SIDEWALK TYPICAL SECTION

NOT TO SCALE

PROJECT MANAGER E. SNYDER
CHECK E. SNYDER
DRAFTING L. BACH
DESIGN L. BACH
CHECK E. SNYDER
JOB MANAGER E. SNYDER
DESIGN SUPERVISOR C. CORNWELL

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DESCRIPTION OF ALTERATIONS:

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KINGSTON SAFE ROUTES TO SCHOOL

COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09
BURHANS BLVD

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

OPTION 2B TYPICAL SECTIONS

CONTRACT NUMBER
CK2014-4

DRAWING NO. TYP-1

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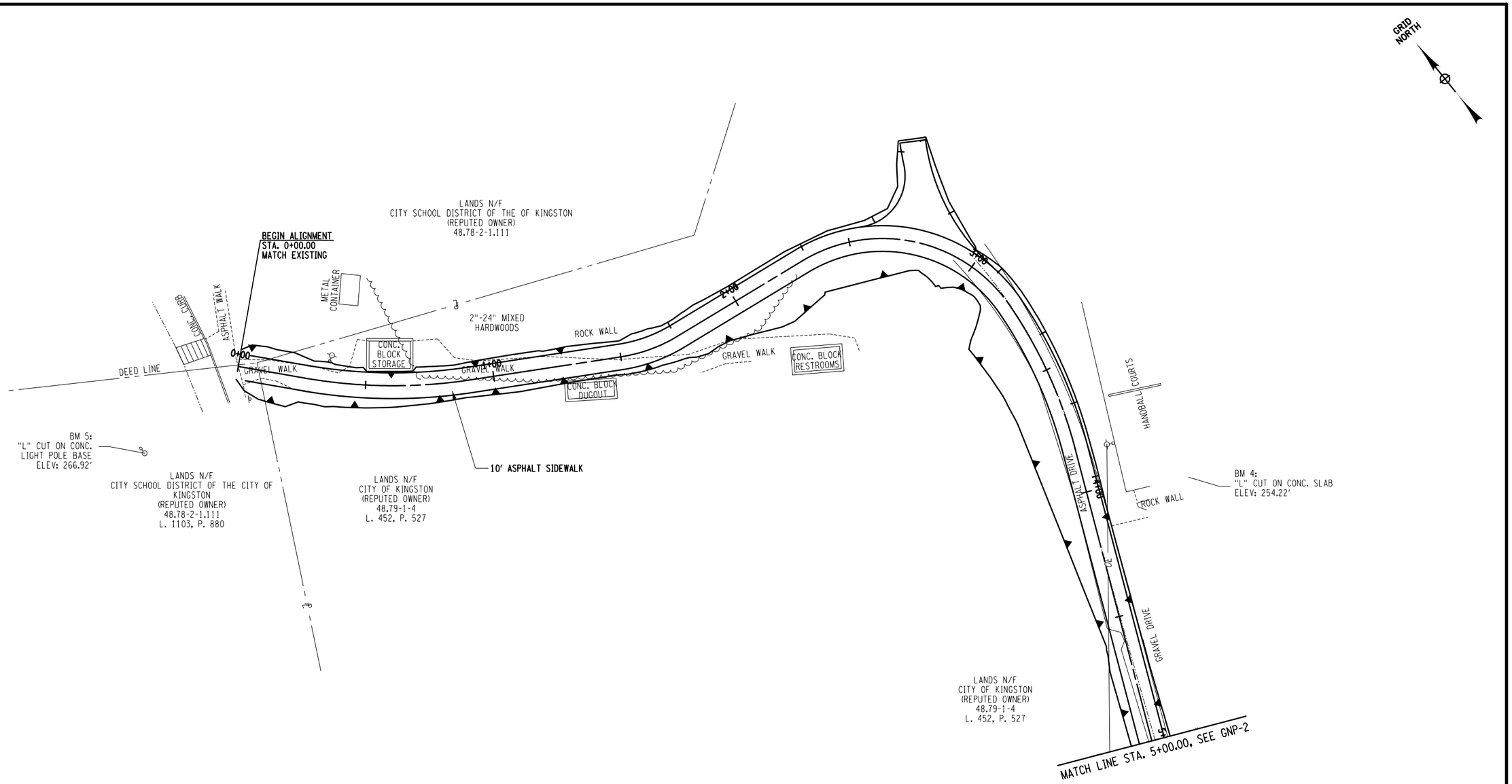

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GPI GREENMAN-PEDERSEN, INC. CONSULTING ENGINEERS	

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NOT FOR CONSTRUCTION	COUNTY: ULSTER / DATE: MAY 2015				OPTION 2B GENERAL PLANS	CK2014-4 DRAWING NO. GNP-1 SHEET NO. XX

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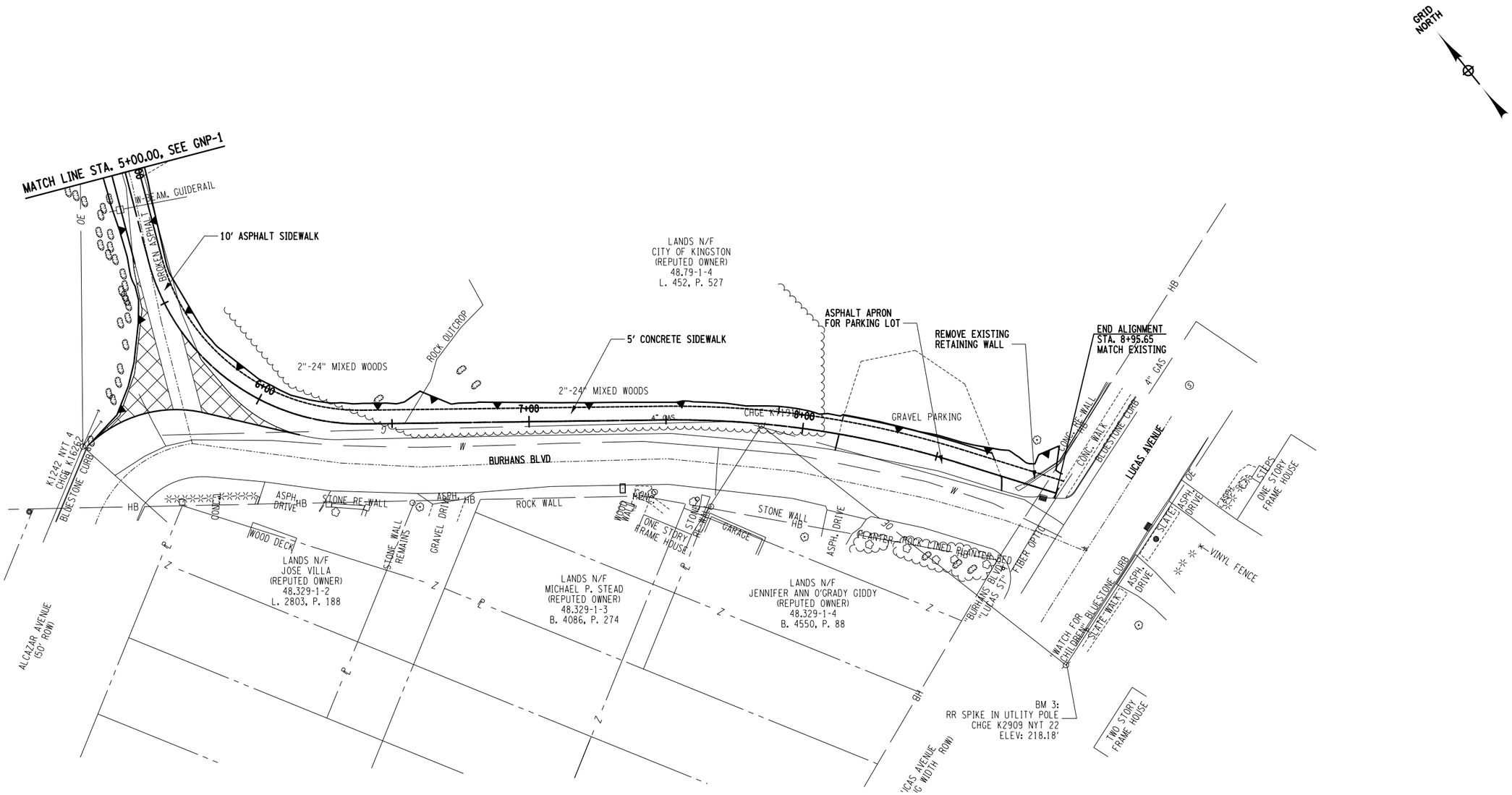

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GREENMAN-PEDERSEN, INC.
CONSULTING ENGINEERS

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PIN 8761.09
BURHANS BLVD

BRIDGES

CULVERTS

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OPTION 2B GENERAL PLANS

CONTRACT NUMBER
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DRAWING NO. GNP-2

SHEET NO. XX

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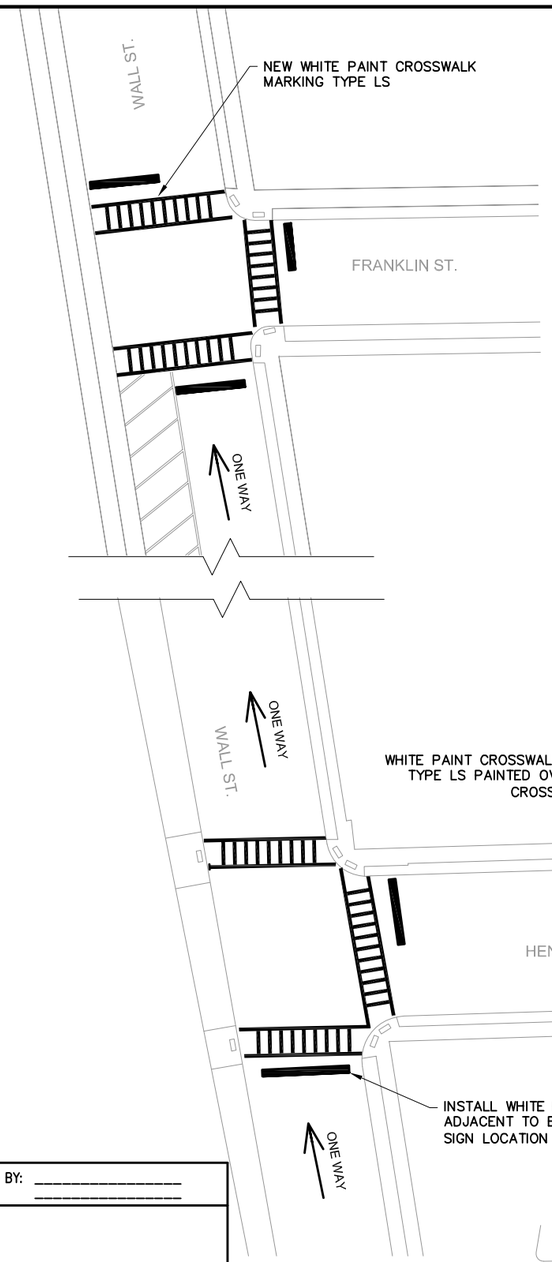
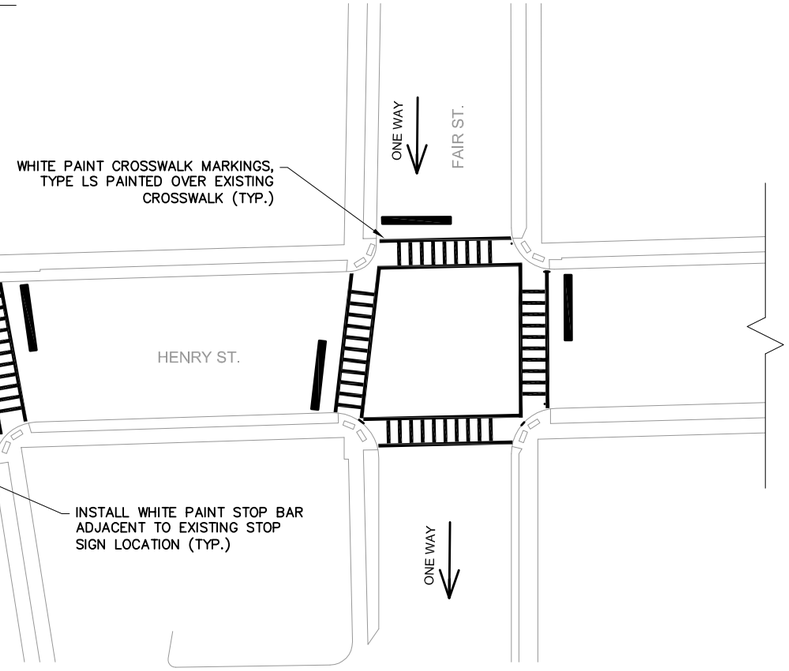
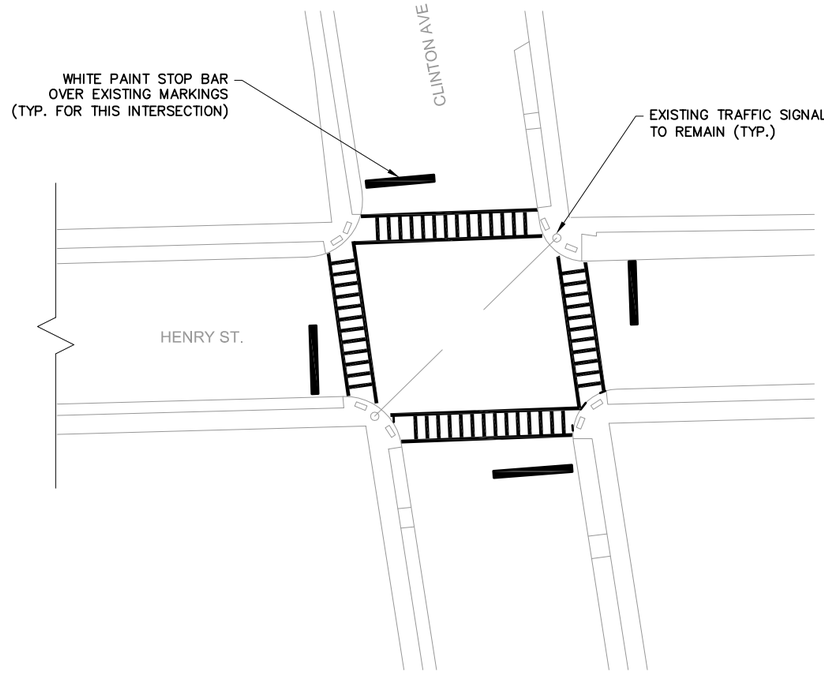
GRID NORTH







NOTES:

1. THIS PLAN IS A FIELD SKETCH AND IS NOT TO SCALE. IT DOES NOT SHOW ALL UTILITY AND SIGN LOCATIONS AND SHALL BE USED ONLY AS A GUIDE FOR DEVICE PLACEMENT. THE CONTRACTOR SHALL FIELD VERIFY AND TAKE THE NECESSARY PRECAUTIONS TO AVOID DAMAGING THESE OR OTHER FACILITIES DURING CONSTRUCTION.
2. ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.
3. STOP BARS SHALL EXTEND TO ROADWAY CENTERLINE, EXCEPT ON ONE-WAY APPROACHES WHERE IT WILL EXTEND ACROSS THE ENTIRE ROADWAY WIDTH AS ORDERED BY ENGINEER.
4. WHERE MARKINGS CURRENTLY EXIST, BUT ARE WORN, NEW MARKINGS WILL BE PLACED ON TOP OF AND ALIGNED WITH THE EXISTING MARKINGS.
5. WHERE CROSSWALK PLACEMENT IS NEW AT AN INTERSECTION, THE CROSSWALK SHALL BE CENTERED ON EXISTING SIDEWALK RAMPS.

20 0 20 40
APPROXIMATE

DESIGN SUPERVISOR M. WIESZCHOWSKI | JOB MANAGER P. FAITH | DESIGN M. WIESZCHOWSKI | CHECK P. FAITH
DRAFTING E. COBB | CHECK M. WIESZCHOWSKI | PROJECT MANAGER P. FAITH
FILE NAME = | DATE/TIME =

AFFIX SEAL: GREENMAN-PEDERSEN, INC ON: MAY XX, 2015	ALTERED BY: _____ ON: _____

GPI
GREENMAN-PEDERSEN, INC.
CONSULTING ENGINEERS

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
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KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON
COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS
WASHINGTON ELEMENTARY SCHOOL

CONTRACT NUMBER
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SHEET NO. X OF XX

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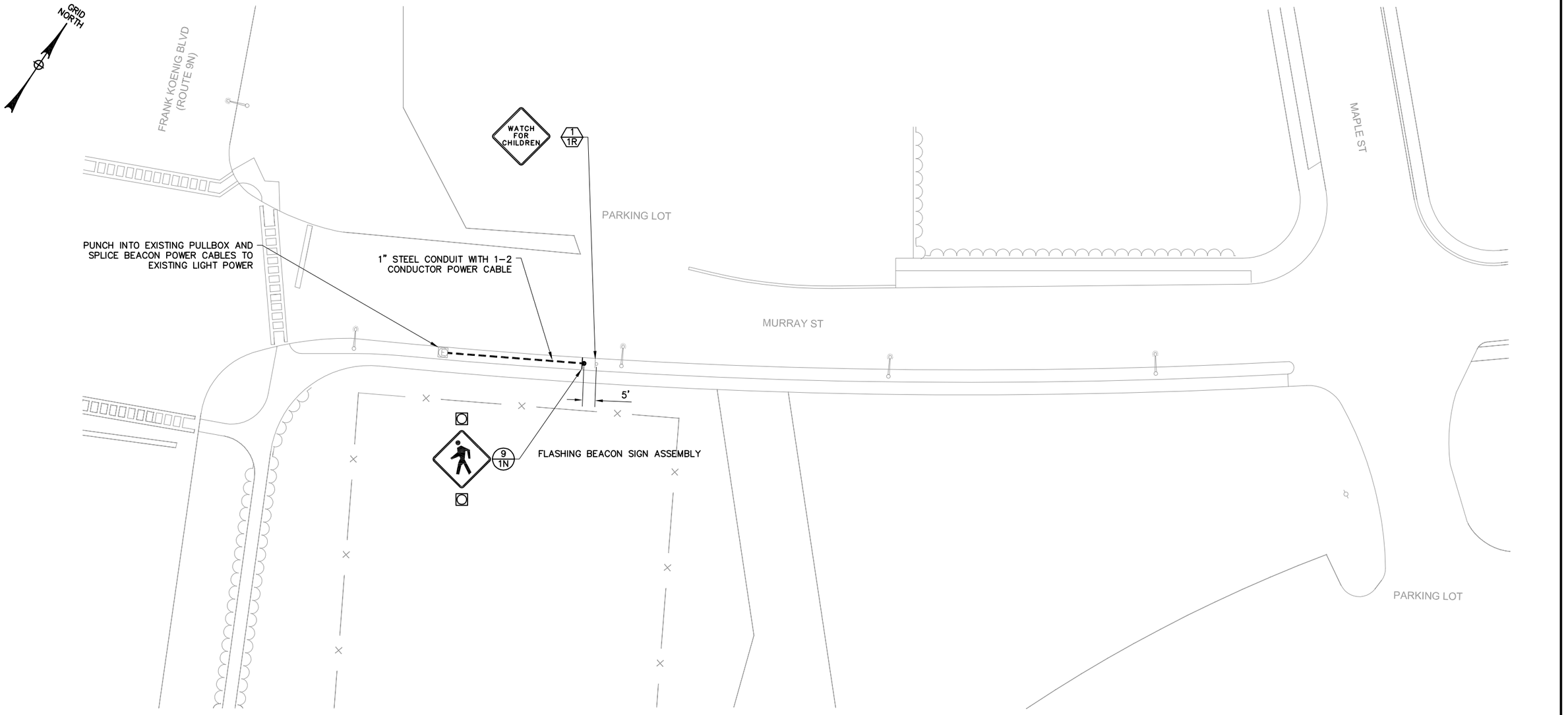

DESIGN SUPERVISOR M. WIESZCHOWSKI | JOB MANAGER P. FAITH | DESIGN M. WIESZCHOWSKI | DRAFTING E. COBB | CHECK M. WIESZCHOWSKI | PROJECT MANAGER P. FAITH | CHECK P. FAITH

FILE NAME =
DATE/TIME =

AFFIX SEAL: GREENMAN–PEDERSEN, INC
ON: MAY XX, 2015

ALTERED BY: _____
ON: _____

GPI
GREENMAN–PEDERSEN, INC.
CONSULTING ENGINEERS

NOTES:

1. THIS PLAN IS A FIELD SKETCH AND IS NOT TO SCALE. IT DOES NOT SHOW ALL UTILITY AND SIGN LOCATIONS AND SHALL BE USED ONLY AS A GUIDE FOR DEVICE PLACEMENT. THE CONTRACTOR SHALL FIELD VERIFY AND TAKE THE NECESSARY PRECAUTIONS TO AVOID DAMAGING THESE OR OTHER FACILITIES DURING CONSTRUCTION.
2. SIGNS NOT SHOWN SHALL REMAIN IN PLACE

SIGNING LEGEND

- L/Y – PROPOSED SIGN TO BE INSTALLED
- L/T – EXISTING SIGN TO BE REMOVED
- R – EXISTING SIGN TO REMAIN
- L – SIGN LOCATION
- T – SIGN NUMBER
- EXISTING SIGN ASSEMBLY
- PROPOSED SIGN ASSEMBLY

20 0 20 40
APPROXIMATE

AS–BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
_____
_____
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_____

KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON

COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

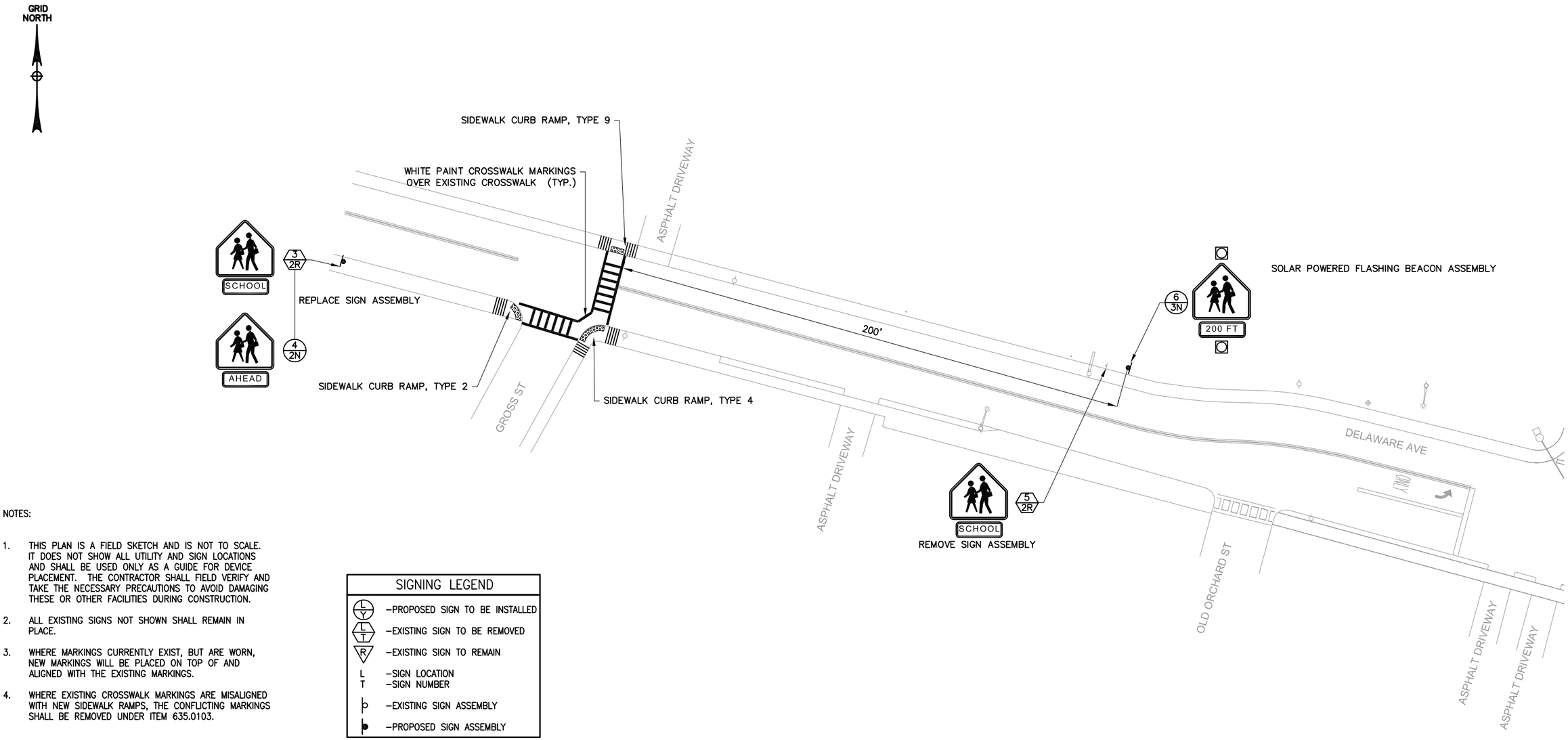
CONTRACT NUMBER
CK2014–4

GENERAL PLANS
MURRAY ST

DRAWING NO. GNP–4
SHEET NO. X OF XX

DOCUMENT NAME: 8761.09_cph_gnp–2

DESIGN SUPERVISOR M. WIESZCHOWSKI | JOB MANAGER P. FAITH | DESIGN M. WIESZCHOWSKI | DRAFTING E. COBB | CHECK M. WIESZCHOWSKI | PROJECT MANAGER P. FAITH | CHECK P. FAITH



NOTES:

1. THIS PLAN IS A FIELD SKETCH AND IS NOT TO SCALE. IT DOES NOT SHOW ALL UTILITY AND SIGN LOCATIONS AND SHALL BE USED ONLY AS A GUIDE FOR DEVICE PLACEMENT. THE CONTRACTOR SHALL FIELD VERIFY AND TAKE THE NECESSARY PRECAUTIONS TO AVOID DAMAGING THESE OR OTHER FACILITIES DURING CONSTRUCTION.
2. ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.
3. WHERE MARKINGS CURRENTLY EXIST, BUT ARE WORN, NEW MARKINGS WILL BE PLACED ON TOP OF AND ALIGNED WITH THE EXISTING MARKINGS.
4. WHERE EXISTING CROSSWALK MARKINGS ARE MISALIGNED WITH NEW SIDEWALK RAMPS, THE CONFLICTING MARKINGS SHALL BE REMOVED UNDER ITEM 635.0103.

SIGNING LEGEND

(LY)	–PROPOSED SIGN TO BE INSTALLED
(LT)	–EXISTING SIGN TO BE REMOVED
(R)	–EXISTING SIGN TO REMAIN
L	–SIGN LOCATION
T	–SIGN NUMBER
	–EXISTING SIGN ASSEMBLY
	–PROPOSED SIGN ASSEMBLY

AFFIX SEAL: GREENMAN–PEDERSEN, INC
ON: MAY XX, 2015

ALTERED BY: _____
ON: _____

GPI
GREENMAN–PEDERSEN, INC.
CONSULTING ENGINEERS

AS–BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
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KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON
COUNTY: ULSTER DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

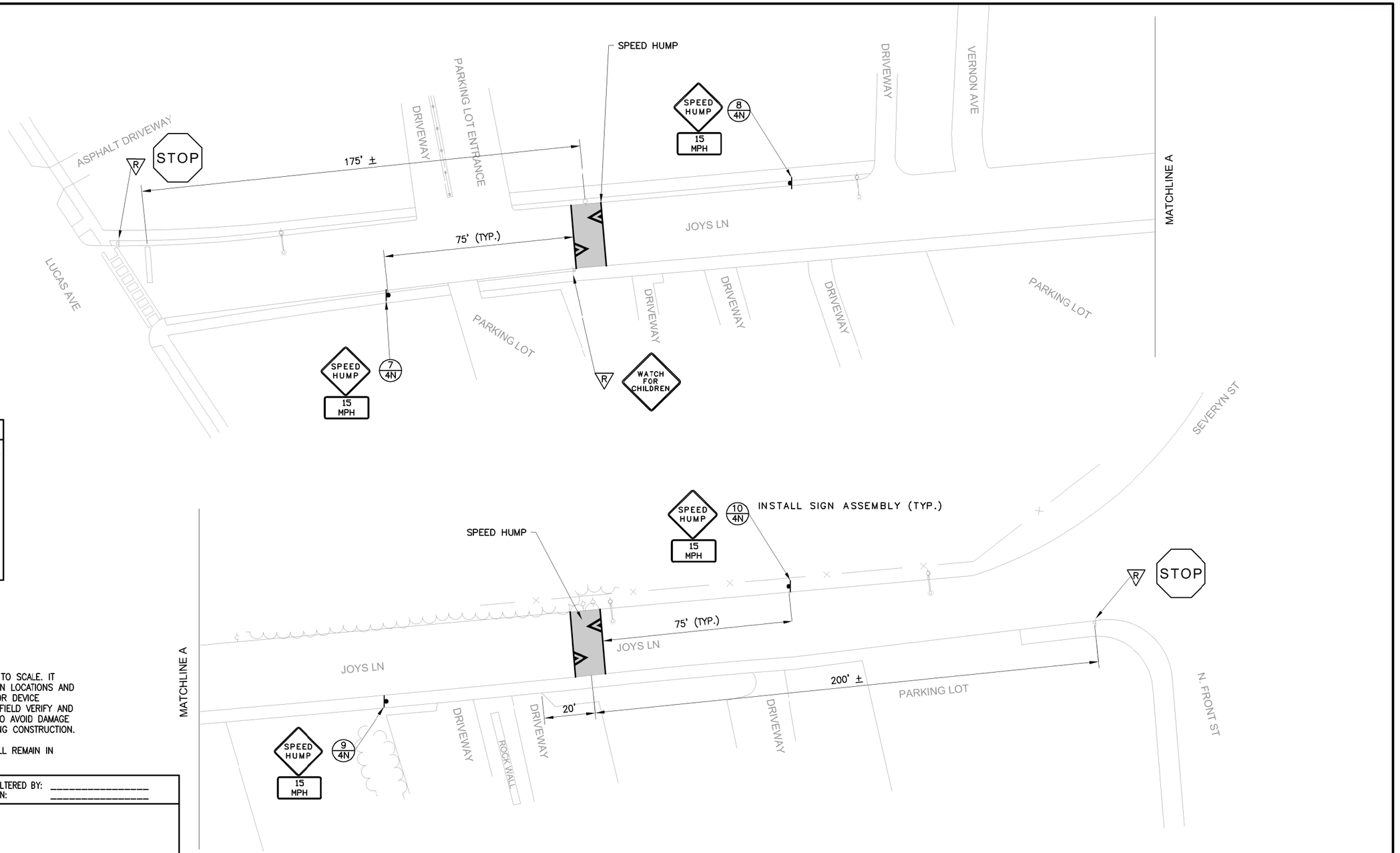
GENERAL PLANS
DELAWARE AVE

CONTRACT NUMBER
CK2014–4

DRAWING NO. GNP–5
SHEET NO. X OF XX

DOCUMENT NAME: 8760.29_cph_gnp–3

FILE NAME =
DATE/TIME =



SIGNING LEGEND

- L/Y – PROPOSED SIGN TO BE INSTALLED
- L/T – EXISTING SIGN TO BE REMOVED
- R – EXISTING SIGN TO REMAIN
- L – SIGN LOCATION
- T – SIGN NUMBER
- EXISTING SIGN ASSEMBLY
- PROPOSED SIGN ASSEMBLY

NOTES:

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2. ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

AFFIX SEAL: GREENMAN-PEDERSEN, INC ON: MAY XX, 2015	ALTERED BY: _____ ON: _____

GPI
GREENMAN-PEDERSEN, INC.
CONSULTING ENGINEERS

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
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KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON
COUNTY: ULSTER DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS
JOYS LANE

CONTRACT NUMBER
CK2014-4

DRAWING NO. GNP-6

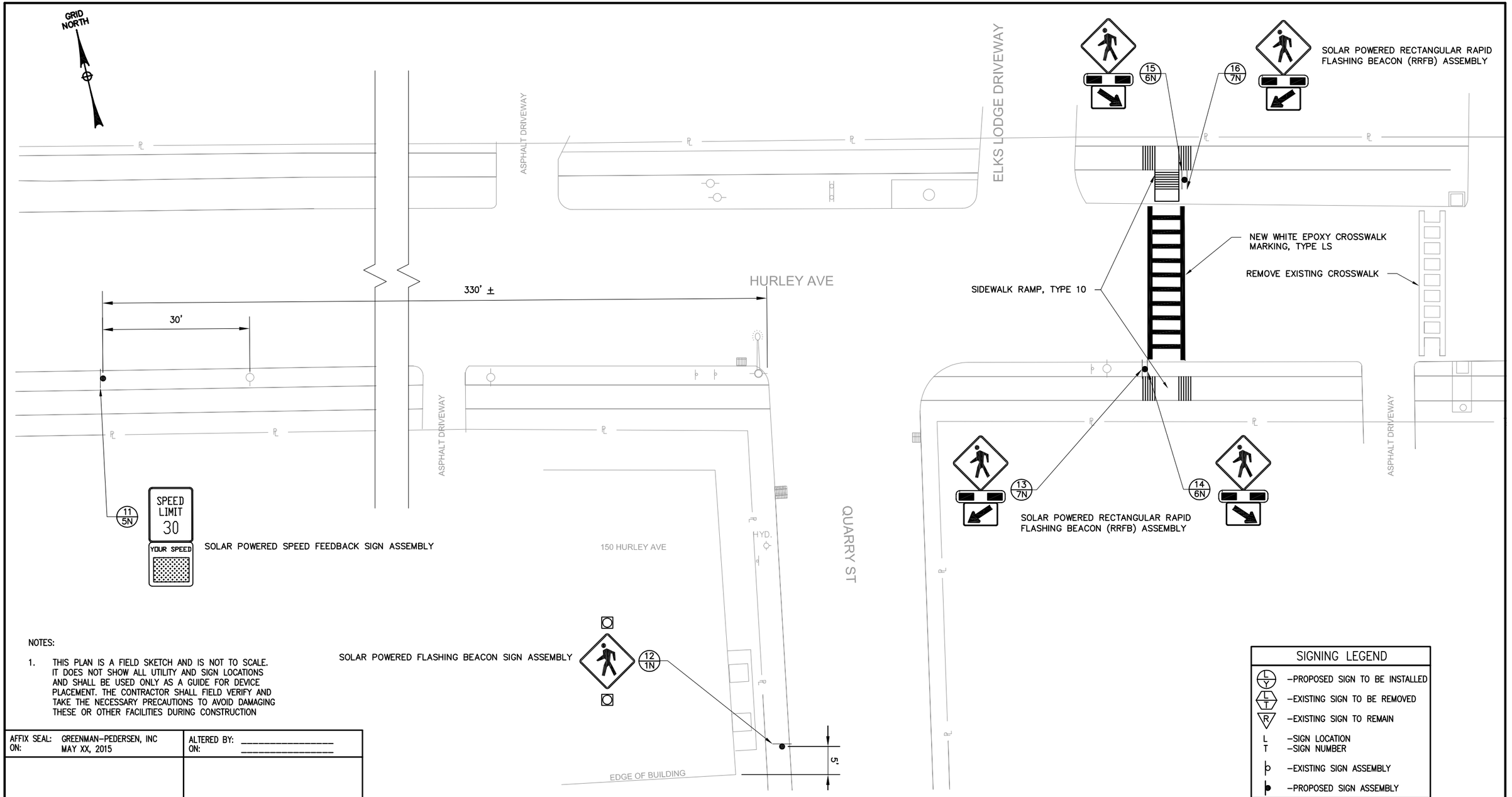
SHEET NO. X OF XX

DOCUMENT NAME: 8761.09_cph_gnp-4

DESIGN SUPERVISOR M. WIESZCHOWSKI
DRAFTING E. COBB
JOB MANAGER P. FAITH
CHECK M. WIESZCHOWSKI
DESIGN M. WIESZCHOWSKI
CHECK P. FAITH
PROJECT MANAGER P. FAITH
FILE NAME =
DATE/TIME =

DESIGN SUPERVISOR M. WIESZCHOWSKI | JOB MANAGER P. FAITH | DESIGN M. WIESZCHOWSKI | DRAFTING E. COBB | CHECK M. WIESZCHOWSKI | PROJECT MANAGER P. FAITH | CHECK P. FAITH

FILE NAME =
DATE/TIME =



NOTES:

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SIGNING LEGEND

(L Y)	–PROPOSED SIGN TO BE INSTALLED
(L T)	–EXISTING SIGN TO BE REMOVED
(R)	–EXISTING SIGN TO REMAIN
L	–SIGN LOCATION
T	–SIGN NUMBER
⊢	–EXISTING SIGN ASSEMBLY
⊢●	–PROPOSED SIGN ASSEMBLY

10 0 10 20
APPROXIMATE

AFFIX SEAL: GREENMAN–PEDERSEN, INC ON: MAY XX, 2015	ALTERED BY: _____ ON: _____

GPI
GREENMAN–PEDERSEN, INC.
CONSULTING ENGINEERS

AS–BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
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KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON

COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

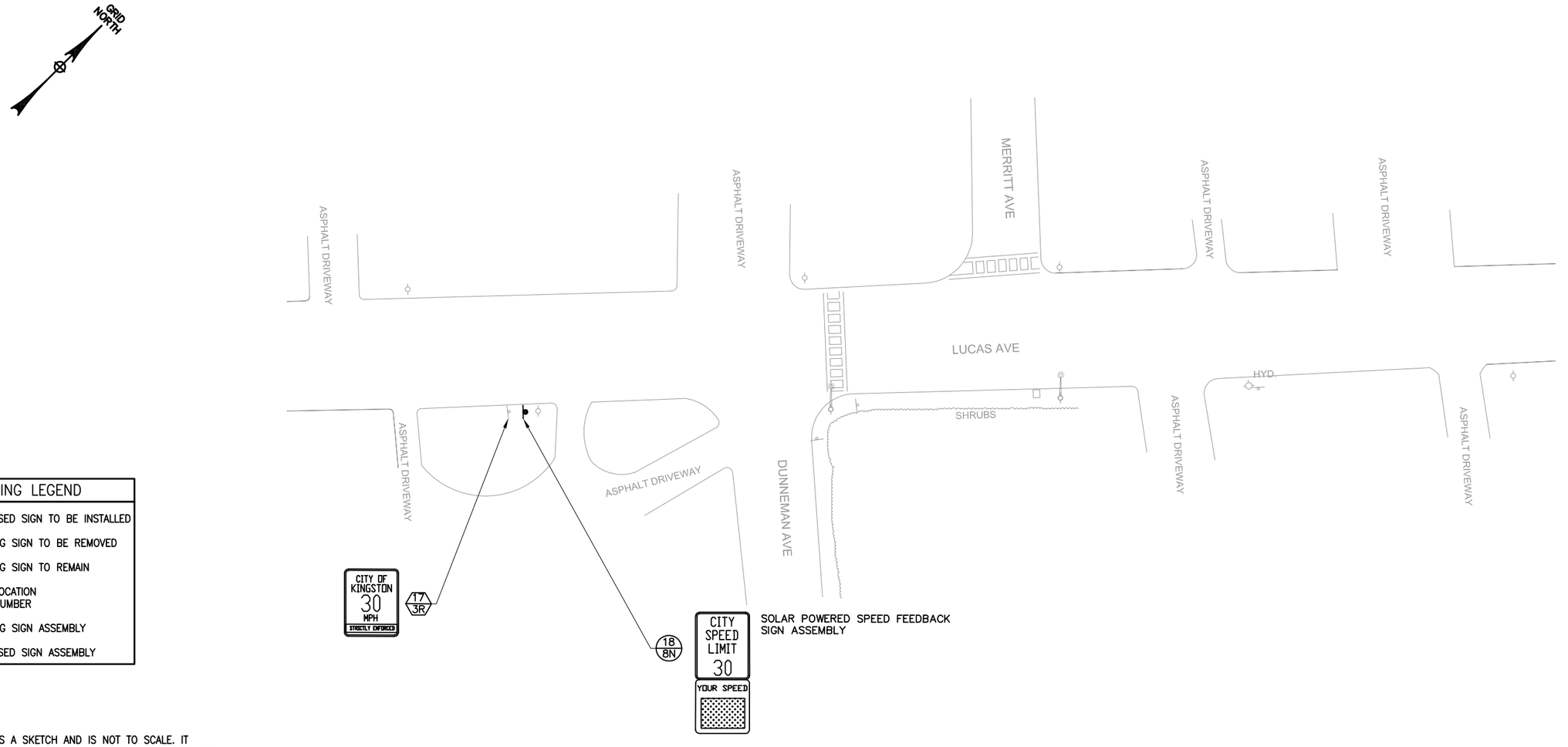
ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS
QUARRY ST & HURLEY AVE

CONTRACT NUMBER
CK2014–4

DRAWING NO. GNP–7
SHEET NO. X OF XX

DOCUMENT NAME: 8760.29_cph_gnp–5



SIGNING LEGEND

- –PROPOSED SIGN TO BE INSTALLED
- –EXISTING SIGN TO BE REMOVED
- –EXISTING SIGN TO REMAIN
- L –SIGN LOCATION
- T –SIGN NUMBER
- –EXISTING SIGN ASSEMBLY
- –PROPOSED SIGN ASSEMBLY

NOTES:

1. THIS PLAN IS A SKETCH AND IS NOT TO SCALE. IT DOES NOT SHOW ALL UTILITY AND SIGN LOCATIONS AND SHALL BE USED ONLY AS A GUIDE FOR DEVICE PLACEMENT. THE CONTRACTOR SHALL FIELD VERIFY AND TAKE THE NECESSARY PRECAUTIONS TO AVOID DAMAGE TO THESE OR OTHER FACILITIES DURING CONSTRUCTION.
2. ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

20 0 20 40
APPROXIMATE

AFFIX SEAL: GREENMAN–PEDERSEN, INC
ON: MAY XX, 2015

ALTERED BY: _____
ON: _____

GPI
GREENMAN–PEDERSEN, INC.
CONSULTING ENGINEERS

AS–BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
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KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON

COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLANS
LUCAS AVE

CONTRACT NUMBER
CK2014–4

DRAWING NO. GNP–8

SHEET NO. X OF XX

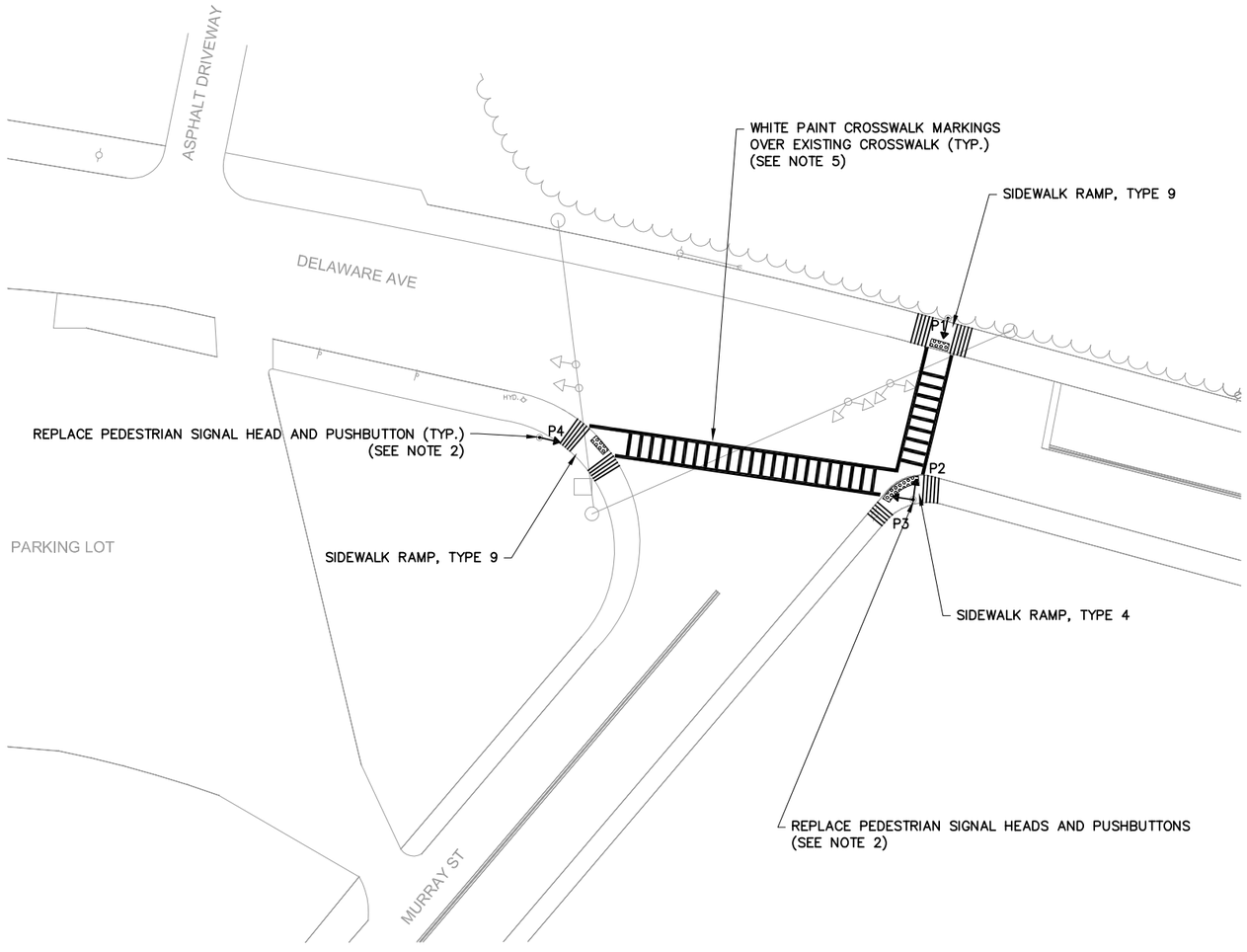
DOCUMENT NAME: 8761.09_cph_gnp–6

DESIGN SUPERVISOR M. WIESZCHOWSKI | JOB MANAGER P. FAITH | DESIGN M. WIESZCHOWSKI | CHECK P. FAITH

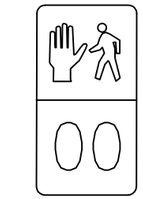
DRAFTING E. COBB | CHECK M. WIESZCHOWSKI | PROJECT MANAGER P. FAITH

FILE NAME =
DATE/TIME =

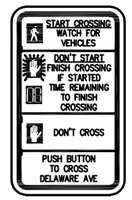
GRID NORTH



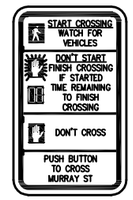
PEDESTRIAN SIGNAL DETAILS



SIGNAL DISPLAY
P1–P4



R10-3I
(MOD.)
9" x 12"
P1–P2



R10-3I
(MOD.)
9" x 12"
P3–4

NOTES:

1. THIS PLAN IS A FIELD SKETCH AND IS NOT TO SCALE. IT DOES NOT SHOW ALL UTILITY AND SIGN LOCATIONS AND SHALL BE USED ONLY AS A GUIDE FOR DEVICE PLACEMENT. THE CONTRACTOR SHALL FIELD VERIFY AND TAKE THE NECESSARY PRECAUTIONS TO AVOID DAMAGE TO THESE OR OTHER FACILITIES DURING CONSTRUCTION.
2. EXISTING PEDESTRIAN HEADS AND PUSHBUTTONS SHALL BE REMOVED AND REPLACED AS DESIGNATED ON THE PLAN. NEW EQUIPMENT SHALL BE PLACED ON EXISTING SIGNAL POLES AND CONNECTED TO THE EXISTING SIGNAL CABLES PRIOR TO INSTALLATION AND REPLACE EACH INOPERABLE CABLE WITH 1–5 CONDUCTOR SIGNAL CABLE (ITEM 680.730514). THE FULL LENGTH BETWEEN THE PEDESTRIAN HEAD AND CONTROLLER, NO SPLICING SHALL BE ALLOWED.
3. THE CONTRACTOR SHALL MAKE ANY REQUIRED CHANGES TO THE CONTROLLER TO ACCOMMODATE THE NEW PEDESTRIAN SIGNALS. COAST TO BE PAID FOR UNDER ITEM 680.78000001.
4. EXISTING SIGNAL PHASING SHALL REMAIN IN PLACE WITH NO CHANGE.
5. WHERE EXISTING CROSSWALK MARKINGS ARE MISALIGNED WITH NEW SIDEWALK RAMPS, THE CONFLICTING MARKINGS SHALL BE REMOVED UNDER ITEM 635.0103.

20 0 20 40
APPROXIMATE

AFFIX SEAL: GREENMAN–PEDERSEN, INC ON: MAY XX, 2015	ALTERED BY: _____ ON: _____

GPI
GREENMAN–PEDERSEN, INC.
CONSULTING ENGINEERS

AS–BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
_____
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_____
_____
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KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON

COUNTY: ULSTER DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

CONTRACT NUMBER
CK2014–4

TRAFFIC SIGNAL PLANS
DELAWARE AVE & MURRAY ST

DRAWING NO. TSP–1
SHEET NO. X OF XX

DOCUMENT NAME: 8760.29_cph_tsp–1

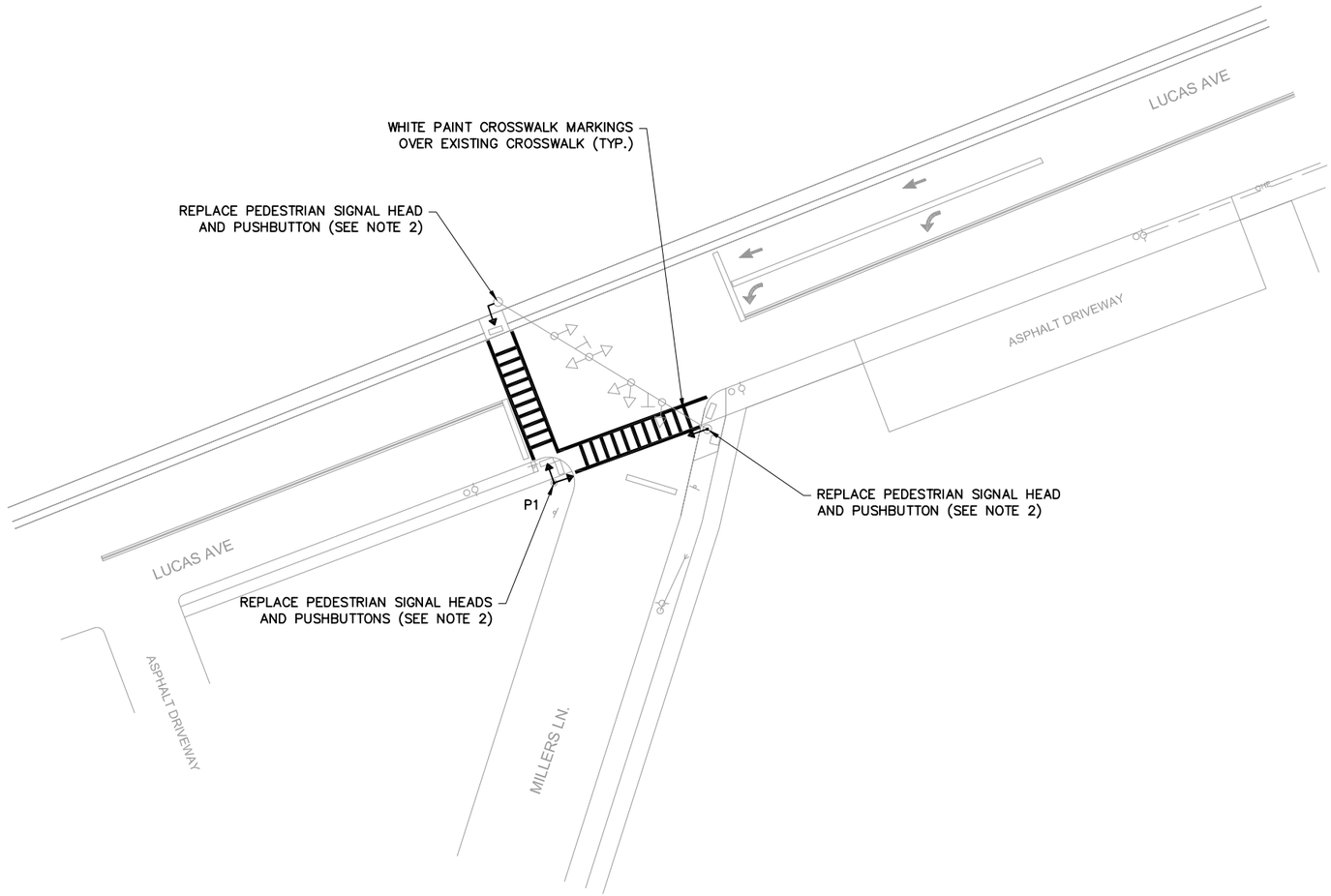
DESIGN SUPERVISOR M. WIESZCHOWSKI JOB MANAGER P. FAITH DESIGN M. WIESZCHOWSKI CHECK P. FAITH DRAFTING E. COBB CHECK M. WIESZCHOWSKI PROJECT MANAGER P. FAITH

FILE NAME =
DATE/TIME =

DESIGN SUPERVISOR M. WIESZCHOWSKI | JOB MANAGER P. FAITH | DESIGN M. WIESZCHOWSKI | DRAFTING E. COBB | CHECK M. WIESZCHOWSKI | CHECK P. FAITH | PROJECT MANAGER P. FAITH

FILE NAME =
DATE/TIME =

GRID NORTH



NOTES:

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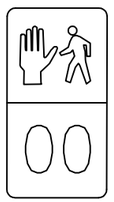
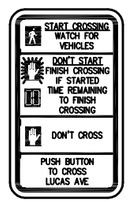
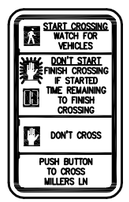
PEDESTRIAN SIGNAL DETAILS



SIGNAL DISPLAY
P1–P4



R10–3I
(MOD.)
9" x 12"
P1–P2



R10–3I
(MOD.)
9" x 12"
P3–4

20 0 20 40
APPROXIMATE

AFFIX SEAL: GREENMAN–PEDERSEN, INC ON: MAY XX, 2015	ALTERED BY: _____ ON: _____

GPI
GREENMAN–PEDERSEN, INC.
CONSULTING ENGINEERS

AS–BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
_____
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_____
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_____

KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON

COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL PLAN
LUCAS AVE & MILLERS LN

CONTRACT NUMBER
CK2014–4

DRAWING NO. TSP–2

SHEET NO. X OF XX

DOCUMENT NAME: 8760.29_cph_tsp–2

GRID NORTH

SIGNS TO BE INSTALLED

ITEM NUMBER	LOCATION NUMBER	SIGN TEXT	SIZE OF SIGN	MUTCD NUMBER	TYPE OF MOUNT
680.8225	P3,P4,P7,P8	START CROSSING WATCH FOR VEHICLES DON'T START FINISH CROSSING IF STARTED TIME REMAINING TO FINISH CROSSING DON'T CROSS PUSH BUTTON TO CROSS WASHINGTON AVE	9" X 12"	R10-3E	SIGNAL POLE MOUNTED
680.8225	P1,P2,P5,P6	START CROSSING WATCH FOR VEHICLES DON'T START FINISH CROSSING IF STARTED TIME REMAINING TO FINISH CROSSING DON'T CROSS PUSH BUTTON TO CROSS LUCAS AVE	9" X 12"	R10-3E	SIGNAL POLE MOUNTED

TABLE OF OPERATIONS

PHASE(S)	FACES											
	1	2	3	4	5	6	7	8	P1/P2	P3/P4	P5/P6	P7/P8
ø2	G	G	R	R	R	R	R	R				
ø6	R	R	G	G	R	R	R	R				
ø2 + ø6	G	G	G	G	R	R	R	R				
ø4	R	R	R	R	G	G	R	R				
ø8	R	R	R	R	R	R	G	G				
ø4 + ø8	R	R	R	R	G	G	G	G				
FLASH	FR	FR	FR	FR	FR	FR	FR	FR	DARK	DARK	DARK	DARK
DISPLAY												
ALL LENSES SHALL BE 12" IN DIA.	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	00	00	00	00

TABLE OF CLEARANCES

TO	FROM			
	R	G		
R	R	Y	---	---
	R	R	---	---
G	R	G	---	---
	R	G	---	---
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	---	---	FLASHING W/TIMER	
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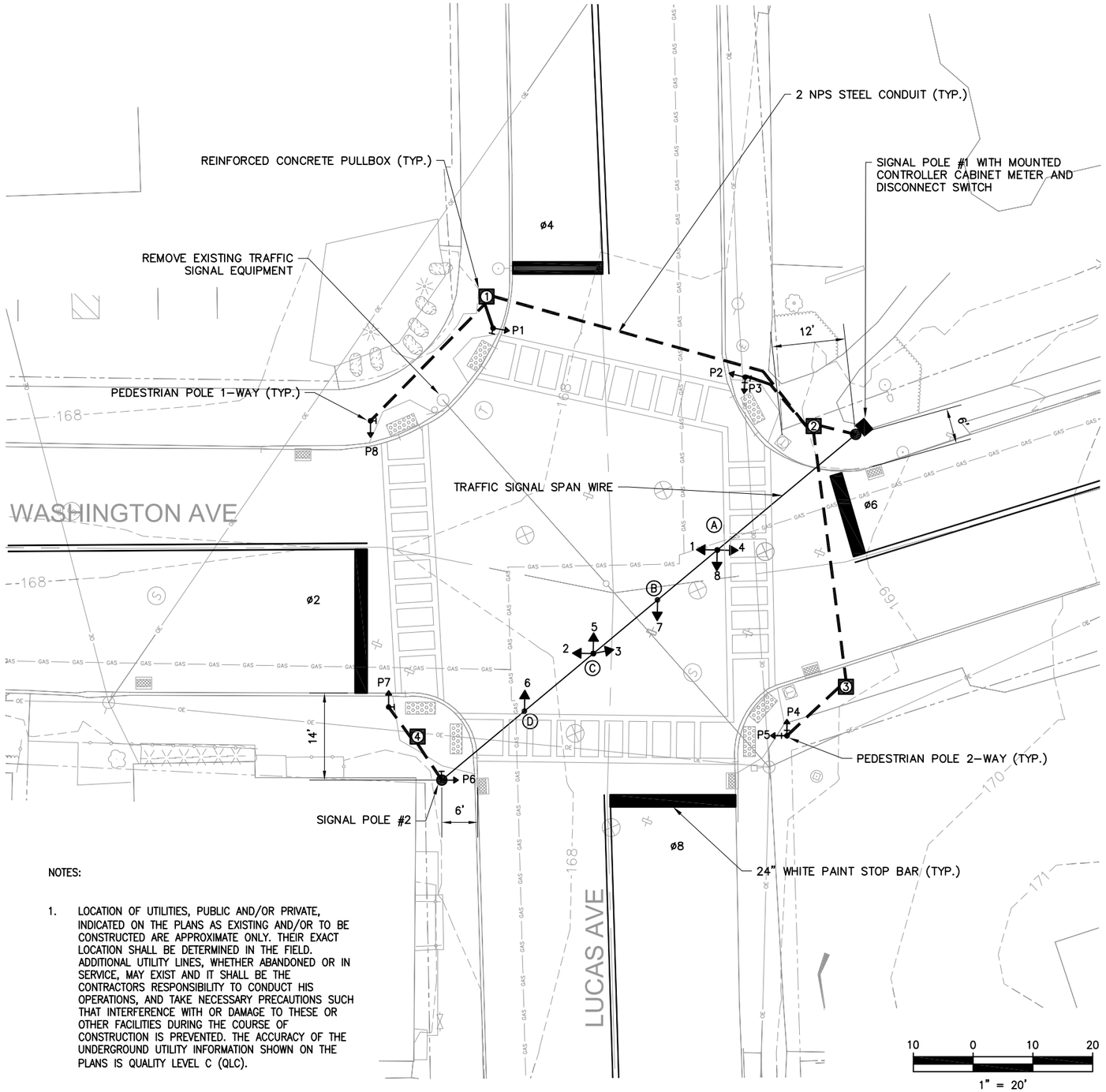

NOTES:

1. LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, INDICATED ON THE PLANS AS EXISTING AND/OR TO BE CONSTRUCTED ARE APPROXIMATE ONLY. THEIR EXACT LOCATION SHALL BE DETERMINED IN THE FIELD. ADDITIONAL UTILITY LINES, WHETHER ABANDONED OR IN SERVICE, MAY EXIST AND IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO CONDUCT HIS OPERATIONS, AND TAKE NECESSARY PRECAUTIONS SUCH THAT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION IS PREVENTED. THE ACCURACY OF THE UNDERGROUND UTILITY INFORMATION SHOWN ON THE PLANS IS QUALITY LEVEL C (QLC).

AFFIX SEAL: GREENMAN-PEDERSEN, INC
ON: MAY XX, 2015

ALTERED BY: _____
ON: _____

GPI
GREENMAN-PEDERSEN, INC.
CONSULTING ENGINEERS

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
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KINGSTON SAFE ROUTES TO SCHOOLS

CITY OF KINGSTON
COUNTY: ULSTER | DATE: MAY 2015

PIN 8761.09

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

TRAFFIC SIGNAL PLANS
WASHINGTON AVE & LUCAS AVE

CONTRACT NUMBER
CK2014-4

DRAWING NO. TSP-3
SHEET NO. X OF XX

DOCUMENT NAME: 8760.29_cph_tsp-3

DESIGN SUPERVISOR M. WIESZCHOWSKI | JOB MANAGER P. FAITH | DESIGN M. WIESZCHOWSKI | CHECK P. FAITH
DRAFTING E. COBB | CHECK M. WIESZCHOWSKI | PROJECT MANAGER P. FAITH

FILE NAME =
DATE/TIME =

Appendix B
Environmental Information

Federal Environmental Approval Worksheet

PIN: 8761.09	Comp. by: Lou Bach	Date Comp.: 5/7/15	*FUNDING TYPE: STP*
DESCRIPTION: Safe Routes to School Infrastructure Improvements			*NEPA CLASS:* Class II
			SEQR TYPE: Type II
LOCALITY (Village, Town, City): City of Kingston			COUNTY: Ulster

Purpose of this Worksheet:

- Communicate project National Environmental Policy Act (NEPA) classification to Federal Highway Administration (FHWA).
- Identify additional required FHWA environmental determinations, approvals and/or concurrences required before the Categorical Exclusion (CE) determination can be made.
- Reflect the documentation in the Design Approval Document (DAD) and enable the approving authority (per PDM Exhibit 4-2) to make the CE determination.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 71.115(b)).

Instructions (*see also "FEAW_Instructions.doc"*):

Complete the worksheet prior to the end of Design Phase I. If project parameters or site condition changes result in potential resource impacts, re-do worksheet prior to Design Approval to confirm NEPA determination and recertify (on page 4).

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

Any action which normally would be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with FHWA to determine if the CE classification is proper or whether an EA or EIS is required.

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

1.	Significant environmental impacts;	**YES**☐ **NO**☒
2.	Substantial controversy on environmental grounds;	**YES**☐ **NO**☒
3.	Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or	**YES**☐ **NO**☒
4.	Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.	**YES**☐ **NO**☒

- **If yes to any** of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). If after consultation with FHWA it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing.

- **If no to all**, then this project qualifies as a Categorical Exclusion (CE); **proceed to step 2**.

Step 2: Other FHWA environmental actions required prior to CE Determination

Classification as a CE does not exempt the project from further environmental review. Compliance with Federal Statutes, Regulations and Executive Orders (EO's) must be documented. Refer to the Department's Project Development Manual (PDM) and Environmental Manual (TEM) to determine the requirements.

Federal Environmental Approval Worksheet

Project ID Number: 8761.09

2.1	Other required FHWA environmental independent determinations	FHWA Independent Determination and/or Concurrence required & received[1]	Date Determination/ Concurrence issued[1]	FHWA Independent Determination and/or Concurrence not required or resource not present[1]
		A	B	C
EO 11990 Protection of Wetlands Individual Finding		☐	*n/a*	☒
ESA Section 7 Threatened and Endangered Species		☒	*Submited for approval on 5/14/15*	☐
Section 106 (National Historic Preservation Act)		☒	*Submited for approval on 5/14/15*	☐
4(f) (Park, Wildlife Refuge Historic Sites and National Wild and Scenic Rivers)		☐	*n/a*	☒
2.2	**Other FHWA environmental compliance and/or approvals/concurrence required**	**Resource present and threshold[1] exceeded**		**Resource not present, or present but threshold[1] not exceeded**
EO 11988 Floodplains		☐		☒
EO 13112 Invasive Species		☐		☒
EO 12898 Environmental Justice		☐		☒
Safe Drinking Water Act Section 1424(e)		☐		☒
U.S. Army Corps of Engineers, Section 404/10 NW 23		☐		☒
Section 6(f) (Land and Water Conservation Funds)		☐		☒
Migratory Bird Treaty Act		☐		☒
23CFR772 Type I Noise abatement		☐		☒
2.3	**Other Environmental Issues requiring FHWA notification**	**Resource present and threshold[1] exceeded**		**Resource not present, or present but threshold[1] not exceeded**
U.S. Army Corps of Engineers, Section 404/10 Individual Permit		☐		☒
National Wild and Scenic Rivers		☐		☒
U.S. Coast Guard Bridge Permit		☐		☒
Known hazardous waste site (only EPA National Priority list)		☐		☒
Project on or affecting Native American Lands		☐		☒

Proceed to step 3.

Step 3: Who makes the NEPA CE Determination?

FHWA Regulations describe two types of CEs; CEs listed in 23 CFR 771.117(c) [aka the C list], and CEs such as those listed in 23 CFR 771.117 (d) [aka the D list]. NYSDOT can make the CE determination for C list projects once all required approvals and concurrences have been secured. NEPA determination for d list projects has been retained by FHWA. NYSDOT can also make the CE determination where a project meets the July 15, 1996 FHWA NY Division NEPA

[1] See thresholds.doc

Federal Environmental Approval Worksheet

Programmatic Categorical Exclusion memo criteria. To determine by whom, FHWA or NYSDOT, and how the CE determination is made, follow the instructions beginning in section 3.1 of the following table.

Project ID Number: 8761.09

	CONDITION	ACTION
3	**Determine whether FHWA or NYSDOT makes the CE determination.**	
3.1	If the project is an action that would normally be a CE in 23 CFR 771.117 (c) (drop down list), check the "Yes" box. If not, check the "No" box.	If yes, NYSDOT can make the CE determination once all the approvals and coordinations required are complete. Is the project an action that would normally be a CE in 23 CFR771.117(c)? **YES**☒ **NO**☐ "Construction of bicycle and pedestrian lanes, paths and facilities." **If yes, choose an item and proceed to step 3.1.1.** **If no, proceed to step 3.2.**
3.1.1	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding.	If there are: • outstanding environmental determinations (Table 2.1:checks in column A without dates in column B) • **and/or** circumstances requiring demonstration of applicable EO compliance or issues requiring FHWA environmental review (checks in column A in Table 2.2) **The project will use Memo Shell 2** (FHWA needs to review this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.2.*
3.1.2	Determine if **any** issues are present that require FHWA notification.	If there are: • any issues requiring FHWA environmental notification (checks in column A in Table 2.3); then **The project will use Memo Shell 3 (**FHWA must be notified of this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.3.*
3.1.3	No Determinations, Approvals, Concurrences or Notifications required.	**The project will use Memo Shell 1** (memo to file). **Proceed to step 4.**
3.2	The project is a D list CE as per 23 CFR 771.117(d). Choose appropriate entry from drop down list. If "other" provide an explanation.	Certain actions eligible for categorical exclusion require NYSDOT to transmit documentation and a determination that a CE applies. Examples of activities that may proceed as a CE are listed in 23 CFR 771.117(d) (D list). Activities not directly listed on the D List also have the potential to proceed as a CE with submitted documentation (other). **All other environmental, social and economic factors that affect the project's NEPA classification, as per 23 CFR 771.117 and the July 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo must still be addressed, for example the project: does not change the functional class; does not add mainline capacity; is not on new location; will not change travel patterns; acquires only minor amounts of ROW (temporary or permanent); does not cause displacements; does not change access control; is air quality exempt; is consistent with NYS Coastal Zone Management Plan; and the analysis and requirements of the Farmland Protection Policy Act have been satisfied.** The project is an action that would normally be a CE in 23 CFR 771.117(d). Choose an item.. Other: provide explanation here **Proceed to step 3.2.1.**

Federal Environmental Approval Worksheet

Project ID Number: 8761.09

3.2.1	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding **and/or** notification is required.	If there are: • **any** outstanding environmental determinations (any checks in column A without dates in column B in Table 2.1); • **and/or** any circumstances requiring demonstration of applicable EO compliance (any checks in column A in Table 2.2); • **and/or** issues requiring FHWA environmental notification (any checks in column A in Table 2.3); then **The project will use Memo Shell 4** (MOPL and FHWA need to review this project). **Proceed to Step 4.**
3.2.2	Design Approval Document sent to FHWA	If the project: • does not meet the conditions above (3.2.1), then the project has met the criteria established as per the programmatic agreement dated July 15, 1996. **The project will use Memo Shell 5** (memo to file). **Proceed to Step 4.**

Step 4: Summary and Recommendation

- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination is being made by NYSDOT
- All outstanding FHWA environmental approvals will be obtained and are listed here:

List outstanding FHWA environmental approvals here: ESA Section 7 Threatened and Endangered Species, Section 106 (National Historic Preservation Act)

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

Project Manager/Designer _____ Date _____
(or Responsible Local Official)

Print Name and Title: _____

Regional Environmental Unit Supervisor _____ Date _____

Print Name and Title: _____

Regional Local Project Liaison _____ Date _____
(Locally Administered Projects Only)

Print Name and Title: _____

Changes that may have occurred since the preparation of the worksheet which would **create the need to go through the Worksheet again** include but are not limited to:

- A change in the scope of the proposed project.
- A change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment).
- A change in the federal statutory environmental standards.
- Discovering new information not considered in the original process.
- A significant amount of time has passed (equal or greater than three years).

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information

Name of Action or Project:
Safe Routes to School Infrastructure Improvements

Project Location (describe, and attach a location map):
City of Kingston

Brief Description of Proposed Action:
This project proposes to establish safer, more accessible pedestrian amenities at various locations in the City of Kingston. Included is the installation of ADA compliant sidewalk ramps, high-visibility crosswalk markings, high-visibility pedestrian warning signs, traffic signal upgrades, installation of pedestrian crossing signals, and the construction of a new sidewalk connecting Lucas Ave to Edson Elementary School.

Name of Applicant or Sponsor:	Telephone: 845-334-3967
Ralph Swenson, P.E., City Engineer, City of Kingston	E-Mail:

Address:
420 Broadway

City/PO:	State:	Zip Code:
Kingston	NY	12401

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: NYSDOT, FHWA and City of Kingston	NO	YES

3.a. Total acreage of the site of the proposed action? 0.344 acres
b. Total acreage to be physically disturbed? 0.344 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.344 acres

4. Check all land uses that occur on, adjoining and near the proposed action.
☑ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☑ Residential (suburban)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____
☐ Parkland

	NO	YES	N/A
5. Is the proposed action, a. A permitted use under the zoning regulations?			
b. Consistent with the adopted comprehensive plan?			

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?		
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____		
8. a. Will the proposed action result in a substantial increase in traffic above present levels?		
b. Are public transportation service(s) available at or near the site of the proposed action?		
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?		
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: This project is sidewalk construction and does not need to meet state energy codes.		
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ This project is sidewalk construction project. No water supply needed.		
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ This project is sidewalk construction project. No wastewater treatment needed		
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?		
b. Is the proposed action located in an archeological sensitive area?		
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?		
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☑ Urban ☑ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?		
16. Is the project site located in the 100 year flood plain?		
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? ☐ NO ☐ YES		
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: ☐ NO ☐ YES		

	NO	YES
18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____ _____ _____		
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____ _____		
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____ _____		

I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor name: Ralph Swenson, P.E. , City Engineer Date: _____

Signature: _____

PRINT FORM

Agency Use Only [If applicable]

Project:	
Date:	

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.
Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	☑	☐
2. Will the proposed action result in a change in the use or intensity of use of land?	☑	☐
3. Will the proposed action impair the character or quality of the existing community?	☑	☐
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	☑	☐
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	☑	☐
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	☑	☐
7. Will the proposed action impact existing: a. public / private water supplies?	☑	☐
b. public / private wastewater treatment utilities?	☑	☐
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	☑	☐
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	☑	☐
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☑	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☑	☐

PRINT FORM

Agency Use Only [If applicable]

Project:

Date:

Short Environmental Assessment Form
Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

☑ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

City of Kingston	May 18, 2015
Name of Lead Agency	Date
Ralph Swenson, P.E. , City Engineer	City Engineer
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
	Edward W. Sweeney Jr.
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

Endangered Species Assessment

Kingston Safe Routes to School Improvements

PIN 8761.09

City of Kingston

Ulster County, New York

May 7, 2015

PREPARED BY:

GPI Greenman-Pedersen, Inc.
Engineering and Construction Services
www.gpinet.com

80 Wolf Road
Suite 300
Albany, New York 12205

Section 1 (Step 1) – Project Description and Action Area

This project is needed to address the deficiencies in walking routes to school.

The proposed project involves the installation of sidewalk to connect Lucas Avenue to Merilina Avenue. The project is anticipated to include the following:

- The project will install sidewalk along Burhans Boulevard from Lucas Avenue to Forsyth Park Road.
- The project will install a 10 foot wide asphalt sidewalk on Forsyth Park Road from Burhans Boulevard to Merilina Avenue.

This project is currently funded for construction through the Safe Routes to School Program.

The project may disturb some areas that have not been previously disturbed where the new sidewalk is proposed along Burhans Boulevard. Some minor tree removal may be necessary.

The project is located in the City of Kingston in Ulster County, New York. The character of the project is suburban with residential properties within the city and a park along the entire corridor. The project area is considered rolling with an elevation of 217 ft at Lucas Street to an elevation of 254 ft at the midpoint at Forsyth Park Road and ends at an elevation of 263 ft at Merilina Avenue.

The Project Action Area is depicted on the maps included in Appendix A and IPAC location map in Appendix B.

Section 2 (Step 2) – Federal Species within the Action Area

The United States Department of the Interior Fish and Wildlife Service (USFWS) website was consulted in regard to the possible presence of threatened and endangered species and habitat areas within or near the project site. The on-line Information, Planning and Conservation (IPAC) System indicated the Indiana Bat (Myotis sodalist) and Northern Long-Eared Bat (Myotis septentrionalis) are Federally listed protected species located in Ulster County.

The USFWS indicated that in Ulster County the Indiana Bat is an endangered species and the Northern Long-eared Bat (Myotis septentrionalis) is a threatened species under the Endangered Species Act. Since there is minimal tree cutting proposed as part of the project, there is no anticipated impact to these two bat species.

A copy of the IPAC listing the protected endangered species is included in Appendix B, as well as the Species Conclusion Table.

Section 3 (Step 3) – State Coordination

The NYSDEC On-line Environmental Viewer was used to screen the project area for the potential existence of federally-listed, proposed, or candidate species occurring in the vicinity of the proposed project. The Viewer indicated that there is a potential State threatened and endangered species located in the vicinity of the project. It is expected that the species is not a federally –listed species from the IPAC Official Species List for the Action Area. A formal information request was sent to the NY Natural Heritage Program for confirmation on species present, and any impact concerns. The Heritage Program response is pending.

Section 4 (Step 4) – Suitable Habitat

Indiana Bat and Northern Long-eared Bat. The closest known winter bat hibernaculum to the project corridor is the Kingston Knaust Mine east of the project in Ulster County. The project site is approximately 3.5 miles from the cave. Based on an initial site survey of the project corridor, there will be very minimal tree cutting associated with the project objectives. Most trees cut along the border of the roadway will be saplings and understory trees and unsuitable bat habitat, including staghorn sumac, ailanthus, box elder, and Norway maple. Two trees, a white ash and a butternut are larger dbh and could potentially harbor bats in the summer months. Any trees anticipated to be cut during construction should be young saplings 3 inch dbh or less. There are other scattered trees that are suitable for roosting or breeding bats in the project vicinity, but none of these trees will be impacted by any project activity. Any large trees cut for the project will be done outside the bat pup season window of June 1 to July 31.

Typical preferred summer habitat includes living, dying and dead trees, where individuals will roost and females will congregate in maternity colonies under loose and exfoliating bark. The minimum diameter of roost trees observed to date is 2.5 inches for male Indiana Bats and 4.3 inches for females. However, maternity colonies generally use trees greater than or equal to 9 inches dbh. Overall, roost tree structure appears to be more important to Indiana Bats than a particular tree species or habitat type. Northern Long-eared Bat habitat requirements are thought to be the same or similar. No formal vegetation survey is planned or deemed necessary due to the lack of substantial tree removal on this project.

Section 5 (Step 5) – Critical Habitat

The project is not located within a designated critical habitat.

Section 6 (Step 6) – Bald Eagle

Although the Bald Eagle has been removed from the State and Federal Endangered Species lists, a Bald Eagle Habitat Screening Form has been completed for the project and is included in Appendix C. The project vicinity supports limited suitable eagle roosting and feeding habitat. The Hudson River is a major roosting, nesting, and feeding resource for eagles, however the river is approximately 4.0 miles from the project site. Very few transient eagles would move through or utilize the limited habitat within the project corridor and there are no other large bodies of water to utilize nearby. There are no known eagle nests within the project vicinity and no planned project activity is likely to impact local or migrant eagles.

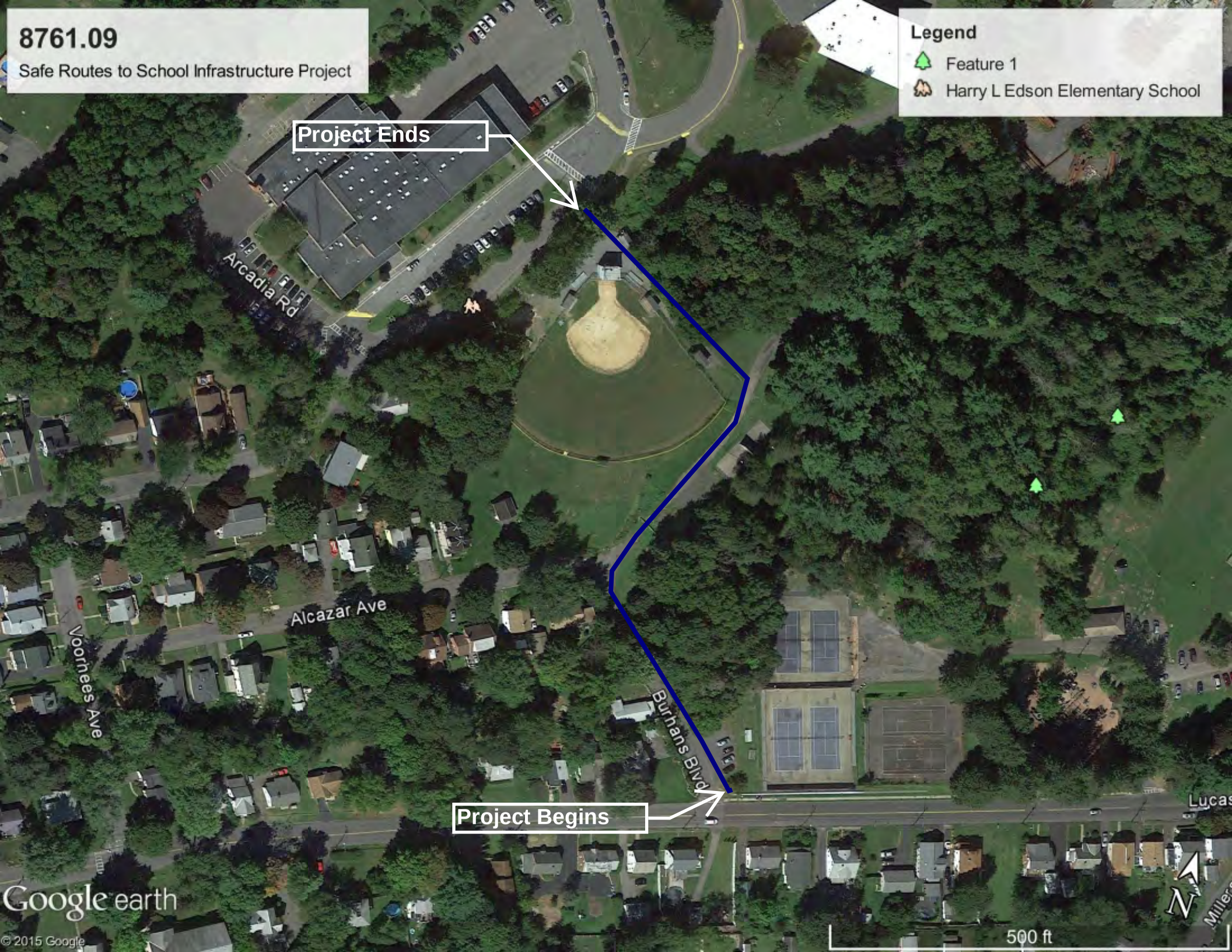
Section 7 (Step 7) – Discussion and Conclusion

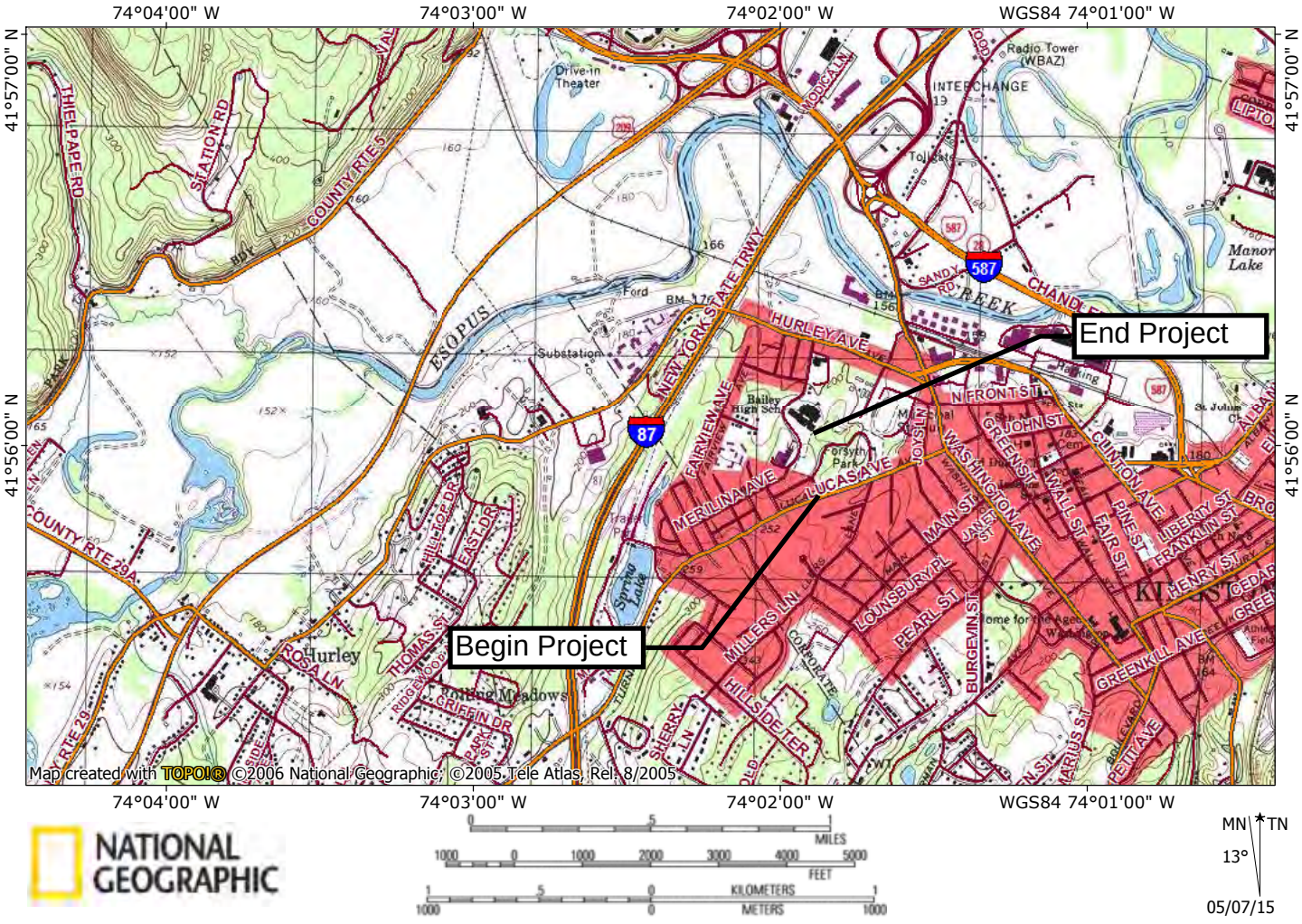
Regardless of limited suitable Indiana or Northern Long-eared Bat summer roosting, feeding, or breeding habitat being found in the vicinity of the project corridor, there is minimal opportunity for project impact to bats within the project vicinity. The project will have no effect on either bat species.

This review package provides the information about the species, critical habitat, and bald eagle considered in our review. Based on the available information, the project will have no effect on any of the listed species.

Appendix A

Location Map
Topographic Map
Existing Conditions Photos


8761.09
Safe Routes to School Infrastructure Project
Legend
Feature 1
Harry L Edson Elementary School
Project Ends
Arcadia Rd
Alcazar Ave
Voorhees Ave
Burhans Blvd
Project Begins
Lucas
Google earth
© 2015 Google
N
500 ft


74°04'00" W
74°03'00" W
74°02'00" W
WGS84 74°01'00" W
41°57'00" N
41°56'00" N
End Project
Begin Project
Map created with TOPO!® ©2006 National Geographic, ©2005 Tele Atlas, Rel. 8/2005
NATIONAL GEOGRAPHIC
MILES
FEET
KILOMETERS
METERS
MN
TN
13°
05/07/15

Existing Site Photos

Looking up Burhans Ave from Lucas Ave

End of Burhans Ave/Sidewalk to extend behind baseball field

Sidewalk to be behind baseball field

Sidewalk to be installed behind dugouts

Sidewalk to be installed to Merilina Ave

Sidewalk to connect to existing sidewalk and pedestrian crosswalk at Edson Elementary

Appendix B

USFW Endangered Species Screening – IPAC
NYSDEC Screening
Species Conclusion Table

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov

Joe Martens
Commissioner

May 22, 2015

Kurt Weiskotten
Greenman-Pedersen, Inc.
80 Wolf Road, Suite 300
Albany, NY 12205

Re: City of Kingston - Pedestrian Improvements/Safe Routes to School Project
Town/City: City Of Kingston. County: Ulster.

Dear Kurt Weiskotten :

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities, that our database indicates occur, or may occur, on your site or in the immediate vicinity of your site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our database is continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Andrea Chaloux

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program

The following state-listed animals have been documented in the vicinity of your project site.

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about potential impacts of your project on these populations, how to avoid, minimize, or mitigate any impacts, and any permit considerations, contact the Wildlife Manager or the Fisheries Manager at the NYSDEC Regional Office for the region where the project is located. A listing of Regional Offices is at http://www.dec.ny.gov/about/558.html.

The following species has been documented within 1 mi of the project site. Individual animals may travel 1 mi from documented locations.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*FEDERAL LISTING*	
Birds				
Bald Eagle *Breeding*	*Haliaeetus leucocephalus*	Threatened		14124

The following species has been documented within 5 mi of the project site. Individual animals may travel 5 mi from documented locations.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*FEDERAL LISTING*	
Mammals				
Northern Long-eared Bat *Four hibernacula have been documented within 5 mi of the project site.*	*Myotis septentrionalis*	Threatened	Threatened	14175

This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

U.S. Fish & Wildlife Service

My project

IPaC Trust Resource Report

Generated May 07, 2015 09:20 AM MDT

US Fish & Wildlife Service

IPaC Trust Resource Report

Project Description

NAME

My project

PROJECT CODE

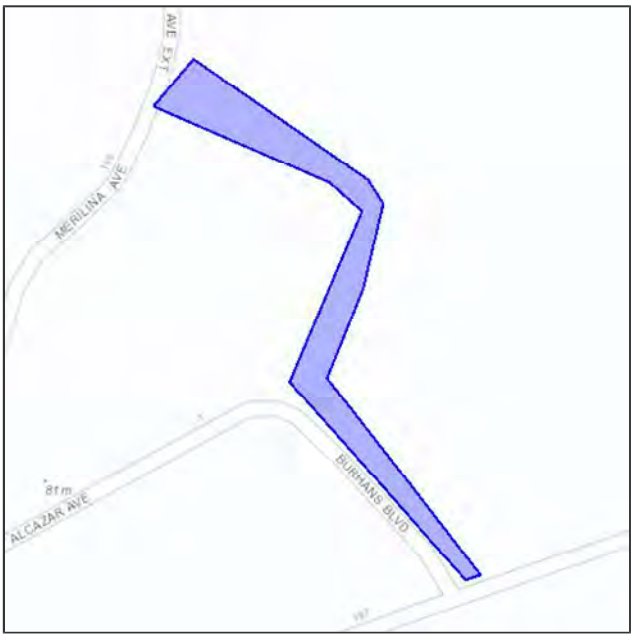
NYKMP-TKLUR-ES5HG-5FU4P-MU7ZWE

LOCATION

Ulster County, New York

DESCRIPTION

No description provided



U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9349
(607) 753-9334

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the Endangered Species Program and should be considered as part of an effect analysis for this project.

Mammals

Indiana Bat

Endangered

DESCRIPTION

The Indiana bat is a medium-sized Myotis, closely resembling the little brown bat (Myotis lucifugus) but differing in coloration. Its fur is a dull grayish chestnut rather than bronze, with the basal portion of the hairs on the back a dull-lead color. This bat's underparts are pinkish to cinnamon, and its hind feet are smaller and more delicate than in M. lucifugus. The calcar (heel of the foot) is strongly keeled.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A000

CRITICAL HABITAT

No critical habitat has been designated for this species.

Northern Long-eared Bat

Threatened

DESCRIPTION

The northern long-eared bat is a medium-sized bat about 3 to 3.7 inches in length but with a wingspan of 9 to 10 inches. As its name suggests, this bat is distinguished by its long ears, particularly as compared to other bats in its genus, Myotis, which are actually bats noted for their small ears (Myotis means mouse-eared). The northern long-eared bat is found across much of the eastern and north central United States and all Canadian provinces from the Atlantic coast west to the southern No...

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A0JE

CRITICAL HABITAT

No critical habitat has been designated for this species.

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

American Bittern

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
The American Bittern is a medium-sized heron of approximately 60-85cm in length. Adult plumage is brown with heavy white streaks. A distinguishing feature of this bird is a black streak that extends from the eye down the side of its neck. Males and females are similar in appearance, but males are slightly larger. Juveniles are distinguishable from adults by the lack of a black neck streak (Lowther et al. 2009). <p>Life History information provided for the American Bittern is summarized from t...

Bald Eagle

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Year-round

DESCRIPTION
A large raptor, the bald eagle has a wingspread of about 7 feet. Adults have a dark brown body and wings, white head and tail, and a yellow beak. Juveniles are mostly brown with white mottling on the body, tail, and undersides of wings. Adult plumage usually is obtained by the 6th year. In flight, the bald eagle often soars or glides with the wings held at a right angle to the body.

Black-billed Cuckoo

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
The Black-billed Cuckoo is a slender and long-tailed cuckoo bird generally measuring 28-31 cm in length and 45-55 g in weight. This bird has a moderately long and curved bill, marked by a hooked tip on the upper-mandible of the darkly colored bill. Plumage on the upper part of the head and body are a grayish-brown while the under-plumage areas are a dull weight. The ring around the pupil of the eye is generally a bright orange-red color (Bent 1940, Oberholser 1974, Nolan 1975, National Geogra...

Black-crowned Night-heron

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Blue-winged Warbler

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Canada Warbler

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Cerulean Warbler

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Golden-winged Warbler

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Least Bittern

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Peregrine Falcon

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Pied-billed Grebe

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Prairie Warbler

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Red-headed Woodpecker

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Rusty Blackbird

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Wintering

DESCRIPTION
No description available

Rusty Blackbird

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Wintering

DESCRIPTION
No description available

Short-eared Owl

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Wintering

DESCRIPTION
The short-eared owl is an owl of about 0.7 to 0.8 lbs with females slightly larger in size than males. Plumage is brown, buff, white and rust colors. Patches of brown and buff occur mostly on the back side, while the underside is colored more lightly, being mostly white. Females and males have similar plumage. Some distinguishing characteristics of this owl are its gray white fascial disk, and black coloring around yellow eyes. Juveniles have similar plumage to adults, but upper parts and head a...

Wood Thrush

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Worm Eating Warbler

This is a bird of conservation concern and has the highest priority for conservation

SEASON
Breeding

DESCRIPTION
No description available

Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

Impacts to NWI wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

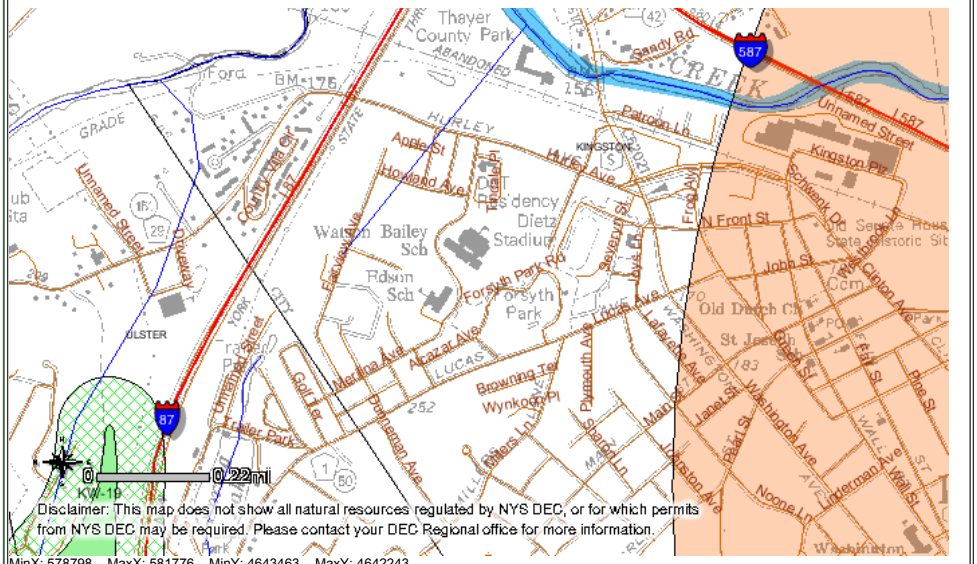
Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.

[print page] [close window]

Please set your printer orientation to "Landscape".

8761.09



MinX: 578798, MaxX: 581776, MinY: 4643463, MaxY: 4642243

Visible Layers

- Highlighted Feature
- Classified Streams
- Classified Ponds
- State-Regulated Freshwater Wetlands
- Wetland Checkzone
- State-Regulated Freshwater Wetlands
- Rare Plants and Rare Animals
- Significant Natural Communities Buffered
- Natural Communities Nearby
- Significant Natural Communities
- Interstate Highways
- Adirondack Park Boundary
- Counties

Disclaimer:This map was prepared by the New York State Department of Environmental Conservation using the most current data available. It is deemed accurate but is not guaranteed. NYS DEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.

Species Conclusions Table

Project Name: Kingston Safe Routes to School Infrastructure Improvements

Date: 5/7/15

Species Name/Critical Habitat	Potential Habitat Present?	Species Present?	Critical Habitat Present?	ESA / Eagle Act Determination	Notes / Documentation Summary (include full rationale in your report)
Indiana Bat	Yes	No Current Survey Conducted	No		Very minimal suitable habitat trees present in the city-based project corridor. Minimal impacts to trees anticipated. The project will have No Effect on the Indiana Bat.
Northern Long-eared Bat	Yes	No Current Survey Conducted	No		Very minimal suitable habitat trees present in the city-based project corridor. Minimal impacts to trees anticipated. The project will have No Effect on the Northern Long-eared Bat.
Bald Eagle	No			Unlikely to disturb nesting Bald Eagles.	Take is not anticipated. There will be No Effect on the Bald Eagle.

Appendix C

Bald Eagle Screening Form

Bald Eagle (*Haliaeetus leucacephalus*) Habitat Screening Form

PIN: 8761.09

Project: Kingston Safe Routes To School

Assessor(s): Kurt Weiskotten, Greenman-Pedersen, Inc.

Date: 5/7/15

PREFERRED HABITAT FEATURE	HABITAT PRESENT? YES	HABITAT PRESENT? NO	NOTES / COMMENTS
General Location (Can be determined in office using Natural Heritage Program data on GIS)			
Is the project area within 2 miles of a known Bald Eagle habitat?	☐	■	Project is 4.0 miles from the Hudson River.
Land Features			
Does the project/surrounding area have large bodies of water (lakes, rivers, streams), wetlands or marshes present?	☐	■	There are no large lakes or rivers near the project corridor.
Does the project/surrounding area have wooded areas with mature trees?	■	☐	The project corridor is adjacent to Forsyth Park which contains a mix of mature hardwoods and evergreens.
Land Cover			
What Percent (%) of groundcover in the project site is shrubs, trees, open field, and open road?	_15_ % Shrubs _30_ % Trees _40_ % Open Field/Grass _15_ % Open Road		The project is mostly within a cityscape with urban neighborhoods and some roads in city parkland involved.
Are there any possible roost trees in the project area/surrounding area?*	■	☐	None within the immediate project corridor and none that will be impacted.
Food Availability			
Are water sources for fish and waterfowl found within the project area?	☐	■	The Hudson River is 4.0 miles away from the project and no other large sources of fish or waterfowl are available.
Are brush piles/stone walls present in the project area (where rodents may be found)?	☐	■	Rodents are not a preferred food item of the Bald Eagle.
Findings and Conclusions			

Although there is limited suitable resting habitat near the project corridor, and eagles may rarely travel over the project site, there will be no impacts to Bald Eagles due to a lack of project activities affecting flyways, roosting sites, nesting opportunities, or feeding grounds.

* Bald Eagles generally choose roost trees that are between 30-100 cm in diameter and 15-60 m in height

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE

Section 106 of the National Historic Preservation Act

For Locally-Administered Federal-Aid Projects

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations.
The Sponsor sends the package to the Regional Local Project Liaison for Regional Cultural Resource Coordinator (RCRC) review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE : **May 2015** PIN: **8761.09** BIN(s) (include original construction date(s)): **N/A**

IDENTIFICATION

Project Name (if any): **Safe Routes to School Infrastructure Improvement**

Project Area Boundaries: **Various Locations – City of Kingston, Ulster County, NY**

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County: **Ulster** Town/City: **Kingston** Village/Hamlet:

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION

☒ **Project Description –** Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

☒ **Location Maps -** Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

☒ **Photos -** Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

- Buildings/structures more than 50 years old that are located along the property or on adjoining property
- Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

LOCAL SPONSOR CONTACT

Firm/Agency: **City of Kingston**
Name: **Ralph Swenson, P.E.** Title: **City Engineer**
Address: **420 Broadway** City: **Kingston**
State: **New York** Zip: **12401** Phone: **(845) 334-3967** E-Mail: **rswenson@kingston-ny.gov**

Project Description

The City of Kingston has received funding through the Safe Routes to School Program to provide safer, more walkable routes to schools in the City. Improvements are proposed at varies locations throughout the City near Washington, Edson, and Kennedy Elementary schools and near Baily Middle School. The area around Washington Elementary School includes only pavement markings. The sites of proposed ground disturbance are listed as follows:

Site 1:

- Installation of ADA compliant ramps.
- Excavation depth will be about 1 foot below existing grade at the ramps.

Site 2:

- Construction of a new sidewalk along Burhans Blvd extending behind baseball field and connecting to Merilina Ave and Edson Elementary School.
- Excavation depth will be about 1 foot below existing grade along the sidewalk.

Site 3:

- Installation of a new traffic signal including pedestrian crossing signals
- Excavation depth will be about 6 feet below existing grade at the signal pole foundations

Site 4:

- Installation of conduit for flashing pedestrian warning sign
- Excavation depth will be about 1.5 feet below existing grade to install conduit

Site 5:

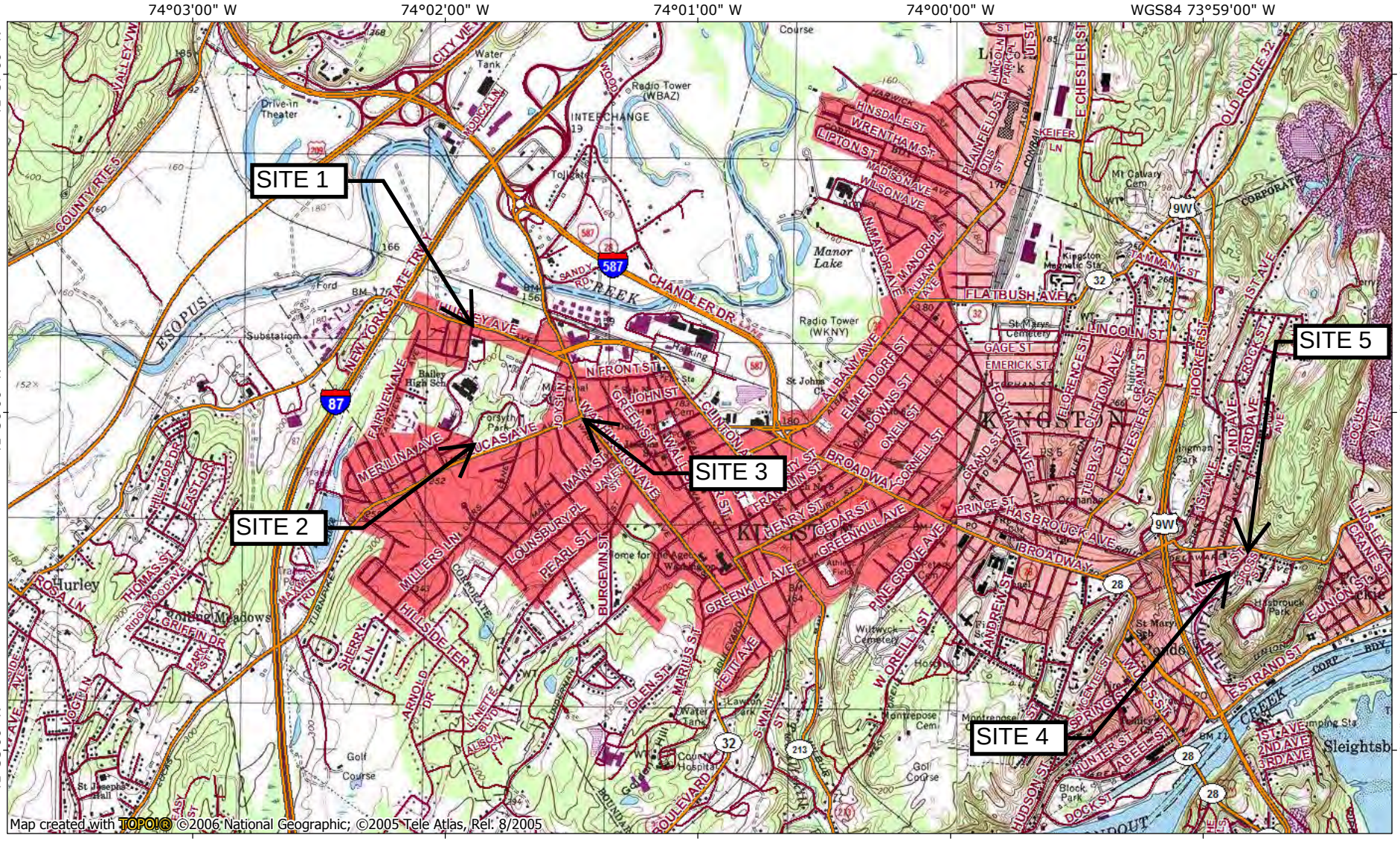
- Installation of pedestrian crossing signals and ADA compliant ramps
- Excavation depth will be about 6 feet below existing grade at the signal pole foundations

The objective of this project is to address the substandard condition of the pedestrian accommodations along these select routes within the City of Kingston. It is anticipated by providing improvements to these routes students will have a safer environment to walk to and from school.

Right-of-way acquisitions are not anticipated.

Minor tree removal along Burhans Blvd is anticipated as a part of this project.

Maintenance and protection of traffic will be completed using short duration lane closures and flaggers to reduce traffic to alternating one-way traffic.


74°03'00" W
74°02'00" W
74°01'00" W
74°00'00" W
WGS84 73°59'00" W
41°57'00" N
41°56'00" N
41°55'00" N
SITE 1
SITE 2
SITE 3
SITE 4
SITE 5
Map created with TOPO!® ©2006 National Geographic; ©2005 Tele Atlas, Rel. 8/2005
NATIONAL GEOGRAPHIC
MILES
FEET
KILOMETERS
METERS
MN
TN
13°
05/07/15

Existing Site Photos

Site 1 – Installation of ADA compliant ramps

Site 2 – Looking up Burhans Blvd from Lucas Ave

Site 2 – End of Burhans Blvd/Sidewalk to extend behind baseball field

Site 2 – Sidewalk to be behind baseball field

Site 2 – Sidewalk to be installed behind dugouts

Site 2 – Sidewalk to be installed to Merilina Ave

Site 2 – Sidewalk to connect to existing sidewalk and pedestrian crosswalk at Edson Elementary

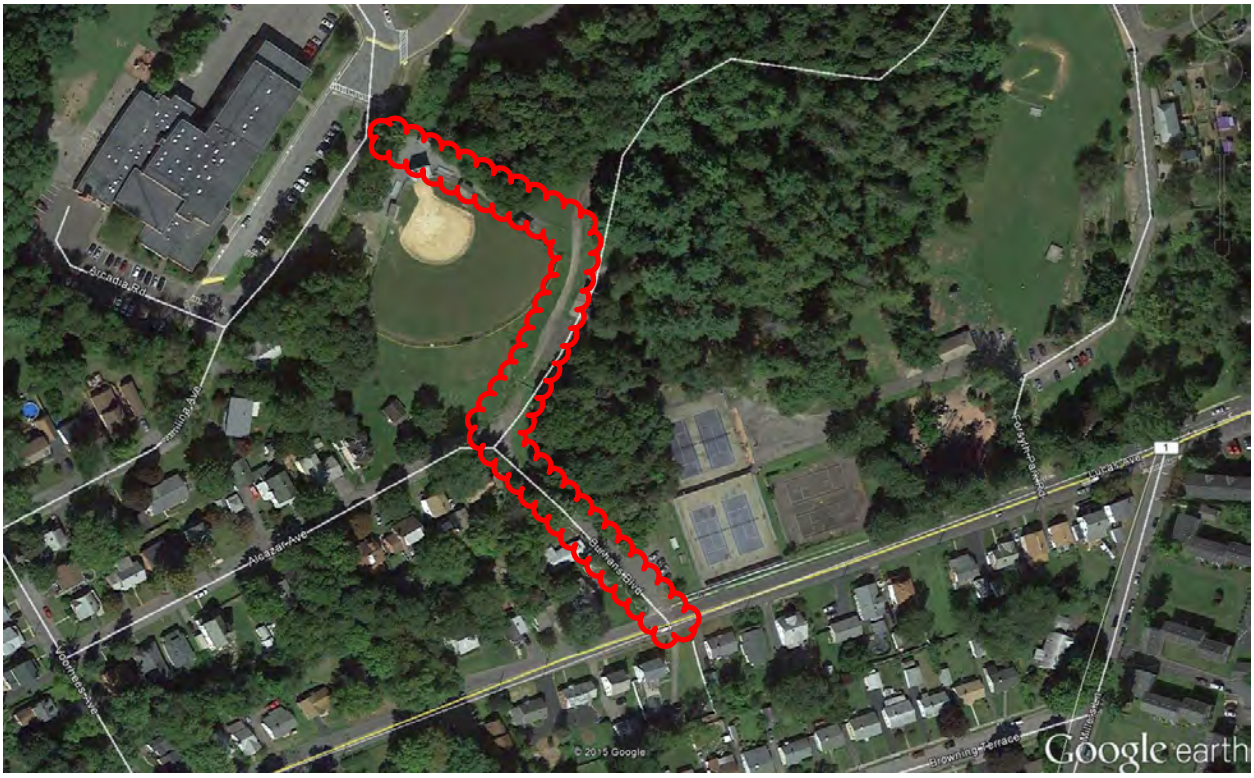
Site 3 – Washington Ave/Lucas Ave intersection – signals to be replaced and pedestrian signals installed

Site 4 – Murray St. facing northeast – conduit installed for proposed flashing pedestrian warning sign

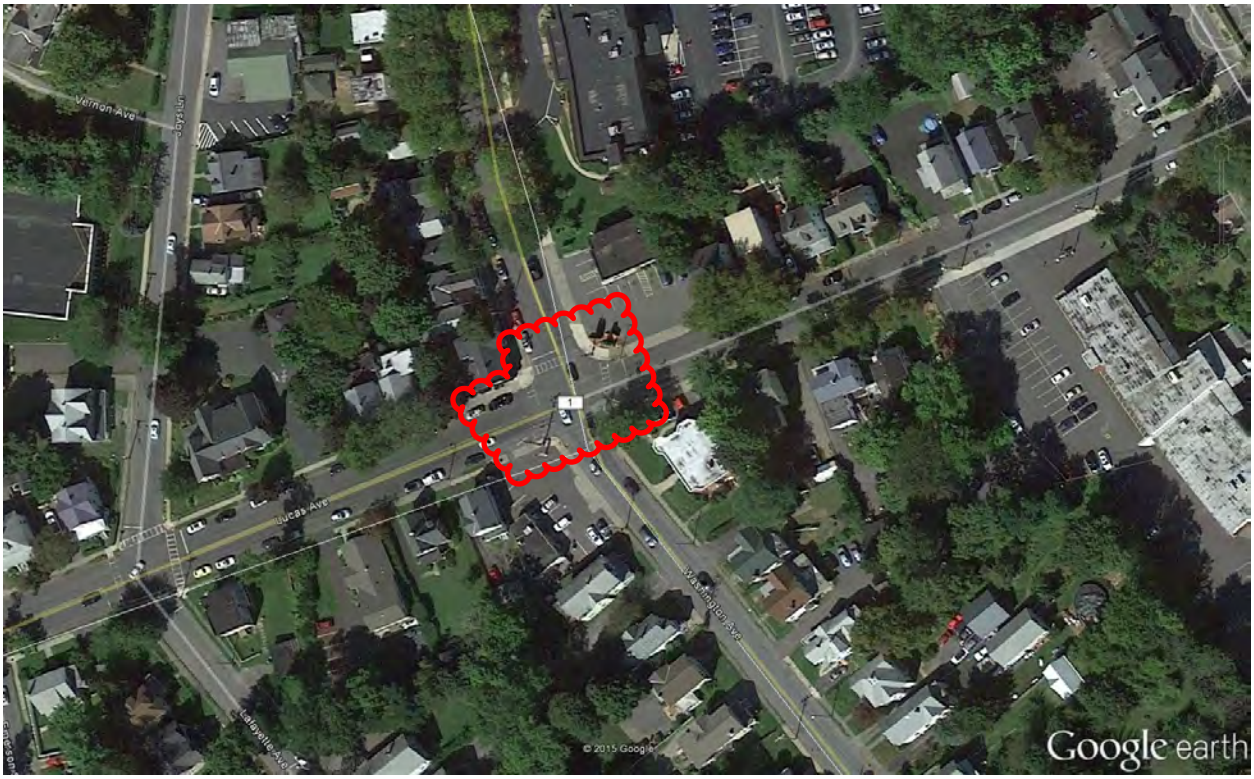
Site 5 – Murray/Delaware Intersection – New ped. signals to be installed along with ADA ramps

Site 5 – Delaware/Gross Intersection – New ADA ramps installed

Site #1 – Area of Potential Effect

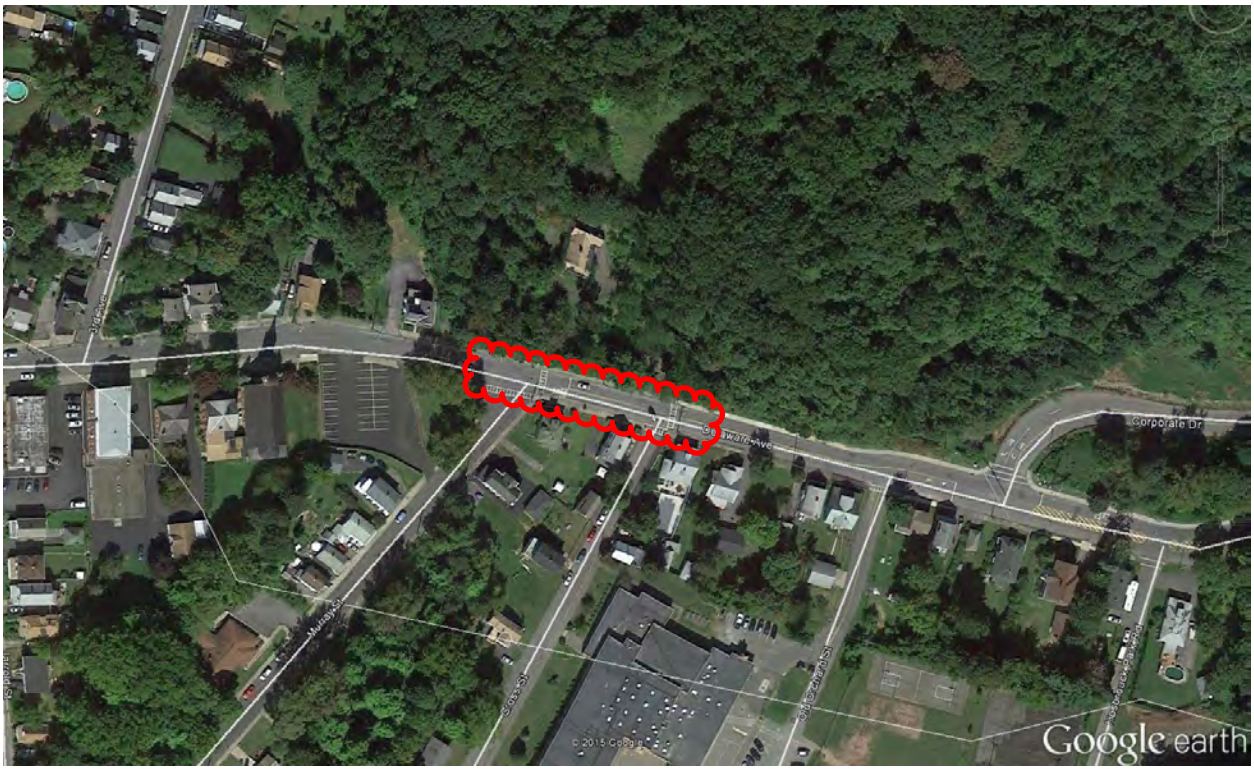


Site #2 – Area of Potential Effect



Site #3 – Area of Potential Effect

Site #4 – Area of Potential Effect



Site #5 – Area of Potential Effect

Appendix C
Pedestrian Generator Checklist

PIN: 8761.09
DESCRIPTION: SAFE ROUTES TO SCHOOL
MUNICIPALITY/COUNTY: CITY OF KINGSTON/ ULSTER COUNTY
PEDESTRIAN GENERATOR CHECKLIST

Note: The term "generator" in this document refers to both pedestrian generators (where pedestrians originate) and destinations (where pedestrians travel to). A check of yes indicates a potential need to accommodate pedestrians and coordination with the Regional Bicycle and Pedestrian Coordinator is necessary during project scoping. Answers to the following questions should be checked with the local municipality to ensure accuracy.

1.	Is there an existing or planned sidewalk, trail, or pedestrian crossing facility?	**YES**☒ **NO**☐
2.	Are there bus stops, transit stations or depots/terminals located in or within 2625 FT of the project area?	**YES**☒ **NO**☐
3.	Is there more than occasional pedestrian activity? Evidence of pedestrian activity may include a worn path.	**YES**☒ **NO**☐
4.	Are there existing or approved plans for generators of pedestrian activity in or within 2625 FT of the project that promote or have the potential to promote pedestrian traffic in the project area, such as schools, parks, playgrounds, places of employment, places of worship, post offices, municipal buildings, restaurants, shopping centers or other commercial areas, or shared-use paths? (* see additional comments below)	**YES**☒ **NO**☐
5.	Are there existing or approved plans for seasonal generators of pedestrian activity in or within 2625 FT of the project that promote or have the potential to promote pedestrian traffic in the project area, such as ski resorts, state parks, camps, amusement parks?	**YES**☐ **NO**☒
6.	Is the project located in a residential area within 2625 FT of existing or planned pedestrian generators such as those listed in #4?	**YES**☐ **NO**☒
7.	From record plans, were pedestrian facilities removed during a previous highway reconstruction project?	**YES**☐ **NO**☒
8.	Did a study of secondary impacts indicate that the project promotes or is likely to promote commercial and/or residential development within the intended life cycle of the project?	**YES**☐ **NO**☒
9.	Does the community's comprehensive plan call for development of pedestrian facilities in the area?	**YES**☒ **NO**☐
10.	Based on the ability of students to walk and bicycle to school, would the project benefit from engineering measures under the Safe-Routes-To-School-Program? Eligible infrastructure-related improvements must be within a 2.0 Mile radius of the project.	**YES**☒ **NO**☐

ADDITIONAL COMMENTS: The intent of this project is to create a sidewalk link along Burhans Boulevard from Lucas Avenue to the Harry L Edson Elementary School.

Project Designer: Lou Bach – Greenman Pedersen Inc.

***Note**: This checklist should be revisited due to a project delay or if site conditions or local planning changes during the project development process.*

Appendix D
Traffic Data

Greenman-Pedersen, Inc.
80 Wolf Road, Suite 300
Albany, NY, 12205
(518)-453-9431

Washington Ave & Lucas Ave
Kingston, New York, 12401
Project No 2015003.00

File Name : Washington Ave & Lucas Ave AM
Site Code : 04021512
Start Date : 4/2/2015
Page No : 1

Groups Printed- Autos - Single Unit Trucks/Buses - Tractor Trailers

	Washington Ave From North					Lucas Ave From East					Washington Ave From South					Lucas Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	16	1	1	22	2	3	0	0	5	2	19	7	0	28	7	14	5	0	26	81
07:15 AM	4	13	3	1	21	3	0	0	0	3	2	29	5	1	37	5	20	5	0	30	91
07:30 AM	4	14	3	2	23	1	2	0	0	3	1	24	15	2	42	9	29	6	0	44	112
07:45 AM	1	29	3	3	36	0	6	0	1	7	2	40	7	2	51	7	42	7	1	57	151
Total	13	72	10	7	102	6	11	0	1	18	7	112	34	5	158	28	105	23	1	157	435
08:00 AM	2	20	8	5	35	1	4	0	0	5	3	37	14	1	55	4	32	4	2	42	137
08:15 AM	6	25	7	2	40	2	0	0	1	3	3	33	10	1	47	9	29	17	0	55	145
08:30 AM	4	20	4	0	28	2	4	1	0	7	1	26	8	0	35	8	25	8	1	42	112
08:45 AM	2	35	16	3	56	3	1	1	0	5	6	35	10	0	51	8	32	5	1	46	158
Total	14	100	35	10	159	8	9	2	1	20	13	131	42	2	188	29	118	34	4	185	552
Grand Total	27	172	45	17	261	14	20	2	2	38	20	243	76	7	346	57	223	57	5	342	987
Apprch %	10.3	65.9	17.2	6.5		36.8	52.6	5.3	5.3		5.8	70.2	22	2		16.7	65.2	16.7	1.5		
Total %	2.7	17.4	4.6	1.7	26.4	1.4	2	0.2	0.2	3.9	2	24.6	7.7	0.7	35.1	5.8	22.6	5.8	0.5	34.7	
Autos	25	160	44	17	246	13	20	2	2	37	20	239	73	7	339	54	215	53	5	327	949
% Autos	92.6	93	97.8	100	94.3	92.9	100	100	100	97.4	100	98.4	96.1	100	98	94.7	96.4	93	100	95.6	96.1
Single Unit Trucks/Buses	2	11	1	0	14	1	0	0	0	1	0	4	3	0	7	3	8	4	0	15	37
% Single Unit Trucks/Buses	7.4	6.4	2.2	0	5.4	7.1	0	0	0	2.6	0	1.6	3.9	0	2	5.3	3.6	7	0	4.4	3.7
Tractor Trailers	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Tractor Trailers	0	0.6	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Greenman-Pedersen, Inc.
80 Wolf Road, Suite 300
Albany, NY, 12205
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Washington Ave & Lucas Ave
Kingston, New York, 12401
Project No 2015003.00

File Name : Washington Ave & Lucas Ave AM
Site Code : 04021512
Start Date : 4/2/2015

	Washington Ave From North					Lucas Ave From East					Washington Ave From South					Lucas Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	20	8	**5**	35	1	**4**	0	0	5	3	**37**	**14**	**1**	**55**	4	**32**	4	**2**	42	137
08:15 AM	**6**	25	7	2	40	2	0	0	**1**	3	3	33	10	1	47	**9**	29	**17**	0	**55**	145
08:30 AM	4	20	4	0	28	2	4	**1**	0	**7**	1	26	8	0	35	8	25	8	1	42	112
08:45 AM	2	**35**	**16**	3	**56**	**3**	1	1	0	5	**6**	35	10	0	51	8	32	5	1	46	**158**
Total Volume	14	100	35	10	159	8	9	2	1	20	13	131	42	2	188	29	118	34	4	185	552
% App. Total	8.8	62.9	22	6.3		40	45	10	5		6.9	69.7	22.3	1.1		15.7	63.8	18.4	2.2		
PHF	.583	.714	.547	.500	.710	.667	.563	.500	.250	.714	.542	.885	.750	.500	.855	.806	.922	.500	.500	.841	.873

Greenman-Pedersen, Inc.
80 Wolf Road, Suite 300
Albany, NY, 12205
(518)-453-9431

Washington Ave & Lucas Ave
Kingston, New York, 12401
Project No 2015003.00

File Name : Washington Ave & Lucas Ave PM
Site Code : 04011512
Start Date : 4/1/2015
Page No : 1

Groups Printed- Autos - Single Unit Trucks/Buses - Tractor Trailers

	Washington Ave From North					Lucas Ave From East					Washington Ave From South					Lucas Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	28	7	2	40	4	8	3	3	18	4	61	23	3	91	12	34	12	4	62	211
04:15 PM	7	28	4	0	39	2	7	2	0	11	2	36	6	0	44	7	20	4	0	31	125
04:30 PM	10	38	1	3	52	3	6	2	2	13	4	51	30	1	86	10	20	6	0	36	187
04:45 PM	10	27	1	2	40	5	7	0	1	13	2	39	14	0	55	6	36	14	0	56	164
Total	30	121	13	7	171	14	28	7	6	55	12	187	73	4	276	35	110	36	4	185	687
05:00 PM	4	53	3	0	60	14	12	2	1	29	4	63	30	0	97	8	20	12	0	40	226
05:15 PM	4	32	4	0	40	8	10	2	0	20	7	44	16	0	67	7	20	3	1	31	158
05:30 PM	6	36	4	0	46	3	8	1	0	12	0	34	5	0	39	4	20	4	0	28	125
05:45 PM	5	27	2	1	35	6	2	1	0	9	2	31	16	2	51	6	24	2	0	32	127
Total	19	148	13	1	181	31	32	6	1	70	13	172	67	2	254	25	84	21	1	131	636
Grand Total	49	269	26	8	352	45	60	13	7	125	25	359	140	6	530	60	194	57	5	316	1323
Apprch %	13.9	76.4	7.4	2.3		36	48	10.4	5.6		4.7	67.7	26.4	1.1		19	61.4	18	1.6		
Total %	3.7	20.3	2	0.6	26.6	3.4	4.5	1	0.5	9.4	1.9	27.1	10.6	0.5	40.1	4.5	14.7	4.3	0.4	23.9	
Autos	49	265	26	8	348	45	60	13	7	125	25	353	140	6	524	56	194	57	5	312	1309
% Autos	100	98.5	100	100	98.9	100	100	100	100	100	100	98.3	100	100	98.9	93.3	100	100	100	98.7	98.9
Single Unit Trucks/Buses	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	13
% Single Unit Trucks/Buses	0	1.5	0	0	1.1	0	0	0	0	0	0	1.7	0	0	1.1	5	0	0	0	0.9	1
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	0	0.3	0.1

Greenman-Pedersen, Inc.
80 Wolf Road, Suite 300
Albany, NY, 12205
(518)-453-9431

Washington Ave & Lucas Ave
Kingston, New York, 12401
Project No 2015003.00

File Name : Washington Ave & Lucas Ave PM
Site Code : 04011512
Start Date : 4/1/2015

	Washington Ave From North					Lucas Ave From East					Washington Ave From South					Lucas Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**10**	38	1	**3**	52	3	6	**2**	**2**	13	4	51	**30**	**1**	86	**10**	20	6	0	36	187
04:45 PM	10	27	1	2	40	5	7	0	1	13	2	39	14	0	55	6	**36**	**14**	0	**56**	164
05:00 PM	4	**53**	3	0	**60**	**14**	**12**	2	1	**29**	4	**63**	30	0	**97**	8	20	12	0	40	**226**
05:15 PM	4	32	**4**	0	40	8	10	2	0	20	**7**	44	16	0	67	7	20	3	**1**	31	158
Total Volume	28	150	9	5	192	30	35	6	4	75	17	197	90	1	305	31	96	35	1	163	735
% App. Total	14.6	78.1	4.7	2.6		40	46.7	8	5.3		5.6	64.6	29.5	0.3		19	58.9	21.5	0.6		
PHF	.700	.708	.563	.417	.800	.536	.729	.750	.500	.647	.607	.782	.750	.250	.786	.775	.667	.625	.250	.728	.813

Appendix E
Smart Growth

Smart Growth Screening Tool

PIN 8761.09

Prepared By: Lou Bach - Greenman Pedersen, Inc.

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: Safe Routes to School Infrastructure Improvement

Location of Project: City of Kingston, Ulster County

Brief Description: Safe routes to school improvements at various locations throughout the City of Kingston

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 goal of the project is to provide safer, more walkable routes for the City of Kingston schools. Included is constructing ADA compliant sidewalk ramps at existing crossings, installing new traffic signals with pedestrian crossing ammenities, high visibility warning signs, high visibility crosswalk striping, and a new sidewalk along Burhans Blvd from Lucas Ave to Edson Elementary School.

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;
- 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 will promote sustainability and reduce greenhouse gas emissions by providing safer, more accessible pedestrian routes in the City of Kingston.

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 various locations throughout the City of Kingston. Kingston serves as the seat of Ulster County and is a major residential and commercial center.

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

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)

The goal of the project is to provide safer pedestrian accommodations to the City Schools and its students traveling to and from school every day.

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.)

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 reduce automobile dependency by improving pedestrian facilities and by providing new pedestrian facillities.

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 ☐

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 the result of the work of the Kingston Safe routes to Schools and Parks committee established in 2010. The committee meets monthly and has held numerous community outreach programs since its inception

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)

The project will enhance air quality by reducing automobile dependency and promoting safe pedestrian routes in the City of Kingston.

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:

Project Name:

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

-
-
-
-
-
-

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

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:

Ludwig Bach — Signature

5/11/15 — Date

PROJECT ENGINEER — Title

Ludwig Bach — Printed Name

Responsible Local Official (for local projects):

Wayne R Gallo — Signature

5-18-15 — Date

MAYOR — Title

WAYNE R. GALLO — Printed Name

B. ATTESTATION (NYSDOT)

1. ***I HEREBY:***

   ☐ *Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act*

   ☐ *Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):*

   (Attach additional sheets as needed)

   ☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. ***NOW THEREFORE,*** pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

_____	_____
Signature	Date
_____	_____
Title	Printed Name

Appendix F
Cost Estimate

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Project: Safe Routes to School - Kingston, NY
Client: City of Kingston
Calculated By: L. Bach / E. Cobb
Checked By: E. Snyder / M. Wieszchowski

PRELIMINARY COST ESTIMATE - ALTERNATIVE 2 / OPTION 2A

ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITIES						TOTAL COST
				SIGNALS	XWALK/RAMPS	PED WARNING	CALMING	SIDEWALK 2A	GRAND TOTAL	
201.06	CLEARING AND GRUBBING	LS	$2,000.00					1	1	$2,000.00
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	$45.00		30			367	397	$17,865.00
203.03	EMBANKMENT IN PLACE	CY	$27.00					227	227	$6,129.00
206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	LF	$30.00	280		55			335	$10,050.00
304.12	SUBBASE COURSE, TYPE 2	CY	$50.00		16				16	$800.00
304.11000008	SUBBASE COURSE (MODIFIED)	CY	$50.00					176	176	$8,800.00
402.128202	12.5 F2 TOP COURSE HMA, 80 SERIES COMPACTION	TON	$500.00				1		1	$500.00
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY	$720.00		14			22	36	$25,920.00
608.020102	HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS ,AND VEGETATION CONTROL STRIPS	TON	$220.00					130	130	$28,600.00
608.20	SURFACE APPLIED DETECTABLE WARNING UNITS	SY	$400.00		15			2	17	$6,800.00
609.0203	STONE CURB, GRANITE, (TYPE C)	LF	$40.00		146				146	$5,840.00
610.1403	TOPSOIL - LAWNS	CY	$80.00					69	69	$5,520.00
610.1602	TURF ESTABLISHMENT - LAWNS	SY	$2.00					964	964	$1,928.00
615.75000115	BOLLARDS (FIXED)	EACH	$800.00					4	4	$3,200.00
615.75000215	BOLLARDS (MOVABLE)	EACH	$1,000.00					2	2	$2,000.00
619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	$50,000.00	40%	10%	10%	20%	20%	1	$50,000.00
619.1611	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A)	INTM	$230.00	12					12	$2,760.00
627.50140008	CUTTING PAVEMENT	LF	$5.00				120	305	425	$2,125.00
635.0103	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LINES	LF	$1.50	500	1,700				2,200	$3,300.00
640.20	WHITE PAINT REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	$0.50	2,100	8,600				10,700	$5,350.00
645.5102	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30 SF, WITH Z-BARS	SF	$43.00				60	36	96	$4,128.00
645.5202	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30 SF, WITH Z-BARS, HIGH-VISIBILITY SHEETING	SF	$43.00			72			72	$3,096.00
645.81	TYPE A SIGN POSTS	EACH	$155.00			1	4		5	$775.00
647.51	REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SQUARE FEET)	EACH	$75.00			2	1		3	$225.00
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	$1,450.00	11		5	2		18	$26,100.00
680.510501	PULLBOX-RECTANGULAR, 26 X 18 INCH, REINFORCED CONCRETE	EACH	$1,300.00	4					4	$5,200.00
680.520103	CONDUIT, METAL STEEL, ZINC COATED, 1"	LF	$8.50	30		55			85	$722.50
680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2"	LF	$13.00	280					280	$3,640.00
680.58803008	WIRELESS VEHICLE DETECTION SYSTEM INTERSECTION SENSOR	EACH	$675.00	16					16	$10,800.00
680.58804008	WIRELESS VEHICLE DETECTION SYSTEM CONTACT CLOSURE INTERFACE (APCC)	EACH	$2,500.00	1					1	$2,500.00
680.58805008	WIRELESS VEHICLE DETECTION SYSTEM CONTACT CLOSURE CARD	EACH	$500.00	2					2	$1,000.00
680.58806008	WIRELESS VEHICLE DETECTION SYSTEM ISOLATOR MODULE (ISO)	EACH	$500.00	2					2	$1,000.00
680.58807008	WIRELESS VEHICLE DETECTION SYSTEM SERIAL PORT PROTOCOL DIGITAL RADIO (SPP)	EACH	$1,000.00	2					2	$2,000.00
680.60XXXX	TRAFFIC SIGNAL POLE, XX FEET, XX LB LOAD	EACH	$7,000.00	2					2	$14,000.00
680.6708	TRAFFIC SIGNAL POLE POST TOP MOUNT, 8 FEET MOUNTING HEIGHT	EACH	$850.00	5					5	$4,250.00
680.6814	TRAFFIC SIGNAL POLE-BRACKET MOUNT 14 FEET MOUNTING HEIGHT	EACH	$1,100.00			3	2		5	$5,500.00
680.7002	DUAL SPAN WIRE ASSEMBLY WITH UPPER TETHER WIRE	EACH	$1,900.00	1					1	$1,900.00
680.730514	SIGNAL CABLE 5 CONDUCTORS, 14 AWG	LF	$5.00	1,200					1,200	$6,000.00
680.731014	SIGNAL CABLE 10 CONDUCTORS, 14 AWG	LF	$7.50	175					175	$1,312.50
680.731914	SIGNAL CABLE 19 CONDUCTORS, 14 AWG	LF	$12.00	250					250	$3,000.00
680.77000001	MODIFY TRAFFIC SIGNAL EQUIPMENT	LS	$500.00			1			1	$500.00
680.78000001	MODIFY AND REMOVE TRAFFIC SIGNAL EQUIPMENT	LS	$3,000.00	1					1	$3,000.00
680.79000001	REMOVE TRAFFIC SIGNAL EQUIPMENT	LS	$4,000.00	1					1	$4,000.00
680.80370501	CONTROLLER AND CABINET 4 THROUGH 8 PHASE FULL TRAFFIC ACTUATED (NEMA)	EACH	$12,000.00	1					1	$12,000.00
680.810101	TRAFFIC SIGNAL MODULE - 12 INCH, RED BALL, LED	EACH	$160.00	8					8	$1,280.00
680.810103	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW BALL, LED	EACH	$180.00	8					8	$1,440.00
680.810105	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN BALL, LED	EACH	$180.00	8					8	$1,440.00
680.810107	TRAFFIC SIGNAL SECTION - TYPE I, 12 INCH	EACH	$175.00	24					24	$4,200.00
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EACH	$300.00	2					2	$600.00
680.8113	TRAFFIC SIGNAL BRACKET ASSEMBLY - 3 WAY	EACH	$450.00	2					2	$900.00
680.813105	PEDESTRIAN SIGNAL MODULE - 12 INCH BI-MODAL, HAND/MAN SYMBOLS LED	EACH	$280.00	16					16	$4,480.00
680.813106	PEDESTRIAN SIGNAL SECTION - POLYCARBONATE, TYPE I, 12 INCH	EACH	$190.00	32					32	$6,080.00
680.8141	PEDESTRIAN SIGNAL BRACKET MOUNT ASSEMBLY	EACH	$220.00	3					3	$660.00
680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EACH	$180.00	13					13	$2,340.00
680.81500010	PEDESTRIAN COUNT-DOWN TIMER MODULE	EACH	$120.00	16					16	$1,920.00
680.81990008	TRAFFIC SIGNAL BACK PLATES WITH YELLOW REFLECTIVE TAPE	EACH	$65.00	8					8	$520.00
680.82220210	RECTANGULAR RAPID FLASHING BEACONS (RRFB) SOLAR POWERED WITHOUT BREAKAWAY TRANSFORMER BASE	EACH	$7,000.00			2			2	$14,000.00
680.82232210	SOLAR POWERED FLASHING BEACON	EACH	$6,000.00			2			2	$12,000.00
680.8220	FLASHING BEACON SIGN ASSEMBLY	EACH	$3,000.00			1			1	$3,000.00
680.8225	PEDESTRIAN PUSHBUTTON AND SIGN - WITHOUT POST	EACH	$215.00	16					16	$3,440.00
680.90920008	ELECTRIC METER SOCKET, 200 AMP, SINGLE PHASE, 240/120 VOLT W/ BYPASS SWITCH FOR SIGNAL INSTALLATIONS	EACH	$1,040.00	1					1	$1,040.00
680.94000008	TRAFFIC SIGNAL SERVICE ENTRANCE	EACH	$875.00	1					1	$875.00
680.94000015	RAINTIGHT DISCONNECT BOX	EACH	$520.00	1					1	$520.00
680.95010615	SERVICE CABLE 1 CONDUCTOR, NO. 06 AWG	LF	$3.00	100					100	$300.00
680.95020615	SERVICE CABLE 2 CONDUCTOR NO. 06 AWG	LF	$6.00			75			75	$450.00
683.05000102	RADAR DRIVER FEEDBACK SIGN (POLE MOUNTED) 120 VAC ELECTRIC POWER SOURCE	EACH	$5,000.00				2		2	$10,000.00
688.01	WHITE PREFORMED REFLECTORIZED PAVEMENT STRIPES	LF	$2.50				200		200	$500.00
RETAINING WALL	REMOVING PORTION OF EXISTING RETAINING WALL	LS	$2,000.00					1	1	$2,000.00
697.03	FIELD CHANGE PAYMENT	DC	$1.00	7,840	1,796	2,551	1,499	5,320	19,006	$19,006.00
699.040001	MOBILIZATION	LS	$15,205.00	41.25%	9.45%	13.42%	7.89%	27.99%	1	$15,205.00
			TOTAL	$170,914.58	$39,152.82	$55,610.33	$32,673.22	$115,981.06		$414,332.00
			CONTINGENCY (15%)	$25,637.00	$5,873.00	$8,342.00	$4,901.00	$17,397.00		$62,150.00
			SAY	**$197,000**	**$46,000**	**$64,000**	**$38,000**	**$134,000**		**$479,000**

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Project: Safe Routes to School - Kingston, NY
Client: City of Kingston
Calculated By: L. Bach / E. Cobb
Checked By: E. Snyder / M. Wieszchowski

PRELIMINARY COST ESTIMATE - ALTERNATIVE 2 / OPTION 2B

ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITIES						TOTAL COST
				SIGNALS	XWALK/RAMPS	PED WARNING	CALMING	SIDEWALK 2B	GRAND TOTAL	
201.06	CLEARING AND GRUBBING	LS	$10,000.00					1	1	$10,000.00
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	$45.00		30			302	332	$14,940.00
203.03	EMBANKMENT IN PLACE	CY	$27.00					126	126	$3,402.00
206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	LF	$30.00	280		55			335	$10,050.00
304.12	SUBBASE COURSE, TYPE 2	CY	$50.00		16				16	$800.00
304.11000008	SUBBASE COURSE (MODIFIED)	CY	$50.00					176	176	$8,800.00
402.128202	12.5 F2 TOP COURSE HMA, 80 SERIES COMPACTION	TON	$500.00				1		1	$500.00
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY	$720.00		14			22	36	$25,920.00
608.020102	HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS ,AND VEGETATION CONTROL STRIPS	TON	$220.00					130	130	$28,600.00
608.20	SURFACE APPLIED DETECTABLE WARNING UNITS	SY	$400.00		15			2	17	$6,800.00
609.0203	STONE CURB, GRANITE, (TYPE C)	LF	$40.00		146				146	$5,840.00
610.1403	TOPSOIL - LAWNS	CY	$80.00					65	65	$5,200.00
610.1602	TURF ESTABLISHMENT - LAWNS	SY	$2.00					581	581	$1,162.00
615.75000115	BOLLARDS (FIXED)	EACH	$800.00					4	4	$3,200.00
615.75000215	BOLLARDS (MOVABLE)	EACH	$1,000.00					2	2	$2,000.00
619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	$50,000.00	40%	10%	10%	20%	20%	1	$50,000.00
619.1611	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A)	INTM	$230.00	12					12	$2,760.00
627.50140008	CUTTING PAVEMENT	LF	$5.00				120		120	$600.00
635.0103	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LINES	LF	$1.50	500	1,700				2,200	$3,300.00
640.20	WHITE PAINT REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	$0.50	2,100	8,600				10,700	$5,350.00
645.5102	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30 SF, WITH Z-BARS	SF	$43.00				60		60	$2,580.00
645.5202	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30 SF, WITH Z-BARS, HIGH-VISIBILITY SHEETING	SF	$43.00			72			72	$3,096.00
645.81	TYPE A SIGN POSTS	EACH	$155.00			1	4		5	$775.00
647.51	REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SQUARE FEET)	EACH	$75.00			2	1		3	$225.00
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	$1,450.00	11		5	2		18	$26,100.00
680.510501	PULLBOX-RECTANGULAR, 26 X 18 INCH, REINFORCED CONCRETE	EACH	$1,300.00	4					4	$5,200.00
680.520103	CONDUIT, METAL STEEL, ZINC COATED, 1"	LF	$8.50	30		55			85	$722.50
680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2"	LF	$13.00	280					280	$3,640.00
680.58803008	WIRELESS VEHICLE DETECTION SYSTEM INTERSECTION SENSOR	EACH	$675.00	16					16	$10,800.00
680.58804008	WIRELESS VEHICLE DETECTION SYSTEM CONTACT CLOSURE INTERFACE (APCC)	EACH	$2,500.00	1					1	$2,500.00
680.58805008	WIRELESS VEHICLE DETECTION SYSTEM CONTACT CLOSURE CARD	EACH	$500.00	2					2	$1,000.00
680.58806008	WIRELESS VEHICLE DETECTION SYSTEM ISOLATOR MODULE (ISO)	EACH	$500.00	2					2	$1,000.00
680.58807008	WIRELESS VEHICLE DETECTION SYSTEM SERIAL PORT PROTOCOL DIGITAL RADIO (SPP)	EACH	$1,000.00	2					2	$2,000.00
680.60XXXX	TRAFFIC SIGNAL POLE, XX FEET, XX LB LOAD	EACH	$7,000.00	2					2	$14,000.00
680.6708	TRAFFIC SIGNAL POLE POST TOP MOUNT, 8 FEET MOUNTING HEIGHT	EACH	$850.00	5					5	$4,250.00
680.6814	TRAFFIC SIGNAL POLE-BRACKET MOUNT 14 FEET MOUNTING HEIGHT	EACH	$1,100.00			3	2		5	$5,500.00
680.7002	DUAL SPAN WIRE ASSEMBLY WITH UPPER TETHER WIRE	EACH	$1,900.00	1					1	$1,900.00
680.730514	SIGNAL CABLE 5 CONDUCTORS, 14 AWG	LF	$5.00	1,200					1,200	$6,000.00
680.731014	SIGNAL CABLE 10 CONDUCTORS, 14 AWG	LF	$7.50	175					175	$1,312.50
680.731914	SIGNAL CABLE 19 CONDUCTORS, 14 AWG	LF	$12.00	250					250	$3,000.00
680.77000001	MODIFY TRAFFIC SIGNAL EQUIPMENT	LS	$500.00			1			1	$500.00
680.78000001	MODIFY AND REMOVE TRAFFIC SIGNAL EQUIPMENT	LS	$3,000.00	1					1	$3,000.00
680.79000001	REMOVE TRAFFIC SIGNAL EQUIPMENT	LS	$4,000.00	1					1	$4,000.00
680.80370501	CONTROLLER AND CABINET 4 THROUGH 8 PHASE FULL TRAFFIC ACTUATED (NEMA)	EACH	$12,000.00	1					1	$12,000.00
680.810101	TRAFFIC SIGNAL MODULE - 12 INCH, RED BALL, LED	EACH	$160.00	8					8	$1,280.00
680.810103	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW BALL, LED	EACH	$180.00	8					8	$1,440.00
680.810105	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN BALL, LED	EACH	$180.00	8					8	$1,440.00
680.810107	TRAFFIC SIGNAL SECTION - TYPE I, 12 INCH	EACH	$175.00	24					24	$4,200.00
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EACH	$300.00	2					2	$600.00
680.8113	TRAFFIC SIGNAL BRACKET ASSEMBLY - 3 WAY	EACH	$450.00	2					2	$900.00
680.813105	PEDESTRIAN SIGNAL MODULE - 12 INCH BI-MODAL, HAND/MAN SYMBOLS LED	EACH	$280.00	16					16	$4,480.00
680.813106	PEDESTRIAN SIGNAL SECTION - POLYCARBONATE, TYPE I, 12 INCH	EACH	$190.00	32					32	$6,080.00
680.8141	PEDESTRIAN SIGNAL BRACKET MOUNT ASSEMBLY	EACH	$220.00	3					3	$660.00
680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EACH	$180.00	13					13	$2,340.00
680.81500010	PEDESTRIAN COUNT-DOWN TIMER MODULE	EACH	$120.00	16					16	$1,920.00
680.81990008	TRAFFIC SIGNAL BACK PLATES WITH YELLOW REFLECTIVE TAPE	EACH	$65.00	8					8	$520.00
680.82220210	RECTANGULAR RAPID FLASHING BEACONS (RRFB) SOLAR POWERED WITHOUT BREAKAWAY TRANSFORMER BASE	EACH	$7,000.00			2			2	$14,000.00
680.82232210	SOLAR POWERED FLASHING BEACON	EACH	$6,000.00			2			2	$12,000.00
680.8220	FLASHING BEACON SIGN ASSEMBLY	EACH	$3,000.00			1			1	$3,000.00
680.8225	PEDESTRIAN PUSHBUTTON AND SIGN - WITHOUT POST	EACH	$215.00	16					16	$3,440.00
680.90920008	ELECTRIC METER SOCKET, 200 AMP, SINGLE PHASE, 240/120 VOLT W/ BYPASS SWITCH FOR SIGNAL INSTALLATIONS	EACH	$1,040.00	1					1	$1,040.00
680.94000008	TRAFFIC SIGNAL SERVICE ENTRANCE	EACH	$875.00	1					1	$875.00
680.94000015	RAINTIGHT DISCONNECT BOX	EACH	$520.00	1					1	$520.00
680.95010615	SERVICE CABLE 1 CONDUCTOR, NO. 06 AWG	LF	$3.00	100					100	$300.00
680.95020615	SERVICE CABLE 2 CONDUCTOR NO. 06 AWG	LF	$6.00			75			75	$450.00
683.05000102	RADAR DRIVER FEEDBACK SIGN (POLE MOUNTED) 120 VAC ELECTRIC POWER SOURCE	EACH	$5,000.00				2		2	$10,000.00
688.01	WHITE PREFORMED REFLECTORIZED PAVEMENT STRIPES	LF	$2.50				200		200	$500.00
RETAINING WALL	REMOVING PORTION OF EXISTING RETAINING WALL	LS	$2,000.00					1	1	$2,000.00
697.03	FIELD CHANGE PAYMENT	DC	$1.00	7,840	1,796	2,551	1,499	5,230	18,916	$18,916.00
699.040001	MOBILIZATION	LS	$15,132.00	41.45%	9.49%	13.49%	7.92%	27.65%	1	$15,132.00
			TOTAL	$170,914.17	$39,152.72	$55,610.19	$32,673.14	$114,007.78		$412,358.00
			CONTINGENCY (15%)	$25,637.00	$5,873.00	$8,342.00	$4,901.00	$17,101.00		$61,854.00
			SAY	**$197,000**	**$46,000**	**$64,000**	**$38,000**	**$132,000**		**$477,000**