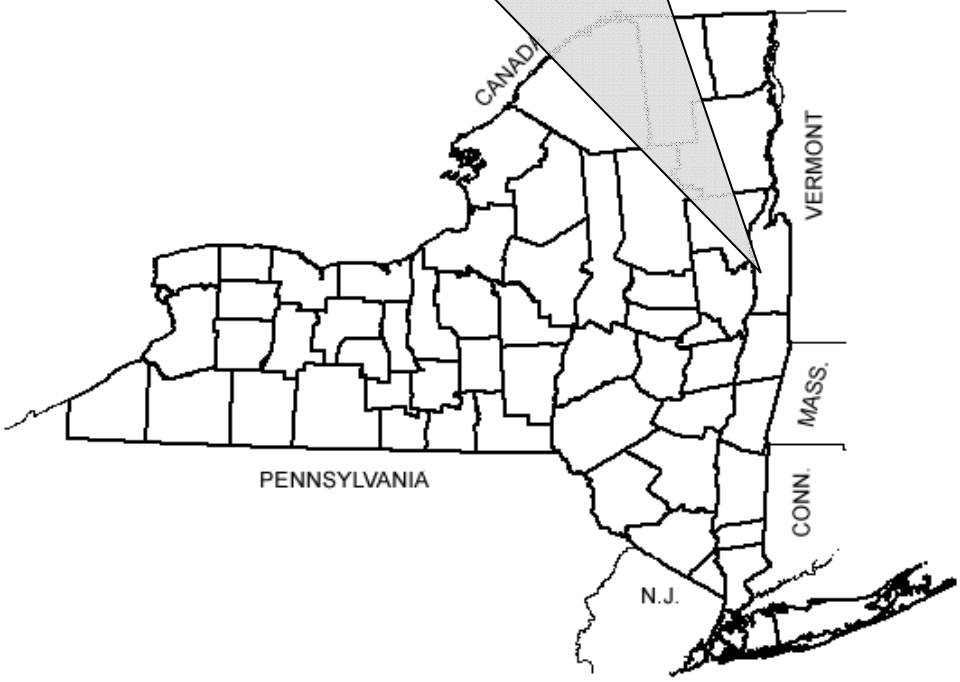
TRANSPORTATION

DRAFT

PROJECT SCOPING REPORT/ FINAL DESIGN REPORT

April 2015

SRTS - Sidewalk Replacement, Construction & Pedestrian Lighting Project
PIN 1759.58
McCrea, Marion, Case, McIntyre & Wing Streets
Village of Fort Edward
Washington County



PROJECT REPORT

U.S. Department of Transportation Federal Highway Administration

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
ANDREW M. CUOMO, Governor JOAN MCDONALD, Commissioner

PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

A. Recommendation for Scoping & Design Approval:

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

Regional Program Manager

B. Nonstandard Feature Approval:

No nonstandard features have been identified, created, or retained.

Village of Fort Edward

C. Scoping & Design Approval:

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

Regional Director

LIST OF PREPARERS

Group Director Responsible for Production of the Design Approval Document:

Michael D. Panichelli, PE
President
MJ Engineering and Land Surveying, P.C.

Description of Work Performed by Firm:

PLACE P.E. STAMP

Directed the preparation of the Design Approval Document in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.

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

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CHAPTER 1 - EXECUTIVE SUMMARY

1.1. Introduction

This report was prepared in accordance with the NYSDOT Project Development Manual, 6 NYCRR Part 617, and 23 CFR 771. This project is federally funded.

1.2. Purpose and Need

1.2.1. Where is the Project Located?

A.	Route number	N/A
B.	Route name	N/A
C.	SH number and official highway description:	N/A
D.	BIN number and feature crossed:	N/A
E.	City/Village/Township:	Village of Fort Edward
F.	County:	Washington County
G.	Length: 6,981 ft	992 ft on Marion Street 4,415 ft on McCrea Street 671 ft on Cast Street 343 ft on McIntyre Street 560 ft on Wing Street

1.2.2. Why is the Project Needed?

This Safe Routes to School Program (SRTS) project will enable the residents of Fort Edward to safely walk and bike within the community. The sidewalk will be constructed along the streets that represent the primary walking routes for all students in Grades 4 through 12 who are not provided bus transportation to the Fort Edward Union Free School District campus, in the central part of the Village.

1.2.3. What are the Objectives/Purposes of the Project?

The project objective is to provide a feasible, cost effective sidewalk to offer pedestrian traffic the opportunity to travel safely throughout the corridor and to improve the condition of the walking routes for students to the Fort Edward Union Free School District Campus.

1.3. What Alternative is Being Considered?

The alternatives considered include the following:

Alternative 1 (Null Alternative):

The null alternative provides pedestrians the use of existing sidewalks, where available. This alternative does not address the safety concerns outlined in Section 1.2.2, or encourage pedestrians and students to travel through the corridor. The Null Alternative does not meet the project objectives and is not considered a feasible alternative.

Alternative 2 (Sidewalk Replacement, Construction and Pedestrian Lighting):

This alternative proposes the replacement and construction of approximately 7,100 feet of sidewalk along various streets in the Village of Fort Edward. In addition, pedestrian lighting will be installed along Case Street, adjacent to the main entrance to the Fort Edward school campus. Pavement markings will also be installed for crosswalks and stop bars throughout the project limits. This alternative allows pedestrians and students a safe route of travel throughout the corridor and easier, more practical, access to the school campus. This alternative is preferred, as it meets the project objectives and provides the most resources while maintaining cost effectiveness.

For a more in-depth discussion of the design criteria see Section 2.3.3 of this report.

1.4 Environmental Review

Exhibit 1.4-A
Environmental Summary

NEPA Classification	Automatic Categorical Exclusion	BY	NYSDOT	Date	TBD
SEQR Type:	Unlisted	BY	Village of Fort Edward	Date	TBD

1.5 How will the Alternatives Affect the Environment?

Exhibit 1.5-A
Comparison of Alternatives

Category	Alternatives	
	1 (Null)	2 (Construction)
Wetland impacts	None	None
100-year floodplain impact	None	None
Archeological Sites Impacted	None	None
Impact to forested areas	None	Minor
Noise Impacts	None	Minimal Impact
Property impacts	None	None
Construction Cost	None	$616,736

Anticipated Permits/Certifications/Coordination:

New York State Department of Environmental Conservation (NYSDEC):

- State Pollutant Discharge Elimination System (SPDES) General Permit

Coordination

- Coordination with Federal Highway Administration
- Coordination with New York State Historic Preservation Officer (SHPO)
- Coordination with the US Fish and Wildlife Service
- Coordination with the New York Natural Heritage Program

1.6 What are the Costs & Schedules?

Design approval is scheduled for June of 2015 with construction scheduled to begin in July of 2015 and lasting 10 months.

Exhibit 1.6-A– Project Schedule	
Activity	**Date Occurred/Tentative**
Scope Approval	November 2014
Design Approval	June 2015
ROW Acquisition	N/A
Construction Start	July 2015
Construction Complete	August 2016

Exhibit 1.6-B Comparison of Alternatives' Project Costs			
Activities		**Alternative 1**	**Alternative 2**
Construction Costs	Bridge	$0	$0
	Highway	$0	$457,605
Incidentals (10%)		$0	$45,761
Subtotal 1		$0	$503,366
Contingency (10% at Design Approval)		$0	$50,337
Subtotal 2		$0	$553,703
Field Change Order (5%)		$0	$27,685
Subtotal 3		$0	$581,388
Mobilization (4%)		$0	$23,255
Subtotal 4		$0	$604,643
Expected Award Amount (Inflated at 2%/yr. to midpoint of construction		$0	$12,093
Construction Inspection (9%)		$0	$54,418
Total Alternative Costs		$0	$671,154

1.7 Which Alternative is Preferred?

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

1.8 What are the Opportunities for Public Involvement?

Exhibit 1.8-A
Public Involvement Plan Schedule of Milestone Dates

Activity	Date Occurred/Tentative
Initial Environmental Findings	April 2015
Field Pre-Scoping Meeting (all groups)	February 25, 2015
In-house DOT scoping meeting	N/A
Meeting with Town Reps.	April 2015
Public Informational Meeting	May 2015
Current Project Letting date	July 2015

- Questions or comments you can contact:

Village of Fort Edward Mayor Matt Traver
Please include the six digit Project Identification Number (PIN) 1759.58
Email: mayor@villageoffortedward.com
Telephone: (518) 747-4023

Mailing Address:
Village of Fort Edward
Attn. Mayor Matt Traver
118 Broadway
Fort Edward, NY 12828

The deadline for submitting comments on this report circulation is two weeks following the May 2015 Public Information Meeting.

The remainder of this report is a detailed technical evaluation of the existing conditions, the proposed alternatives, the impacts of the alternatives, copies of technical reports and plans and other supporting information.

CHAPTER 2 – PROJECT INFORMATION

2.1 Local Plans for the Project Area

This project is consistent with the local master plans of the Village of Fort Edward, which call for sidewalk replacement and construction along with pedestrian lighting in the central part of the Village. The project will provide pedestrian accommodation improvements throughout the corridor, allowing safer access for students walking to the Fort Edward Union Free School District.

2.2. Abutting Highway Segments and Future Plans for Abutting Highway Segments

This project does not propose any changes to the existing roadway alignments, lane configurations or roadway sections beyond the addition of proposed sidewalks in some locations.

The Village of Fort Edward has confirmed that they will be installing new sewer and water lines within the Village limits in the future. The utility installation schedule is not yet determined. The utilities will be installed within the curb lines and therefore will not impact the proposed sidewalks.

2.3 Transportation Conditions, Deficiencies and Engineering Considerations

2.3.1 Traffic and Safety and Maintenance Operations

2.3.1.1 Functional Classification and National Highway System (NHS) –

Exhibit 2.3.1.1 Classification Data	
Route(s)	N/A
Functional Classification	Urban Local
National Highway System (NHS)	No
Designated Truck Access Route	No
Qualifying Highway	No
Within 1 mile (1.6 km) of a Qualifying Highway	Yes (US 4)
Within the 16 ft (4.9 m) vertical clearance network	No

2.3.1.2 Control of Access –

McIntyre Street, Case Street, Marion Street, McCrea Street and Wing Street all have uncontrolled access.

2.3.1.3 Traffic Control Devices

There are no existing traffic signals on McIntyre Street, Case Street, Marion Street, McCrea Street or Wing Street.

2.3.1.4 Traffic Volumes –

The AADT for Marion Street in 2004, obtained from the New York State Department of Transportation (NYSDOT), was 1,307 between Broadway and Ridge Street and 2,099 for Wing Street between East Street and Factory Street. Traffic volume data is not available for the other local streets within the project area but are assumed to be similar to Marion and Wing Street. The construction of the proposed sidewalks will not have an effect on traffic volumes within the project area.

2.3.1.5 Speeds

The village speed limit is 30mph. At times it is reduced to 20mph in the vicinity of the school.

2.3.1.6 Level of Service

Level of service and mobility are not necessary for this type of project.

2.3.1.7 Work Zone Safety & Mobility

A. Work Zone Traffic Control (WZTC) Plan
WZTC will be maintained following the guidelines set forth in the FHWA MUTCD and the NYS Supplemental MUTCD. Time and/or seasonal restrictions (if necessary) will be enforced to assure minimal inconvenience to the traveling public. The WZTC plans for this project will be modified (if necessary) to accommodate incident management plans put into effect before or during the construction period of this project. Construction of the proposed project is expected to last approximately four (4) months.

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

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

C. Significant Projects (per 23 CFR 630.1010) -
It has been determined that the subject project is not significant per 23 CFR 630.1010. Pedestrian routes shall be maintained at all times by the contractor. A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

2.3.1.8 Safety Considerations, Accident History and Analysis

Accident History and Analysis was performed to assess the level (if any) of pedestrian and motor vehicle interactions for this project. Accident Reports were provided to our office on February 20, 2015 from the New York State Department of Transportation. Results indicate that there has been only one incident involving a pedestrian involved in a vehicular accident. This accident was located at the intersection of Broadway and McCrea Street. This accident was cited as having an apparent factor of aggressive driving / road rage. This accident did not result in any personal injuries.

Pedestrian safety considerations throughout the Corridor are being addressed by construction and reconstructing sidewalks and by the use of pedestrian lighting.

2.3.1.9 Ownership and Maintenance Jurisdiction

McIntyre Street, Case Street, Marion Street, McCrea Street and Wing Street are all maintained by the Village of Fort Edward. The sidewalks within the Village are maintained by homeowners. The sidewalks and lights on Case Street outside the residential area will be maintained by the Village.

2.3.2 Multimodal

2.3.2.1 Pedestrians

Pedestrians will be accommodated on the new and reconstructed sidewalks.

2.3.2.2 Bicyclists –

Existing shoulders within the project limits are not delineated with pavement markings. However, the roadway width varies between 21’ and 32’ throughout the corridor and allows for two way vehicular traffic and bicycle traffic. The Village has no restrictions in regards to bicycles using the paved shoulders.

2.3.3 Infrastructure

2.3.3.1 Design Standards

The standards in this project were developed in accordance with the NYSDOT Highway Design Manual (HDM), American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities.

2.3.3.2 Critical Design Elements

Exhibit 2.3.3.2 Primary Design Values for ADA-Compliant Sidewalks			
Element	**Standard Value**	**Source**[1]	**Proposed Value**
Design Speed	N/A		N/A
Sidewalk Width	4 ft min., 5 ft preferred	HDM Chapter 18	4 ft min., 5 ft preferred
Adjacent Graded Width	2 ft min.	AASHTO	Varies 0 to ___
	1:6 max. cross slope		Varies
Maximum Grade	5% max.	HDM Chapter 18	5% max. or match grade of adjacent roadway
Cross Slope	2% max.	HDM Chapter 18	2% max.
Buffer Strip (Grass)	3.2 ft min.	HDM Chapter 18	3.2 ft min.
Buffer Strip (Trees)	5.9 ft preferred	HDM Chapter 18	5.9 ft preferred
Passing Space (if req.)	5 ft x 5 ft min. @ 200 lf max.	HDM Chapter 18	5 ft x 5 ft min. @ 200 lf max.
Vertical Change In Level	¼" max.	HDM Chapter 18	¼" max.
Horizontal Clearance	N/A		N/A
Vertical Clearance	6.5 ft min.	HDM Chapter 18	6.5 ft min.

[1] 2012 AASHTO Guide for the Development of Bicycle Facilities.

2.3.3.3 Other Design Parameters

There are no other design parameters.

2.3.3.4 Existing and Proposed Highway/Bridge Plan and Section

The proposed sidewalk plans and typical section are provided in Appendix A.

2.3.3.5 Non Standard/Non Conforming Features

There are no nonstandard or nonconforming features within the project limits regarding sidewalks.

2.3.3.6 Pavement and Shoulder Conditions

Not applicable to this project scope.

2.3.3.7 Drainage Systems

There are no proposed drainage systems involved in this project.

2.3.3.8 Geotechnical

There are no special geotechnical concerns involved in this project.

2.3.3.9 Structures

There are no existing or proposed bridges or large culverts within the project limits.

2.3.3.10 Hydraulics of Bridges and Culverts

There are no bridges or culverts within the project limits.

2.3.3.11 Constructability Review

The Region One Construction Group will review the project and provide their comments and concerns during final design.

2.3.3.12 Utilities

The proposed project alignment has been designed to minimize impacts to the existing utilities. However, utility conflicts with the proposed sidewalk construction may arise. Utility companies in conflict will be contacted and utility relocation will be coordinated during final design.

The utility features most likely to be in conflict with the proposed alternatives include utility poles and hydrants

2.3.3.13 Right of Way

No property acquisitions are anticipated for this project.

2.3.3.14 Landscaping/Environmental Enhancement

The proposed sidewalks will have minimal impacts on the existing landscape. All disturbed areas will be stabilized with grass at construction completion. If tree removals are required, efforts to replace the trees will be made.

2.4 Miscellaneous

2.4.1 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

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

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

The Smart Growth Screening Tool checklist SG-13 is attached in Appendix A.

2.4.2 Other Miscellaneous Information

None.

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

Refer to the Environmental Checklist included in Appendix B for information on all environmental issues for which the project was screened.

APPENDICES