

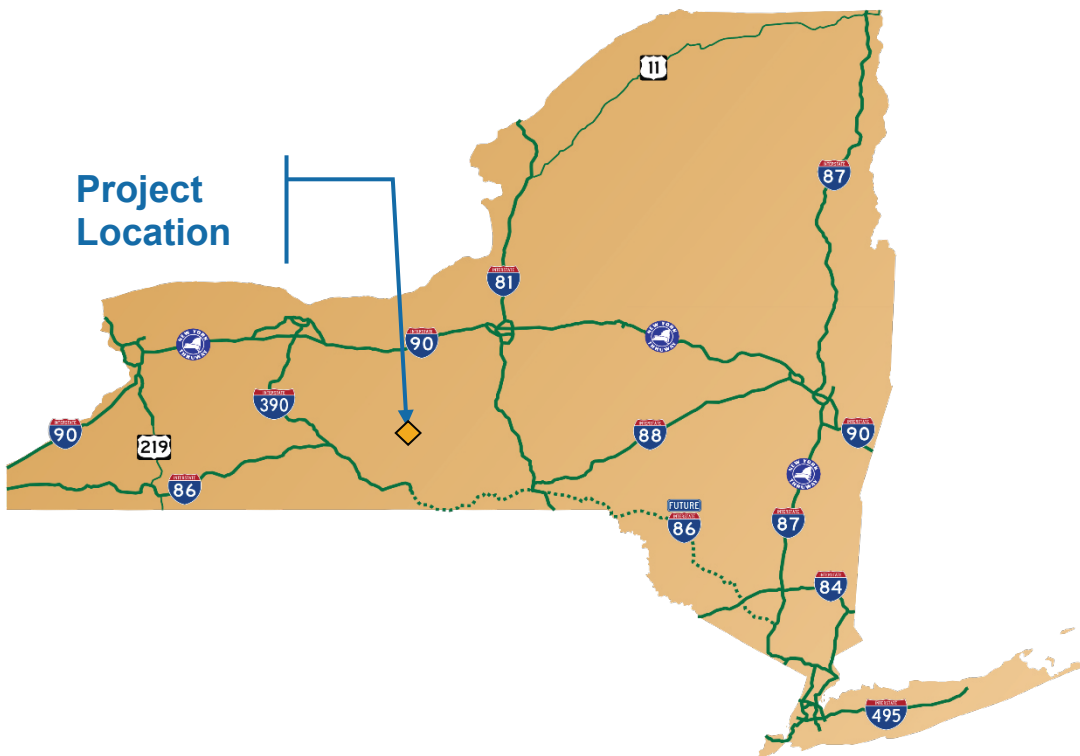
EXHIBIT 2021-031

Transportation Project Report

Final Initial Project Proposal/Final Design Report

December 2020

Walking Safe – Cayuga Heights
Project Identification Number (PIN): 3950.69
Village of Cayuga Heights
Tompkins County



Department of
Transportation



U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

Milestones

Signatures

Dates

A. Recommendation for, Initiation, Scope and Design Approval:

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

Brent Cross, Village Engineer, Village of Cayuga Heights Date

B. Recommendation for Scope, and Design, Approval:

All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained.

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

Timothy Faulkner, P.,E. Fisher Associates Date

C. Local Project Nonstandard Feature Approval

No nonstandard features are being retained or created on Non-NHS local roadways.

Brent Cross, Village Engineer, Village of Cayuga Heights Date

D. Local Project Scope and Design Approval

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

Brent Cross, Village Engineer, Village of Cayuga Heights Date

CONTACT: Village Engineer

PHONE: (607) 257-5536

PROJECT MANAGER: Brent Cross

List of Preparers

Group Director Responsible for Production of this Initial Project Proposal/Final Design Report (IPP/FDR):

Timothy Faulkner, PE,
Project Manager Fisher Associates, P.E., L.S., L.A., D.P.C.
Description of Work Performed: Directed the preparation of the IPP/FDR in accordance with established standards, policies, regulations, and procedures, except as otherwise explained in this document.

PLACE P.E. STAMP

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.*

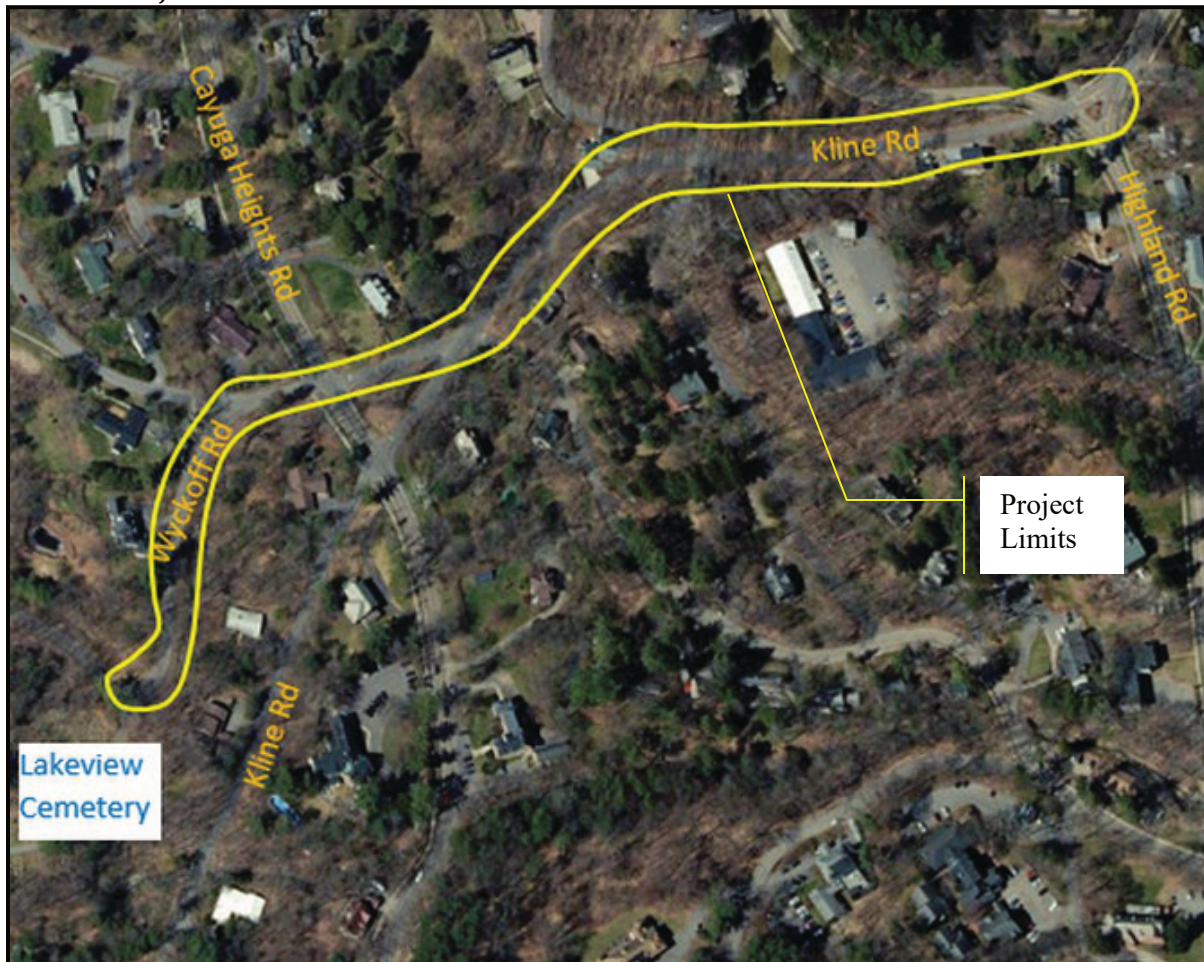
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1.1 PUBLIC FRIENDLY DESCRIPTION OF PROJECT

This project will complete a critical gap in the walkability of the Village of Cayuga Heights. A continuous sidewalk will be constructed along Kline Rd from Highland Rd to Wyckoff Rd and on Wyckoff Rd from Kline Rd to the Lakeview Cemetery east entrance. This will complete the connection to the existing multi use trail adjacent to Ithaca High School just off East Shore Drive. This pedestrian network will also include high-visibility crosswalks and signage. The benefits of the project include providing a safe walking route to and from school, reduced vehicular traffic on this hilly corridor that has a number of blind spots that reduce visibility and environmental benefits from the reduction in traffic.

1.2 PROJECT LOCATION



- A. Route number: NA
- B. Route name: Kline Rd/Wyckoff Rd/Lakeview Cemetery Access Rd
- C. SH (state highway) number and official highway description: NA
- D. Village: Cayuga Heights
- E. County: Tompkins
- F. Length: Kline Rd – 1000 ft
Wyckoff Rd – 900 ft
- G. From: Kline Rd – Highland Rd to Wyckoff Rd
Wyckoff Rd – Kline Rd to Lakeview Cemetery
- H. Federal Aid System: No

- I. Functional Class: Local Road
- J. Existing AADT: N/A
- K. Trucks (%): N/A

1.3 PROJECT NEED

Existing Characteristics of Concern	
Element	Measure/Indicator
Curb Ramp/Pedestrian Facility Deficiencies	There are no sidewalks along the roadways within the limits of the project. Compliant facilities will be constructed to meet ADA Standards.

Project Element(S) To Be Addressed:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Highway Element-Specific | <input type="checkbox"/> Operational Maintenance |
| <input type="checkbox"/> Bridge Element-Specific | <input type="checkbox"/> Where & When |
| <input type="checkbox"/> Other: | |

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

1.4 PURPOSE/OBJECTIVES

- (1) Increase the walkability, connectivity, and safety of the pedestrians within the Village of Cayuga Heights.

1.5 DESCRIPTION OF PROPOSED WORK

Null Alternative: The null alternative retains the project limits with no improvements. As the null alternative does not satisfy the project objectives, the null alternative will not be considered further but will be retained for comparison.

Alternative 1: This alternative will construct a new 5 foot sidewalk along either the north or south side of Kline Rd from Highland Rd to Wyckoff Rd as described in Options A and B below. A new 5-foot sidewalk will also be constructed on the north side of Wyckoff Rd from Kline Rd to Lakeview Cemetery.

High visibility crosswalks will be installed at all road crossings and drainage will be modified as needed to construct the new facilities. Additional pedestrian lighting will also be added along the cemetery access road.

Option A: Option A would construct the new 4-foot sidewalk along the south side of Kline Rd from Highland Rd for approximately 250 feet and then a 5 foot sidewalk to Wyckoff Rd. The sidewalk would cross at the intersection of Wyckoff Rd, and would continue on the north side of Wyckoff Rd. Under this option a 3-foot grass buffer would be maintained between the roadway and the new sidewalk in the area of the 5 foot sidewalk. In the area of the 4 foot sidewalk, the sidewalk will be curbed with no grass buffer. There would be new drainage structures required to maintain proper flow of water.

The project cost for Option A is approximately \$437,200. Option A is the preferred option based on cost of construction.

Option B: This Option would construct the new 4-foot side walk along the north side of Kline Rd from Highland Rd to Overlook Rd and shift the road centerline approximately 2 feet south to minimize the need for a retaining wall. A 5-foot sidewalk will be constructed from Overlook Rd to the Lakeview Cemetery. Under this option Kline Rd would be curbed with the new sidewalk constructed immediately adjacent to the roadway. Due to the existing topography a new closed drainage system would be installed.

The project cost for Option B is approximately \$521,200. Option A is the preferred option based on cost of construction.

2.1 DESIGN STANDARDS

Design Standards	
Project Type	NYSDOT Design Guidance
Drainage System Restoration	NYSDOT Highway Design Manual Chapters 8 & 19
Bicycle and Pedestrian Facilities	NYSDOT Highway Design Manual Chapters 17 & 18

All applicable sidewalk design criteria will be followed. See Appendix E – Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities for a listing of all applicable design standards.

2.2 OTHER DESIGN PARAMETERS

No other design parameters have been established for this project.

2.3 NONSTANDARD/NONCONFORMING FEATURES

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

Existing pedestrian facilities within the scope of this project will be evaluated in final design for conformance with the applicable standards in the NYSDOT Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities found on the NYSDOT Highway Design Manual [Chapter 18 webpage](#). If the work at any facility will not meet the applicable standards, then the procedural requirements identified in ED 15-004 - Design, Construction and Inspection of Pedestrian Facilities in the Public Right of Way will be followed and the facility will be justified as nonstandard.

2.4 SPECIAL TECHNICAL ACTIVITIES REQUIRED

No special technical activities are required.

2.5 WORKZONE SAFETY AND MOBILITY

The Village of Cayuga Heights has determined that this project is not significant per 23 CFR 630.1010.

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

2.6 ASSET MANAGEMENT

Applies Not Applicable

2.7 POTENTIAL UTILITY INVOLVEMENT

Yes No

2.8 RIGHT OF WAY

All proposed work can be accomplished within the existing right of way, therefore, it is anticipated that no right of way acquisitions will be required for the project. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

3.1 ENVIRONMENTAL CLASSIFICATION

NEPA (National Environmental Policy Act):

This project is being progressed as a NEPA Class II action (Categorical Exclusion).

In accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this is an action which will not have significant environmental effects and does not normally require additional federal approval regarding NEPA. Specifically this action meets the description in 23 CFR 771.117 c(3) "Construction of bicycle and pedestrian lanes, paths, and facilities" and meets the constraints listed in 23 CFR 771.117(e). This is further detailed in the Federal Environmental Approvals Worksheet (FEAW) included in Appendix B.

SEQRA (State Environmental Quality Review Act):

The Village of Cayuga Heights as Lead Agency has determined that this project is a SEQRA Unlisted Action in accordance with 6 NYCRR, Part 617. The project has been identified as an Unlisted Action as it does not fall into any recognized NYSDEC Type I or Type II category, per 6 NYCRR Section 617.

Since there are no significant impacts to the SEQR compliance criteria based on the investigations discussed herein, the project complies with SEQR, does not require an Environmental Assessment (EA), and no further processing is required under SEQR.

The following Checklist(s) are attached:

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

3.2 ENVIRONMENTAL DOCUMENTATION

3.2.1 Social

Neighborhoods and Community Cohesion

This project is located in the Village of Cayuga Heights which consists of residential areas that are adjacent to the Lakeview Cemetery. Activity for this project is anticipated to take place within the residential areas and will include the alteration of the road or adjacent right-of-way. The project is expected to have a positive impact on the neighborhood transportation options and may enhance community cohesion as it should provide a connection between the residential areas west of Lakeview Cemetery and the existing multi-use trail along East Shore Rd.

General Social Groups Benefited or Harmed

The project does not result in the harm of any social groups. Instead, it will provide beneficial safe access between the intersection of Highland Rd and Kline Rd, through the intersection of Cayuga Heights Rd and Kline Rd, to an existing multi-use trail along East Shore Rd that can be accessed through the Lakeview Cemetery.

3.2.2 Economic

Business Districts

This project will have a positive impact on area business districts by providing improved pedestrian access and allowing more residents to safely access the existing multi-use trail along East Shore Rd.

3.2.3 Environmental

Endangered Species

Letters inquiring about the presence of endangered, threatened or rare animals and plants were sent to the following agencies to determine if there is potential for impact:

- United States Fish and Wildlife Service (USFWS)
- NYSDEC – Permits Department, Region 7
- NOAA – National Marine Fisheries Service Habitat Conservation Division

An online request for information was also submitted to the NYSDEC – Division of Fish and Wildlife, New York Natural Heritage Program (NYNHP) on April 10, 2020. A response was received from the NYNHP, dated May 6, 2020, and did not identify any records of rare or state-listed animals or plants, or significant natural communities within the vicinity of the project.

Responses from USFWS, NYSDEC, and NOAA have not yet been received. The United States Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC) database was also consulted, and one threatened/endangered species may potentially be present in the project vicinity, the Northern long-eared bat (*Myotis septentrionalis*), or NLEB.

The NLEB was listed by the IPaC as potentially located within the project area, but it is not likely that there will be any incidental take of NLEB from within the project area. In a letter dated May 6, 2020 received from NYNHP they indicated that they “have no records of rare or state-listed animals, plants, or significant natural communities at the project site or in its immediate vicinity”.

Multiple individual trees located in the immediate vicinity of the proposed sidewalk are planned for removal in association with this project. The tree removal area does include trees are greater than 3-inches diameter breast height (dbh) and are less than 1,000 feet from a wooded area that contains snag trees. The tree cutting for the project will be conducted during the allowable window during hibernation.

The IPaC FHWA Programmatic Consultation Determination Key for Transportation Projects Affecting NLEB or Indiana Bat was completed. A preliminary determination of “May Affect, Not Likely to Adversely Affect” was reached.

Refer to the Endangered Species Act (ESA) Section 7 associated attachments in Appendix B for documentation of this finding.

Section 106

The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resources Information System (CRIS) website was reviewed to determine the location of any properties listed, or eligible for listing, in the National Register of Historic Places (NRHP) adjacent to the proposed Project. The eastern portion of the project, from approximately Cayuga Heights Rd to Highland Rd, borders a historic building district. There are four (4) properties listed within 200 feet of the Area of Potential Effect (APE). A Project Submittal Package (PSP) report was generated and submitted to the NYSDOT for review. Comments have been received from NYSDOT and at this time, possible alternatives for the project are being evaluated and once a preferred alternative is chosen, the PSP will be resubmitted.

Hazardous Waste and Contaminated Materials

A Hazardous Waste/Contaminated Materials Database Screening has been conducted for this site in accordance with NYSDOT The Environmental Manual (TEM) 2010 Section 4.4.20, in order to document the likely presence or absence of hazardous/contaminated environmental conditions. A hazardous/contaminated environmental condition is the presence or likely presence of any hazardous substances or petroleum products (including products currently in compliance with applicable regulations) on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.

A Hazardous Waste/Contaminated Materials Database Screening consisted of a review of publicly available New York State and Federal regulatory databases conducted by Environmental Risk Information Services (ERIS). The report provided by ERIS identified two (2) spills within 1/8 of a mile from the project corridor. Spill No. 1401551 and 0800183 were both the result of damaged transformers that leaked oil. Records indicate that the spill were clean up and closed.

The database search indicated a two (2) records of a leaking underground storage tanks (USTs) within 1/8 of a mile from the eastern end of the project corridor (Spill No. 0265030) and western end of the project corridor (Spill No. 9209253). Spill No. 0265030 occurred at the Lakeland Apartments. Notes in the spill record indicate that two (2) unregistered USTs were removed, along with free product and contaminated soil. Spill report was closed. Spill No. 9209253 occurred at a gasoline station along East Shore Rd as a result of reported gasoline contamination of the

groundwater monitoring well on site. Inspection and sampling of the groundwater did not indicate any gasoline contamination present, and the spill was closed.

Given the nature, distance, and topography associated with this spills, they do not appear to present a concern to the project at this time.

Comparison of Alternatives			
Category	Alternatives Evaluated		Alternatives Considered and Dismissed
	Null	Reasonable/Preferred Alternative – Alt. A	Alt. B
3.3 Property Impacts	None	None	None
Construction Cost	None	\$437,200	\$521,200

ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION

Permits

New York State Department of Environmental Conservation (NYSDEC):

- State Pollutant Discharge Elimination System (SPDES) General Permit

Others

- Historic or Archaeological Impacts to National Historic Preservation Act (NHPA) Section 106 resources

Coordination

- Federal Highway Administration
- New York State Historic Preservation Officer (SHPO)
- US Fish and Wildlife Service
- New York Natural Heritage Program
- City of Ithaca

3.4 NYS 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 Consultant and reflects the current project scope.

4.1 FUNDING

FUNDING SOURCE: 100% State Federal

MPO INVOLVEMENT: No Yes
 TIP Name: ITCTC TIP No.: 3950.69

TIP AMENDMENT REQUIRED: No Yes; Needed by:

STIP STATUS: On STIP Not on STIP

4.2 COST AND SCHEDULE

- Public Meeting
- Permits
- Other – Identify e.g., utilities, endangered species (ESA)
- 4(f)/106 FHWA sign-off
- Consultant(s) for: Design

Schedule and Cost				
Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
Design I-VI	8 Months	\$143,000	TAP/Town	July 2019
Construction	4 Months	\$458,000	TAP/Town	March 2021
Construction Inspection	4 Months	\$67,000	TAP/Town	March 2021
TOTAL ESTIMATED COST		\$668,000		

BASIS OF ESTIMATE: TAP Application and Engineering Estimate

PROGRAM DISPOSITION/LETTING: Scheduled for letting in SFY 2021

STATEWIDE SIGNIFICANCE: No Remarks:

Design approval is scheduled for August of 2020 with construction scheduled to begin in spring of 2021 and last 4 months.

Project Schedule	
Activity	Date Occurred/Tentative
Scope Approval	July 2020
Design Approval	January 2021
ROW Acquisition	NA
Construction Start	Spring 2021
Construction Complete	Summer 2021

Project Cost (in millions)			
Activities		Alternative A	Alternative B
Construction Costs	Bridge	N/A	N/A
	Highway	\$305,550	\$364,225
	Field Change Item (5%)	\$15,300	\$18,200
Incidentals (14%)		\$42,800	\$51,000
Subtotal 1		\$363,650	\$433,425
Contingency (15%)		\$54,600	\$65,100
Mobilization (4%)		\$14,600	\$17,400
Subtotal 2		\$432,850	\$516,000
Expected Award Amount (Inflate current costs/prices at 1%/yr. to midpoint of construction to arrive at \$ amount to be entered here) See HDM 21.6.3.2 B		\$437,200	\$521,200
Construction Inspection		\$110,000	\$110,000
ROW Costs		N/A	N/A
Total Alternative Costs		\$547,200	\$631,200

5.1 PUBLIC INVOLVEMENT

Notifications to public officials and potential stakeholders will be completed. Meetings with key residents in the corridor were held along with a public meeting in November. Initially the public meeting was intended to be in-person however due to Covid-19 the meeting needed to be switched to a virtual public meeting. In addition, a website was be created with the project plans and a description of the project that allowed for public comment. A summary of the comments that were received are contained in Appendix D.

Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Website	October 2020
Public Informational Meeting	November 17, 2020

5.2 SPECIAL CIRCUMSTANCES

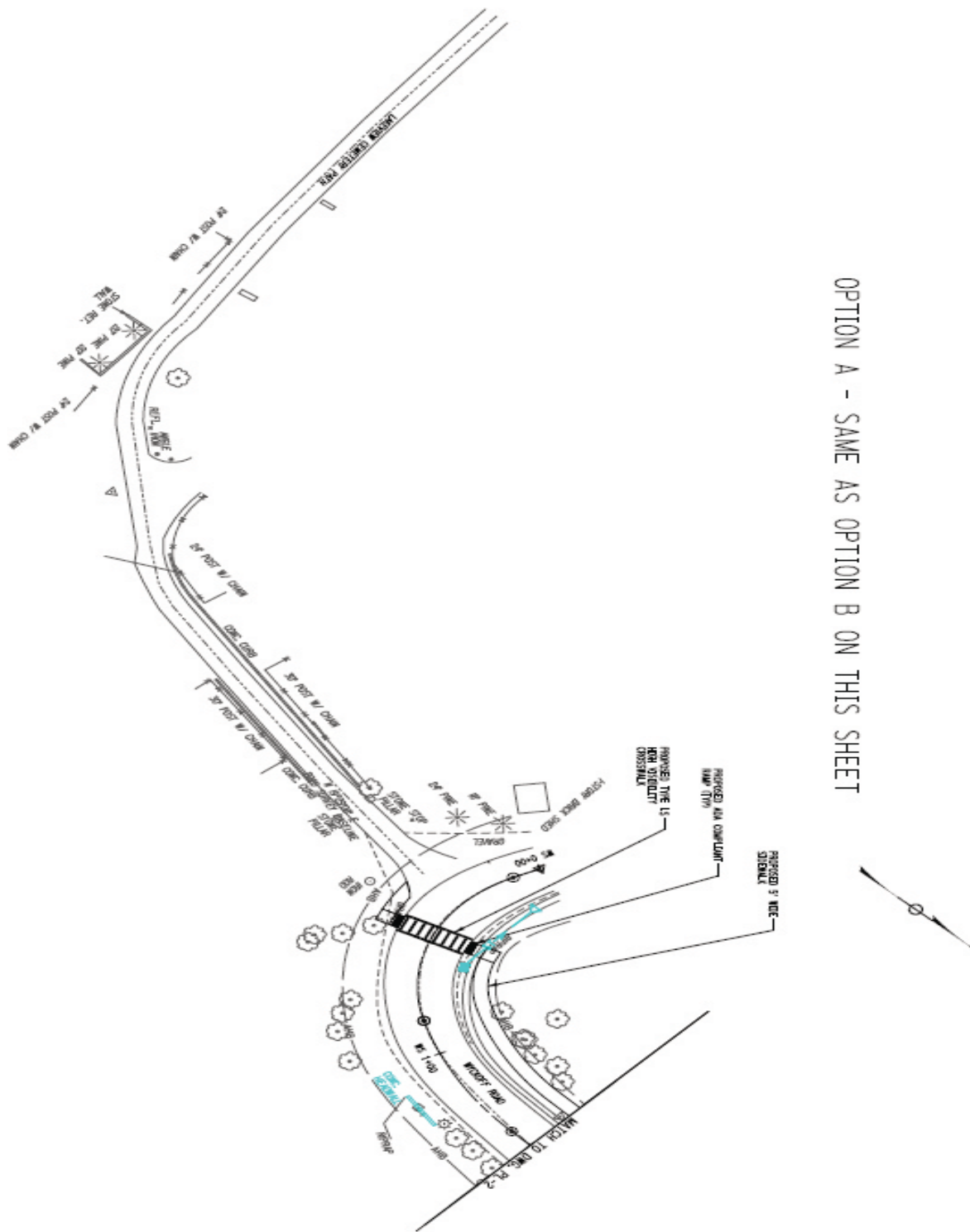
6.1 LIST OF ATTACHMENTS / APPENDICES

Appendix A – Plans

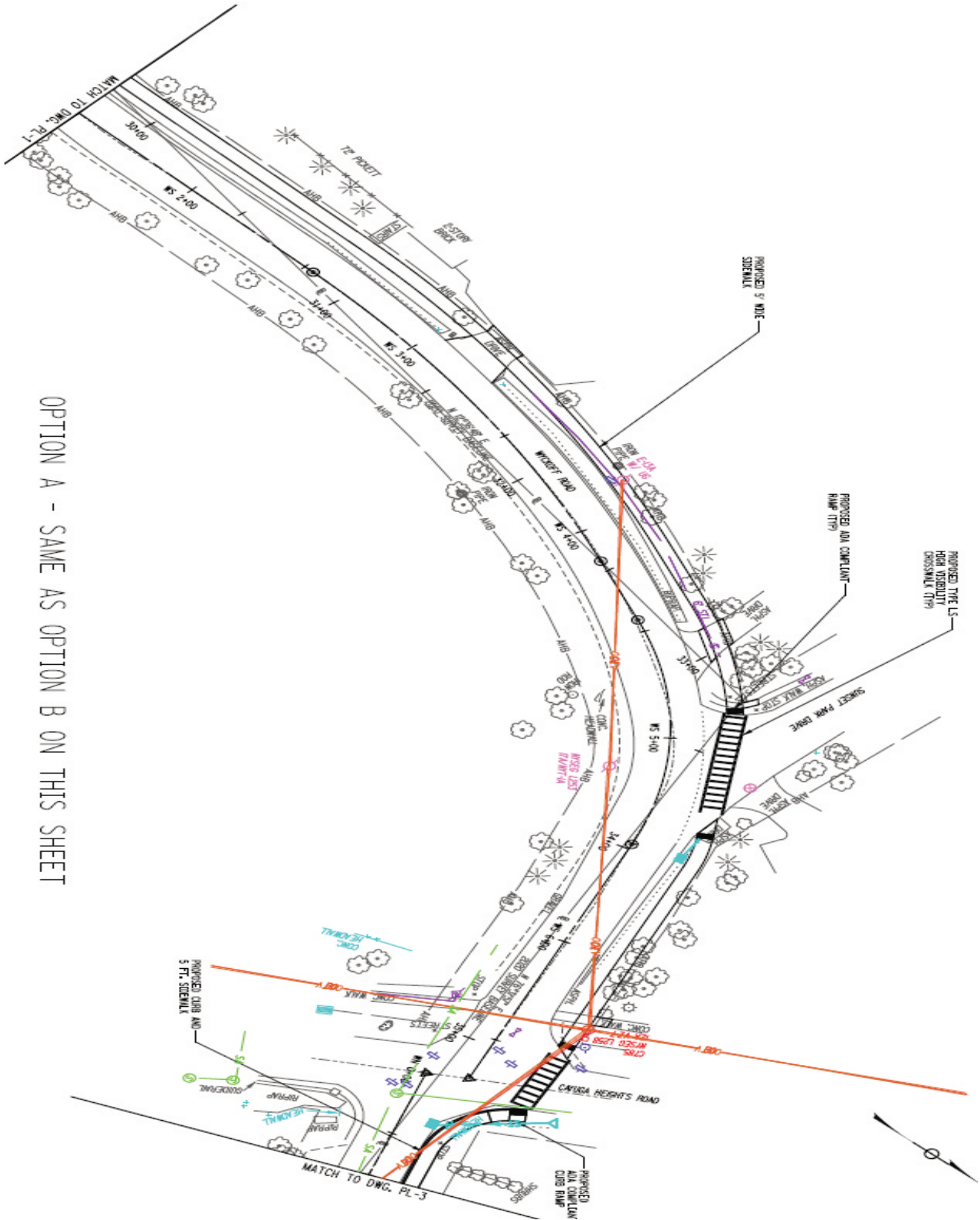
Appendix B – Environmental Information

Appendix C – Smart Growth Screening Tool

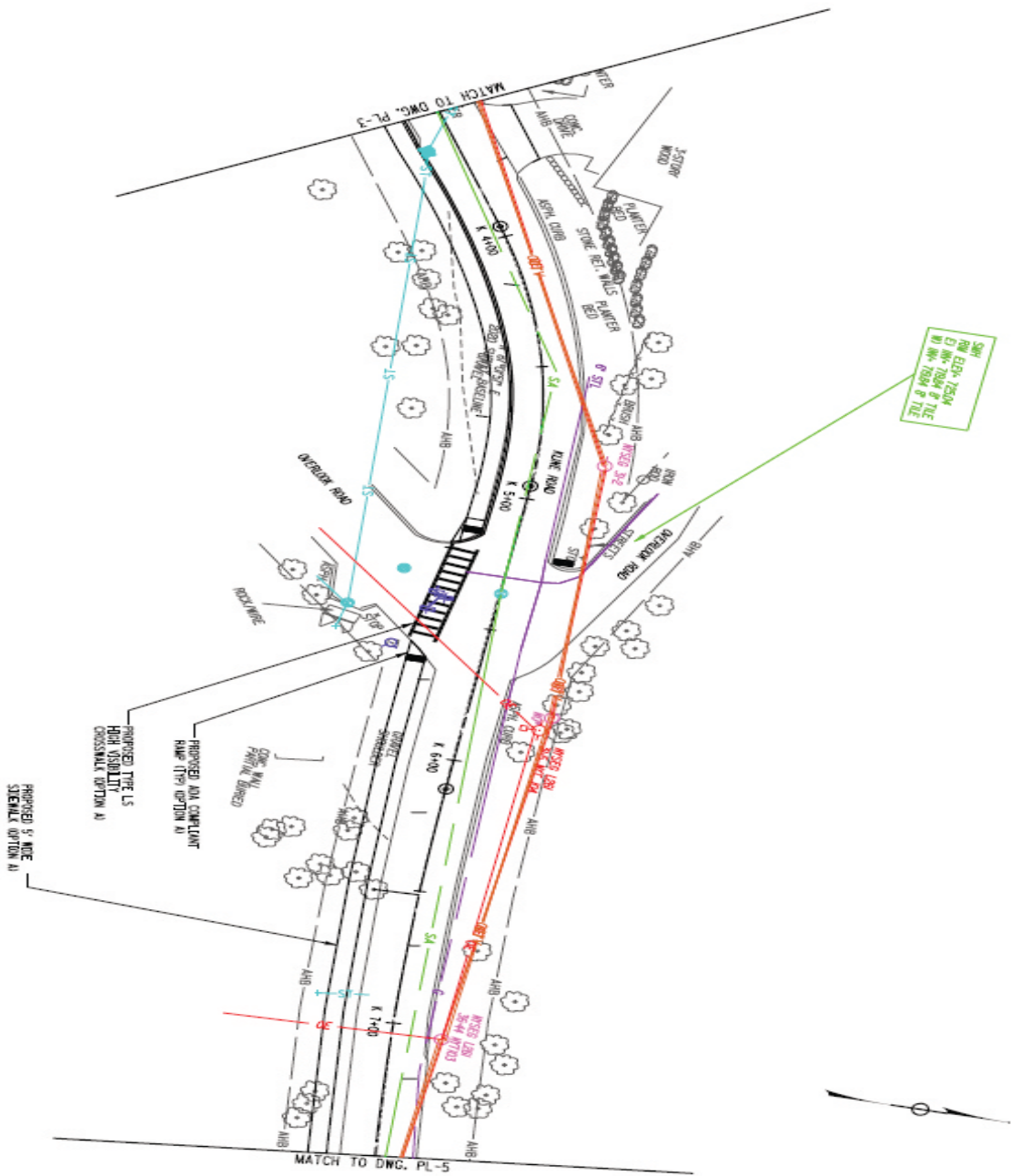
Appendix D – Public Input



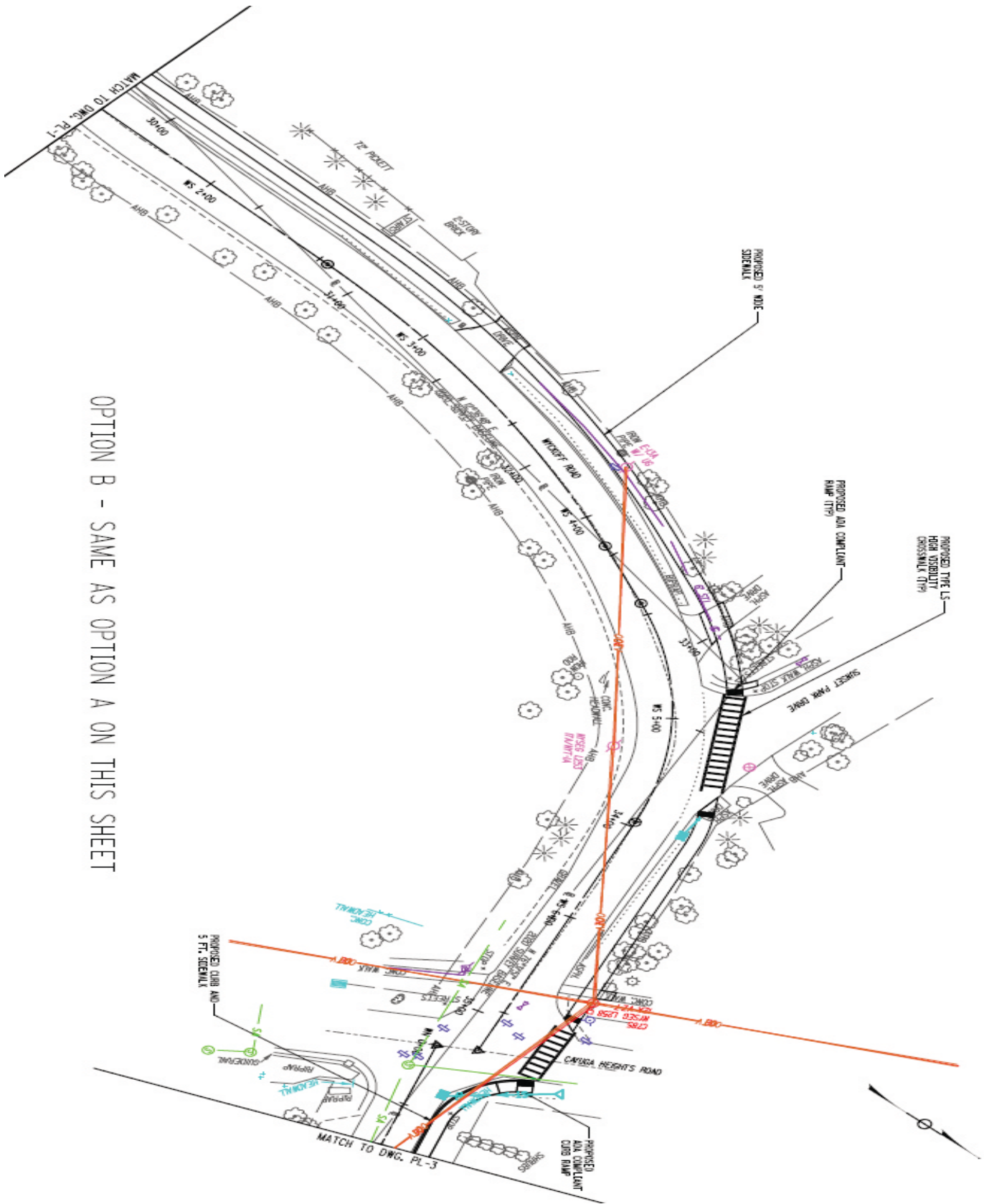
OPTION A - SAME AS OPTION B ON THIS SHEET



OPTION A - SAME AS OPTION B ON THIS SHEET



OPTION A



OPTION B - SAME AS OPTION A ON THIS SHEET

OPTION B

