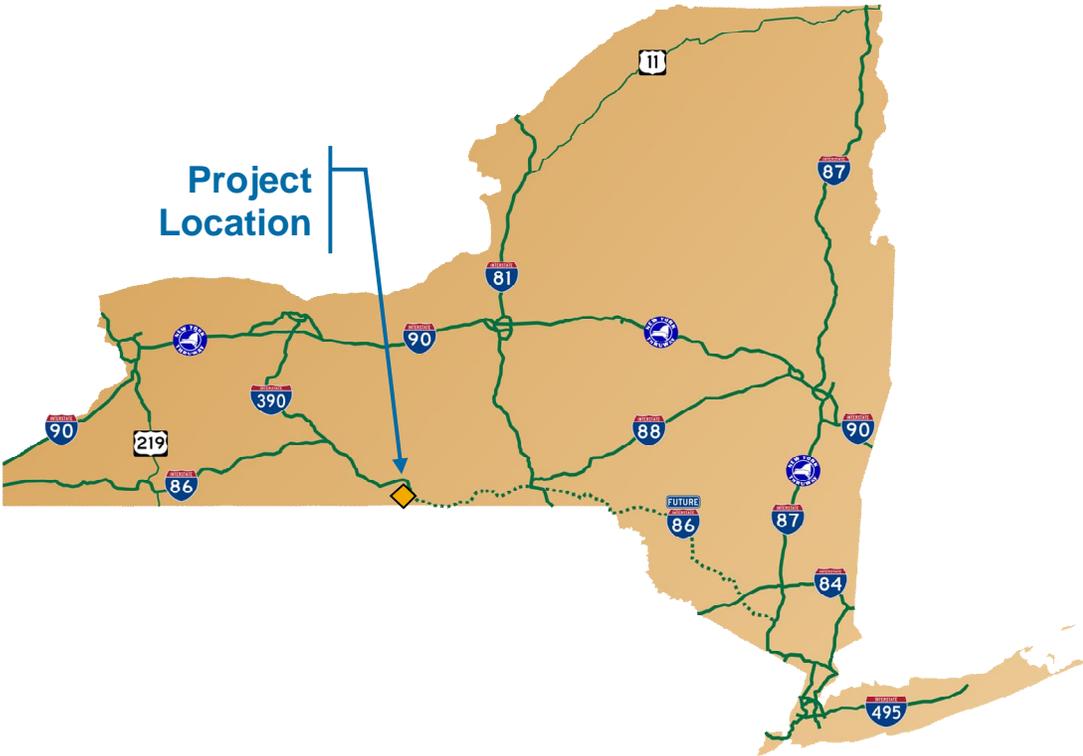


Transportation Project Report

Project Scoping Report/Final Design Report

September 2023

Locally Administered Federal Aid Project
East Water Street Rejuvenation Project
Project Identification Number (PIN): 6755.13
City of Elmira
Chemung County
D040477



Department of
Transportation



U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

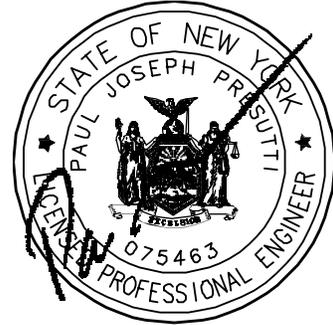
| <u>Milestones</u> | <u>Signatures</u> | <u>Dates</u> |
|---|---|----------------------------|
| A. Recommendation for, Scope and Design Approval: | The project cost and schedule are consistent with the Regional Capital Program. _____ Todd A. Stauring, Regional Program Manager | _____ Date |
| B. Recommendation 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.  _____ Paul Presutti, Erdman Anthony | _____ 9/12/2023 Date |
| C. Public Hearing Certification (Pursuant to 23 USC 128 and 23 CFR 771.111): | A public hearing was not required. _____ Daniel J. Mandell, Mayor, RLO - City of Elmira | _____ Date |
| D. Categorical Exclusion Determination on Behalf of FHWA | This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions. _____ Brian C. Kelly, Regional Director | _____ Date |
| E. Local Project Nonstandard Feature Approval | No nonstandard features are being retained or created on NHS/State roadways. _____ Brian C. Kelly, Regional Director | _____ Date |
| F. 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. _____ Brian C. Kelly, Regional Director | _____ Date |

List of Preparers

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

Paul Presutti, PE, Principal Associate, Erdman Anthony

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



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

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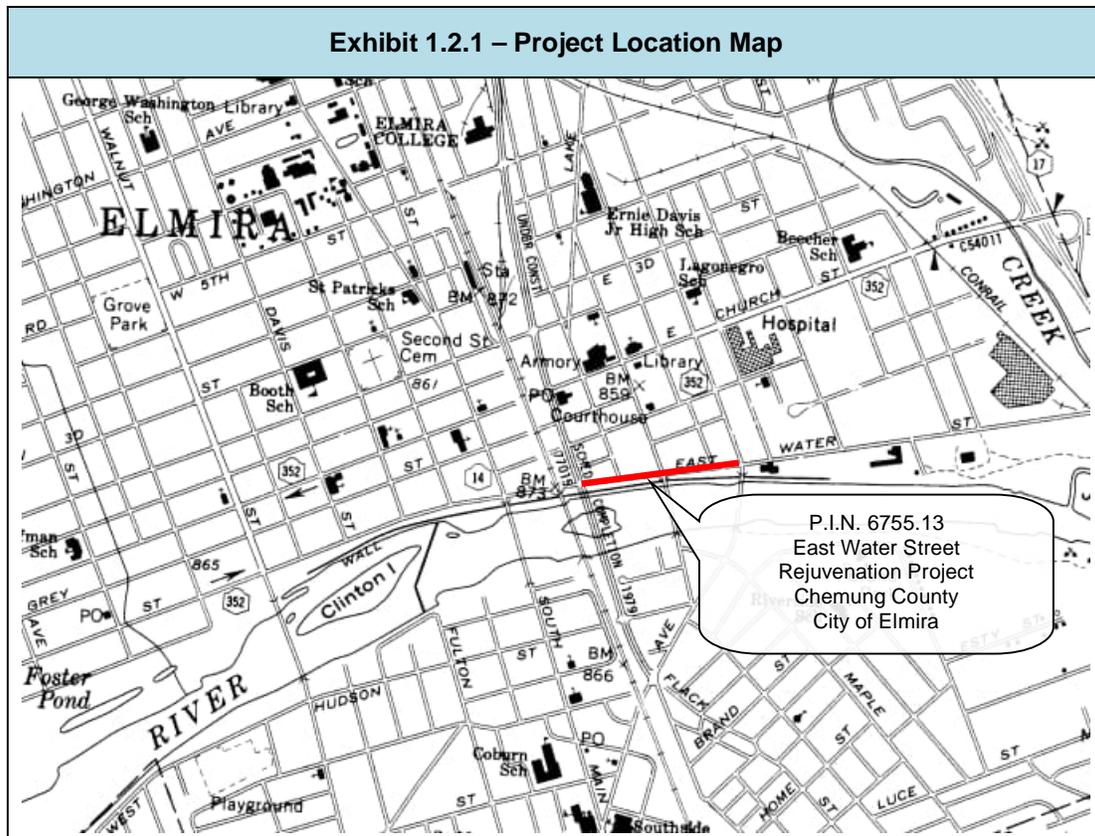
CHAPTER 1 – PROJECT DEVELOPMENT

1.1. Introduction

This report was prepared in accordance with the NYSDOT Project Development Manual, 17 NYCRR (New York Codes, Rules and Regulations) Part 15, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.2), objectives established (1.2.3) to address the needs, and cost-effective alternatives developed (1.3). This project is federally funded.

1.1.1. Project Location

- A. Route number: NYS Route 352
- B. Route name: East Water Street
- C. City of Elmira
- D. Chemung County
- E. Length: 0.30 miles (approximately 1,600 feet)
- F. Limits: Clemens Center Parkway to Madison Avenue



1.2. Purpose, Need and Objectives

1.2.1. Project Need

East Water Street is an urban principal arterial on the National Highway System (NHS) in the central business district of downtown Elmira. The surrounding land uses include commercial, retail and local businesses, municipal, and other mixed-use properties which generate high vehicle, pedestrian and bicyclist activity along the corridor.

The project will correct asphalt pavement and sidewalk deficiencies, including mobility and accessibility. It will also enhance the streetscape for the revitalization of downtown Elmira.

1.2.2. Project Purpose

The purpose of this project is to improve the pavement condition and streetscape aesthetics while also improving facilities for pedestrians and bicyclists.

1.2.3 Project Objectives

- (1) Correct identified pavement deficiencies that will extend the useful life of the highway and maintain it in a structurally sound condition using cost effective pavement treatments which provide low life cycle costs.
- (2) Improve pedestrian facilities in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and improve the safety of pedestrian, bicycle and motor vehicle traffic.
- (3) Improve landscape and aesthetics of the corridor to establish community identity.

1.3. Project Alternative(s)

Alternatives Under Consideration:

No Build:

This alternative would not provide any pavement, sidewalk, or streetscape improvements. Although this alternative would not satisfy any of the project objectives, it will be carried forward as a baseline for comparison to the other alternatives being considered.

Alternative 1: Mill and Overlay Pavement with Streetscape Improvements, Without Medians

This alternative includes a two-course mill and overlay pavement rehabilitation of East Water Street with sidewalk and streetscape improvements that would consist of curbed bump-outs, roadway narrowing, and various landscape elements throughout the project limits. Curb bump-outs would increase safety by reducing crossing time for pedestrians and encouraging lower vehicle speeds. New sidewalks and curb ramps would be installed according to ADAAG or PROWAG as applicable. East of Lake Street, bicyclists would be accommodated in a dedicated bike lane. West of Lake Street, bicyclists would be accommodated in an upgraded wide travel lane where motor vehicles and bicycles can safely share the facility. Traffic signs would be upgraded to meet the current MUTCD standards. Existing traffic signals would be maintained. This project would also replace the existing light poles and underground wiring.

Landscape elements would include colored stamped concrete and trees in the curb bump outs and snow storage area next to the roadway. Pedestrian furnishings in the form of trash receptacles, benches, tables, bike racks and parking pay stations would be installed.

Standard parallel parking would be installed on the south side of the roadway between Clemens Center Parkway and Baldwin Street and on the north side of the roadway between Baldwin Street and Lake Street. Back-in angle parking would be installed west of Lake Street on the south side of East Water Street. On-street parking would be restricted east of Lake Street to create a wider snow storage area with landscaping and provide bike lanes. This wider snow storage area would increase the safety of pedestrians using the corridor.

The pavement of East Water Street would be milled and overlaid with top and binder courses of asphalt pavement. The new asphalt pavement would improve service life, ride quality, and friction of the roadway. The drainage system would be reconstructed to match into the narrower pavement section and new curbs. Where possible, the storm sewer will be separated from the sanitary sewer.

Plans and typical sections for Alternative 1 are provided in Appendix A

Alternatives Found to Be Not Reasonable:

Alternative 2A: Full Depth Pavement Reconstruction with Streetscape Improvements, Without Medians

Alternative 2A would include all the same improvements as Alternative 1 except the pavement would be full depth reconstruction. Service life of the pavement would be longer than that of mill and overlay alternative. Cost for this alternative is much higher than the budget and would require additional funding. Therefore, this alternative was eliminated from further study.

Alternative 2B: Full Depth Pavement Reconstruction with Streetscape Improvements, With Medians

Alternative 2B would include all the same improvements as Alternative 2A except median islands would be included east of Lake Street and the bike lanes would be eliminated. The number of commercial driveways in this section of the corridor limits the number of medians and the length of medians. A combination of flush medians and full height medians were proposed to allow access to commercial driveways while keeping the aesthetics of the medians. Comments from the public meeting were not in favor of median islands and the potential confusion that may be caused by dual height islands. Therefore, this alternative was eliminated from further study.

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

1.4 Project Effects

1.4.1 Environmental Classification

| Exhibit 1-1 Environmental Classification Summary | | | |
|---|-------------|----|----------------------------|
| NEPA Classification | Class II CE | BY | NYSDOT |
| SEQRA Type: | Type II | BY | Responsible Local Official |

1.4.2 Comparison of Considered Alternatives

| Exhibit 1-2 Comparison of Considered Alternatives | | | | |
|--|------------------------|---|---|---|
| Category | Alternatives Evaluated | | Alternatives Found Not Reasonable | |
| | No Build | Preferred Alt. 1 | Alt 2A | Alt 2B |
| Environmental Impacts | | | | |
| Cultural Resources (Section 106) | None | No Potential to Cause Effect on Historic Properties | No Potential to Cause Effect on Historic Properties | No Potential to Cause Effect on Historic Properties |
| Endangered/ Threatened Species | None | None | None | None |
| Social Impacts | | | | |
| Mobility (Pedestrian, bicycle, transit, etc.) | No Effect | Improved pedestrian and bicycle mobility | Improved pedestrian and bicycle mobility | Improved pedestrian mobility |
| ROW Impacts | No Effect | 1 Business 0.003 Acres | 1 Business 0.003 Acres | 1 Business 0.003 Acres |
| Economic and/or Operational Impacts | | | | |
| Economic Impacts | No Effect | No Effect | No Effect | Modification to vehicular access to businesses |
| Temporary Detours | No Effect | No Effect | No Effect | No Effect |
| Reduction of Parking | No Effect | Loss of 15 on-street parking spaces | Loss of 15 on-street parking spaces | Loss of 15 on-street parking spaces |
| Utilities | None | Relocation may be required at expense of utility | Relocation may be required at expense of utility | Relocation may be required at expense of utility |
| Construction Cost | None | \$3.3M | \$4.8M | \$4.9M |

1.4.3 Anticipated Permits/Coordination/Certifications

| Exhibit 1-3 Anticipated Permits/Certifications/Coordination | |
|---|--|
| <u>Permits</u> | |
| NYS Department of Environmental Conservation (NYSDEC): | |
| <ul style="list-style-type: none"> State Pollutant Discharge Elimination System (SPDES) General Permit | |
| NYS Department of Transportation (NYSDOT): | |
| <ul style="list-style-type: none"> Highway Work Permit (work adjacent or within the ROW of NY 14/Clemens Center Parkway) | |

1.5 Preferred Alternative

Only one reasonable 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 is made and evaluation of the comments on the draft design approval document. The No Build Alternative will be retained for use as a baseline to measure and evaluate impacts that might accrue from the preferred alternative.

1.6 Project Schedule and Cost

| Exhibit 1-4 - Project Schedule | |
|--------------------------------|-------------------------|
| Activity | Date Occurred/Tentative |
| Scope/Design Approval | June 2023 |
| Construction Start | Spring 2024 |
| Construction Complete | Fall 2024 |

| Exhibit 1-5 Project Costs - Design Bid Build | | |
|---|------|-------------|
| Potential Alternatives | | Alt 2 |
| Earthwork | | \$83,070 |
| Pavement and Subbase | | \$678,795 |
| Drainage | | \$352,665 |
| Sidewalks and Curb Ramps | | \$476,000 |
| Signs & Pavement Markers | | \$31,750 |
| Traffic Signals | | \$41,800 |
| Lighting | | \$192,630 |
| Misc. Utilities (Water/Sewer) | | \$20,000 |
| WZTC | | \$250,000 |
| Landscaping | | \$76,000 |
| Survey | | \$36,000 |
| Miscellaneous/Incidentals | 10% | \$223,871 |
| Field Change | 5% | \$123,000 |
| Mobilization | 4% | \$103,423 |
| Subtotal in Base Year Dollars | | \$2,689,004 |
| Contingency/Risk | 15% | \$403,351 |
| Subtotal in Base Year Dollars | | \$3,092,355 |
| <i>Cost Data Year and Midpoint of Construction Year</i> | 2022 | 2024 |
| Inflation/Escalation to Midpoint of Construction | 3% | \$185,541 |
| Award/Construction Cost | | \$3,277,896 |
| Final Design | 10% | \$327,790 |
| Construction Inspection | 9% | \$295,011 |
| ROW | | |
| Total Project Cost | | \$3,900,696 |
| Rounded to nearest \$10K | | \$3,900,000 |

| Exhibit 1-5A Funding Table | |
|-------------------------------|-------------|
| Federal | \$2,480,000 |
| Local | \$797,896 |
| Betterment | \$1,019,200 |

1.7 Public Involvement

Refer to Appendix G for the project's Public Involvement Plan and for related project correspondence.

| Exhibit 1-6 Public Involvement Plan Schedule of Milestone Dates | |
|--|-------------------------|
| Activity | Date Occurred/Tentative |
| Public Informational Meeting | February 28, 2023 |
| Current Project Letting date | December 2023 |

For additional information or to provide comments, please contact:

Mailing Address: Andrew P. Avery, PE, DPW Commissioner
Chemung County
803 Chemung Street
Horseheads, NY 14845

Email Address: aavery@chemungcountyny.gov

Telephone: (607) 739-3896

Please include the six-digit Project Identification Number (PIN) 6755.13 in any correspondence.

The remainder of this report is a detailed technical evaluation of existing conditions, anticipated impacts of the one reasonable/preferred alternative and comparison to the null alternative, copies of technical reports and plans and other supporting information.

CHAPTER 2 – EXISTING AND PROPOSED CONDITIONS AND CONSIDERATIONS

2.1 Functional Classification/National Highway System/Truck Access

| Exhibit 2-1 Classification Data | |
|---|--------------------------|
| Route(s) | NYS Route 352 |
| Functional Classification | Urban Principal Arterial |
| National Highway System (NHS) | Yes |
| Designated Truck Access Route | Yes |
| Qualifying Highway | No |
| Within 1 mile of a Qualifying Highway | Yes |
| Within the 16 ft vertical clearance network | No |

2.2 Planning Considerations

2.2.1 Abutting Highway Segments and Future Plans

East Water Street (NYS Route 352) is an urban principal arterial roadway on the National Highway System (NHS) that extends east-west through downtown Elmira. East Water Street begins at the railroad crossing just to the west of Clemens Center Parkway (NYS Route 14), where West Water Street changes to East Water Street, and ends at I-86. East Water Street travel lanes vary between 11 to 16 feet wide with 8-foot wide parking lanes. The horizontal alignment is tangent and the roadway profile is considered level. The speed limit is 30 miles per hour. Based on field inspection, the existing pavement is in fair to poor conditions with general longitudinal and transverse cracking. Clemens Center Parkway, Baldwin Street, Lake Street, Fox Street, and Madison Avenue intersect East Water Street within the project limits.

Clemens Center Parkway is a two-way, four-lane urban principal arterial roadway that extends north-south through Elmira. Within the project vicinity, the roadway is curbed and the pavement width is 69 feet wide north of East Water Street and 64 feet wide south of East Water Street. The roadway has 12 foot wide travel lanes and a 4 foot wide median. The posted speed limit is 40 miles per hour.

Lake Street is a two-way, three-lane urban major collector that extends north-south through Elmira. Within the project vicinity, the roadway is curbed and the pavement width is typically 44 feet wide with 11 foot travel lanes and an unmarked parking lane of approximately 11 feet wide. The posted speed limit is 30 miles per hour.

Madison Avenue is a two-way, two-to-three lane urban principal arterial roadway that extends north-south through Elmira. Within the project vicinity, the roadway is curbed and the pavement width is 48 feet wide north of East Water Street and 38 feet wide south of East Water Street. The roadway has 12 foot wide travel lanes. The posted speed limit is 30 miles per hour.

According to the ECTC's 2040 Long Range Transportation Plan, there are no plans to reconstruct or widen East Water Street abutting highway segments, or the intersecting highway segments, within the next 20 years.

2.2.2 Local Plans for the Project Area

This project is on the 2023 – 2026 State Transportation Improvement Program (STIP). Project funding has been fully allocated on the STIP.

There are no approved developments planned within the project area that will impact traffic operations.

2.2.3. Access Control

Access is unrestricted along Route 352. Eleven business driveways exit onto the highway within the project limits. This project will not change the existing access control.

2.3. Traffic Considerations

2.3.1 Traffic Volumes

| Exhibit 2-2 Existing and Forecast Traffic Volumes | | |
|--|--|-----|
| | East Water Street (Clemens Center Parkway to Madison Avenue) | |
| Year | ADT | DHV |
| Existing (2018) | 9928 | 886 |
| ETC (2024) | 9978 | 890 |
| ETC+20 (2044) | 10970 | 979 |

Note: ETC is the Estimated Time of Completion

Annual average daily traffic (AADT) for East Water Street was obtained from the NYSDOT Traffic Data Viewer. Forecast no-build design year traffic volumes – The Estimated Time of Completion (ETC) + 20 design year was selected per HDM Chapter 5.

2.3.2 Speed Studies

The posted speed limit and operating speeds were obtained using NYSDOT's Speed Count Hourly Reports. The latest speed count report for East Water Street was obtained from July 2018.

| Exhibit – 2-3 Speed Data | |
|---|------------------------------------|
| Route | NYS Route 352 |
| Existing Speed Limit (mph) | 30 mph |
| Operating Speed (mph) and Method Used for Measurement | 31 mph EB, 28 mph WB Station Speed |

2.3.3 Level of Service Analysis

The City of Elmira does not anticipate capacity improvements within 20 years.

| Exhibit 2-5 Intersection Level of Service and Delays (sec) Alternative 2 | | | | | |
|---|-------------|-------------|-------------|-------------|------------------|
| YEAR ETC | EB AM/PM | WB AM/PM | NB AM/PM | SB AM/PM | Overall AM/PM |
| Intersection of East Water St and Clemens Center Pkwy | | | | | |
| EXISTING 2023 | B/B | A/A | B/B | B/B | B/B |
| ETC 2024 | B/B | A/A | B/B | B/B | B/B |
| ETC+20 2044 | B/B | B/A | B/B | B/B | B/B |
| Intersection of East Water St and Baldwin St | | | | | |
| EXISTING 2023 | A/A | B/B | - | A/A | A/B |
| ETC 2024 | A/A | B/B | - | A/A | A/B |
| ETC+20 2044 | B/B | B/B | - | A/A | B/B |
| Intersection of East Water St and Lake St | | | | | |
| EXISTING 2023 | B/A | A/A | - | A/A | B/A |
| ETC 2024 | B/A | A/A | - | A/A | B/A |
| ETC+20 2044 | A/A | A/A | - | A/A | A/A |
| Intersection of East Water St and Madison Ave | | | | | |
| EXISTING 2023 | B/B | C/B | B/C | B/C | B/B |
| ETC 2024 | B/B | C/C | B/B | B/C | B/B |
| ETC+20 2044 | C/B | C/C | B/B | B/C | B/C |

2.3.4 Safety and Crash History Analysis

A crash analysis was performed in accordance with NYS Highway Design Manual Chapter 5. The analysis extends from RM 352 62022014 to RM 352 62022017 and was performed from January 1st,

2019 to December 31st, 2021. The crash rate for this segment of Route 352 is 1.79 crashes per million vehicle miles. This is below the statewide crash rate for similar facilities, which is 2.38 crashes per million vehicle miles.

There are no High Accident Locations (HALs) within the study area.

The predominate crash types are:

| Exhibit 2-6 Collision Summary Route 352, From Clemens Center Parkway to Madison Avenue | | |
|--|--------|------------|
| Type of Collision | Number | Percentage |
| Rear End | 18 | 31% |
| Right Angle | 24 | 41% |
| Left Turn | 6 | 10% |
| Pedestrian | 1 | 2% |
| Bicycle | 3 | 5% |

2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets)

Pedestrians

East Water Street is a heavily utilized pedestrian facility as it is a central business district corridor. Pedestrians are accommodated along both sides of East Water Street on concrete and brick paver sidewalks with varying width. The condition of the sidewalks vary from good to fair. Curb ramps at intersection crossings are diagonal and many do not meet handicap accessibility requirements in accordance with the ADAAG or PROWAG.

East Water Street sidewalks and curb ramps would be reconstructed as shown in Appendix A with adequate width and slope consistent with ADAAG and PROWAG requirements as applicable. New sidewalk would be installed to tie-in new curb line modifications as necessary. Where possible, directional pedestrian crossings would be installed within the new curb bump-outs at the East Water Street intersections of Baldwin Street and Lake Street. Under the proposed alternative a new crossing would be installed on the west side of the Baldwin Street intersection. Detectable warning devices would be installed at all curb ramp locations according to NYSDOT standards.

Bicyclists

East Water Street is a bicycle route where both bicyclists and motor vehicles share the road. Portions of the existing bicycle accommodations along East Water Street do not meet the minimum standard guidelines according to HDM Chapter 17.

Under the proposed alternative, bicyclists would be accommodated from Clemens Center Parkway to Lake Street by a 14' wide shared use curb lane and from Lake Street to Madison Avenue with a 5' wide dedicated bike lane. Both accommodations would comply with the minimum bicycle facility widths as outlined in HDM Chapter 17. Bicycle share road warning signs, bike lane signs, and other appropriate signage would be upgraded to current MUTCD standards. Additionally, bicycle safe drainage grates would be installed as necessary.

Transit

Public transportation services for Chemung County are provided by C Tran. There are several C Tran transit routes that use East Water Street, but there are no stops within the project limits.

2.4 Structures

There are no structures within the project limits.

2.4.2 Hydraulic Considerations

There are no bridges or culverts within the project limits.

2.5 Design Standards

2.5.1 Critical Design Elements

| Exhibit 2-8.1 Critical Design Elements for East Water Street | | | | |
|---|---|---|-------------------------------------|---|
| PIN | 6755.13 | | BIN (if applicable) | |
| Functional Class: | Urban Principal Arterial - Other | NHS | <input checked="" type="checkbox"/> | Non-NHS <input type="checkbox"/> |
| Design Class: | Arterial | Context Class: | | Urban |
| Project Type: | Reconstruction | Terrain: | | Flat |
| Design Year AADT: | 9978 | Percentage of Trucks: | | 5% |
| Truck Access or Qualifying Highway (QH)? | Truck Access Highway | If not a QH, is project within 1 mi of a QH? | | Yes |
| Existing or Proposed Bicycle Route? | No | Anticipated level of bicycle activity | | Low |
| Element | | Standard | Existing Condition | Proposed Condition ² |
| 1 | Design Speed | 30 mph to 45 mph HDM Section 2.7.2.4 | 35 mph | 35 mph ¹ |
| 2 | Lane Width | Shared use - 13' min., 15' desirable Turning – 11' min., 12' desirable Parking – 8' min., 12' desirable HDM Section 2.7.2.4 Exhibit 2-4a | 12-16 ft 11-12 ft 8 ft | 14 ft 11 ft 8 ft |
| 3 | Shoulder Width | 0 ft min., 4 ft desirable HDM Section 2.7.2.4 Exhibit 2-4a | 0 ft | 0 ft |
| 4 | Horizontal Curve Radius | 371 ft Min. (at $e_{max}=4\%$) HDM Section 2.7.2.4 Exhibit 2-4a | >371 ft | >371 ft |
| 5 | Superelevation | $e_{max} = 4\%$ HDM Section 2.6.5 Exhibit 2-1b | N/A | N/A |
| 6 | Stopping Sight Distance (Horizontal and Vertical) | 250 ft Min. HDM Section 2.7.2.4 Exhibit 2-4a | >250 ft | >250 ft |
| 7 | Maximum Grade | 7% | 2.6% | 2.6% |

| Exhibit 2-8.1 Critical Design Elements for East Water Street | | | | | |
|---|---|--|---|---|---|
| PIN | 6755.13 | | BIN (if applicable) | | |
| Functional Class: | Urban Principal Arterial - Other | | NHS | <input checked="" type="checkbox"/> | Non-NHS <input type="checkbox"/> |
| Design Class: | Arterial | | Context Class: | | Urban |
| Project Type: | Reconstruction | | Terrain: | | Flat |
| Design Year AADT: | 9978 | | Percentage of Trucks: | | 5% |
| Truck Access or Qualifying Highway (QH)? | Truck Access Highway | | If not a QH, is project within 1 mi of a QH? | | Yes |
| Existing or Proposed Bicycle Route? | No | | Anticipated level of bicycle activity | | Low |
| Element | Standard | | Existing Condition | Proposed Condition² | |
| | HDM Section 2.7.2.4 Exhibit 2-4a | | | | |
| 8 | Cross Slope | 1.5% Min., 2.5% Max. HDM Section 2.7.2.4 H | 2.0% | 2.0% | |
| 9 | Vertical Clearance | 14'-0" Min., 14'-6" desirable BM Section 2.3.1, Table 2-2 | N/A | N/A | |
| 10 | Design Loading Structural Capacity | NYSDOT LRFD Specifications AASHTO HL-93 Design Live Load and NYSDOT Design Permit Vehicle with LRFR 1.2 or higher BM Sections 1.3 and 1.5 NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle HDM Section 19.5.3 | N/A | N/A | |
| 11 | Americans with Disabilities Act Compliance ³ | HDM Chapter 18 | Facilities will be evaluated in final design | If pedestrian facilities are found to have noncompliant elements that cannot be made compliant, they will be justified as nonstandard. ⁴ | |

Notes:

- 1 The proposed Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.
- 2 ** Denotes non-standard feature
- 3 Refer to Section 2.3.5 for detailed pedestrian facility information.
4. Pedestrian facility nonstandard features to be retained or created will be justified in final design.

2.5.2 Other Design Parameters

| Exhibit 2-10 Other Design Parameters | | |
|--|----------------------|--------------------|
| Element | Parameter | Proposed Condition |
| Level of Service (for non-interstate projects) | LOS D HDM 5.2.3.4 | LOS C |
| Drainage Design Storm | 5 Years | 5 Years |

| Exhibit 2-11 Other Design Parameter: Design Vehicle | | |
|--|----------------------------|----------------------|
| Location | Design Vehicle (HDM Ch. 5) | Vehicle Accommodated |
| East Water Street and Clemens Center Parkway | SU | SU |
| East Water Street and Baldwin Street | SU | SU |
| East Water Street and Lake Street | SU | SU |
| East Water Street and Madison Avenue | SU | SU |

2.5.3 Existing and Proposed Highway/Bridge Plan and Section

Plans and typical sections representing the proposed improvements are included in Appendix A. The existing horizontal and vertical alignments along East Water Street would be maintained throughout the project limits. In general, modifications would be made to the existing curb lines and the adjacent sidewalk in order to install the new curb and achieve adequate grade requirements.

Highway:

The existing typical section of East Water Street between Clemens Center Parkway and Madison Avenue consists of a 44-foot curb to curb pavement width; 12-16-foot travel lanes, 8-foot parking lanes, and 11-foot turn lanes at intersections.

Under the proposed alternative, the East Water Street curb to curb pavement width would be modified in order to accommodate shared use travel lanes in each direction, parking lanes, and left turn lanes that meet the standard widths according to Exhibit 2-8.1.

Curb:

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

New granite curb would be installed throughout the project length, as the existing curb lines would be modified to meet the new pavement widths.

Driveways:

There are eleven commercial business driveways on East Water Street between Lake Street and Madison Avenue. The driveways would be modified to meet NYSDOT standards.

2.5.4 Nonstandard/Nonconforming Features

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

2.6 Other Infrastructure Considerations

2.6.1 Pavement and Shoulder Conditions

The existing East Water Street pavement surface is in fair to poor condition based on field observation. The roadway exhibits general alligator cracking as well as transverse cracking throughout the project limits.

Pavement core samples were taken at various locations along East Water Street and a pavement core report documenting the existing pavement section was completed. This information can be found in Appendix D.

A Pavement Evaluation & Treatment Selection Report (PETSr) was completed by Erdman Anthony in April 2023. The report can be found in Appendix D. Based on the review of the pavement core reports and PETSr, it is recommended to mill the existing pavement and overlay with binder and top courses of asphalt pavement. The new asphalt pavement would improve service life, ride quality, and friction. The pavement rehabilitation treatment would be in accordance with NYSDOT Comprehensive Pavement Design Manual.

2.6.2 Right of Way

| Exhibit 2-13 Anticipated Right-of-Way Acquisitions | | | | | |
|---|-------------|---------------------|----------------------------|-------------|---------------------------|
| Owner | Tax Map No. | Type of Acquisition | Estimated Acquisition Area | Parcel Size | Percentage of Acquisition |
| Chemung Canal Trust Company | 89.19-5-44 | Fee | 0.003 acres | 2.8 acres | 0.1% |

2.6.3 Geotechnical

There are no special geotechnical concerns with the soils or rock slopes within the project area.

2.6.4 Access Management

Access is unrestricted along Route 352. Eleven business driveways exit onto the highway within the project limits. This project will not change the existing access.

2.6.5 Traffic Control Devices

There are four signalized intersections along East Water Street, located at Clemens Center Parkway, Baldwin Street, Lake Street, and Madison Avenue.

Based on field observation, the traffic signal systems appear to be in good condition and would be retained. Signal heads would be relocated as appropriate based on the proposed lane configurations.

Inductance loops disturbed by construction would be replaced with detection cameras. Pedestrian poles and push button modifications would also be reviewed during detailed design and modified as appropriate to meet current National Manual of Uniform Traffic Control Devices (MUTCD) standards.

Signs – Signs within the project limits are generally in fair condition based upon field inspection. Existing signs, including but not limited to parking, street name, and other regulatory and warning signs would be removed and replaced with new signs and posts meeting current NYSDOT and MUTCD standards.

Pavement Markings – Pavement markings on West Water Street were in poor condition at the time of field inspections. A double yellow full barrier line separates two-way traffic; one-lane in each direction with auxiliary left turn lanes at intersections. White edge lines delineate the auxiliary turn lanes and through lanes. Arrow symbols identify the turn lanes. Stop bars and crosswalks exist at approaches to signalized intersections. New pavement markings would be installed throughout the project limits in accordance with current NYSDOT and MUTCD standards. High visibility crosswalks would be installed at the crosswalks to improve the safety of the crossings.

2.6.6 Drainage Systems

The existing drainage system consists of a closed system that conveys storm water collected by the curbed roadway. Existing catch basins affected by the curb line modifications or adjacent to new curb bump-out ramps would be replaced and/or relocated with new pipes to the existing. New curb and sidewalk improvements would also encourage positive drainage. Frames and covers would be replaced and/or adjusted to meet final grades as appropriate. Wherever possible, the storm sewer system will be separated from the sanitary sewer.

2.6.7 Utilities and Lighting

| Exhibit - 2-14 Utilities | | | |
|-----------------------------|------------------------|---------------|--|
| Owner | Type | Location/Side | Condition/Conflict |
| NYSEG | Gas Main | North | Potential conflicts with proposed curb, underdrain, and drainage |
| NYSEG | Underground Power Line | North | Potential conflicts with proposed curb, underdrain, and drainage |
| Chemung County Pure Water | Sewer Line | South | Potential conflicts with proposed curb, underdrain, and drainage |
| Elmira Water Board | Water Line | North | Potential conflicts with proposed curb, underdrain, and drainage |

2.6.10 Landscape and Community Enhancement Considerations

The existing landscape of East Water Street is consistent with an urban business district corridor. Current streetscape features include concrete sidewalks and plantings in individual planters. There is pedestrian scale ornamental lighting between Clemens Center Parkway and Lake Street and there is street lighting between Lake Street and Madison Avenue. The City of Elmira has expressed the desire to enhance the landscape of the street to support and attract redevelopment, improve the aesthetic character of the City, and provide a more inviting atmosphere for pedestrians. Landscape enhancements would include an upgrade to the existing lighting system, new street tree plantings, specialty sidewalk paving (colored stamped concrete), street furnishings including benches, bike racks and trash receptacles, and other amenities as funding permits.

2.7 Work Zone Safety and Mobility

2.7.1 Transportation Management Plan

The subject 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.

2.7.2 Proposed Work Zone Traffic Control

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

Construction at the intersections along East Water Street would be done using short term shoulder and lane closures on an as-needed basis. Access would be maintained for local emergency service providers. The details for the work zone traffic control will be prepared and evaluated during final design.

Special Provisions

No Special Provisions would be required for this project. Work zone traffic control would be coordinated with county and city officials, business owners, residents, utility owners, school districts, and local emergency service providers.

2.8 Additional Considerations

2.8.1 Constructability Review

A constructability review would be completed during final design.

2.8.2 Ownership and Maintenance Jurisdiction

The City of Elmira owns East Water Street (NYS Route 352) and maintains all pavement, signing, pavement markings, lighting system, sidewalks, curbs, storm sewers, and water mains. The City of Elmira owns and maintains the traffic signals at the intersections of East Water Street with Baldwin Street, Lake Street, and Madison Avenue. NYSDOT owns and maintains Clemens Center Parkway and the traffic signal at the intersection of East Water Street and Clemens Center Parkway. The other intersecting streets of Baldwin Street, Lake Street, Fox Street, and Madison Avenue are owned and maintained by the City of Elmira.

Snow removal operations of East Water Street are the responsibility of the City of Elmira. The maintenance of sidewalks and driveways is the responsibility of the adjacent property owner per the City of Elmira Charter.

2.8.3 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

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

- Does not degrade community cohesion in the area.
- Preserves the existing transportation corridor without expansion.
- Fosters enhancement of beauty in public spaces.
- Improves bicycle and pedestrian facilities.
- Conforms to state and local transportation plans.

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 in March 2023 and reflects the current project scope. The Smart Growth Screening Tool is included in Appendix I.

2.8.4 Miscellaneous Information

Parking:

Existing on-street parking is metered and permitted on both sides of East Water Street. On-street parking would be eliminated between Lake Street and Madison Avenue under Alternative 2. Between Clemens Center Parkway and Lake Street there would be a net gain of 6 parking spaces, due to the addition of back-in angle parking spaces on the south side of the road west of Lake Street. The numbers of existing and proposed on-street parking spaces are described in Exhibit 2-15.

| Exhibit - 2-15 Parking | | |
|--|-----------------|-----------------|
| Location | Existing | Proposed |
| Clemens Center Parkway to Lake Street | 25 | 31 |
| Lake Street to Madison Avenue | 21 | 0 |
| TOTAL | 46 | 31 |

Mark Twain Riverfront Park Improvements:

Mark Twain Riverfront Park is adjacent to the project from Clemens Center Parkway to Lake Street. Improvements to the park will be included as a betterment to this project. The work for the park will be added to the plan set, put out to bid with this project and completed by the same contractor. The design and construction costs for the park improvements will be paid for separately by the City of Elmira.

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

Refer to the Social, Economic and Environmental Resources Checklist (SEERC) included in Appendix B for information on all environmental issues for which the project was screened.

3.1 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)(26) described as "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), " 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 proposed project meets the criteria established for a SEQRA Type II Action per 6 NYCRR Section 617.5, Subdivision (c), Item 2, "replacement, rehabilitation of a structure or facility in kind, on the same site, including upgrading buildings to meet building or fire codes, unless such action meets or exceeds any thresholds in Section 617.4 of this part." This permits the project to be classified as Type II since the project does not meet or exceed any of the criteria contained in Section 617.4. No further review under SEQR is required. Additional information related to how the project meets the SEQR Type II criteria is included in Appendix B.

The following Checklist(s) are attached:

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

3.2 Environmental Documentation

For topics checked yes on the Social, Economic, and Environmental Resources Checklist or applicable on the FEAW in the appendix, resolution is as follows:

Neighborhoods and Community Cohesion

There is potential to impact transportation options; these impacts would be considered positive impacts, as walking opportunities could increase as a result of the project. Replacement of sidewalk pedestrian curb ramps to current standards will improve pedestrian facilities.

Community Services

There is potential to positively affect access to or use of Schools, Recreation Areas or Places of Worship; through the replacement of sidewalk pedestrian curb ramps to current standards.

Business Districts

Sidewalks will be affected; positive impacts are anticipated as pedestrian curb ramps will be replaced to current standards.

Specific Business Impacts

This project has the potential to positively impact businesses through the replacement of curb ramps to current standards in many locations on the project.

FEMA Floodplains

The project area is located within Zone X on FEMA Regulatory Floodplain Mapping. Zone X is described as the area of minimal flood hazard, usually above the 500-year flood level. It is noted that this area is protected from the 100-year flood by levee, dike or other structure subject to failure or overtopping during larger floods. Impacts to floodplains are not anticipated to occur as part of the project.

Endangered Species

The federal listed endangered species Northern Long Eared Bat (*Myotis sodalis*) was identified through consultation with the U.S. Fish and Wildlife Service's IPaC Review Process. To assess the potential for the project to impact this species, the FHWA New York Division's Section 7 Endangered Species Act Process for Compliance and Consultation was followed. A 'no effect' determination was reached for this species.

Federal USFWS IPaC revealed that the Monarch Butterfly has potential to be located within the project area. Currently, the monarch butterfly does not have protection under ESA Section 7 so consultation or conference with USFWS is not required at this time.

NYSDEC Environmental Resource Mapper screening revealed that there is potential for State threatened or endangered species to occur at the project site. The project site falls within the "Rare Plants and Animals" Layer on the NYSDEC Environmental Resource Mapper (ERM). Further review of the ERM indicated that the Rare Plants and Animals identified on the mapper was limited to 'Rare Freshwater Mussels' and 'Mussels Listed as Endangered or Threatened'. As work on this project does not involve work within the waterway of the Chemung River, further coordination with NYSDEC was not pursued.

Documentation of the FHWA Section 7 Process for Compliance and Consultation, including Transmittal Sheet, USFWS Species List and NYSDEC Mapping are included in **Appendix B**.

Section 106

This federal-aid project is an undertaking subject to review under Section 106 of the National Historic Preservation Act and its implementing regulation, 36 CFR Part 800. The NYSDOT Regional Cultural Resource Coordinator completed a review of the project information submitted by the sponsor to assess Section 106 obligations for the project.

Based on the project activities for the proposed scope of work the NYSDOT recommended, and FHWA determined that, the project has no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1) and meets the conditions described in the determination letter from the FHWA (dated 4/11/2023) found in Appendix B.

There are no further obligations under Section 106 of the National Preservation Act.

Section 4(f)

The proposed project is located adjacent to Mark Twain Riverfront Park, a significant publicly owned park. However, it is anticipated that the project will have only de minimis impacts on the park. Written concurrence of the official(s) with jurisdiction over the facility will be sought, along with a de minimis impact finding from FHWA, to satisfy Section 4(f) requirements.

Hazardous Waste

A hazardous waste screening/assessment was conducted for the project site utilizing procedures in the NYSDOT TEM Chapter 5.1. The assessment was prepared in general accordance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I

Environmental Site Assessment Process (Designation E1527-13). Conditions that would result in the exposure of Hazardous Waste and/or Contaminated Materials during project activities were not discovered during the assessment. No further studies are recommended. The Hazardous Waste/Contaminated Materials Screening Report can be found in **Appendix B**.

Asbestos

The site was reviewed for the presence of potential Asbestos Containing Materials (ACMs). A site visit was performed and potential ACMs were identified that may be impacted by project activities. A sample of each potential ACM was collected and sent to a NYSDOH Certified laboratory for analysis.

The results of the laboratory analysis and the Final Asbestos Survey Report are currently pending. When complete, the Asbestos Survey Report, including asbestos analytical results can be found in **Appendix B**.

3.3 Anticipated Permits/Certifications/Coordination

Others

- Local Permits
- NYSDOT PERM #33

Coordination

- Federal Highway Administration
- NYSDOT
- Utility Agencies
- City of Elmira

3.4 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

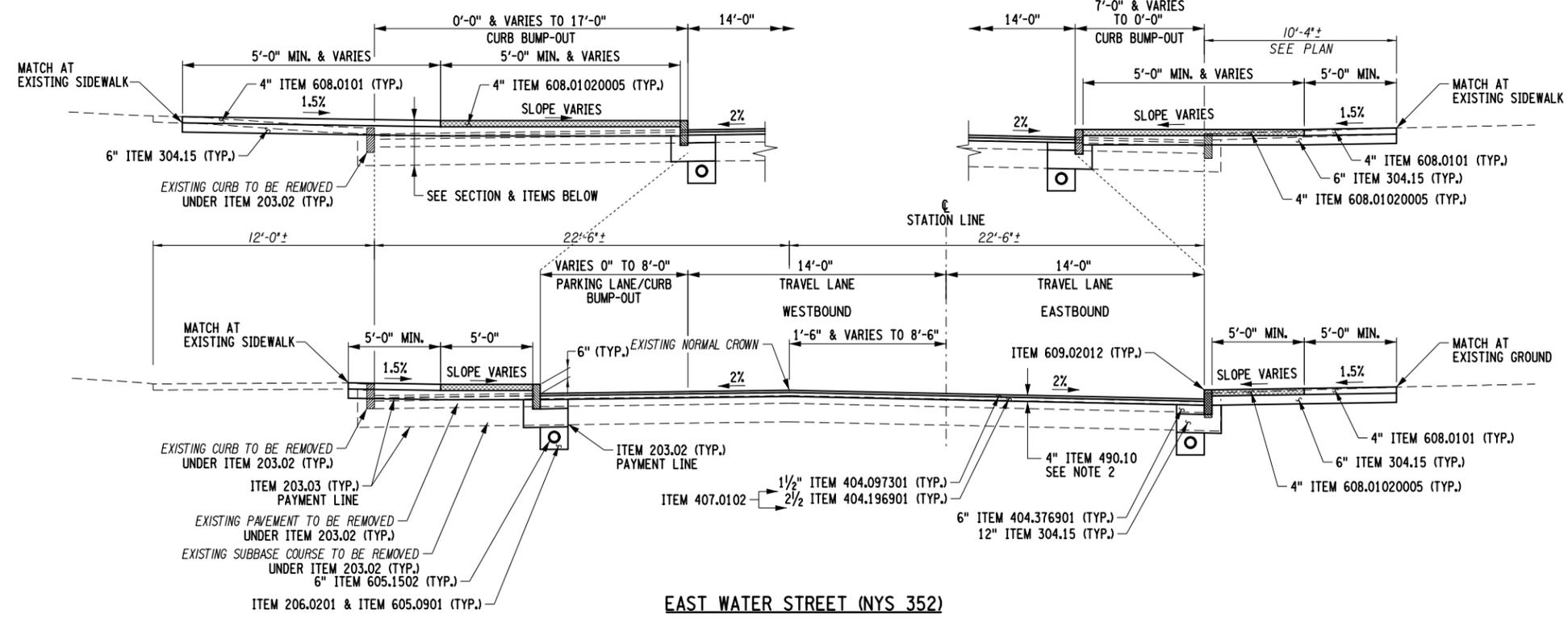
To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project's consistency and alignment with relevant Smart Growth criteria; the tool was completed by the Region's Planning and Program Management group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

APPENDICES

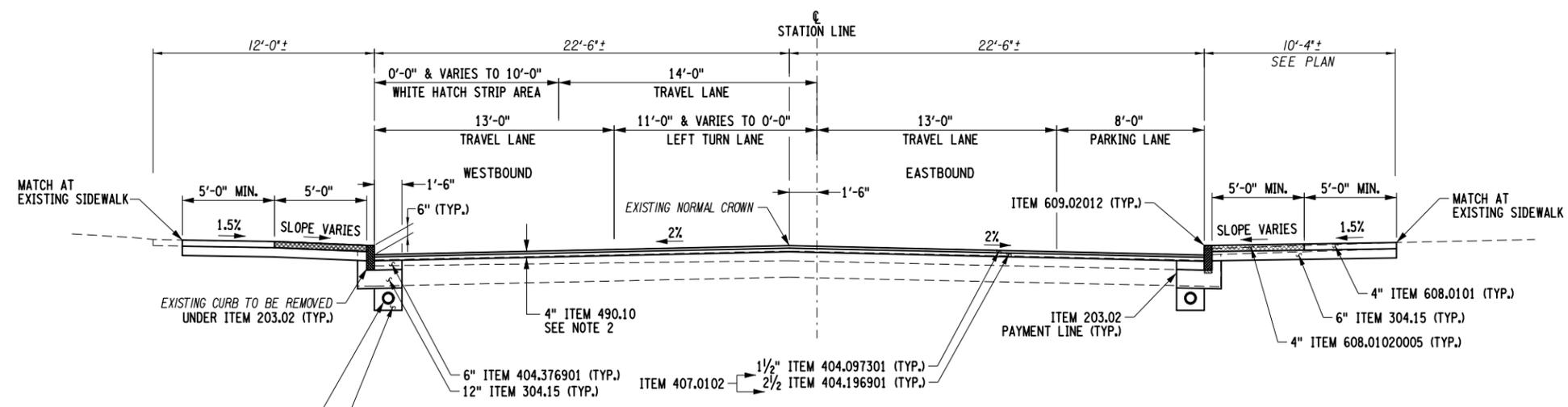
APPENDIX A
PLAN & TYPICAL SECTION DRAWINGS

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DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY B. HYDE CHECKED BY P. PRESUTTI ESTIMATED BY A. BLACKMON DRAFTED BY R. BOTZENHART CHECKED BY B. HYDE



EAST WATER STREET (NYS 352)
TYPICAL BUMP-OUT TRAVEL LANE W/ PARKING LANE
 BALDWIN STREET TO MID-BLOCK CROSSWALK
 STA. E 16+53 TO STA. E 19+55



EAST WATER STREET (NYS 352)
TYPICAL TRAVEL LANE W/ PARKING LANE
 CLEMENS CENTER PARKWAY (NYS 14) TO BALDWIN STREET
 STA. E 13+27 TO STA. E 16+53

| ITEM NO. | DESCRIPTION | UNIT | ITEM NO. | DESCRIPTION | UNIT |
|--------------|---|------|----------|-------------|------|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | | | |
| 203.03 | EMBANKMENT IN PLACE | CY | | | |
| 206.0201 | TRENCH AND CULVERT EXCAVATION | CY | | | |
| 304.15 | SUBBASE COURSE, OPTIONAL TYPE | CY | | | |
| 404.097301 | 9.5 F3 TOP COURSE WMA, 70 SERIES COMPACTION | TON | | | |
| 404.196901 | 19 F9 BINDER COURSE WMA, 60 SERIES COMPACTION | TON | | | |
| 404.376901 | 37.5 F9 BASE COURSE WMA, 60 SERIES COMPACTION | TON | | | |
| 407.0102 | DILUTED TACK COAT | GAL | | | |
| 490.10 | PRODUCTION COLD MILLING OF BITUMINOUS PAVEMENT | SY | | | |
| 605.0901 | UNDERDRAIN FILTER, TYPE 1 | CY | | | |
| 605.1502 | PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 6" DIA. | LF | | | |
| 608.0101 | CONCRETE SIDEWALKS AND DRIVEWAYS | CY | | | |
| 608.01020005 | IMPRINTED AND COLORED CONCRETE | CY | | | |
| 609.0212 | STONE CURB, NEAR VERTICAL FACE (VNF) | LF | | | |
| 633.11 | CLEANING EXISTING PAVEMENT AND/OR SHOULDERS | SY | | | |

- NOTES**
- TACK COAT (ITEM 407.0102) SHALL BE APPLIED BETWEEN ALL WARM MIX ASPHALT LIFTS BETWEEN THE TOP & BINDER PAVEMENT COURSES AND BETWEEN THE BINDER & BASE PAVEMENT COURSE.
 - EXISTING PAVEMENT AND SHOULDERS THAT HAVE BEEN MILLED SHALL BE CLEANED UNDER ITEM 633.11 PRIOR TO PLACING NEW HMA PAVEMENT.
 - SEE DWG. NO. CD-x FOR TYPICAL TREE IN LAWN DETAIL.
 - SEE DWG. NO. LP-x THRU LP-x FOR STREETSCAPING LOCATIONS.

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DATE _____ DATE _____
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| REVISIONS | | | |
|-----------|-------------|----|------|
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CLIENT

 CITY OF ELMIRA

PROJECT NAME
EAST WATER STREET REJUVENATION PROJECT

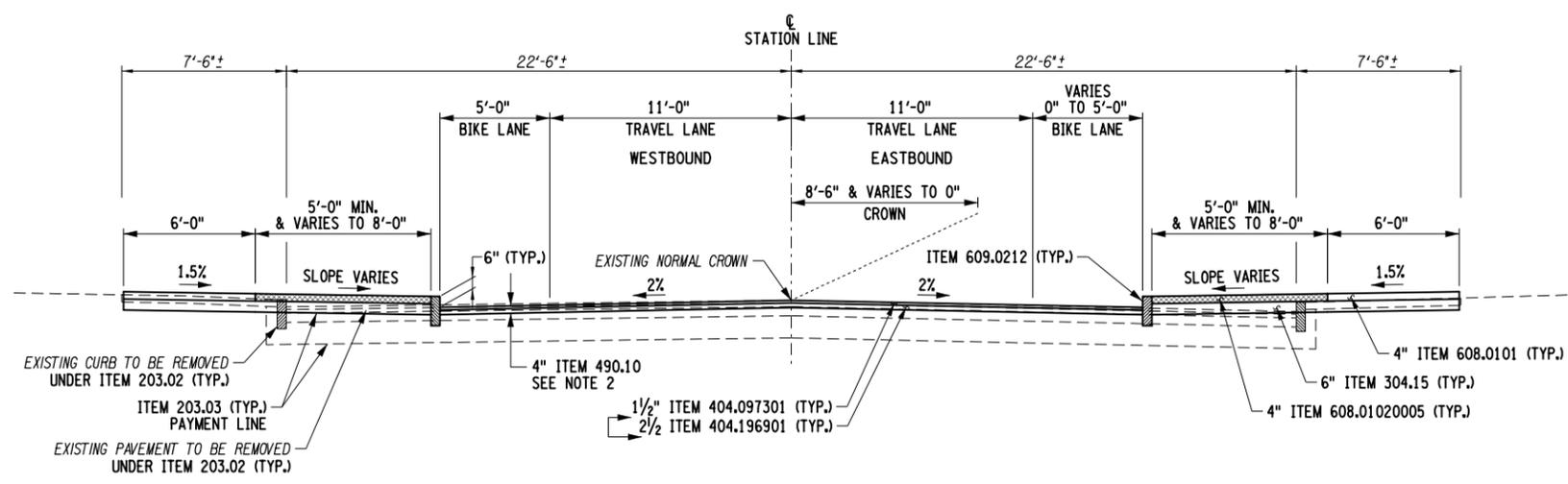
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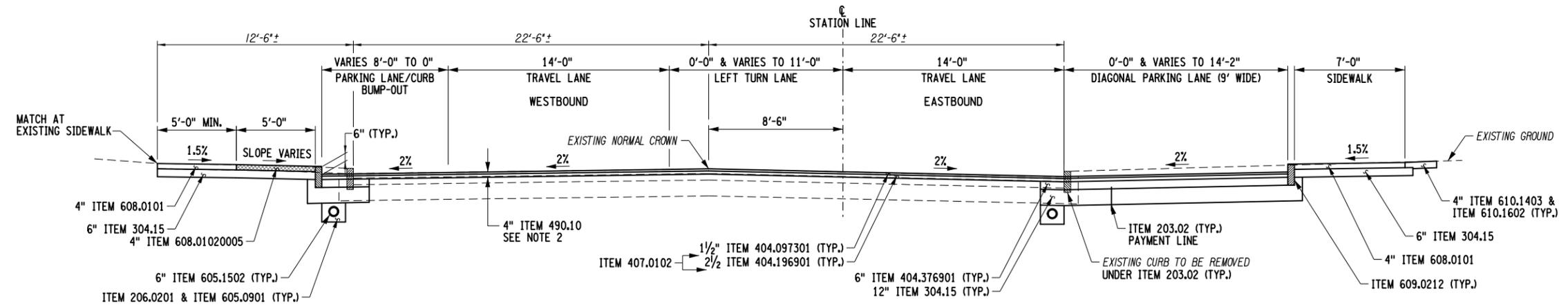
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EAST WATER STREET (NYS 352)
TYPICAL TRAVEL LANE W/ BIKE LANE
 LAKE STREET TO FOX STREET
 STA. E 21+20 TO STA. E 27+20



EAST WATER STREET (NYS 352)
TYPICAL TRAVEL & TURNING LANE W/ PARKING LANE
 MID-BLOCK CROSSWALK TO LAKE STREET
 STA. E 19+55 TO STA. E 21+20

| ITEM NO. | DESCRIPTION | UNIT | ITEM NO. | DESCRIPTION | UNIT |
|--------------|---|------|----------|---|------|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 610.1403 | TOPSOIL - LAWNS | CY |
| 203.03 | EMBANKMENT IN PLACE | CY | 610.1602 | TURF ESTABLISHMENT - LAWNS | SY |
| 206.0201 | TRENCH AND CULVERT EXCAVATION | CY | 633.11 | CLEANING EXISTING PAVEMENT AND/OR SHOULDERS | SY |
| 304.15 | SUBBASE COURSE, OPTIONAL TYPE | CY | | | |
| 404.097301 | 9.5 F3 TOP COURSE WMA, 70 SERIES COMPACTION | TON | | | |
| 404.196901 | 19 F9 BINDER COURSE WMA, 60 SERIES COMPACTION | TON | | | |
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| 490.10 | PRODUCTION COLD MILLING OF BITUMINOUS PAVEMENT | SY | | | |
| 605.0901 | UNDERDRAIN FILTER, TYPE 1 | CY | | | |
| 605.1502 | PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 6" DIA. | LF | | | |
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| 608.01020005 | IMPRINTED AND COLORED CONCRETE | CY | | | |
| 609.0212 | STONE CURB, NEAR VERTICAL FACE (NVF) | LF | | | |

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REVISIONS

| NO. | DESCRIPTION | BY | DATE |
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CLIENT

CITY OF ELMIRA

PROJECT NAME

EAST WATER STREET REJUVENATION PROJECT

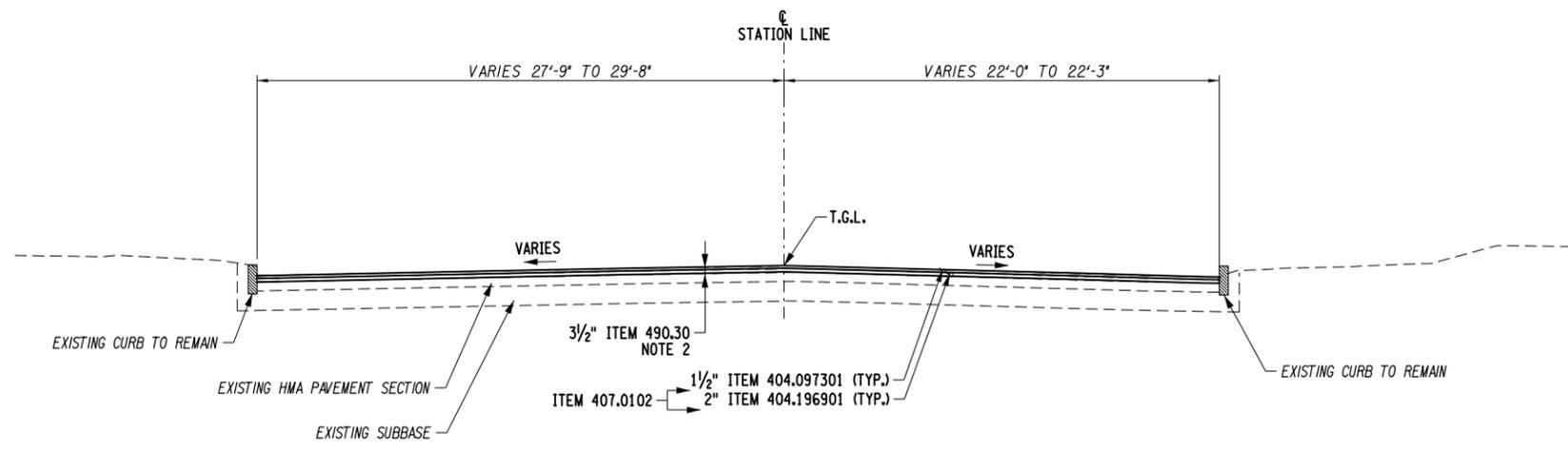
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TYPICAL SECTIONS

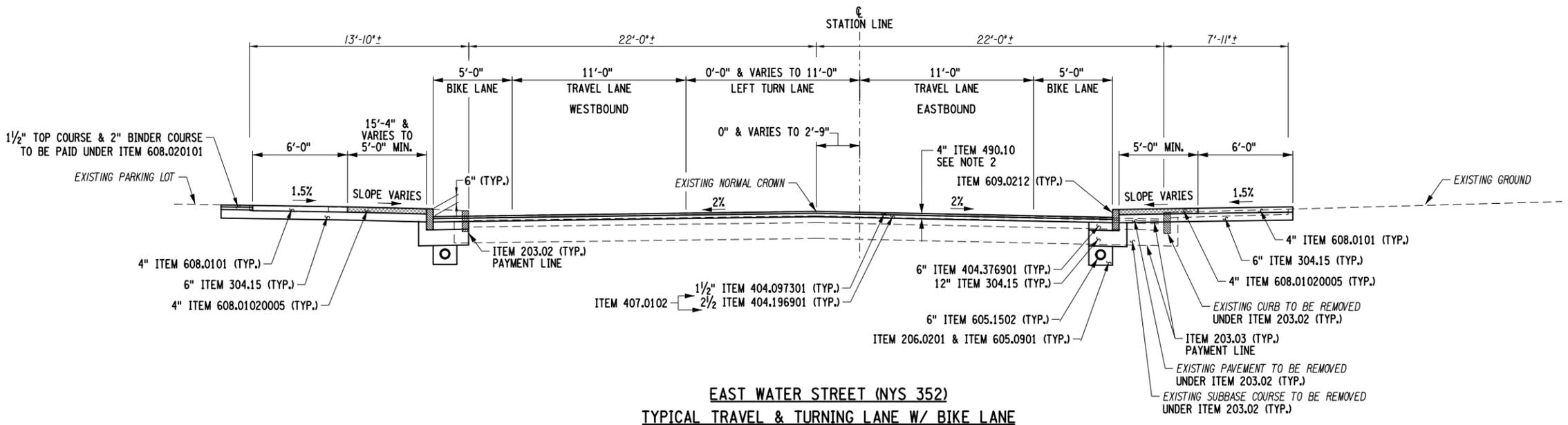
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 CHECKED BY B. HYDE
 ESTIMATED BY A. BLACKMON
 DRAFTED BY R. BOTZENHART
 CHECKED BY B. HYDE



EAST WATER STREET (NYS 352)
TYPICAL MILL & OVERLAY SECTION
 STA. E 11+46 TO STA. E 12+62
 STA. E 29+65 TO STA. E 31+37



EAST WATER STREET (NYS 352)
TYPICAL TRAVEL & TURNING LANE W/ BIKE LANE
 FOX STREET TO MADISON AVENUE
 STA. E 27+20 TO STA. E 29+65

| ITEM NO. | DESCRIPTION | UNIT | ITEM NO. | DESCRIPTION | UNIT |
|--------------|---|------|----------|--|------|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 609.0212 | SOME CURB, NEAR VERTICAL FACE (NVF) | LF |
| 203.03 | EMBANKMENT IN PLACE | CY | 610.1403 | TOPSOIL - LAWNS | CY |
| 206.0201 | TRENCH AND CULVERT EXCAVATION | CY | 610.1602 | TURF ESTABLISHMENT - LAWNS | SY |
| 304.15 | SUBBASE COURSE, OPTIONAL TYPE | CY | 633.11 | CLEANING EXISTING PAVEMENT AND/OR SHOULDER | SY |
| 404.097301 | 9.5 F3 TOP COURSE WMA, 70 SERIES COMPACTION | TON | | | |
| 404.196901 | 19 F9 BINDER COURSE WMA, 60 SERIES COMPACTION | TON | | | |
| 404.376901 | 37.5 F9 BASE COURSE WMA, 60 SERIES COMPACTION | TON | | | |
| 407.0102 | DILUTED TACK COAT | GAL | | | |
| 490.10 | PRODUCTION COLD MILLING OF BITUMINOUS PAVEMENT | SY | | | |
| 605.0901 | UNDERDRAIN FILTER, TYPE 1 | CY | | | |
| 605.1502 | PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 6" DIA. | LF | | | |
| 608.0101 | CONCRETE SIDEWALKS AND DRIVEWAYS | CY | | | |
| 608.01020005 | IMPRINTED AND COLORED CONCRETE | CY | | | |
| 608.020101 | HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS | TON | | | |
| 608.03040008 | REMOVE, STORE & RESET CONCRETE BLOCK PAVERS | SY | | | |

- NOTES**
- TACK COAT (ITEM 407.0102) SHALL BE APPLIED BETWEEN ALL WARM MIX ASPHALT LIFTS BETWEEN THE TOP & BINDER PAVEMENT COURSES AND BETWEEN THE BINDER & BASE PAVEMENT COURSE.
 - EXISTING PAVEMENT AND SHOULDERS THAT HAVE BEEN MILLED SHALL BE CLEANED UNDER ITEM 633.11 PRIOR TO PLACING NEW HMA PAVEMENT.
 - SEE DWG. NO. CD-x FOR TYPICAL TREE IN LAWN DETAIL.
 - SEE DWG. NO. LP-x THRU LP-x FOR STREETSCAPING LOCATIONS.

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CLIENT

CITY OF ELMIRA

PROJECT NAME

EAST WATER STREET REJUVENATION PROJECT

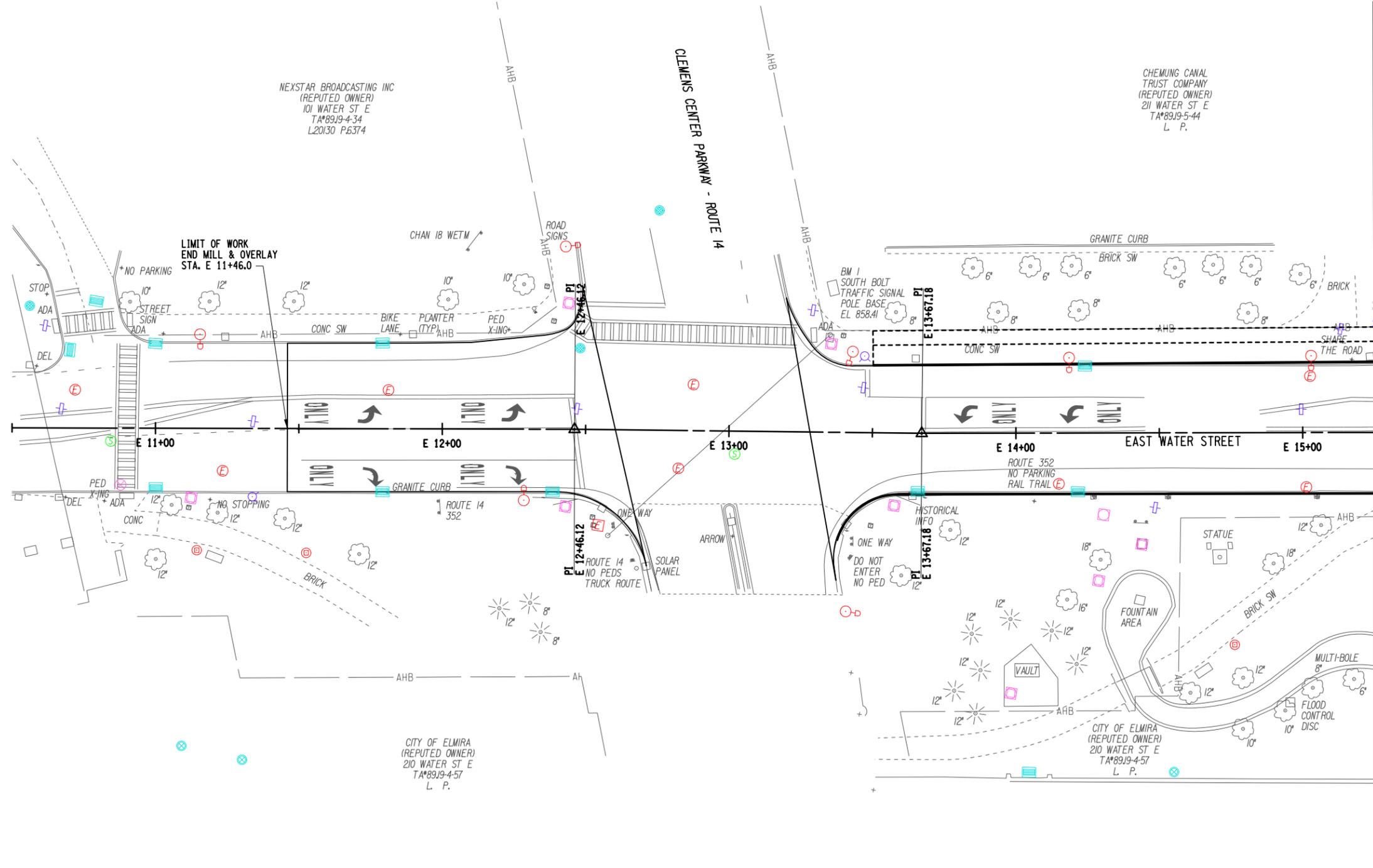
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TYPICAL SECTIONS

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| SHEET NO. 5 OF XX | DRAWING NO. TS-03 |

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 ESTIMATED BY A. BLACKMON DRAFTED BY R. BOTZENHART CHECKED BY B. HYDE



MATCH TO DWG NO. PL-02



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CITY OF ELMIRA

PROJECT NAME

EAST WATER STREET REJUVENATION PROJECT

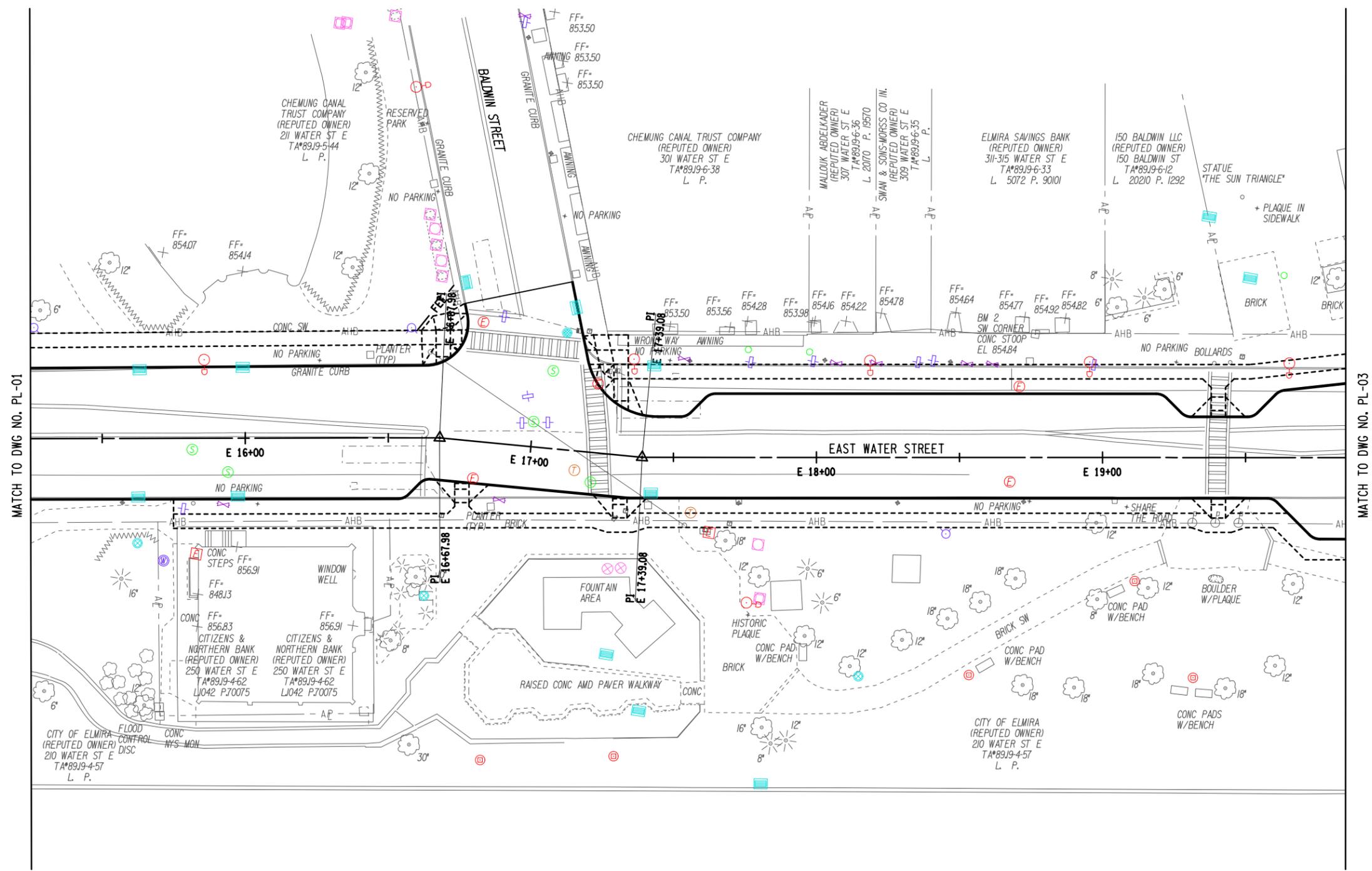
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ROADWAY PLAN

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MATCH TO DWG NO. PL-01

MATCH TO DWG NO. PL-03

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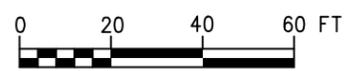
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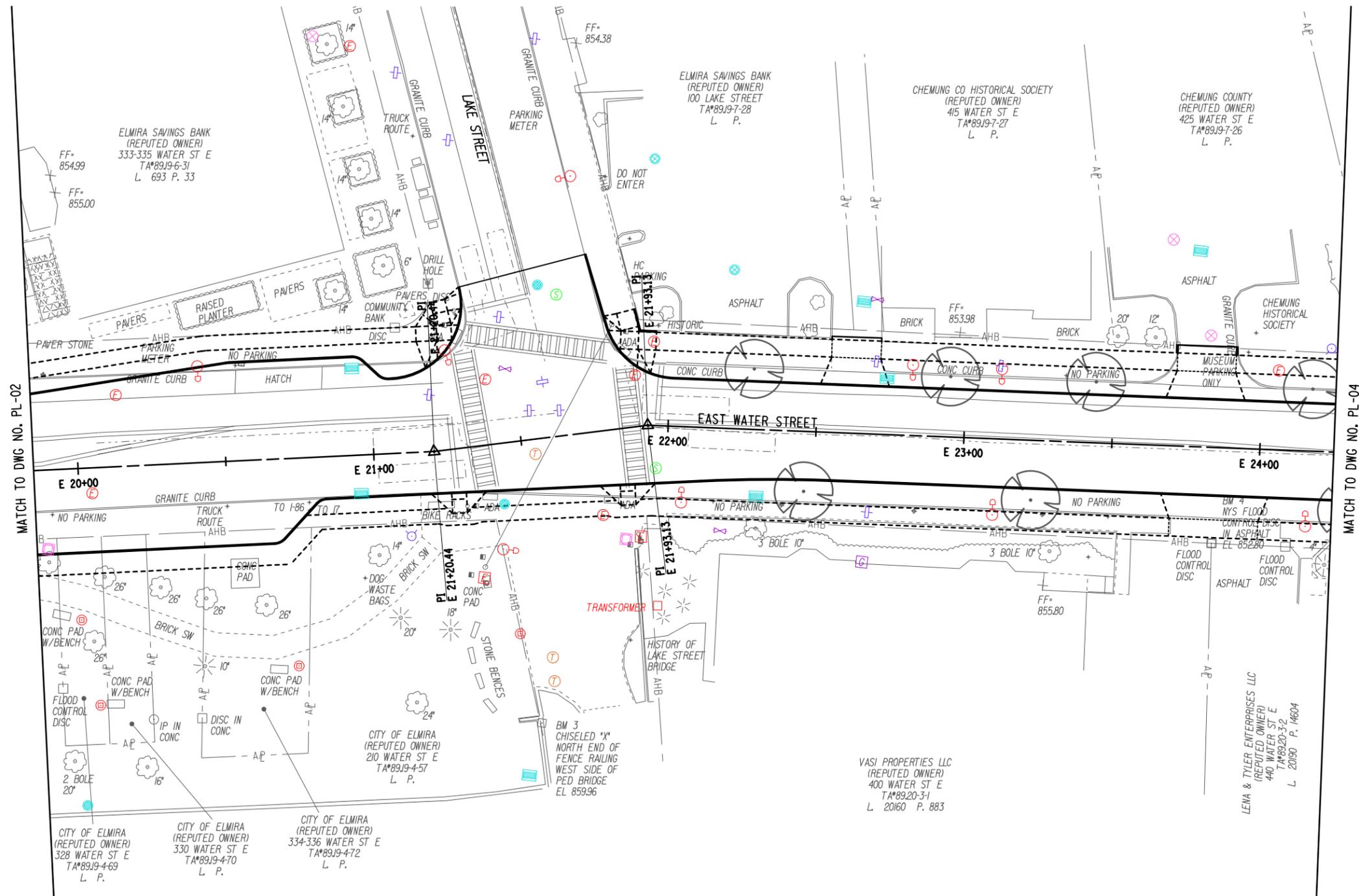
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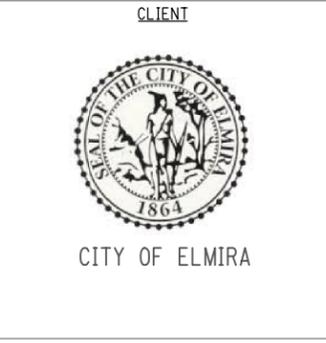


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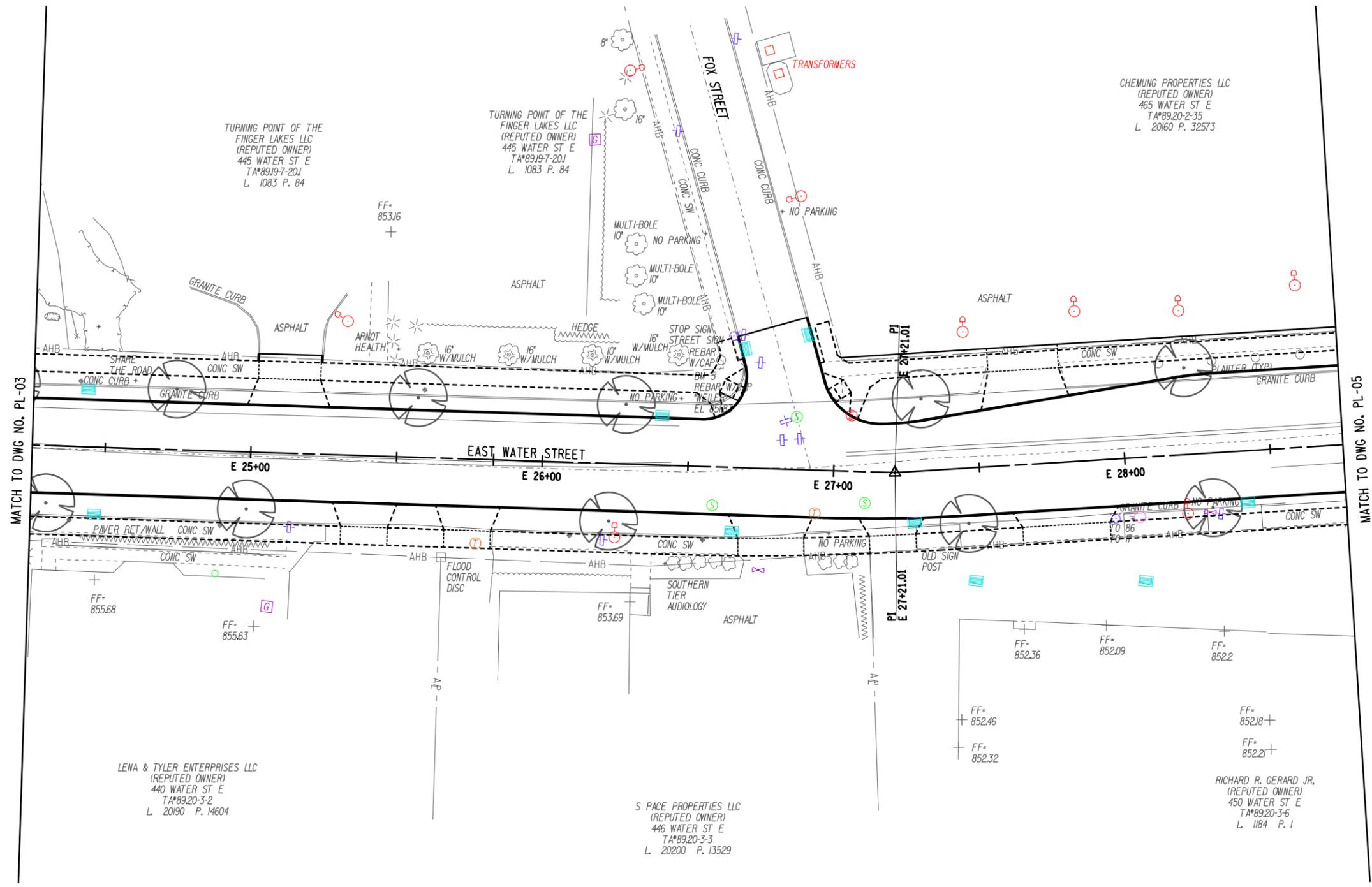
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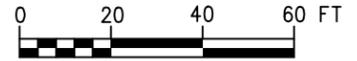
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**EAST WATER STREET
 REJUVENATION PROJECT**

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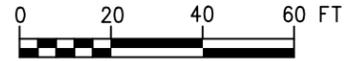
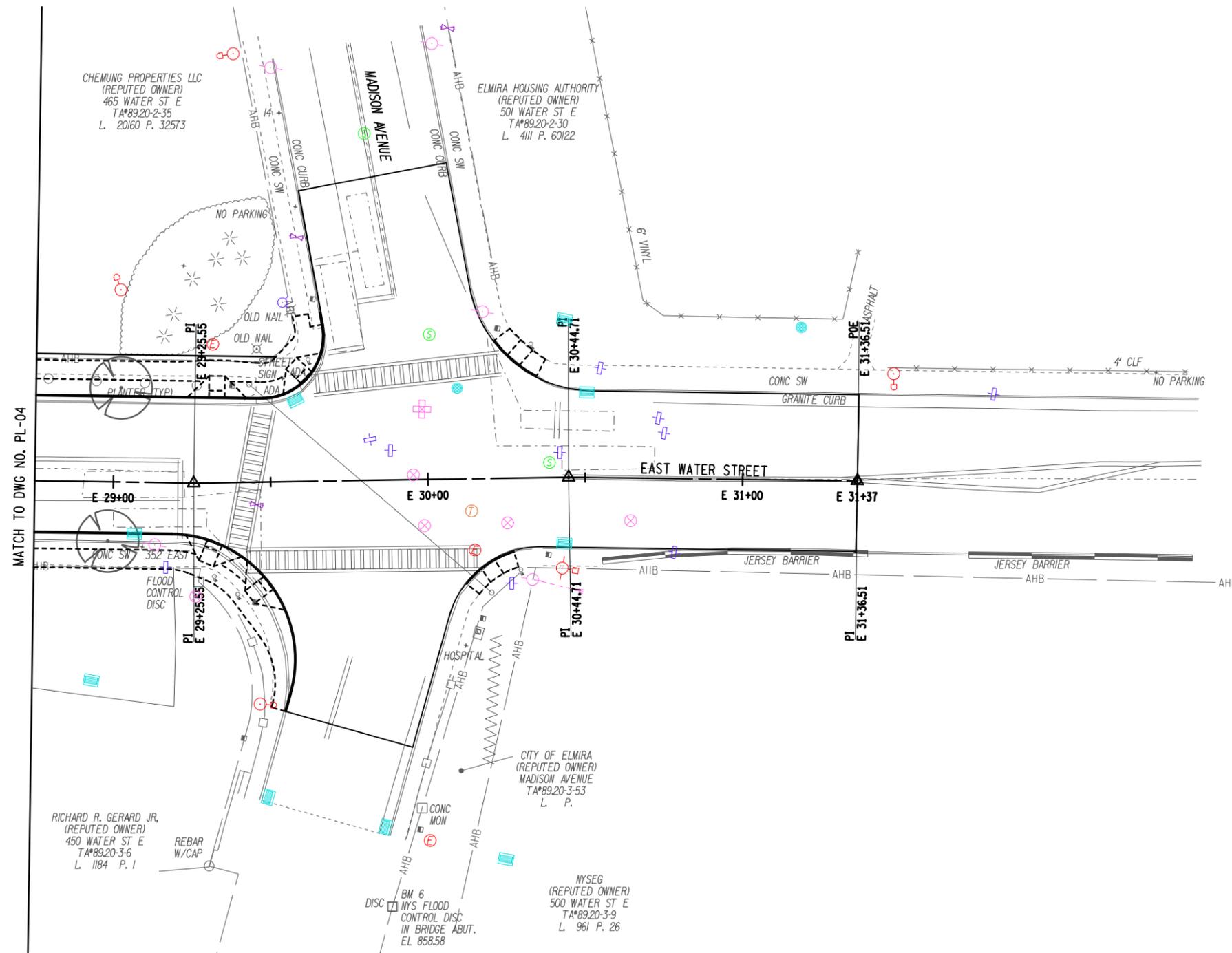
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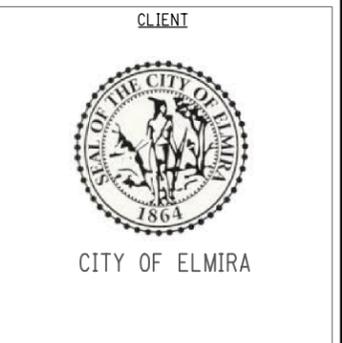


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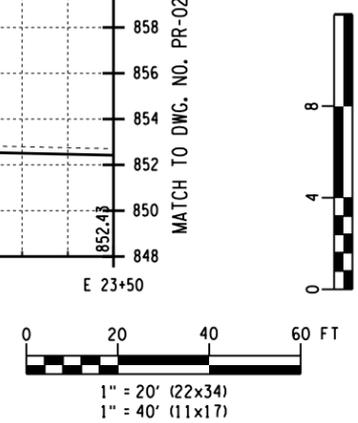
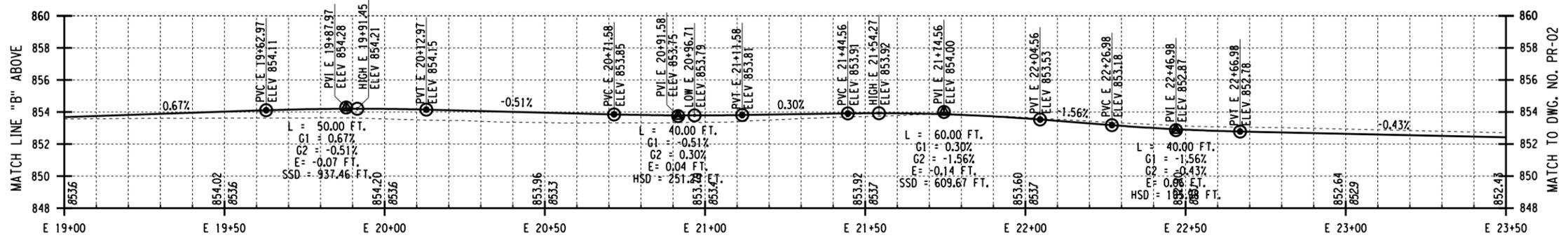
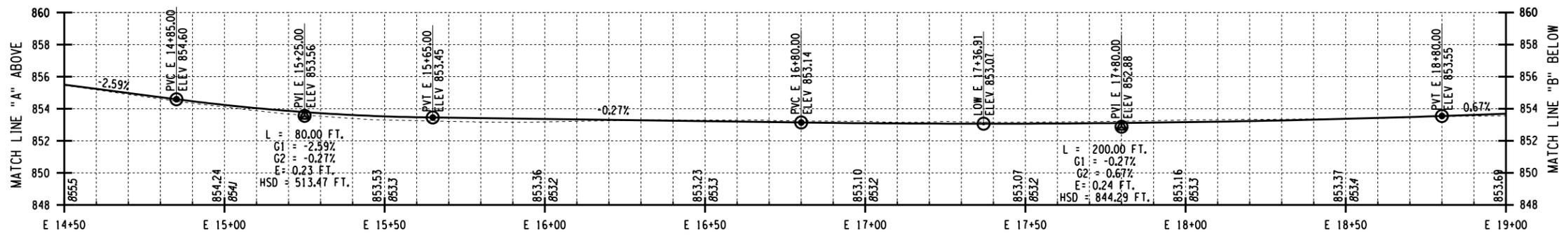
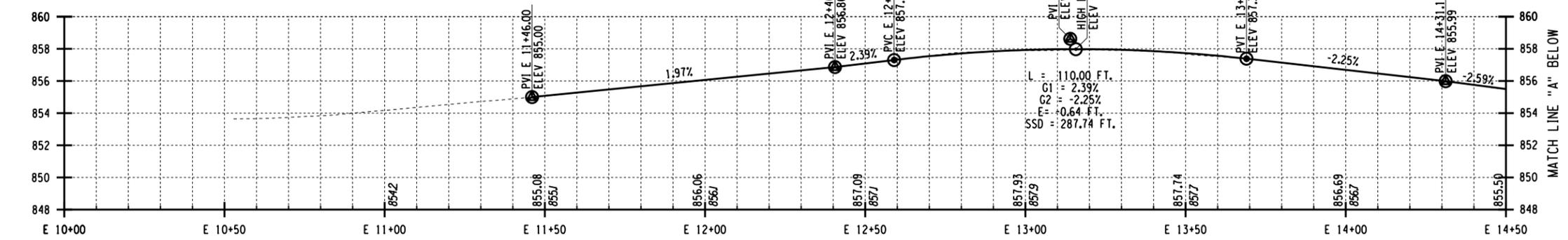
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EAST WATER STREET REJUVENATION PROJECT

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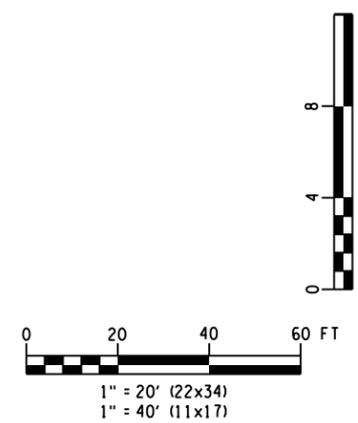
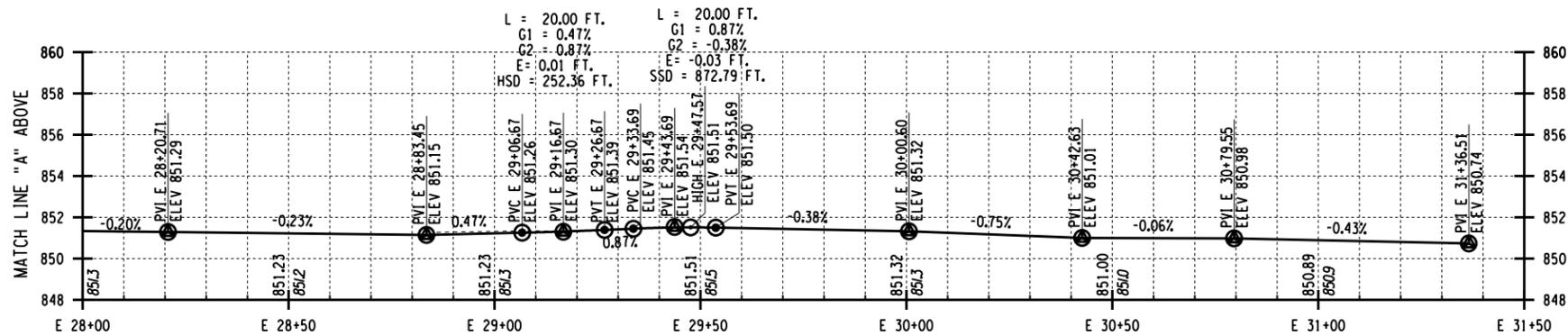
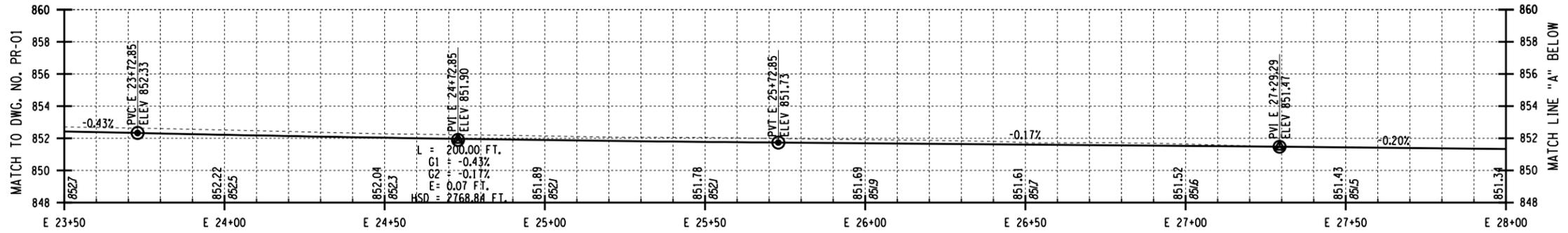
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EAST WATER STREET REJUVENATION PROJECT

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PROFILES

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| SHEET NO. OF XX | EAA PROJECT NO. 19697.00 |
| | DRAWING NO. PR-01 |



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CITY OF ELMIRA

PROJECT NAME
**EAST WATER STREET
 REJUVENATION PROJECT**

DRAWING TITLE
PROFILES

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| SHEET NO. OF XX | EAA PROJECT NO. 19697.00 |
| | DRAWING NO. PR-02 |

APPENDIX B
ENVIRONMENTAL INFORMATION



MEMORANDUM

TO: Regional Design Engineer

FROM: Paul Presutti, Project Manager, Erdman Anthony

SUBJECT: *Recommended NEPA CE Determination*
PIN 6755.13
East Water Street Rejuvenation Project
City of Elmira, Chemung County

DATE: 7/19/2023

The Federal Environmental Approval Worksheet (FEAW) has been completed using the FEAW Thresholds document (Version 4.0) and includes the conclusions that:

- No unusual circumstances exist per 23 CFR 771.117(b)
- The project meets the description of 23 CFR 771.117 c(26) "Modernization of a highway."

The project will not cause any significant environmental impacts.

This action is considered a Federal Aid Highway Project (FAHP) and is subject to the Programmatic Agreement between the Federal Highway Administration (FHWA) New York Division and the New York State Department of Transportation (NYSDOT) regarding the processing of actions classified as categorical exclusions (CE) for federal-aid highway projects (PARCE 2022) and meets the conditions for FAHP under which the NYSDOT may make the CE Determination.

The completed, signed FEAW is attached to this memo and both documents will be retained in the Design Approval Document (DAD). The DAD will also address and document the applicable environmental requirements identified in the FEAW. Based on the recommendation in the FEAW, the Regional Director's signature on the CE Determination line of the Project Approval Sheet of the DAD will indicate the NYSDOT's determination that the project qualifies as a CE (Class II) under the National Environmental Policy Act (NEPA).

The CE determination is not considered made until that signature is present. If those procedures are followed, no separate review of the CE determination by the FHWA is required under the PARCE 2022.

For questions or additional information, please contact Paul Presutti at (585) 315-9114, or by email at presutipj@erdmananthony.com.

Attachments

ecc: MOPL with FEAW only

Federal Environmental Approval Worksheet

| | | | |
|---|--------------------------|---|-----------------------------------|
| PIN: 6755.13 | Completed by: B.Bancroft | Date Completed: 9/12/23 | FUNDING TYPE: Federal |
| TITLE/PUBLIC DESCRIPTION: East Water Street Rejuvenation Project | | | NEPA CLASS: Class II: CE |
| | | | SEQR TYPE: Type II |
| LOCALITY (Village, Town, City): City of Elmira | COUNTY: Chemung | Action Type: Federal Aid Highway Project | Is this a Reevaluation? No |

Purpose of this Worksheet:

- Implement the *Programmatic Agreement Between the Federal Highway Administration, New York Division (FHWA), and the New York State Department of Transportation (NYSDOT) Regarding the Processing of Actions Classified as Categorical Exclusions (CEs) for Federal-Aid Highway Projects (PARCE)*, executed September 2022.
- Communicate the project National Environmental Policy Act (NEPA) classification and identify whether the FHWA or the NYSDOT (titles identified per [Project Development Manual \(PDM\) Chapter 4, Exhibit 4-2](#)) is making the CE determination.
- Identify any FHWA independent determinations, approvals and/or concurrences required before the CE determination can be made.
- To be included within the Design Approval Document (DAD¹) in accordance with the documentation requirements in the PARCE.

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

Instructions:

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

Step 1A: Unusual Circumstances Threshold Determination –

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

- Significant environmental impacts (23 CFR 771.117(b)) YES NO
- Substantial controversy on environmental grounds (23 CFR 771.117(b)) YES NO
- Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (23 CFR 771.117(b)) YES NO
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project (23 CFR 771.117(b)) YES NO
- Residential or non-residential displacements (FHWA-NY Division identified circumstance²) YES NO
- Conversion of a road segment from non-tolling to tolling, or the construction of a new highway or bridge with tolling proposed (FHWA-NY Division identified circumstance) YES NO

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

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

Step 1B: Identification of CE action

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

If Yes, proceed to step 2.

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

¹ For FHWA actions not associated with a project (no DAD), include the FEAW in the appropriate documentation for that action.

² See additional discussion on FHWA-NY unusual circumstances in the FEAW Instructions document.

Federal Environmental Approval Worksheet

Project ID Number: 6755.13

Step 2: FHWA environmental actions required prior to CE determination³

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

| 2.1 | Required FHWA Independent environmental determinations | PARCE threshold exceeded ⁴ | FHWA independent determination/ concurrence required | Date Federal determination/ concurrence issued | Resource not present, or present but threshold not exceeded |
|-----|---|---------------------------------------|---|--|---|
| | | A | B | B1 | C |
| | Executive Order (EO) 11990 Protection of Wetlands Individual Finding | | <input type="checkbox"/> | Date Issued | <input checked="" type="checkbox"/> |
| | ESA Section 7 Threatened and Endangered Species | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 5/16/2023 | <input type="checkbox"/> |
| | Section 106 of National Historic Preservation Act | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4/11/2023 | <input type="checkbox"/> |
| | Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers) | <input type="checkbox"/> | <input type="checkbox"/> | Date Issued | <input checked="" type="checkbox"/> |
| 2.2 | Other FHWA environmental approvals, compliance and/or concurrence required | PARCE threshold exceeded ⁴ | Threshold exceeded; FHWA approval, compliance or concurrence required | | Resource not present, or present but threshold not exceeded |
| | EO 11988 Floodplains | <input type="checkbox"/> | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | EO 12898 Environmental Justice | <input type="checkbox"/> | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | US Army Corps of Engineers Permitting | <input type="checkbox"/> | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | Section 6(f) Land and Water Conservation Funds | <input type="checkbox"/> | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | Safe Drinking Water Act Section 1424(e) | | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | Migratory Bird Treaty Act | | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | 23 CFR 772 Type I Noise abatement | | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| 2.3 | Other Environmental Issues requiring FHWA notification | PARCE threshold exceeded ⁴ | FHWA notification threshold exceeded | | Resource not present, or present but threshold not exceeded |
| | National Wild and Scenic Rivers | <input type="checkbox"/> | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | US Coast Guard Bridge Permit | <input type="checkbox"/> | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | Known hazardous waste site (only EPA National Priority list) | | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| | Project on or affecting Native American Lands | | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| 2.4 | Other Issues Triggering FHWA Approval of Categorical Exclusion | PARCE threshold exceeded ⁴ | | | Resource not present, or present but threshold not exceeded |
| | Property Acquisition | <input type="checkbox"/> | | | <input checked="" type="checkbox"/> |
| | Major Traffic Disruptions | <input type="checkbox"/> | | | <input checked="" type="checkbox"/> |
| | Changes in Access Control | <input type="checkbox"/> | | | <input checked="" type="checkbox"/> |

³ This table does not represent all environmental issues and actions to which a project is subject to. Classification as a CE does not exempt the project from further environmental review. Refer to the PDM Appendix A and The Transportation Environmental Manual (TEM) to determine review requirements.

⁴ When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds is contained within *the FEAW Thresholds document*.

Federal Environmental Approval Worksheet

Project ID Number: 6755.13

Step 3: Who makes the NEPA CE Determination?

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

| 3 | Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required. |
|----|---|
| 3A | <p>Is the project an action listed in 23 CFR 771.117 (c) - (d) (Answered yes in Step 1B)?</p> <p>YES <input checked="" type="checkbox"/> If Yes, proceed to 3B.</p> <p>NO <input type="checkbox"/> If No, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using FAHP Shell 4. For all other actions, the DAD⁵ and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using FAHP Shell 3, ID/IQ Shell 3 or using appropriate ROW transmittal. <p>Proceed to Step 4.</p> |
| 3B | <p>Are any of the CE Thresholds from the PARCE exceeded (Are there any checks in Column A of Step 2)?</p> <p>YES <input type="checkbox"/> If Yes, the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using FAHP Shell 4. For all other actions, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using FAHP Shell 3, ID/IQ Shell 3 or using appropriate ROW transmittal. <p>Proceed to Step 4.</p> <p>NO <input checked="" type="checkbox"/> If No, proceed to 3C.</p> |
| 3C | <p>Are there outstanding independent environmental approvals or concurrences? (Are there checks in column B of Step 2.1 without dates in column B1)?</p> <p>YES <input type="checkbox"/> If Yes, then the FHWA makes the CE determination.</p> <ul style="list-style-type: none"> For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using FAHP Shell 4. For all other actions, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using FAHP Shell 3, ID/IQ Shell 3 or using appropriate ROW transmittal. <p>Proceed to Step 4.</p> <p>NO <input checked="" type="checkbox"/> If No, the NYSDOT makes the NEPA CE determination. Proceed to 3D.</p> |

⁵ For non-FAHP actions that do not have a DAD, a detailed description of the action and environmental documentation is sent in lieu of a DAD.

Federal Environmental Approval Worksheet

Project ID Number: 6755.13

| | |
|----|---|
| 3D | <p>Are there</p> <p><input type="checkbox"/> any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or</p> <p><input type="checkbox"/> any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)?</p> <p><input type="checkbox"/> If either box is checked, once all required approvals and concurrences have been secured, the NYSDOT makes the CE determination, but the information must be forwarded to FHWA for notification or action prior to Design Approval for FAHP (prior to physical construction for ID/IQ, or prior to RD approval for ROW actions) using FAHP Shell 1 (can also be used for ROW actions),</p> <p>For ID/IQ, Shell 1 is sent to notify FHWA (and request concurrence if needed). ID/IQ Shell 2 is also used to request RD signature once FHWA response is received).</p> <p>Proceed to step 4.</p> <p><input checked="" type="checkbox"/> If neither box is checked, once all required approvals and concurrences have been secured, the NYSDOT makes the CE determination without notification to the FHWA. The project will use FAHP Shell 2, ID/IQ Shell 2 or appropriate ROW transmittal. Proceed to step 4.</p> |
|----|---|

Step 4: Summary and Recommendation

- The project location(s) **is not** located within an area subject to transportation air quality conformity.
 - **If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met⁶.**
 - Transportation conformity requirements **have been met at time of signature.**
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by NYSDOT
- The Action meets the conditions of the listed CE at 23 CFR 771.117: c(26) "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e)..."⁷
- All outstanding FHWA environmental approvals will be obtained and are listed here:

- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

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

Project Manager/Designer
(or Responsible Local Official)⁸

X _____

Date 9/12/2023

Print Name and Title:

Paul Presutti, Project Manager

Regional Environmental Unit
Supervisor

X _____

Date _____

Print Name and Title:

Regional Local Project Liaison
(Locally Administered Projects Only)

X _____

Date _____

Print Name and Title:

Changes that may have occurred since the preparation of the FEAW which would create the need to review the FEAW again include but are not limited to triggers for reevaluations described in PDM Appendix 11 or any expansion in location or scope of the action for non-FAHP actions. Based on the review of the previously certified FEAW, if the current scope of the action would change any of the answers to the FEAW and more specifically if any of the determinations within step 2.1 require a new federal determination or concurrence then a new FEAW should be produced and certified.

⁶ See additional information on conformity in *FEAW_Instructions.doc*
⁷ See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) in *FEAW_Instructions.doc*
⁸ Or appropriate Permitting/ROW staff for use and occupancy permit or disposal of surplus property
 V 4.0 Page 4 of 4

| Social, Economic and Environmental Resources Checklist | |
|---|----------------------|
| PIN:6755.13 | FUNDING TYPE:Federal |
| DESCRIPTION: East Water Street Rejuvenation Project | DATE:March 24, 2023 |
| | REVISION DATE: |
| MUNICIPALITY:City of Elmira | NEPA CLASS:Class II |
| COUNTY:Chemung | SEQRA TYPE:Type II |
| SCOPE:The project is a roadway reconstruction project | |

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

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

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

NOTES:

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

PREPARED BY (Print Name and Title): **Bryan Bancroft, CPESC (Environmental Consultant)**

CERTIFICATION:

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

Erdman Anthony Project Manager _____ Date 7/19/2023
 Print Name and Title: Paul Presutti, PE, Principal Associate



April 10, 2023

Matthew Seymour, Area Engineer
Federal Highway Administration – New York Division
Leo W. O’Brian Federal Building, Suite 719
11A Clinton Avenue
Albany, NY 12207

RE: Section 106 Effect Finding
East Water Street Rejuvenation Project
City of Elmira, Chemung County
PIN 6755.13

Dear Mr. Seymour:

The City of Elmira Public Works Department, in coordination with the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT) proposes the above-referenced federally funded transportation project subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulation, 36 CFR part 800 – *Protection of Historic Properties*. The East Water Street Rejuvenation Project is located on East Water Street, in the City of Elmira, Chemung County.

Project Description: The proposed scope of work for the project involves:

- Pavement rehabilitation with in-kind material with no undercutting of the existing subbase or roadway excavation beyond the existing road prism.
- Construction of bicycle and pedestrian lanes and facilities where construction will not exceed the footprint of previous ground disturbance.
- Pavement markings including raised markings, painted bump outs, and changes in lane width within the existing overall pavement width.
- Addition of auxiliary lanes when required for traffic separation, using pavement markings with no additional pavement widening.
- Replacement of and new curb and curb bump-outs within existing roadway.
- Replacement of sidewalk with in-kind ground disturbance and for compliance with ADA standards, with no permanent change in access to adjacent buildings.

- Streetscape improvement activities limited to installation of non-permanent amenities such as bike racks, trash receptacles, benches, tables, and parking pay stations in new bump outs or snow storage areas.
- In-kind replacement of signs and traffic signals.
- Upgrading existing highway decorative lighting and underground lighting utilities within areas of previous disturbance.
- Improvements, including installation of new or replacement, rehabilitation and cleaning activities associated with existing drains, dikes, headwalls and storm sewers.
- New landscaping within highway right-of-way.

Following the current Section 106 procedures for federal-aid projects, the Regional Cultural Resource Coordinator (CRC) reviewed Project Submittal Package (PSP) to determine whether the project meets the applicability criteria for *Activities that are Undertakings with No Potential to Cause Effects on Historic Properties*. Based on this review, the CRC confirmed that the following criteria are met:

- The Project limits are entirely within the existing right of way.
- All proposed earth work will occur in disturbed soils.
- The project is not located within or immediately adjacent to any individual property of historic district designated as a National Historic Landmark.
- The project is not located on tribal lands.

As noted in the project description, the project is limited to activities in the applicable List B: Work within or adjacent to historic district. Based on this review, the CRC recommends that the project activities have *No Potential to Cause Effects to Historic Properties* Pursuant to 36 CFR 800.3(A)(1) as developed by FHWA, NYSDOT and NYSHPO.

This scope of work and recommendation has been discussed with the Regional Environmental Unit Supervisor and the Project Manager and will be entered in the tracking spreadsheet for Section 106 findings of *No Potential to Cause Effects on Historic Properties* with this date.

In the event of future project modifications, refinements, or new project elements, the project must be reevaluated by the NYSDOT Regional Cultural Resource Coordinator to determine whether this recommendation remains valid and will contact FHWA to confirm the determination.

Based on the information attached the NYSDOT is requesting that FHWA make the determination of *No Potential to Cause Effects to Historic Properties* and confirming that the requirements of Section 106 of the National Historic Preservation Act of 1966, as

amended, and its implementing regulation, 36 CFR Part 800 – *Protection of Historic Properties* by countersigning below.

Sincerely,

Sonya Marker

Sonya Marker, Region 6 Cultural Resource Coordinator

Based on the information provided FHWA has determined the above-described action has *No Potential to Cause Effects on Historic Properties* under 36 CFR 800.

Matthew Seymour, FHWA, Area Engineer

Date

cc: Kaylie Kramer, FHWA, Environmental Specialist
Christopher Caraccilo, NYSDOT, Cultural Resource Specialist

ESA TRANSMITTAL SHEET

PIN: 6755.13

PROJECT NAME: EAST WATER ST. REJUVENATION

Date: 5/16/23

Section 7 ESA Process for USFWS Species: ESA Transmittal Sheet

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

NYS DOT Annotation (4/20/23): Changed "mollusks" to "mussels" and updated NLEB submission procedures.

| | ESA Does Not Apply | No Effect, Activity-Based | No Effect | No Effect, No Suitable Habitat ¹ | Bat PA IPaC Submittal-MA, NLAA | Individual Submission to USFWS | MA, LAA-Formal Consultation |
|--|--|--|--|---|--|--|--|
| Northern Long-eared Bat | | | | IPaC Automatic NE | | | |
| Indiana Bat | ✓ | | | | | | |
| Bog Turtle | ✓ | | | | NA | | |
| Mussels | ✓ | | | | NA | | |
| Karner Blue Butterfly | ✓ | | | | NA | | |
| Other (Red Knot, Piping Plover, etc.) List Species: MONARCH BUTTERFLY | ✓ | | | | NA | | |
| Documentation Required | The IPaC Official Species List is included in the DAD. | Record the corresponding number of the activity in the box. This sheet and the IPaC Official Species List are included in the DAD. | NYS DOT submits "No Effect" determination to FHWA. FHWA will concur or not concur. | NYS DOT submits "No Effect, No Suitable Habitat" determination to FHWA. Concurrence has been obtained if 7 days pass without correspondence from FHWA. ² | NYS DOT submits through IPaC w/ Area Engineer included. Concurrence is obtained if 14 days pass without correspondence from USFWS. | NYS DOT submits either BE or BA to FHWA, who submits to USFWS for concurrence. | NYS DOT submits BA to FHWA for Initiation of Formal Consultation with USFWS. |
| Submission to FHWA Required? | No | No | Yes | Yes ³ | cc: only | Yes | Yes |
| Submission to USFWS by DOT through IPAC Required? | No | No | No | No | Yes | No | No |
| Submission to USFWS by FHWA Required? | No | No | No | No | No | Yes | Yes |

Instructions: This Summary Sheet is to be included all submissions to FHWA. A submittal package includes all documentation for all species requiring concurrence with a cover letter requesting concurrence, so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the DAD.

When the IPaC Species List includes NLEB but the IPaC Determination Key indicates the project does not intersect an area where bats are likely to occur: ¹ In the NLEB cell, write "IPaC Automatic NE"; ² The IPaC Official Species List and No Effect Consistency Letter is included in the DAD; ³ Submission to FHWA is not required.

SPECIES LIST



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov

In Reply Refer To:
Project Code: 2023-0082075
Project Name: 6755.13 East Water Street Rejuvenation

May 16, 2023

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

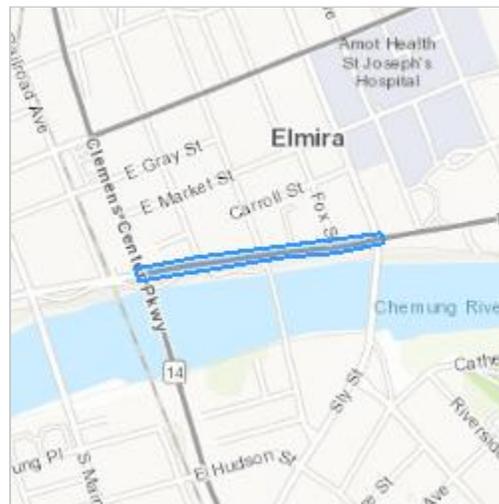
(607) 753-9334

PROJECT SUMMARY

Project Code: 2023-0082075
Project Name: 6755.13 East Water Street Rejuvenation
Project Type: Road/Hwy - Maintenance/Modification
Project Description: This is a project to perform a full depth pavement reconstruction of East Water Street from Clemens Center Parkway to Madison Avenue in the City of Elmira, Chemung County. It will also include sidewalk and streetscape improvements, a dedicated bicycle lane, limited parking, upgraded traffic signs, landscape elements and some pedestrian furnishings.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.0883463,-76.80090115090627,14z>



Counties: Chemung County, New York

ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

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

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

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

MAMMALS

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

INSECTS

| NAME | STATUS |
|--|-----------|
| Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743 | Candidate |

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: New York State Department of Transportation
Name: Brandi Delaney
Address: 107 Broadway
Address Line 2: Henderson State Office Building
City: Hornell
State: NY
Zip: 14843
Email: brandi.delaney@dot.ny.gov
Phone: 6073248416

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration
Name: Matthew Seymour
Email: matthew.seymour@dot.gov
Phone: 5184318882



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov

In Reply Refer To:
Project code: 2023-0082075
Project Name: 6755.13 East Water Street Rejuvenation

May 16, 2023

Subject: Consistency letter for the '6755.13 East Water Street Rejuvenation' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated May 16, 2023 to verify that the **6755.13 East Water Street Rejuvenation** (Proposed Action) may rely on the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the endangered northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species**. If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate
-

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

6755.13 East Water Street Rejuvenation

DESCRIPTION

This is a project to perform a full depth pavement reconstruction of East Water Street from Clemens Center Parkway to Madison Avenue in the City of Elmira, Chemung County. It will also include sidewalk and streetscape improvements, a dedicated bicycle lane, limited parking, upgraded traffic signs, landscape elements and some pedestrian furnishings.

DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the endangered northern long-eared bat.

Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the northern long-eared bat^[1]?

[1] See [northern long-eared bat species profile](#)

Automatically answered

Yes

3. [Semantic] Does your proposed action intersect an area where Indiana bats and northern long-eared bats are not likely to occur?

Automatically answered

Yes

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on April 13, 2023. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: New York State Department of Transportation
Name: Brandi Delaney
Address: 107 Broadway
Address Line 2: Henderson State Office Building
City: Hornell
State: NY
Zip: 14843
Email: brandi.delaney@dot.ny.gov
Phone: 6073248416

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration
Name: Matthew Seymour
Email: matthew.seymour@dot.gov
Phone: 5184318882

East Water Street Rejuvenation Project
(PIN 6755.13)
CITY OF ELMIRA
CHEMUNG COUNTY, NEW YORK

**Hazardous Waste/Contaminated Materials
Technical Memorandum**

March 2023

Prepared by:



**280 East Broad Street, Suite 170
Rochester, New York 14604
Ph 585.385.7417**

INTRODUCTION

Lu Engineers has performed a Hazardous Waste/Contaminated Materials screening for the City of Elmira's proposed East Water Street Rejuvenation Project in the City of Elmira, Chemung County, New York.

This project will involve the reconstruction or rehabilitation of 0.64-miles of East Water Street within the project limits to improve pavement structure and control surface drainage. The project limits extend from New York State Route 14 to Madison Avenue.

See Figure 1 for the Project Location Map.

The New York State Department of Transportation's (NYSDOT) *The Environmental Manual (TEM)* Section 4.4.20, was utilized for guidance during this assessment. The purpose of this assessment is to identify potential contaminant locations that may be encountered during construction. This assessment is necessary for the City to avoid a hazardous waste site or hazardous materials, to contemplate disposal alternatives for excavated soils and to identify health and safety concerns that could affect contractors and the surrounding community.

METHODOLOGY

This assessment included site observation, past and current land use research, review of published databases and government records, including Inactive Hazardous Waste Site Registry, Chemical and Petroleum Bulk Storage records, waste incident/chemical releases reports, and other federal, state, county, and local sources of information. The review of published databases was conducted by Nationwide Environmental Title Research (NETR), LLC and was summarized in an Environmental Report. The reports documenting the findings of the searches are provided in Attachment C.

Site Inspection

A walkover of the proposed work was conducted on January 6, 2023. The site visit involved the observation of each proposed roadway location, and research of public records and past land use focused on areas where there is potential for excavation.

Items of significant concern that were looked for during the site walkover include, but were not limited to: discolored soil, evidence of previous fires, stressed or dead vegetation, spills, leaks, leachate or discolored water, air emissions or odors, oil sheen on water, seeps or discolored springs, fill vents or pipes/underground tanks, aboveground tanks, hills, mounds or depressions, lagoons or impoundments, sumps, drums, ponds or basins, landfill or dump sites, pipelines or pipes, dumpsters/bulkwastes, berms or dikes, air stacks, posted signs, sewers or manholes, railroad tracks, drainage ditches, floor drains or riser pipes from monitoring wells, stored hazardous materials, transformers or electrical equipment.

Past and Current Land Use Research

The following resources were researched to establish the past and current land use at and adjacent to the project:

Aerial Photographs – Historical aerial photographs of each roadway segment from 1938, 1955, 1964, 1977, 1995 and 2018 were obtained from the Chemung County Real Property website.

Plat Maps–Historical Maps of the roadway from Chemung County (D. L. Miller & Co., 1904) were obtained from Historic Map Works

Review of Tank and Waste Incident Reports

A database search for locations and properties of environmental concern was conducted by NETR, LLC. Review of NYSDEC and other environmental database searches were focused on those areas that will require excavation and potential exposure of contaminated soil. The reports documenting the findings of the searches are provided in Attachment C.

Other documents reviewed included the following:

- United States Geological Survey (USGS) topographic map, Elmira Quadrangle.

FINDINGS

General Site Description

The project is located within the City of Elmira, Chemung County, New York (Figure 1). This project will involve the reconstruction or rehabilitation of 0.64-miles of East Water Street within the project limits to improve pavement structure and control surface drainage, as described above. The project limits extend from New York State Route 14 to Madison Avenue.

The project sites are located in mostly urban developed areas. Surrounding land use is primarily residential, commercial and retail. Topography of the project sites are generally flat with development directly adjacent to each site.

Locations of Potential Concern

The database search identified several locations and properties of potential concern. Many of the properties are located greater than ½-mile from the project sites and are not likely to impact the proposed project. The following is a discussion of the areas or properties of concern based on the site inspection, a review of historical data and the database search.

510 East Water Street - Elmira Water Street MGP

This property is located on East Water Street approximately 150 feet outside of the project limits, and is identified as the location of a former Manufactured Gas Plant (MGP). The site was constructed in 1852 and operated as a coal carbonization plant using coal as a feedstock until 1867. It continued to be used as gas storage facility until 1869, and more recently was the site of the former Hartman Lincoln Mercury auto dealership and repair shop until 1997. The property is the site of former and ongoing remedial activity, including the former removal of underground storage tanks and current soil excavation activities to remove contaminated soils related to the MGP. Construction is not proposed on East Water Street at this site. Site remediation is currently ongoing and previous remediation has occurred on the site. The NYSDEC summary of this site states that 'environmental sampling indicates soil vapor intrusion is not a concern off-site' and 'groundwater generally flows from north to south towards the Chemung River'. Upon review of this information, impacts to project activities resulting from this site are not anticipated.

101 Madison Avenue- Steve Acuto Pontiac Isuzu Inc.

This property is identified as the location of a release on the NYSDEC Spills Incident Database due to past use of the property. This property is also identified as the location of a former PBS Facility (PBS # 8-445185). This site is the location of a Spill Release – Spill #9103031 occurred on June 14, 1991 and resulted in the release of an unknown amount of gasoline to groundwater due to tank failure. The Spill was listed as closed on February 11, 1994. Due to the date of spill and closure status, impacts to project activities resulting from this site are not anticipated.

CONCLUSIONS

Based on the information obtained during this assessment, hazardous and contaminated materials are not likely to be encountered during the project. Due to the nature of the proposed work, no locations of concern that have the potential to impact project activities were identified in the Database review.

RECOMMENDATIONS

Based on the information presented in this memorandum, Lu Engineers recommends that no further studies to document the presence of hazardous waste and contaminated materials are required for the project.

It is noted that the locations in which documented spill events were determined to be present, as well as the locations in which a history of industrial activity or spills is known may result in the encountering of hazardous materials during construction.

If contaminated materials or petroleum products are encountered during the construction phase of the project, the EIC should notify the City of Elmira project representative. It is anticipated that the current New York State Department of Transportation Standard Specifications, Section 205- Contaminated Soil will be included in the Contract Plans for the project for use in the event of potential contamination observations. Specifications for screening, staging, sampling and disposal of petroleum-contaminated soil in the event of observations or evidence of potential contamination should also be utilized for the project and included in Contract Plans.

It is noted that the findings presented in this study are based on the proposed project activities, the observations the inspectors noted at the dates of the site visits, and the accuracy and timeliness of the published databases and government records. Should any of this information change, so may the findings of this report.

Prepared by:

Lu Engineers



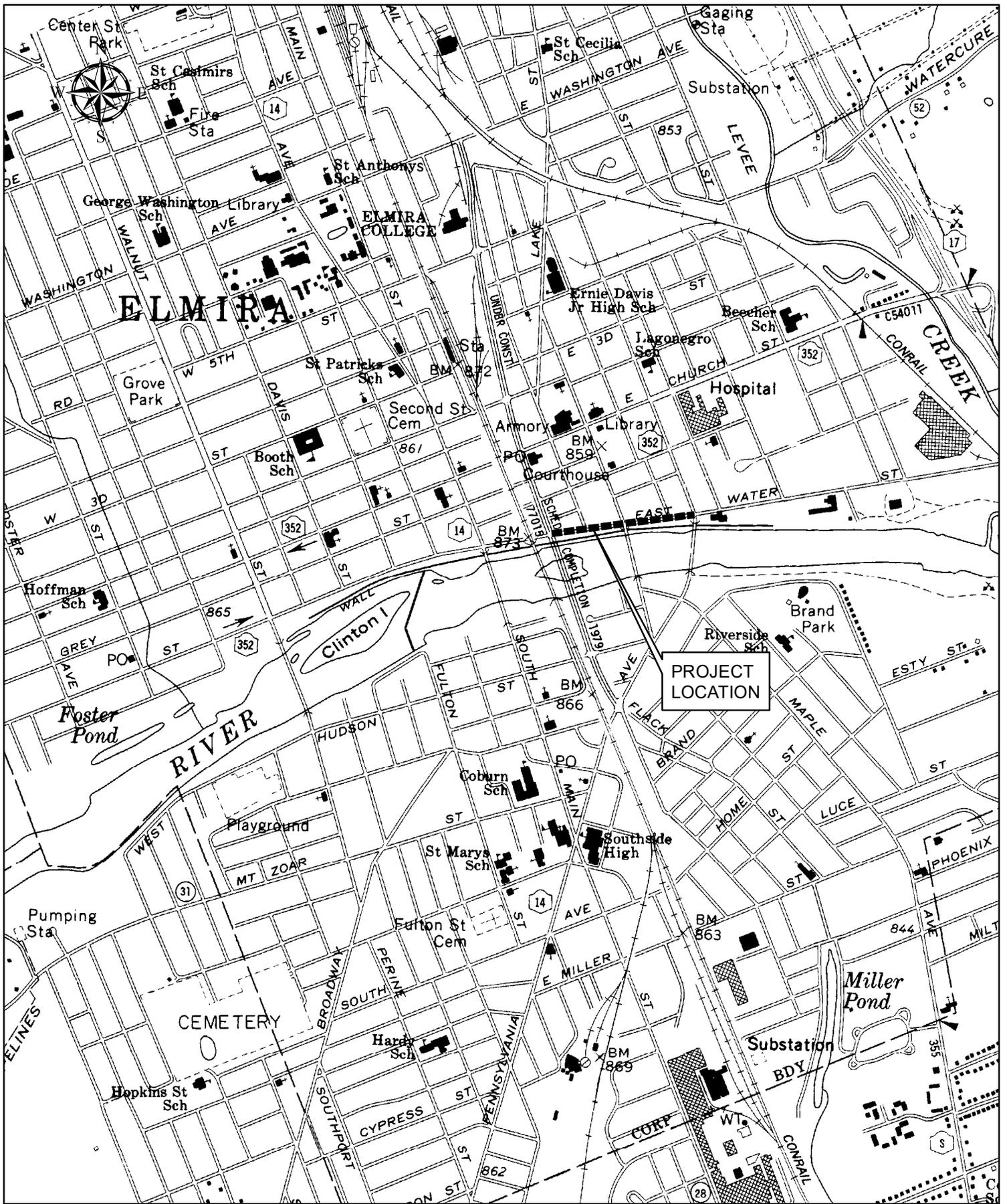
Bryan C. Bancroft

March 24, 2023

Date

FIGURES

Figure 1: Site Location Map



PROJECT LOCATION MAP

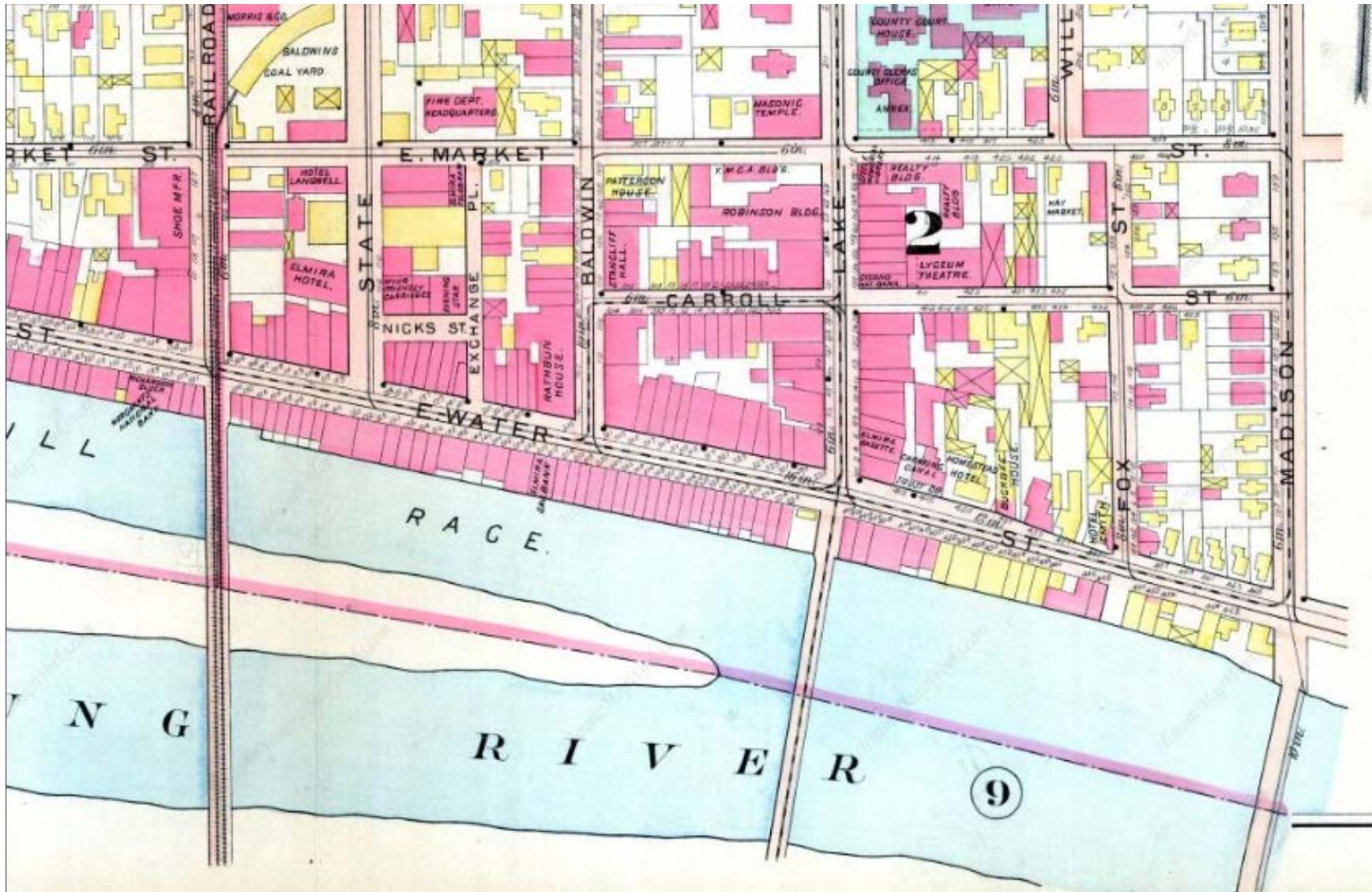
East Water Street Rejuvenation Project
 PIN 6755.13
 City of Elmira, Chemung County



March 2023
 SCALE: 1 inch = 1,500 feet
 DRAWN/CHECKED: BCB
 DATA SOURCE:
 NYS GIS Clearinghouse

ATTACHMENT A

Historic Mapping (1904)



From Chemung County 1904, New York
Published by D. L. Miller & Co. in 1904

Source: Historic Map Works

ATTACHMENT B

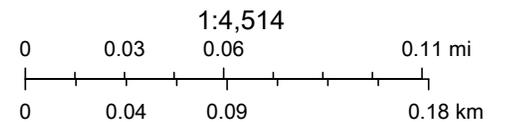
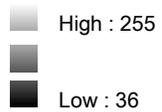
**Historic Aerial Photography
(1938, 1955, 1964, 1977, 1995 and 2018)**

1938



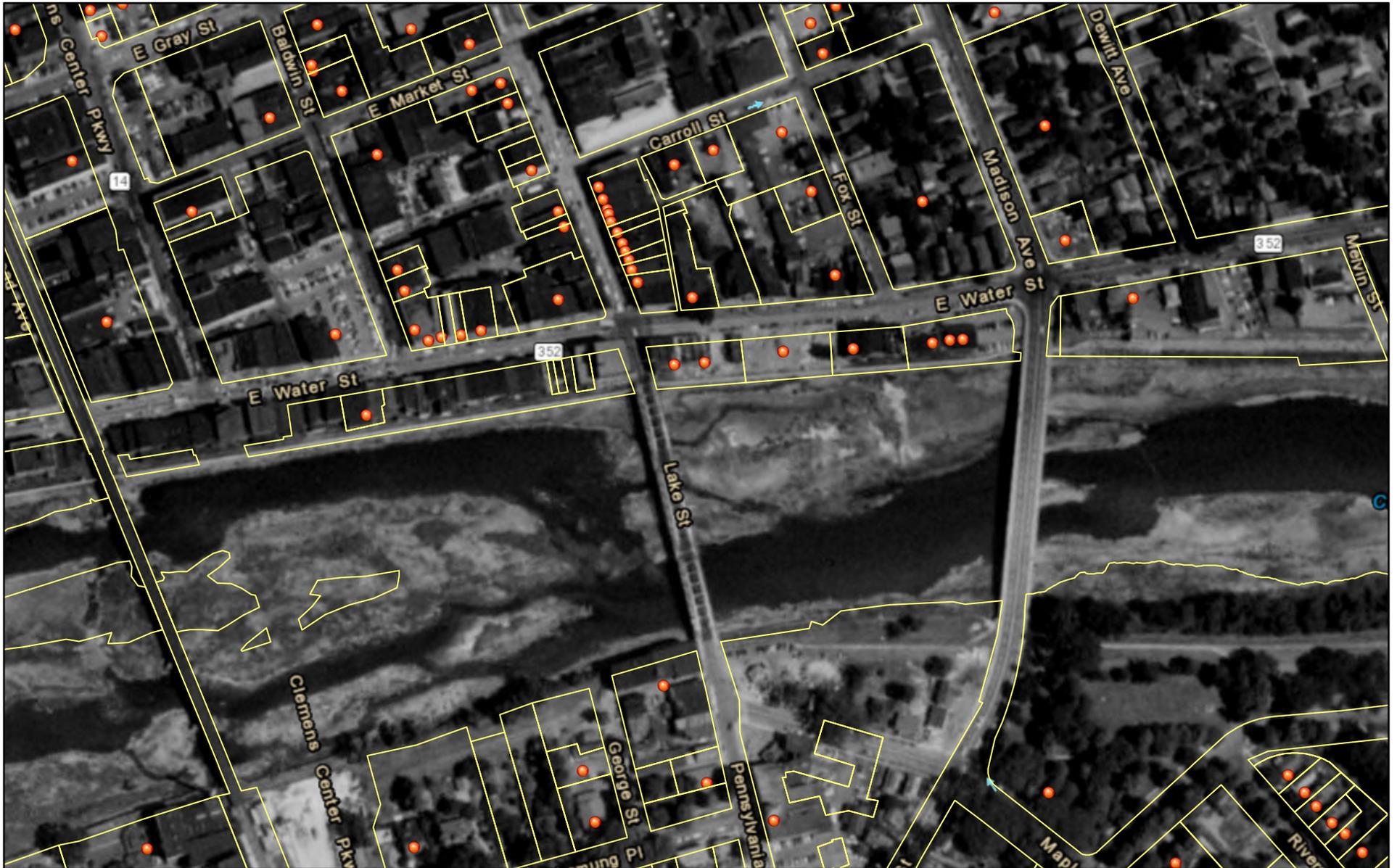
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World Transportation CHEMUNG_1938_MOSAIC.sid



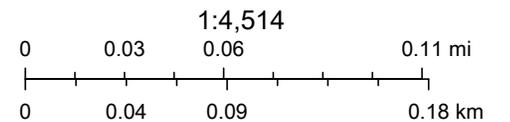
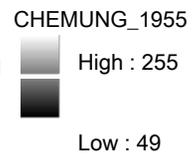
Esri, HERE, iPC, New York State, Maxar, Esri, HERE, Garmin, iPC

1955



3/31/2023, 9:05:03 AM

- World Transportation
- Chemung County Parcels updated 9.1.2021
- Address Points



Esri, HERE, iPC, New York State, Maxar, Esri, HERE, Garmin, iPC

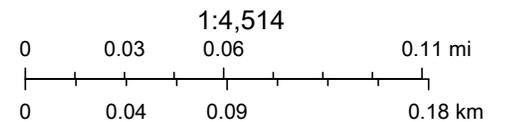
1964



3/31/2023, 9:06:28 AM

- World Transportation
- Chemung County Parcels updated 9.1.2021
- Address Points

CHEMUNG_1964_MOSAIC



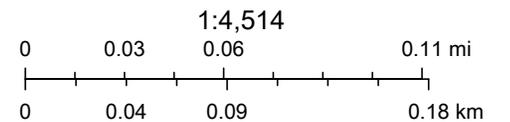
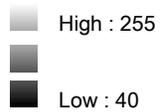
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1977



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World Transportation CHEMUNG_1977_mosaic.sid



Esri, HERE, iPC, New York State, Maxar, Esri, HERE, Garmin, iPC

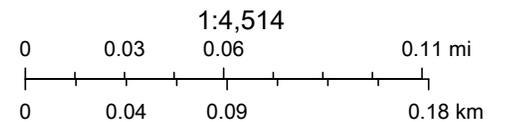
1995



3/31/2023, 9:10:29 AM

World Transportation c1995_Orthos.jp2

- Red: Band_1
- Green: Band_2



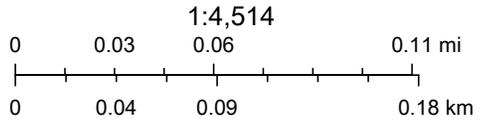
Esri, HERE, iPC, New York State, Maxar, Esri, HERE, Garmin, iPC

2018



3/31/2023, 9:12:31 AM

- World Transportation
- Chemung County Parcels updated 9.1.2021
- Address Points
- 2018
- Red: Band_1
- Green: Band_2



Esri, HERE, iPC, New York State, Maxar, Esri, HERE, Garmin, iPC

ATTACHMENT C

NETR Radius Reports

East Water Street Rejuvenation Project

prepared for: bbancroft@luengineers.com

Ref:

2023-03-30

Environmental Radius Report



2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

Federal

| | < 1/4 | 1/4 - 1/2 | 1/2 - 1 |
|---|-------|-----------|---------|
| Lists of Federal NPL (Superfund) sites | 0 | 0 | 0 |
| Lists of Federal Delisted NPL sites | 0 | 0 | - |
| Lists of Federal sites subject to CERCLA removals and CERCLA orders | 0 | 0 | - |
| Lists of Federal CERCLA sites with NFRAP | 0 | 0 | - |
| Lists of Federal RCRA facilities undergoing Corrective Action | 0 | 0 | - |
| Lists of Federal RCRA TSD facilities | 0 | 0 | - |
| Lists of Federal RCRA generators | 3 | - | - |
| Federal institutional control/engineering control registries | 0 | - | - |
| Federal ERNS list | 0 | - | - |

State

| | < 1/4 | 1/4 - 1/2 | 1/2 - 1 |
|---|-------|-----------|---------|
| Lists of state and tribal Superfund equivalent sites | 2 | 0 | 6 |
| Lists of state and tribal hazardous waste facilities | 9 | 16 | - |
| Lists of state and tribal landfills and solid waste disposal facilities | 0 | 0 | - |
| Lists of state and tribal leaking storage tanks | 1 | 8 | - |
| Lists of state and tribal registered storage tanks | 11 | - | - |
| State and tribal institutional control/engineering control registries | 0 | - | - |
| Lists of state and tribal voluntary cleanup sites | 1 | 2 | - |
| Lists of state and tribal brownfields sites | 1 | 1 | - |

Other

| | < 1/4 | 1/4 - 1/2 | 1/2 - 1 |
|---|-------|-----------|---------|
| State and/or tribal lists of spills and spill responses | 31 | 77 | - |
| State and/or tribal lists of clandestine laboratory cleanups | 0 | 1 | - |
| Resource Conservation and Recovery Act Information (RCRAInfo) | 12 | 24 | - |
| U.S. EPA Underground Storage Tanks (UST) | 9 | - | - |
| U.S. EPA Toxic Release Inventory System (TRIS) | 0 | 0 | - |

Lists of Federal NPL (Superfund) sites

The National Priorities List (NPL) is the list of sites of national priority among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation. The NPL is updated periodically, as mandated by CERCLA.

There were no Federal NPL sites found within a one-mile radius of the target property.

Lists of Federal Delisted NPL sites

The EPA may delete a final NPL site if it determines that no further response is required to protect human health or the environment. Under Section 300.425(e) of the NCP (55 FR 8845, March 8, 1990), a site may be deleted when no further response is appropriate if EPA determines that one of the following criteria has been met: 1) EPA, in conjunction with the state, has determined that responsible parties have implemented all appropriate response action required, 2) EPA, in consultation with the state, has determined that all appropriate Superfund-financed responses under CERCLA have been implemented and that no further response by responsible parties is appropriate, 3) A remedial investigation/feasibility study (RI/FS) has shown that the release poses no significant threat to public health or the environment and, therefore, remedial measures are not appropriate.

There were no Federal Delisted NPL sites found within a half-mile radius of the target property.

Lists of Federal sites subject to CERCLA removals and CERCLA orders

CERCLA identifies the classes of parties liable under CERCLA for the cost of responding to releases of hazardous substances. In addition, CERCLA contains provisions specifying when Federal installations must report releases of hazardous substances and the cleanup procedures they must follow. Executive Order No. 12580, Superfund Implementation, delegates response authorities to EPA and the Coast Guard. Generally, the head of the Federal agency has the delegated authority to address releases at the Federal facilities in its jurisdiction.

There were no Federal sites subject to CERCLA removals and/or orders found within a half-mile radius of the target property.

Lists of Federal CERCLA sites with NFRAP

No Further Remedial Action Planned (NFRAP) is a decision made as part of the Superfund remedial site evaluation process to denote that further remedial assessment activities are not required and that the facility/site does not pose a threat to public health or the environment sufficient to qualify for placement on the National Priorities List (NPL) based on currently available information. These facilities/sites may be re-evaluated if EPA receives new information or learns that site conditions have changed. A NFRAP decision does not mean the facility/site is free of contamination and does not preclude the facility/site from being addressed under another federal, state or tribal cleanup program.

There were no Federal CERCLA sites with No Further Remedial Action Planned (NFRAP) decisions found within a half-mile radius of the target property.

Lists of Federal RCRA facilities undergoing Corrective Action

Corrective action is a requirement under the Resource Conservation and Recovery Act (RCRA) that facilities that treat, store or dispose of hazardous wastes investigate and cleanup hazardous releases into soil, ground water, surface water and air. Corrective action is principally implemented through RCRA permits and orders. RCRA permits issued to TSDFs must include provisions for corrective action as well as financial assurance to cover the costs of implementing those cleanup measures. In addition to the EPA, 44 states and territories are authorized to run the Corrective Action program.

There were no Federal RCRA facilities undergoing corrective action(s) found within a half-mile radius of the target property.

Lists of Federal RCRA TSD facilities

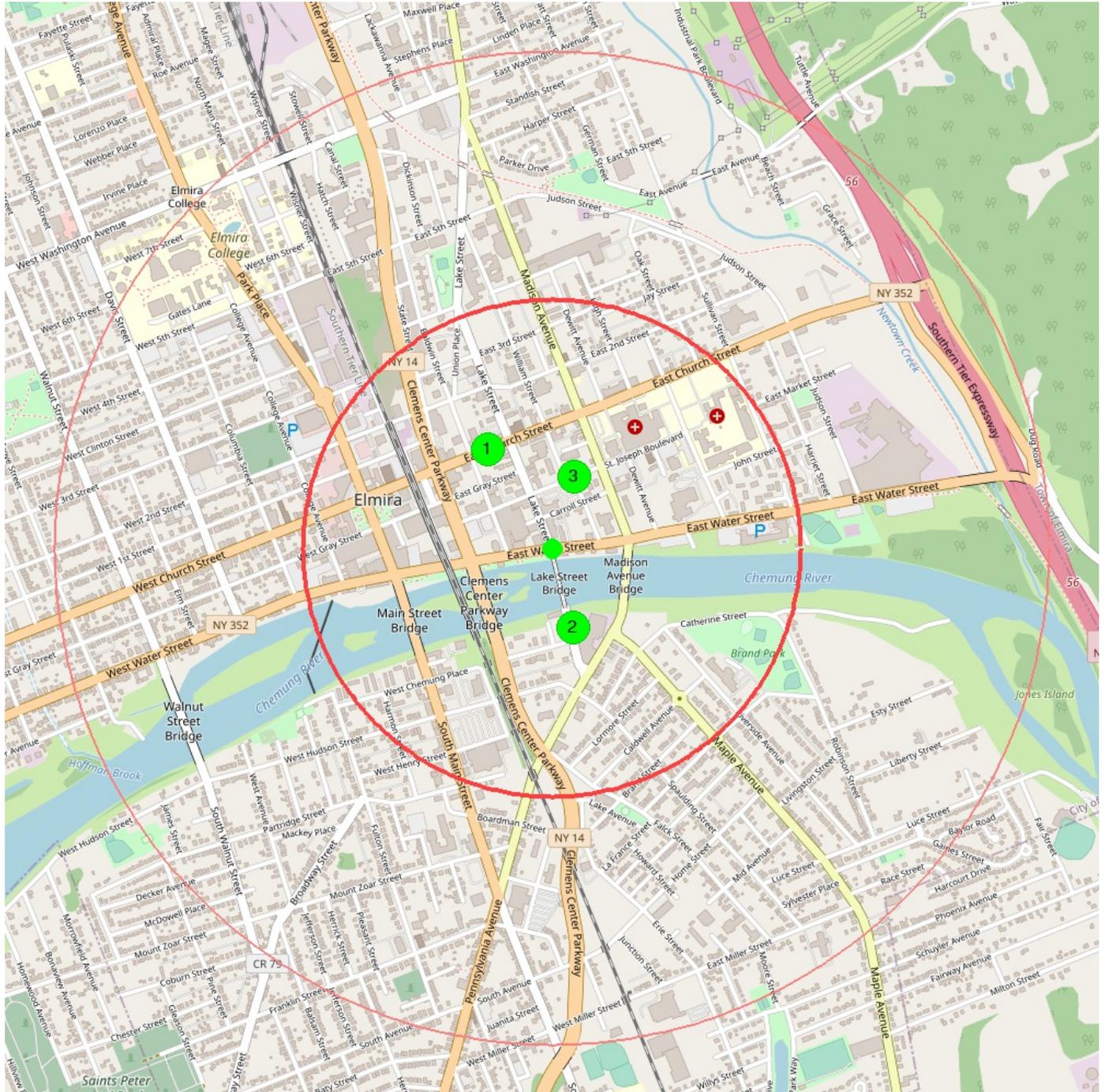
The final link in RCRA's cradle-to-grave concept is the treatment, storage, and disposal facility (TSDF) that follows the generator and transporter in the chain of waste management activities. The regulations pertaining to TSDFs are more stringent than those that apply to generators or transporters. They include general facility standards as well as unit-specific design and operating criteria.

There were no Federal RCRA treatment, storage and disposal facilities (TSDFs) found within a half-mile radius of target property.

Lists of Federal RCRA generators

BIENNIAL REPORTERS

Federal regulations require large quantity generators (LQGs) and treatment, storage, and disposal (TSD) facilities that handle hazardous waste to report to the EPA Administrator at least once every two years. The data collected is used to create the National Biennial Resource Conservation and Recovery Act (RCRA) Hazardous Waste Report. This data is processed within the RCRA information (RCRAInfo) database.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|--------------------------------|---|
| 1 | |
| Registry ID | 110038902569 |
| Name | ELMIRA ARMORY |
| Address | 307 E CHURCH STREET |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | BR:NYR000162883, RCRAINFO:NYR000162883 |
| Interest Type | HAZARDOUS WASTE BIENNIAL REPORTER, LQG |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 30-JUN-09 |
| Date Updated | 17-DEC-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2369 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 2 | |
| Registry ID | 110004388920 |
| Name | HOWELL PACKAGING FM HOWELL & CO |
| Address | 79 PENNSYLVANIA AVE |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | BR:NYD980647846, NPDES:NYU000593, OSHA-OIS:340445360, OSHA-OIS:343166807, RCRAINFO:NYD980647846 |
| Interest Type | HAZARDOUS WASTE BIENNIAL REPORTER, ICIS-NPDES UNPERMITTED, LQG, OSHA ESTABLISHMENT |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 29-JUL-16 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1653 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 3 | |
| Registry ID | 110070746573 |
| Name | ST JOSEPHS HOSPITAL |
| Address | 555 MARKET ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | BR:NYD057936155 |
| Interest Type | HAZARDOUS WASTE BIENNIAL REPORTER |
| Point of Reference Description | ENTRANCE POINT OF A FACILITY OR STATION |
| Date Created | 06-MAY-20 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1506 |
| data source | last updated from FACILITY REGISTRY SERVICE |

Federal institutional control/engineering control registries

Institutional Controls (IC) are defined as non-engineered and/or legal controls that minimize the potential human exposure to contamination by limiting land or resource use. Whereas, Engineering Controls (EC) consist of engineering measures (e.g. caps, treatment systems, etc.) designed to minimize the potential for human exposure to contamination by either limiting direct contact with contaminated areas or controlling migration of contaminants through environmental media.

There were no Federal institutional or engineering controls found at the target property.

Federal ERNS list

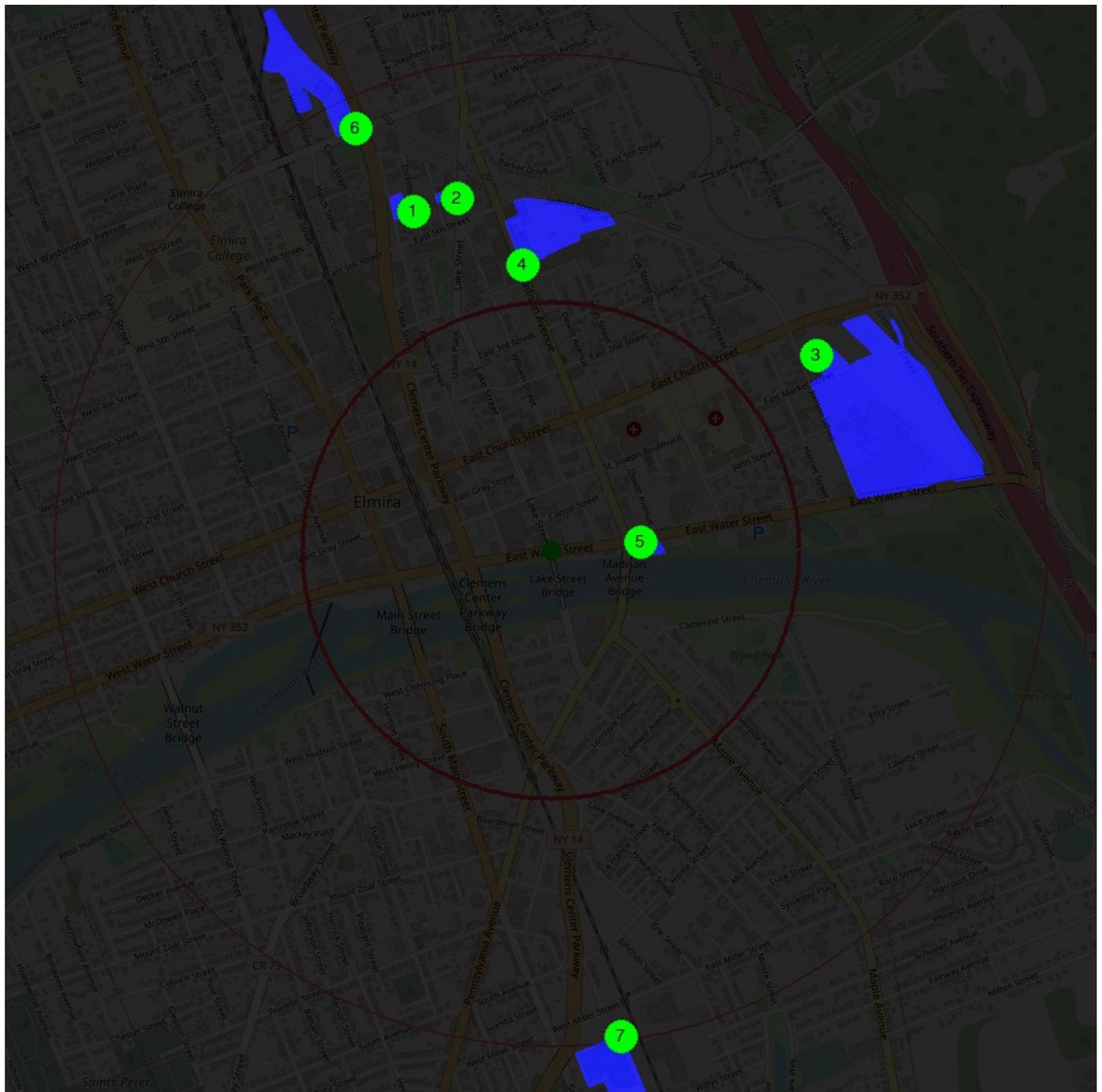
The Emergency Response Notification System (ERNS) is a database used to store information on notification of oil discharges and hazardous substances releases. The ERNS program is a cooperative data sharing effort encompassing the National Response Center (NRC), operated by the US Coast Guard, EPA HQ and EPA regional offices. ERNS data is used to analyze release notifications, track EPA responses and compliance to environmental laws, support emergency planning efforts, and assist decision-makers in developing spill prevention programs.

There were no Federally recorded releases of oil and/or hazardous substances at the target property.

Lists of state and tribal Superfund equivalent sites

NYSDEC - INACTIVE HAZARDOUS WASTE DISPOSAL SITE BOUNDARIES

The Inactive Hazardous Waste Disposal Site (IHWDS) Program is the State's program for identifying, investigating and cleaning up sites where consequential amounts of hazardous waste may have been disposed. These sites go through a process of investigation, evaluation, cleanup and monitoring that has several distinct stages. Sites that receive a classification of 2 (representing a significant threat to public health and/or the environment and requiring action) usually undergo a detailed environmental investigation, called a remedial investigation. This dataset was derived from the NYSDEC's environmental remediation site boundaries file retrieved from NYSDEC's Open Data portal. This dataset was searched to return all IHWDS sites within a mile of the target property.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|------------------------------|--|
| 1 | |
| Site Code | 808041 |
| Site Name | 714 Baldwin Street |
| Program | State Superfund Program |
| Site Class | 02 |
| Address | 714 Baldwin Street |
| Localilty | Elmira |
| Town | Elmira (c) |
| Detail URL | Link |
| distance from center (miles) | 0.7370 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

| | |
|------------------------------|--|
| 2 | |
| Site Code | 808030 |
| Site Name | Former Diamond Cleaners |
| Program | State Superfund Program |
| Site Class | 04 |
| Address | 717 Lake Street |
| Localilty | Elmira |
| Town | Elmira (c) |
| Detail URL | Link |
| distance from center (miles) | 0.7347 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

| | |
|------------------------------|--|
| 3 | |
| Site Code | 808032 |
| Site Name | Former Matt Brewer Oil Site |
| Program | State Superfund Program |
| Site Class | 02 |
| Address | 915 EAST MARKET STREET |
| Localilty | Elmira |
| Town | Elmira (c) |
| Detail URL | Link |
| distance from center (miles) | 0.6642 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

| | |
|------------------------------|--|
| 4 | |
| Site Code | 808004 |
| Site Name | Kennedy Valve Manufacturing Corporation |
| Program | State Superfund Program |
| Site Class | N |
| Address | 1021 East Water Street |
| Localilty | Elmira |
| Town | Elmira |
| Detail URL | Link |
| distance from center (miles) | 0.0000 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

| | |
|------------------------------|--|
| 5 | |
| Site Code | 808018 |
| Site Name | NYSEG - Elmira Madison Ave. MGP |
| Program | State Superfund Program |
| Site Class | A |
| Address | Madison Avenue |
| Localilty | Elmira |
| Town | Elmira |
| Detail URL | Link |
| distance from center (miles) | 0.5784 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

| | |
|------------------------------|--|
| 6 | |
| Site Code | 808025 |
| Site Name | NYSEG - Elmira Water St. MGP |
| Program | State Superfund Program |
| Site Class | A |
| Address | 500 East Water St |
| Localilty | Elmira |
| Town | Elmira |
| Detail URL | Link |
| distance from center (miles) | 0.1830 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

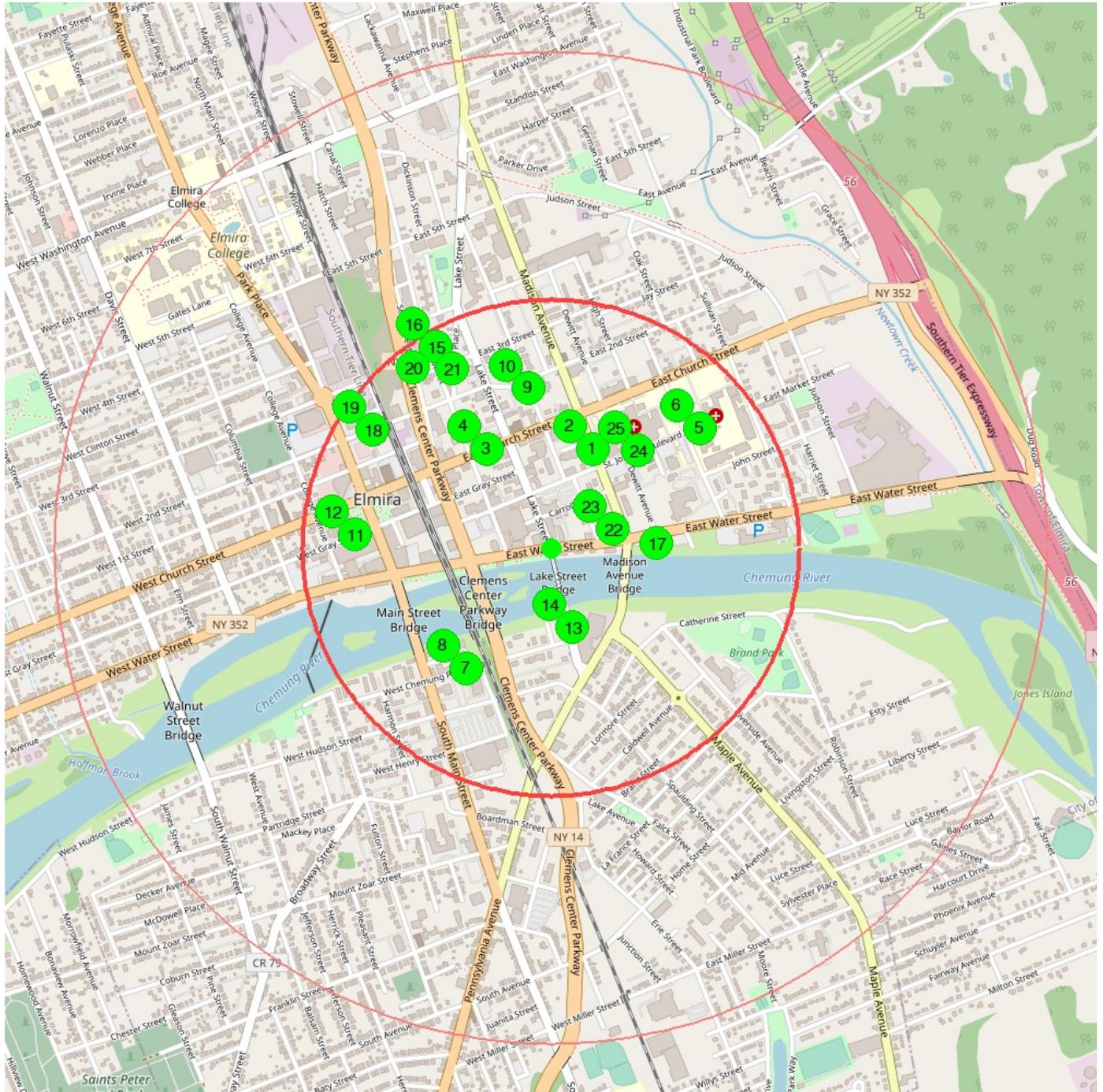
| | |
|------------------------------|--|
| 7 | |
| Site Code | 808013 |
| Site Name | Shulman's Salvage Yard |
| Program | State Superfund Program |
| Site Class | 02 |
| Address | One Shulman Plaza |
| Localilty | Elmira |
| Town | Elmira |
| Detail URL | Link |
| distance from center (miles) | 0.9379 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

| | |
|------------------------------|--|
| 8 | |
| Site Code | 808022 |
| Site Name | Sperry Remington (North Portion) |
| Program | State Superfund Program |
| Site Class | N |
| Address | 777 South Main Street |
| Localilty | Elmira |
| Town | Elmira |
| Detail URL | Link |
| distance from center (miles) | 0.9892 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

Lists of state and tribal hazardous waste facilities

NYSDEC - RCRA HAZARDOUS WASTE FACILITIES

The Resource Conservation and Recovery Act's (RCRA) hazardous waste permitting program ensures the safe management of hazardous wastes. Under this program, EPA establishes requirements regarding the treatment, storage and disposal of hazardous wastes. The permitting program is important to the cradle-to-grave management system for hazardous wastes, which prevents dangerous releases and avoids costly Superfund cleanups. Permits are issued by authorized state or EPA regional offices. State and EPA cooperate to implement RCRA. Hazardous waste management facilities receive hazardous wastes for treatment, storage, or disposal. These facilities are often referred to as treatment, storage and disposal facilities, or TSDFs. This data set was searched to return all records within a half-mile of the target property.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|------------------------------|--|
| 1 | |
| RCRA Name | CHEMUNG COUNTY OF BUILDING DEPT |
| Source ID | NY0000943399 |
| Facility Address | 217 MADISON AVE |
| Facility City | ELMIRA |
| Registry ID | 110004322475 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.2156 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 2 | |
| RCRA Name | CHEMUNG COUNTY OF BUILDING DEPT |
| Source ID | NY0000943399 |
| Facility Address | 217 MADISON AVE |
| Facility City | ELMIRA |
| Registry ID | 110004322475 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.2156 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 3 | |
| RCRA Name | ELMIRA ARMORY |
| Source ID | NYR000162883 |
| Facility Address | 307 E CHURCH ST |
| Facility City | ELMIRA |
| Registry ID | 110038902569 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.2369 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 4 | |
| RCRA Name | ELMIRA ARMORY |
| Source ID | NYR000162883 |
| Facility Address | 307 E CHURCH ST |
| Facility City | ELMIRA |
| Registry ID | 110038902569 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.2369 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 5 | |
| RCRA Name | ELMIRA PSYCHIATRIC CENTER |
| Source ID | NYD980664502 |
| Facility Address | 100 WASHINGTON ST |
| Facility City | ELMIRA |
| Registry ID | 110004389509 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.3852 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 6 | |
| RCRA Name | ELMIRA PSYCHIATRIC CENTER |
| Source ID | NYD980664502 |
| Facility Address | 100 WASHINGTON ST |
| Facility City | ELMIRA |
| Registry ID | 110004389509 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.3852 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 7 | |
| RCRA Name | FAMILY DOLLAR #10194 |
| Source ID | NYR000211342 |
| Facility Address | 100 W CHEMUNG PL |
| Facility City | ELMIRA |
| Registry ID | 110060283036 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.2982 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 8 | |
| RCRA Name | FAMILY DOLLAR #10194 |
| Source ID | NYR000211342 |
| Facility Address | 100 W CHEMUNG PL |
| Facility City | ELMIRA |
| Registry ID | 110060283036 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.2982 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 9 | |
| RCRA Name | FAMILY DOLLAR STORE #3392 |
| Source ID | NYR000214775 |
| Facility Address | 322 WILLIAM ST |
| Facility City | ELMIRA |
| Registry ID | 110063082453 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.3263 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 10 | |
| RCRA Name | FAMILY DOLLAR STORE #3392 |
| Source ID | NYR000214775 |
| Facility Address | 322 WILLIAM ST |
| Facility City | ELMIRA |
| Registry ID | 110063082453 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.3263 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 11 | |
| RCRA Name | GOODYEAR AUTO SERVICE CENTER |
| Source ID | NYD137882411 |
| Facility Address | 220 W GRAY ST |
| Facility City | ELMIRA |
| Registry ID | 110000808591 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.3948 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 12 | |
| RCRA Name | GOODYEAR AUTO SERVICE CENTER |
| Source ID | NYD137882411 |
| Facility Address | 220 W GRAY ST |
| Facility City | ELMIRA |
| Registry ID | 110000808591 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.3948 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 13 | |
| RCRA Name | HOWELL PACKAGING FM HOWELL & CO |
| Source ID | NYD980647846 |
| Facility Address | 79 PENNSYLVANIA AVE |
| Facility City | ELMIRA |
| Registry ID | 110004388920 |
| Significant Non-Compliance | No |
| Inspection Count | 1 |
| distance from center (miles) | 0.1653 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 14 | |
| RCRA Name | HOWELL PACKAGING FM HOWELL & CO |
| Source ID | NYD980647846 |
| Facility Address | 79 PENNSYLVANIA AVE |
| Facility City | ELMIRA |
| Registry ID | 110004388920 |
| Significant Non-Compliance | No |
| Inspection Count | 1 |
| distance from center (miles) | 0.1653 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|---|
| 15 | |
| RCRA Name | JOHN H COOK JR PAINTING CONTRACTOR INC |
| Source ID | NYD053650511 |
| Facility Address | 510 BALDWIN ST |
| Facility City | ELMIRA |
| Registry ID | 110004359195 |
| Significant Non-Compliance | No |
| Inspection Count | 1 |
| distance from center (miles) | 0.4678 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|---|
| 16 | |
| RCRA Name | JOHN H COOK JR PAINTING CONTRACTOR INC |
| Source ID | NYD053650511 |
| Facility Address | 510 BALDWIN ST |
| Facility City | ELMIRA |
| Registry ID | 110004359195 |
| Significant Non-Compliance | No |
| Inspection Count | 1 |
| distance from center (miles) | 0.4678 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 17 | |
| Program Number | 808025 |
| Program Type | HW |
| Project Name | Remedial Design |
| Program Facility Name | NYSEG - Elmira Water St. MGP |
| Site Class | Active |
| Address 1 | 500 East Water St |
| Locality | Elmira |
| ZIP Code | 14901- |
| SWIS Code | 0830 |
| Project Completion Date | 04/21/2021 |
| Contaminants | benzo(b)fluoranthene |
| distance from center (miles) | 0.2124 |
| data source | last updated 2022-02-23 from NYDEC-ERS |

| | |
|------------------------------|--|
| 18 | |
| RCRA Name | RITE AID #10886 |
| Source ID | NYR000189464 |
| Facility Address | 119 W 2ND ST |
| Facility City | ELMIRA |
| Registry ID | 110044920128 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.4321 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 19 | |
| RCRA Name | RITE AID #10886 |
| Source ID | NYR000189464 |
| Facility Address | 119 W 2ND ST |
| Facility City | ELMIRA |
| Registry ID | 110044920128 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.4321 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 20 | |
| RCRA Name | R - WIREWORKS INC |
| Source ID | NYD039552708 |
| Facility Address | 517-519 BALDWIN ST |
| Facility City | ELMIRA |
| Registry ID | 110019717056 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.4663 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 21 | |
| RCRA Name | R - WIREWORKS INC |
| Source ID | NYD039552708 |
| Facility Address | 517-519 BALDWIN ST |
| Facility City | ELMIRA |
| Registry ID | 110019717056 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.4663 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 22 | |
| RCRA Name | STEVE ACUTO PONTIAC INC |
| Source ID | NYD981488281 |
| Facility Address | MADISON & E WATER ST |
| Facility City | ELMIRA |
| Registry ID | 110008021158 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.1304 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

| | |
|------------------------------|--|
| 23 | |
| RCRA Name | STEVE ACUTO PONTIAC INC |
| Source ID | NYD981488281 |
| Facility Address | MADISON & E WATER ST |
| Facility City | ELMIRA |
| Registry ID | 110008021158 |
| Significant Non-Compliance | No |
| distance from center (miles) | 0.1304 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

| | |
|------------------------------|--|
| 24 | |
| RCRA Name | ST JOSEPHS HOSPITAL |
| Source ID | NYD057936155 |
| Facility Address | 555 MARKET ST |
| Facility City | ELMIRA |
| Registry ID | 110004361299 |
| Significant Non-Compliance | No |
| Quarters with Non-Compliance | 1 |
| Inspection Count | 1 |
| distance from center (miles) | 0.2642 |
| data source | last updated 2022-02-23 from NYDEC-HWF |

25

| | |
|------------------------------|--|
| RCRA Name | ST JOSEPHS HOSPITAL |
| Source ID | NYD057936155 |
| Facility Address | 555 MARKET ST |
| Facility City | ELMIRA |
| Registry ID | 110004361299 |
| Significant Non-Compliance | No |
| Quarters with Non-Compliance | 1 |
| Inspection Count | 1 |
| distance from center (miles) | 0.2642 |
| data source | last updated 2022-02-14 from NYDEC-HWF |

Lists of state and tribal landfills and solid waste disposal facilities

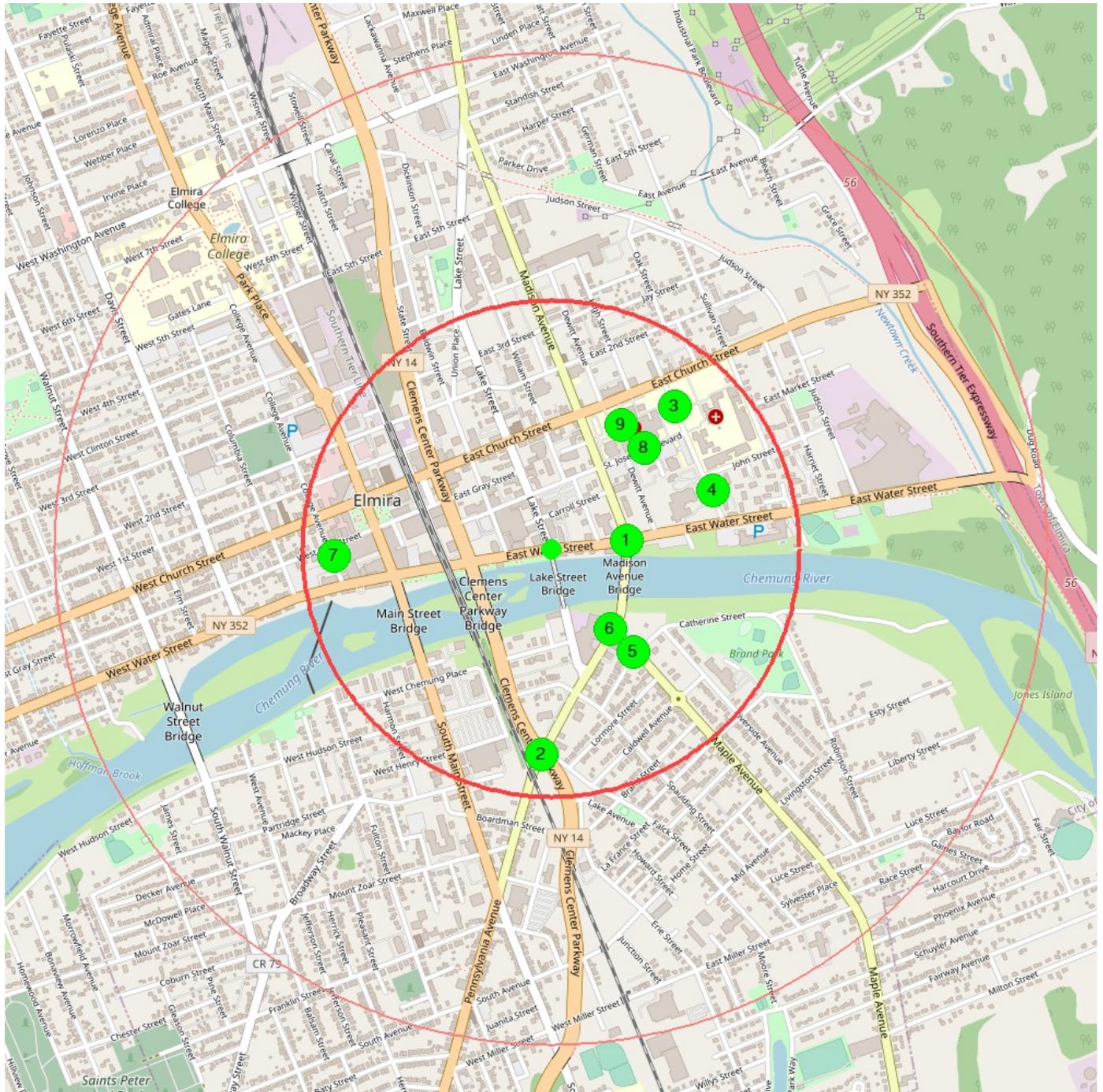
Title 40 of the CFR parts 239 through 259 contain the regulations for non-hazardous solid waste programs set up by the states. EPA has requirements for state solid waste permit programs, guidelines for the processing of solid waste, guidelines for storage and collection of commercial, residential and institutional solid waste, and the criteria for municipal solid waste landfills. State solid waste programs may be more stringent than the federal code requires.

There were no State and/or tribal landfills or solid waste disposal facilities found within a half-mile radius of the target property.

Lists of state and tribal leaking storage tanks

NYDEC - LEAKING UNDERGROUND STORAGE TANKS

Subsection (c) of Section 1526 of the Energy Policy Act of 2005 amends Section 9002 in Subtitle I of the Solid Waste Disposal Act to add requirements for states to maintain, update and make available to the public a record or releases from underground storage tanks (USTs) regulated under subtitle I. New York State's Public Record of UST releases includes the number, sources, and causes of UST releases along with data on the number of UST equipment failures in the State. Release, source, and cause information is based on USTs regulated under 40 CFR 280.12. Source and cause data were collected from initial reports to the NYS Spills Hotline and updates by DEC staff. This data set of spills was searched to return all petroleum and/or hazardous materials spills from USTs within a half-mile of the target property.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|------------------------------|--|
| 1 | |
| Spill Number | 9103031 |
| Program Facility Name | ACUTO (STEVE) PONTIAC |
| Site ID | 165633 |
| DER Facility ID | 139574 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | MADISON & WATER STREET |
| Spill Date | 1991-06-14 10:30:00 |
| Received Date | 1991-06-14 11:00:00 |
| Contributing Factor | Tank Failure |
| Water Body | GROUND WATER |
| Source | Commercial/Industrial |
| Reported By | Tank Tester |
| Caller Remark | WHILE REMOVING ONE 2,000 UNLEADED GAS TANK HEAVILY CONTAMINATED FILL WAS ENCOUNTERED UNDER TANK BY SCOTT INC. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR . 06/14/91: PL FOUND UP TO 200 PPM OF GAS IN SOIL UNDER TANK. CONTAMINATION STILL HIGH AT GREATEST DEPTH REACHED WITHOUT UNDERMINING THE ADJACENT BUILDING. 06/14/91: ACUTO TRANSPORTED SAMPLE TO FRIEND LAB TO DETERMINE IF EXCAVATED SOIL IS HAZARDOUS. PL ASKED ACUTO TO DRILL A MONITORING WELL & REMOVE RESIDUAL CONTAMINATION FROM EXCAVATION. 03/05/92: LINDENFELSER FOUND THE SOIL VENT SYSTEM EMITTING 3.8 PPM AFTER HAVING BEEN SHUT DOWN DUE TO ICING IN THE WINTER. 03/31/92: PL FOUND THE VENT SYSTEM OPERATING PROPERLY AND 0 PPM ON THE HNU METER. NO FURTHER ACTION NEEDED AT THIS TIME. 02/11/94: BASED ON INSPECTION ON 03-31-92 (HNU READING OF 0 PPM FROM VAPOR EXTRACTION SYSTEM) AND FOLLOW LETTER DATED 06-01-92 (PL TO STEVE ACUTO), THIS SPILL WAS PROPERLY ADDRESSED & REMEDIATED. 02/11/94: NO FURTHER ACTION NECESSARY AT THIS TIME. 02/13/07: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | STEVE ACUTO PONTIAC |
| UST Trust | True |
| Class | B3 |
| Create Date | 1991-06-17 00:00:00 |
| Close Date | 1994-02-11 00:00:00 |
| Update Date | 2007-02-13 14:39:27.607000000 |
| distance from center (miles) | 0.1542 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

| | |
|------------------------------|--|
| 2 | |
| Spill Number | 8805075 |
| Program Facility Name | CITY OF ELMIRA |
| Site ID | 67594 |
| DER Facility ID | 64554 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | PENNSYLVANIA AVENUE |
| Spill Date | 1988-09-12 09:30:00 |
| Received Date | 1988-09-12 10:00:00 |
| Contributing Factor | Tank Failure |
| Water Body | ON LAND |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Tank Tester |
| Caller Remark | WHILE REMOVING TANKS FROM A FORMER GAS STATION, IT WAS DISCOVERED THAT TANKS HAD HOLES AND SOME CONTAMINATED SOIL WAS BENEATH THE TANK. LARRY WINNERT, CONTACT. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM . 09/12/88: APPROXIMATELY 20 YARDS OF SOIL REMOVED FROM TANK EXCAVATION. ARRANGEMENT BEING MADE FOR DISPOSAL. SOIL BEING STAGED ON SITE. 12/16/88: 12/16/88 HOLE BACKFILLED. SOIL REMOVED FROM SITE AND DISPOSED. NO FURTHER ACTION NECESSARY. 02/15/07: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | CITY OF ELMIRA |
| UST Trust | True |
| Class | C3 |
| Create Date | 1988-09-29 00:00:00 |
| Close Date | 1988-12-16 00:00:00 |
| Update Date | 2007-02-15 09:40:56.343000000 |
| distance from center (miles) | 0.4155 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 3 | |
| Spill Number | 9112849 |
| Program Facility Name | ELMIRA COLLEGE PHYSICAL |
| Site ID | 118826 |
| DER Facility ID | 103251 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | WASHINGTON STREET |
| Spill Date | 1992-03-02 15:00:00 |
| Received Date | 1992-03-02 15:30:00 |
| Contributing Factor | Tank Test Failure |
| Source | Institutional, Educational, Gov., Other |
| Reported By | Tank Tester |
| Caller Remark | A 1500 GAL DIESEL FUEL TANK FAILED AT -0.6306 GPH. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was PL 03/02/92: ON 03-06-92 THE TANK PASSED A RETEST AFTER A LEAKY JUNCTION OF A GAUGE LINE AT THE TANK WAS REPAIRED. |
| Spiller Company | ELMIRA COL PHYSICAL PLANT |
| UST Trust | True |
| Class | D3 |
| Create Date | 1992-03-24 00:00:00 |
| Close Date | 1992-03-02 00:00:00 |
| Update Date | 1992-04-08 00:00:00 |
| distance from center (miles) | 0.3794 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

NYDEC - LEAKING UNDERGROUND STORAGE TANKS

4

| | |
|------------------------------|---|
| Spill Number | 8800360 |
| Program Facility Name | ELMIRA PSYCH CENTER |
| Site ID | 87887 |
| DER Facility ID | 80462 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 100 WASHINGTON STREET |
| Spill Date | 1988-04-11 20:30:00 |
| Received Date | 1988-04-11 21:15:00 |
| Contributing Factor | Tank Test Failure |
| Source | Institutional, Educational, Gov., Other |
| Reported By | Tank Tester |
| Caller Remark | CENTRAL TESTING FOUND THAT A 15,000 GALLON UG TANK LOST PRODUCT AT -0.051 GAL/HR UPPER TEST AND -0.052 GAL/HR LOWER TEST. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM 04/11/88: SUBSEQUENTLY DETERMINED THAT TEST METHOD IS UNABLE TO ACCUREATELY DETECT A LOSS SO SMALL. 04/11/88: 15,000 GAL TANK TESTED AT RATE OF .052 GAL/HOUR WHICH IS BENEATH STANDARD FOR THIS SIZE TANK (.063 GAL/HR). |
| Spiller Company | ELMIRA PSYCH CENTER |
| UST Trust | False |
| Class | |
| Create Date | 1988-04-14 00:00:00 |
| Close Date | 1988-04-11 00:00:00 |
| Update Date | 1988-09-01 00:00:00 |
| distance from center (miles) | 0.3471 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

| | |
|------------------------------|--|
| 5 | |
| Spill Number | 0302871 |
| Program Facility Name | EXPRESS MART #337 |
| Site ID | 100363 |
| DER Facility ID | 89117 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 300 MAPLE AVENUE |
| Spill Date | 2003-06-17 20:00:00 |
| Received Date | 2003-06-17 20:20:00 |
| Contributing Factor | Tank Overfill |
| Source | Tank Truck |
| Reported By | Affected Persons |
| Caller Remark | AN OVERFILL OCCURRED AT THE ABOVE EXPRESS MART DUE TO AN OVERFILL PROTECTION SYSTEM THAT MALFUNCTIONED. SPEEDY DRI WAS APPLIED TO THE SPILL BY THE LOCAL FIRE DEPARTMENT. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 06/17/03:CH TELECON WITH BRIAN NYE OF ALLNIGHT TRUCKING. NYE IS GETTING HIS INFO FROM THE DRIVERS SUPERVISOR. APPARENTLY THE DRIVER WAS MAKING A DELIVERY AND THE OVERFILL PROTECTION SYSTEM DID NOT WORK AND THE FUEL BLEW OUT THE VAPOR RECOVERY LINE. THE DRIVER BELIEVED IT WAS ONLY 15 GALLONS OR SO. THE FIRE DEPT RESPONDED AND HELPED CLEAN UP THE MATERIAL WITH SPEEDY DRY. THIS IS A DUPLICATE SPILL OF SPILL 0370169, WHICH WAS GENERATED WHEN CHEMUNG COUNTY EMERGENCY MANAGER, MIKE SMITH, NOTIFIED DEC IN HORSEHEADS. THIS SPILL WILL BE CLOSED AND ANY FOLLOW UP WILL BE DONE UNDER SPILL #0370169. |
| Spiller Company | ALL NIGHT TRUCKING |
| UST Trust | False |
| Class | B3 |
| Create Date | 2003-06-17 00:00:00 |
| Close Date | 2003-06-18 00:00:00 |
| Update Date | 2003-06-20 00:00:00 |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 6 | |
| Spill Number | 8604409 |
| Program Facility Name | MOBIL OIL |
| Site ID | 100365 |
| DER Facility ID | 326894 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 300 MAPLE AVENUE |
| Spill Date | 1986-10-08 16:00:00 |
| Received Date | 1986-10-09 08:45:00 |
| Contributing Factor | Tank Test Failure |
| Water Body | GROUND WATER |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Tank Tester |
| Spiller Name | |
| Caller Remark | TWO TANKS FAILED TANK TEST - 10,000 GALLON .191 GAL/HR, 10,000 GALLON .340 GAL/HR BEAVERS PETROLEUM DID THE TESTING. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM . // : MOBIL TO MAKE ARRANGEMENT TO HAVE TOPS OF TANKS UNCOVERED TO ISOLATE TANKS AND RETEST THE TANKS. TANKS HAVE BEEN EMPTIED OF PRODUCT. // : TANKS REMOVED ON 01/19 BY BEAVERS PETROLEUM. MINIMAL UNDERGROUND CONTAMINATION ENCOUNTERED. NO FURTHER ACTION NECESSARY. 02/15/07: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | MOBIL OIL |
| UST Trust | True |
| Class | C3 |
| Create Date | 1986-10-09 00:00:00 |
| Close Date | 1987-01-12 00:00:00 |
| Update Date | 2007-02-15 11:41:31.077000000 |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 7 | |
| Spill Number | 8701731 |
| Program Facility Name | STATION #105 |
| Site ID | 96878 |
| DER Facility ID | 86396 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 154 COLLEGE AVE |
| Spill Date | 1987-05-23 10:40:00 |
| Received Date | 1987-06-01 13:55:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Tank Tester |
| Caller Remark | FAILED AINLEY TANK TEST, 12,000 GAL ISOLATED TANK. 0.167/HR (TANK BEING REPLACED) |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM . / / : JOE MARCHITELL TO LOOK INTO IT. / / : 6/9 NO CONTAMINATION EVIDENT. TANK REDLINED IN PLACE. / / : EXCAVATION ALONG END OF TANK SHOWED NO CONTAMINATION.TANK TO BE RELINED IN PLACE AND THEN RETESTED. 02/13/07: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | HIGHWAY OIL CO |
| UST Trust | True |
| Class | C3 |
| Create Date | 1987-06-05 00:00:00 |
| Close Date | 1987-06-09 00:00:00 |
| Update Date | 2007-02-13 12:51:26.233000000 |
| distance from center (miles) | 0.4372 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

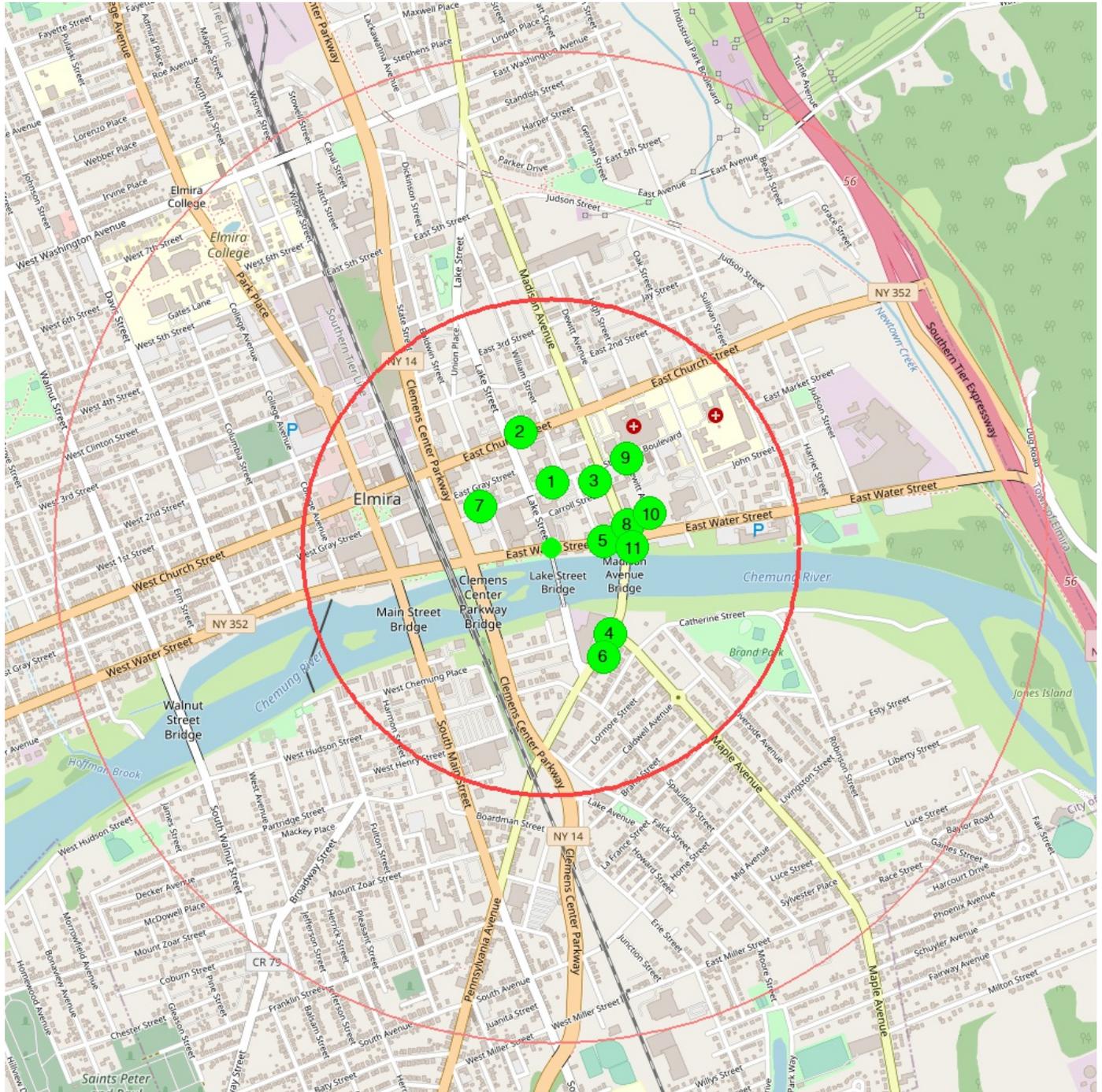
| | |
|------------------------------|--|
| 8 | |
| Spill Number | 8705432 |
| Program Facility Name | ST JOSEPH HOSPITAL |
| Site ID | 183680 |
| DER Facility ID | 153738 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 555 E MARKET ST |
| Spill Date | 1987-09-28 18:30:00 |
| Received Date | 1987-09-28 09:55:00 |
| Contributing Factor | Tank Test Failure |
| Source | Commercial/Industrial |
| Reported By | Tank Tester |
| Caller Remark | NO CONCLUSIVE TEST DUE TO VOLUME CHANGE. RETEST WILL BE 9/19. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was CH / / : 15,000 GALLON UG TANK WITH LEAK RATE OF -.058. ON FURTHER REVIEW, THIS IS AN ALLOWABLE LEAK RATE FOR 15,000 GALLON TANK. |
| Spiller Company | ST JOSEPHS HOSPITAL |
| UST Trust | False |
| Class | |
| Create Date | 2003-12-02 00:00:00 |
| Close Date | 1987-09-29 00:00:00 |
| Update Date | 2003-12-02 00:00:00 |
| distance from center (miles) | 0.2764 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

| | |
|------------------------------|--|
| 9 | |
| Spill Number | 8906966 |
| Program Facility Name | ST JOSEPH'S HOSPITAL |
| Site ID | 117074 |
| DER Facility ID | 48670 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 555 EAST MARKET STREET |
| Spill Date | 1989-10-16 11:00:00 |
| Received Date | 1989-10-16 11:50:00 |
| Contributing Factor | Tank Test Failure |
| Water Body | GROUND WATER |
| Source | Institutional, Educational, Gov., Other |
| Reported By | Tank Tester |
| Caller Remark | TWO 15,000 GAL TANKS MANIFOLDED TOGETHER FAILED AT -.23 GAL/HR. EARL PLATE, DIRECTOR OF FACILITIES, CONTACT. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM . // : TANKS SEPARATED AND RETESTED ON 10-26-89. TANKS TESTED TIGHT. 10/18/89: REPORT GIVEN TO JOE MARCHITELL (JM) TO FOLLOW-UP 10/18/89. TANKS TO BE SEPARATED AND TESTED INDIVIDUALLY WEEK OF 10/23/89. 02/15/07: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | ST JOSEPH'S HOSPITAL |
| UST Trust | True |
| Class | C3 |
| Create Date | 1989-10-24 00:00:00 |
| Close Date | 1990-03-01 00:00:00 |
| Update Date | 2007-02-15 10:30:42.263000000 |
| distance from center (miles) | 0.2764 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

Lists of state and tribal registered storage tanks

NYSDEC - BULK STORAGE FACILITIES

Improper handling and storage of petroleum, hazardous substances/chemicals or liquefied natural gas (LNG) can result in spills that threaten the environment or pose health and safety risks to nearby persons. Across the state, there have been instances of spills of petroleum or chemicals that have caused groundwater contamination including some public water supplies. Storage and handling of LNG poses primarily fire safety concerns and risks from handling a cryogenic material. The Petroleum Bulk Storage program applies to properties which have, except for tank systems that are specifically exempted: one or more tank systems that are designed to store a combined capacity of more than 1,100 gallons or more of petroleum in aboveground and/or underground storage tanks; or one or more UST systems that are designed to store 110 or more gallons of petroleum. This dataset was searched to return all bulk storage facilities regarding the target and/or adjacent properties.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|------------------------------|--|
| 1 | |
| Site Number | 8-144932 |
| Site Type | PBS |
| Facility Name | CHEMUNG COUNTY |
| Site Address | SHERIFF'S DEPARTMENT |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 06/30/1992 |
| distance from center (miles) | 0.1317 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 2 | |
| Site Number | 8-126160 |
| Site Type | PBS |
| Facility Name | CITY OF ELMIRA |
| Site Address | POLICE HEADQUARTERS |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 03/24/1997 |
| distance from center (miles) | 0.2394 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 3 | |
| Site Number | 8-060321 |
| Site Type | PBS |
| Facility Name | KWIK FILL A0025/035 |
| Site Address | 155 MADISON AVENUE |
| Locality | Elmira |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | ACTIVE |
| Expiration Date | 12/02/2021 |
| distance from center (miles) | 0.1596 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 4 | |
| Site Number | 8-389722 |
| Site Type | PBS |
| Facility Name | NYS DOT |
| Site Address | MAPLE AVENUE |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14904 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 07/10/1992 |
| distance from center (miles) | 0.2125 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 5 | |
| Site Number | 8-601305 |
| Site Type | PBS |
| Facility Name | SIMMONS ROCKWELL |
| Site Address | 465 EAST WATER STREET |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 11/05/2012 |
| distance from center (miles) | 0.1078 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 6 | |
| Site Number | 8-419540 |
| Site Type | PBS |
| Facility Name | SPEEDWAY #9940 |
| Site Address | 300 MAPLE AVENUE |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14904 |
| Facility Status | ACTIVE |
| Expiration Date | 11/06/2023 |
| distance from center (miles) | 0.2431 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 7 | |
| Site Number | 8-015059 |
| Site Type | PBS |
| Facility Name | STAR-GAZETTE |
| Site Address | 201 BALDWIN STREET |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14902 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 09/02/1996 |
| distance from center (miles) | 0.1643 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 8 | |
| Site Number | 8-445185 |
| Site Type | PBS |
| Facility Name | STEVE ACUTO PONTIAC ISUZU INC |
| Site Address | 101 MADISON AVENUE |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 06/28/1993 |
| distance from center (miles) | 0.1361 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 9 | |
| Site Number | 8-381691 |
| Site Type | PBS |
| Facility Name | ST JOSEPH'S HOSPITAL |
| Site Address | 555 ST JOSEPH'S BLVD |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | ACTIVE |
| Expiration Date | 06/18/2022 |
| distance from center (miles) | 0.2369 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 10 | |
| Site Number | 8-060518 |
| Site Type | PBS |
| Facility Name | SUNOCO #0363-9218 |
| Site Address | 501 E WATER STREET |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 12/02/2006 |
| distance from center (miles) | 0.1694 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

| | |
|------------------------------|--|
| 11 | |
| Site Number | 8-601507 |
| Site Type | PBS |
| Facility Name | WILLIAMS HONDA |
| Site Address | 465 EAST WATER STREET |
| Locality | ELMIRA |
| County | CHEMUNG |
| ZIP Code | 14901 |
| Facility Status | UNREGULATED/CLOSED |
| Expiration Date | 12/27/2020 |
| distance from center (miles) | 0.1438 |
| data source | last updated 2022-02-23 from NYDEC-BSF |

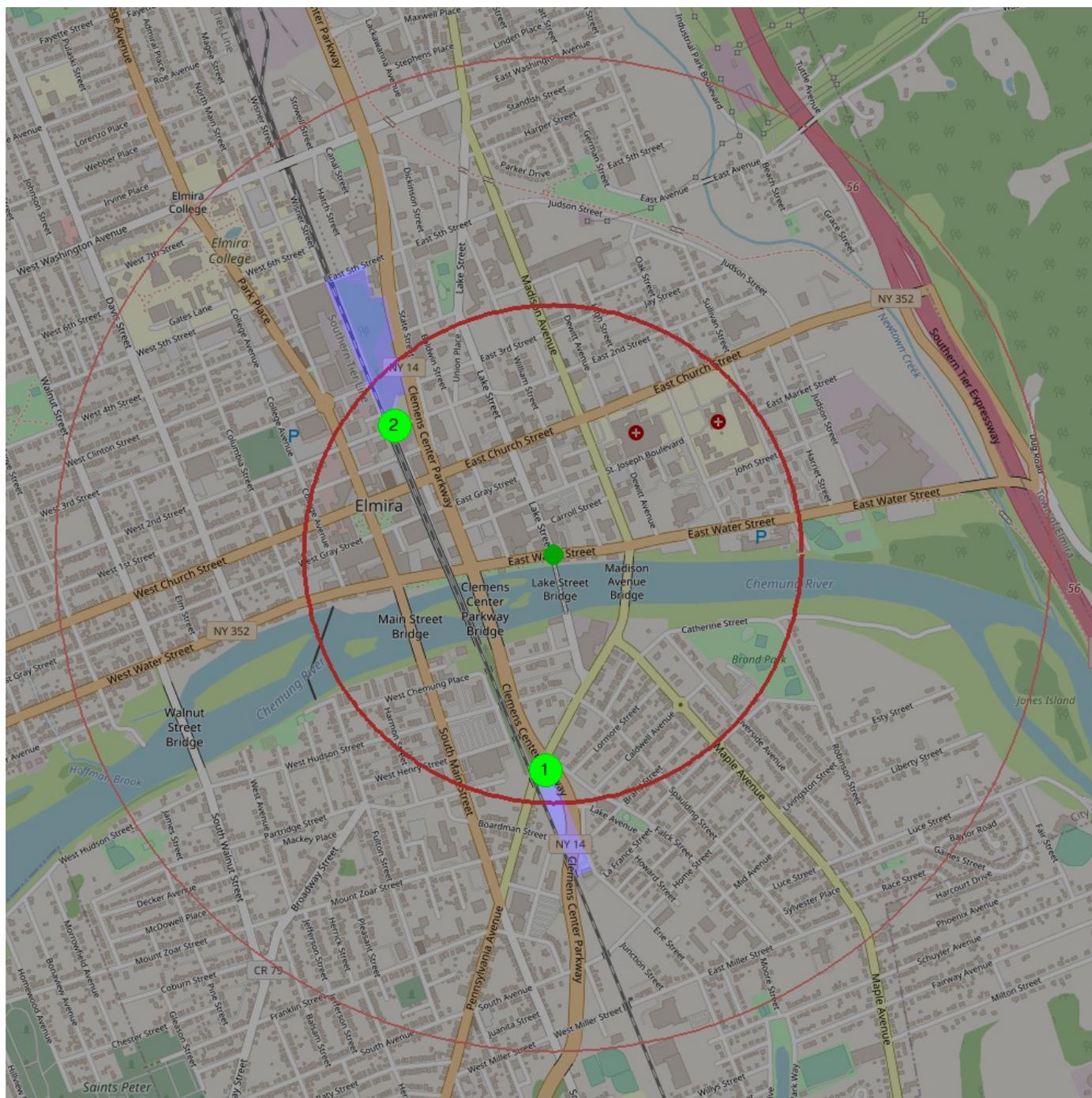
State and tribal institutional control/engineering control registries

Institutional controls are non-engineered instruments such as administrative and legal controls that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Engineering controls consist of engineering measures (e.g. caps, treatment systems, etc.) designed to minimize the potential for human exposure to contamination by either limiting direct contact with contaminated areas or controlling migration of contaminants through environmental media. It is EPA's expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable.

There were no State and/or tribal institutional and/or engineering controls found filed against the target property.

Lists of state and tribal voluntary cleanup sites

NYSDEC - VOLUNTARY CLEANUP PROGRAM BOUNDARIES



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

1

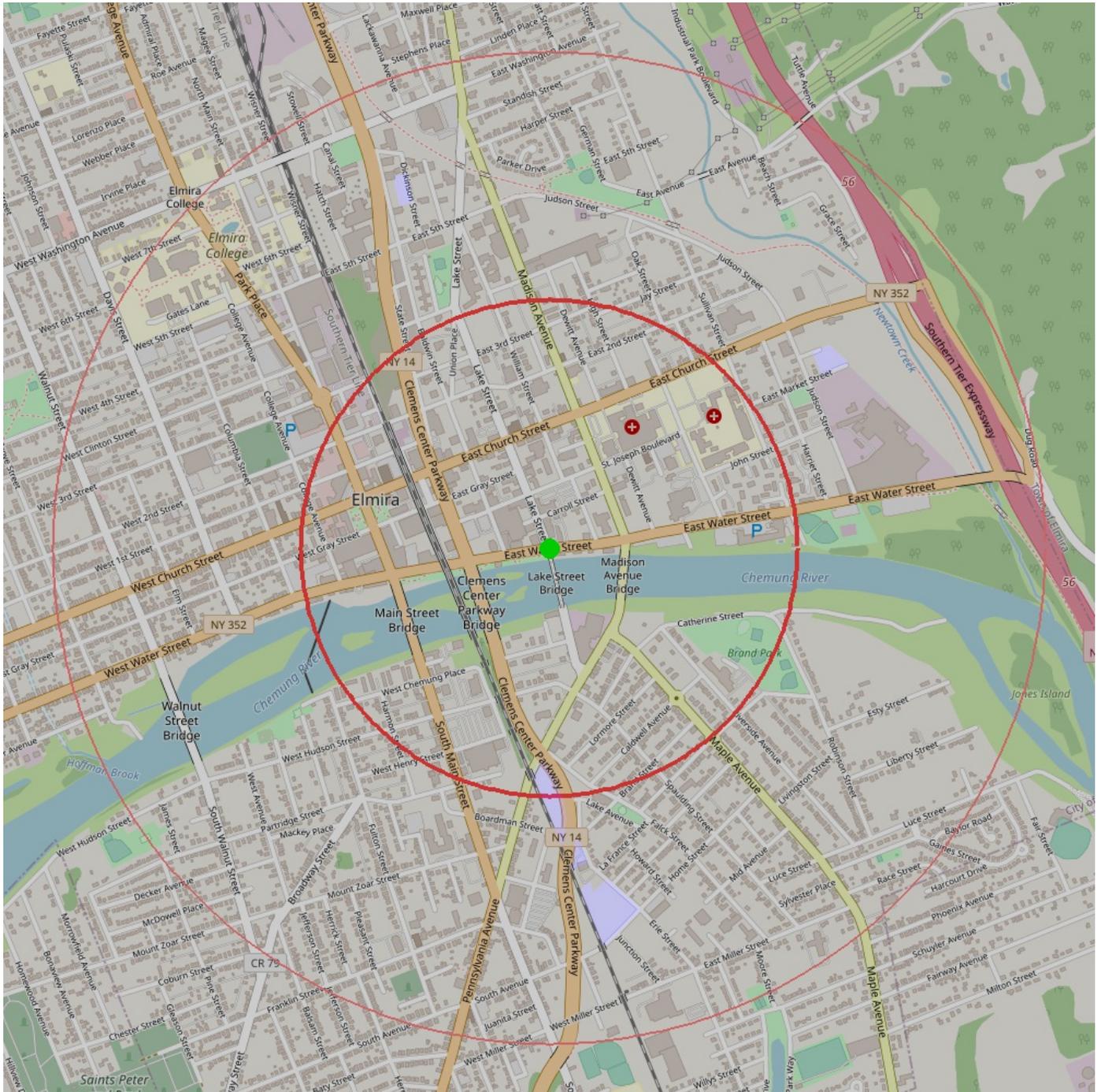
| | |
|------------------------------|--|
| Site Code | V00630 |
| Site Name | Former Chemung Foundry Site |
| Program | Voluntary Cleanup Program |
| Site Class | C |
| Address | 400 and 500 Erie Street |
| Localilty | Elmira |
| Town | Elmira (c) |
| Detail URL | Link |
| distance from center (miles) | 0.4358 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

2

| | |
|------------------------------|--|
| Site Code | V00446 |
| Site Name | Pennsylvania Lines LLC,Elmira 5th St Yar |
| Program | Voluntary Cleanup Program |
| Site Class | N |
| Address | Clemens Center Parkway |
| Localilty | Elmira |
| Town | Elmira |
| Detail URL | Link |
| distance from center (miles) | 0.4099 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

NYSDEC - ENVIRONMENTAL RESTORATION PROGRAM BOUNDARIES

The purpose of this program is to provide grants to municipalities for the investigation and remediation of municipally owned properties. Eligible projects are those which have been the subject of an environmental investigation under the New York State Environmental Restoration Program and have a DEC-issued Record of Decision (ROD) for the site. The project's purpose must be to implement the ROD, or the ROD as subsequently modified based on new information in accordance with DER-2. ERP sites have been searched to return any and all sites within a mile of the target property.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

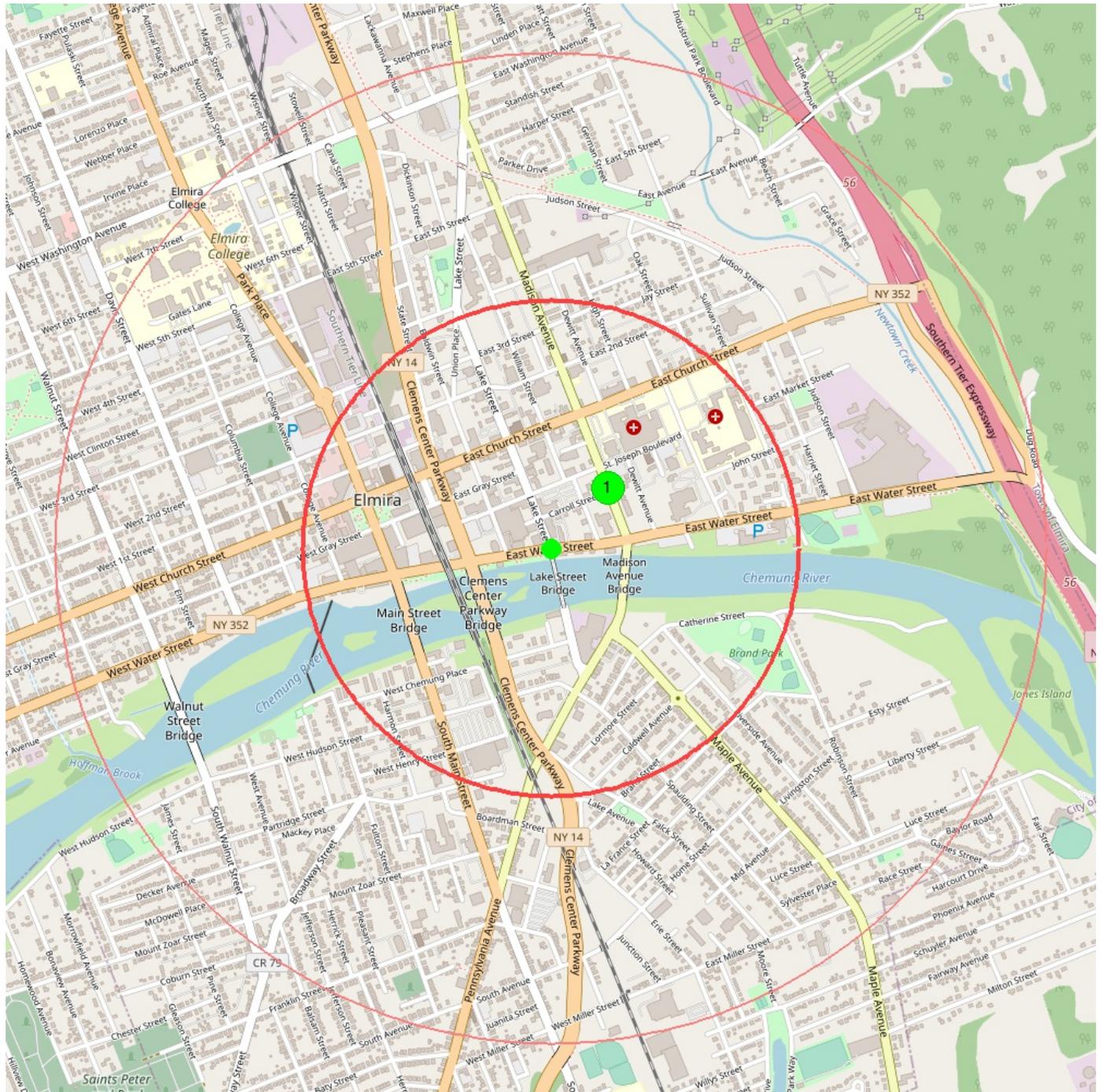
1

| | |
|------------------------------|--|
| Site Code | B00014 |
| Site Name | Former Chemung Foundry |
| Program | Environmental Restoration Program |
| Site Class | N |
| Address | 500-512 Erie Street |
| Localilty | Elmira |
| Town | Elmira (c) |
| Detail URL | Link |
| distance from center (miles) | 0.0000 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

Lists of state and tribal brownfields sites

ASSESSMENT, CLEANUP AND REDEVELOPMENT EXCHANGE SYSTEM

ACRES is an online database that stores information reported by EPA Brownfields grant recipients regarding brownfields properties that have been assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments (TBA) performed by EPA Regional offices.



center 42.08838272 -76.80091858

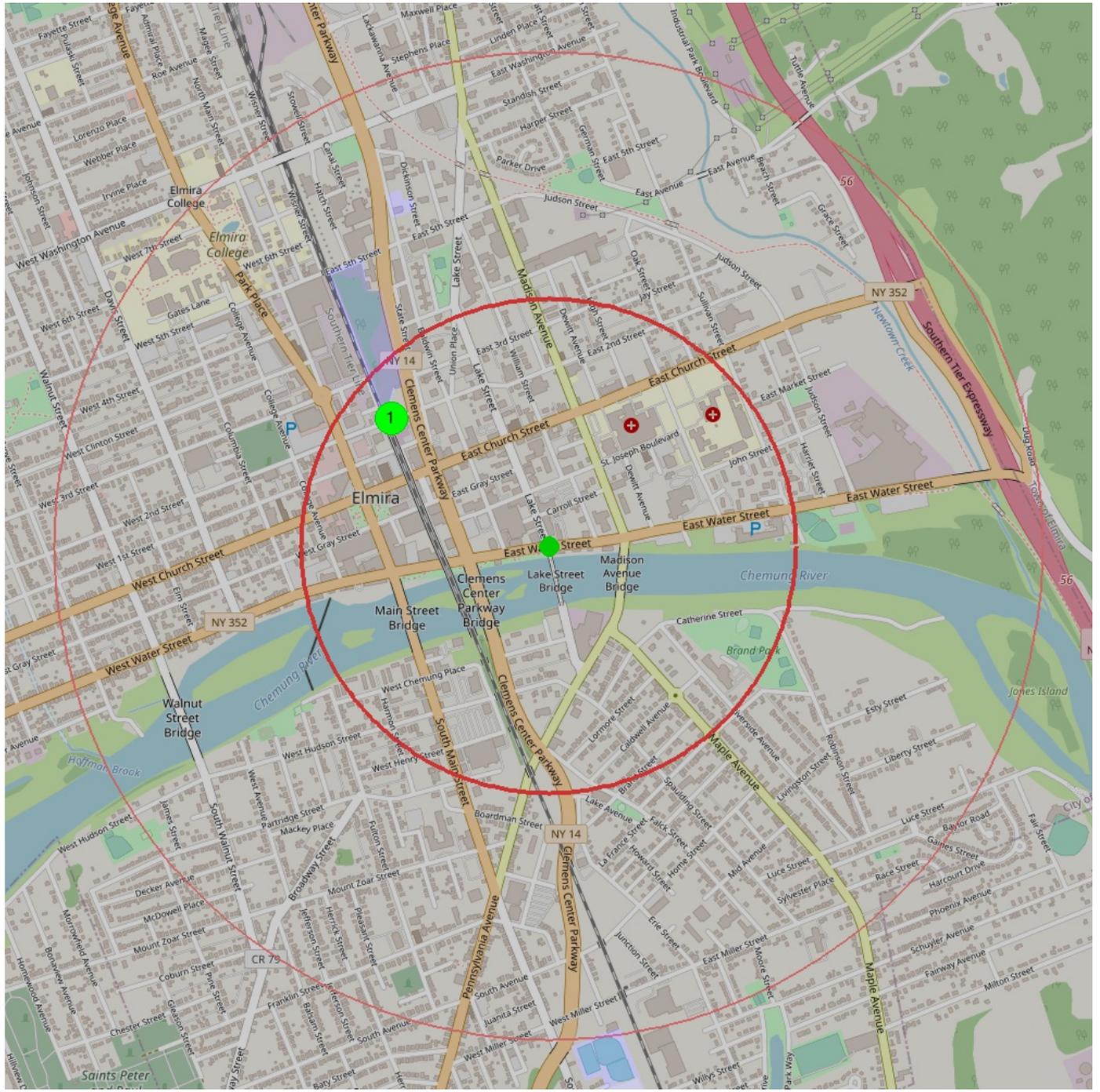
0.5 mile

1.0 mile

| | |
|--------------------------------|--|
| 1 | |
| Registry ID | 110039537301 |
| Name | FORMER MILLER STREET GREENHOUSE |
| Address | 164 MADISON AVE |
| City | ELMIRA |
| Site Type | BROWNFIELDS SITE |
| Program Acronyms | ACRES:13201 |
| Interest Type | BROWNFIELDS PROPERTY |
| Point of Reference Description | ENTRANCE POINT OF A FACILITY OR STATION |
| Date Created | 22-OCT-09 |
| Date Updated | 23-SEP-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1669 |
| data source | last updated from FACILITY REGISTRY SERVICE |

NYSDEC - BROWNFIELD CLEANUP PROGRAM BOUNDARIES

Brownfield sites are any real property where a contaminant is present at levels exceeding the soil cleanup objectives or other health-based or environmental standards, criteria or guidance adopted by the DEC that are applicable based on the reasonably anticipated use of the property, except: sites listed as Class 1 or 2, sites on the USEPA National Priorities List (NPL), hazardous waste TSDFs, sites subject to a cleanup order under Article 12 of the Navigation Law, and sites subject to any on-going state or federal enforcement actions regarding solid/hazardous waste or petroleum. The goal of the Brownfield Cleanup Program (BCP) is to encourage private-sector cleanups of brownfields and to promote their redevelopment as a means to revitalize economically blighted communities. The BCP is an alternative to greenfield development and is intended to remove some of the barriers to, and provide tax incentives for, the redevelopment of urban brownfields. The NYDEC's Environmental Remediation Sites database has been searched to return all brownfield redevelopment sites within a half-mile of the target property.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

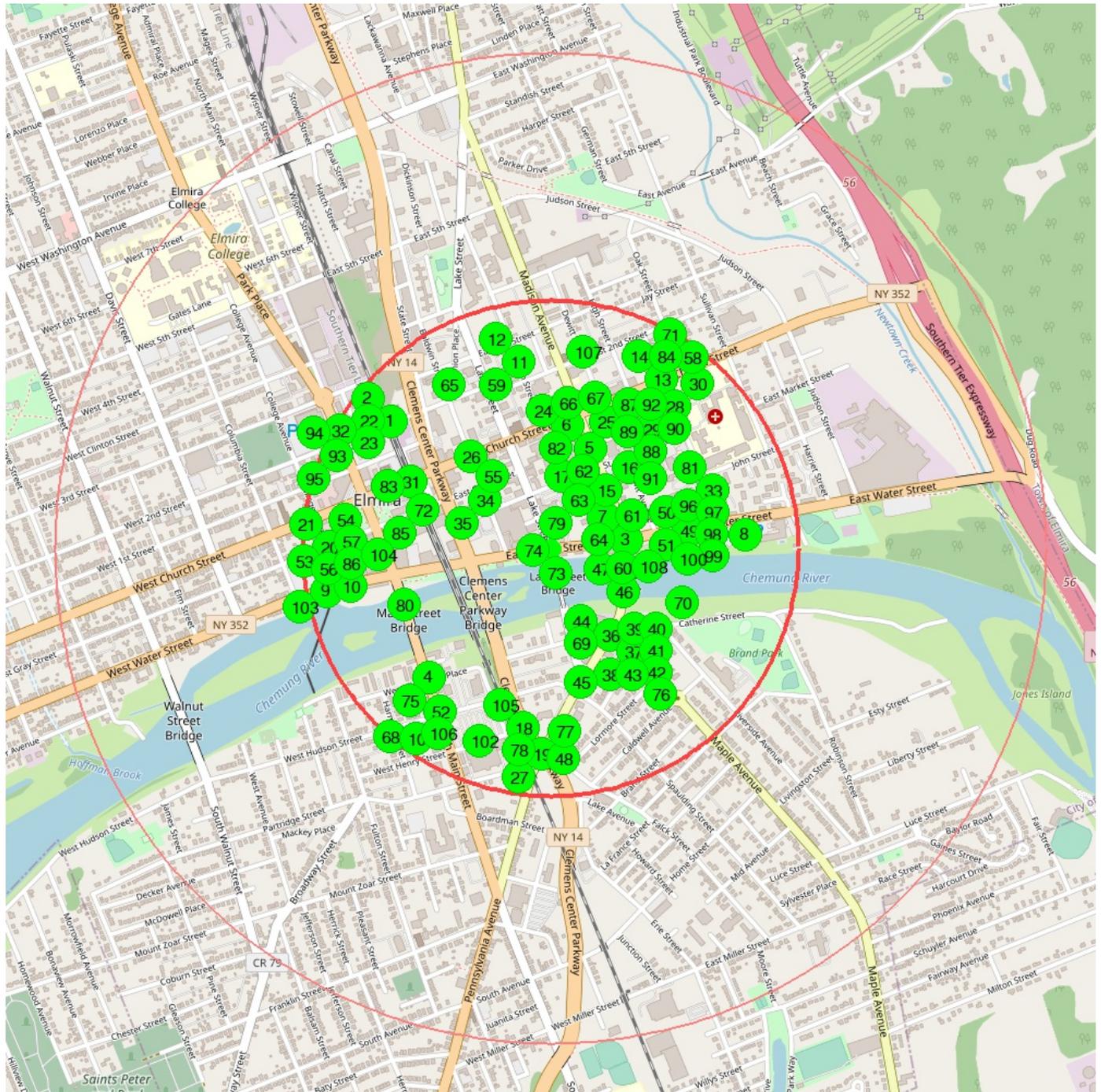
1

| | |
|------------------------------|---|
| Site Code | C808050 |
| Site Name | Pennsylvania Lines LLC, Elmira 5th Street Yard |
| Program | Brownfield Cleanup Program |
| Site Class | A |
| Address | 152 East 5th Street |
| Localilty | Elmira |
| Town | Elmira (c) |
| Detail URL | Link |
| distance from center (miles) | 0.4102 |
| data source | last updated 2022-02-25 from NYDEC-ERS-BORDERS |

State and/or tribal lists of spills and spill responses

NYSDEC - SPILL INCIDENTS

The New York State Department of Environmental Conservation (NYSDEC) Spill Response Program maintains a Spill Incidents Database which contains reports of hazardous material spills occurring anywhere in New York State. The Spills Incidents Database was searched to return all spill sites within a half-mile of the target property.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|------------------------------|--|
| 1 | |
| Spill Number | 0070177 |
| Program Facility Name | 103 EAST 2ND STREET |
| Site ID | 192534 |
| DER Facility ID | 160530 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 103 EAST 2ND STREET |
| Spill Date | 2000-06-09 12:30:00 |
| Received Date | 2000-06-09 12:30:00 |
| Contributing Factor | Other |
| Source | Commercial/Industrial |
| Reported By | Responsible Party |
| Caller Remark | WHILE EXCAVATING FOR PURPOSES OF REPLACING SIDEWALK (FOR ROAD RENOVATION PROJECT), DENINNIS CONTRACTING (WORKING FOR CITY OF ELMIRA) ENCOUNTERED UNKNOWN UNDERGROUND STORAGE TANK. RESPONSE REQUESTED. SR RESPONDED. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 06/09/00 SR RESPONDED TO SITE. OLD UST HAS SEVERAL INCHES OF LIQUID IN IT WITH STRONG AGED GASOLINE ODOR. TANK LIES UNDER AREA OF FORMER SIDEWALK, WHICH IS BEING REPLACED WITH REST OF STREET, SEWER SYSTEM, ETC. ANDY AVERY OF (C) ELMIRA DPS, IS ON SCENE AND MET WITH OWNER OF PROPERTY, ID BOOTH ELECTRICAL SUPPLY, TO DETERMINE WHAT TO DO WITH THE TANK AND RESPONSIBILITY. CITY AGREED TO PAY FOR EXCAVATING AND SOIL REMOVAL (IF NECESSARY); ID BOOTH TO PAY FOR TANK REMOVAL. BEAVERS PETROLEUM CONTACTED AND ARRIVED ON SITE ABOUT 1400 HRS. TANK PUMPED FREE OF LIQUID, AND TANK THEN REMOVED BY CITY OF ELMIRA PERSONNEL. TANK WAS 1000 GALLON, IN VERY POOR CONDITION WITH NUMEROUS LARGE HOLES (SOME IN EXCESS OF A FEW INCHES). CLAYEY SOILS IMPACTED WITH GASOLINE AND STRONG ODOR. APPROXIMATELY 25-30 TONS EXCAVATED, UNTIL SOIL CLEANED UP AT DEPTH OF APPROXIMATELY 10 FEET. TOOK SOIL SAMPLE FOR 8021 ANALYSIS, SOIL HAD NO ODOR. 09/19/00 - Soil analytical results from confirmatory sample show non-detect for all constituents for Method 8021. Impacted soil staged at (C) Elmira Highway Dept. property for disposal at Chemung County Landfill. 01/25/02 - Cleanup actions were completed. Close. 12/17/10: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| UST Trust | True |
| Class | C3 |
| Create Date | 2000-06-14 14:13:00 |
| Close Date | 2002-03-22 00:00:00 |
| Update Date | 2010-12-17 10:53:33.213000000 |
| distance from center (miles) | 0.4112 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 2 | |
| Spill Number | 0070177 |
| Site ID | 192534 |
| Program Type | ER |
| DER Facility ID | 160530 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2000-06-09 12:30:00 |
| Received Date | 2000-06-09 12:30:00 |
| Contributing Factor | Other |
| Source | Commercial/Industrial |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 2002-03-22 00:00:00 |
| Program Facility Name | 103 EAST 2ND STREET |
| distance from center (miles) | 0.4112 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 3 | |
| Spill Number | 9103031 |
| Site ID | 165633 |
| Program Type | ER |
| DER Facility ID | 139574 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1991-06-14 10:30:00 |
| Received Date | 1991-06-14 11:00:00 |
| Contributing Factor | Tank Failure |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1994-02-11 00:00:00 |
| Spiller Company | STEVE ACUTO PONTIAC |
| Program Facility Name | ACUTO (STEVE) PONTIAC |
| distance from center (miles) | 0.1542 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 4 | |
| Spill Number | 9506560 |
| Site ID | 307701 |
| Program Type | ER |
| DER Facility ID | 248500 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1993-07-29 12:00:00 |
| Received Date | 1995-08-28 12:00:00 |
| Contributing Factor | Other |
| Source | Railroad Car |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 1998-05-18 00:00:00 |
| Spiller Company | BRIDGESTONE/FIRESTONE INC |
| Program Facility Name | ANTONELLI TIRE & AUTO SVC |
| distance from center (miles) | 0.3583 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 5 | |
| Spill Number | 9307382 |
| Site ID | 129568 |
| Program Type | ER |
| DER Facility ID | 111685 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1993-09-17 09:40:00 |
| Received Date | 1993-09-17 10:04:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1993-09-17 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | ARTISTIC GREETINGS LOT |
| distance from center (miles) | 0.2173 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|--|
| 6 | |
| Spill Number | 9307382 |
| Program Facility Name | ARTISTIC GREETINGS LOT |
| Site ID | 129568 |
| DER Facility ID | 111685 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 301 MADISON AVENUE |
| Spill Date | 1993-09-17 09:40:00 |
| Received Date | 1993-09-17 10:04:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| Reported By | Fire Department |
| Spiller Name | |
| Caller Remark | THE ELMIRA FIRE DEPT RESPONDED TO A REPORT OF 5-10 GALS OF DIESEL FUEL ON THE PAVEMENT OF A PARKING LOT FOR ARTISTIC GREETINGS CO. THEY USED SPEEDY DRI TO CONTAIN & ABSORB THE FUEL. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SF 09/17/93: FUEL APPARENTLY LEAKED FROM A TRUCK WHICH LEFT THE SCENE BEFORE ELMIRA FIRE DEPT ARRIVED. SPEEDY DRI ABSORBENT WAS PICKED UP & CONTAINERIZED BY FIRE DEPT IN DOUBLE HEFTY PLASTIC BAGS & DISPOSED. 12/23/10: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | UNKNOWN |
| UST Trust | False |
| Class | D4 |
| Create Date | 1993-09-22 00:00:00 |
| Close Date | 1993-09-17 00:00:00 |
| Update Date | 2010-12-23 14:58:17.840000000 |
| distance from center (miles) | 0.2173 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 7 | |
| Spill Number | 9003491 |
| Site ID | 217724 |
| Program Type | ER |
| DER Facility ID | 180142 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1990-06-27 12:05:00 |
| Received Date | 1990-06-27 12:19:00 |
| Contributing Factor | Other |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1995-03-16 00:00:00 |
| Spiller Company | ATLANTIC SERVICE STATION |
| Program Facility Name | ATLANTIC SERVICE STATION |
| distance from center (miles) | 0.1542 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 8 | |
| Spill Number | 1010141 |
| Site ID | 443732 |
| Program Type | ER |
| DER Facility ID | 398642 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2010-12-24 12:00:00 |
| Received Date | 2010-12-25 04:27:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| MeetsStd | False |
| Close Date | 2010-12-27 00:00:00 |
| Spiller Company | BADGER DAYLIGHTING |
| Program Facility Name | BADGER DAYLIGHTING TRUCK @ HOLIDAY INN |
| distance from center (miles) | 0.3928 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 9 | |
| Spill Number | 0485594 |
| Site ID | 337938 |
| Program Type | ER |
| DER Facility ID | 273274 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2005-01-13 12:00:00 |
| Received Date | 2005-01-13 12:00:00 |
| Contributing Factor | Unknown |
| Source | Unknown |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2005-02-23 00:00:00 |
| Program Facility Name | B&C PHOTO INC |
| distance from center (miles) | 0.4597 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 10 | |
| Spill Number | 0750216 |
| Site ID | 381219 |
| Program Type | ER |
| DER Facility ID | 330609 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2007-05-09 15:35:00 |
| Received Date | 2007-05-09 15:35:00 |
| Contributing Factor | Unknown |
| Source | Unknown |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2007-05-22 00:00:00 |
| Program Facility Name | BEHIND ELMIRA WATER BOARD |
| distance from center (miles) | 0.4261 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 11 | |
| Spill Number | 9603585 |
| Site ID | 91867 |
| Program Type | ER |
| DER Facility ID | 276412 |
| Locality | ELMIRA |
| SWIS Code | 0800 |
| Spill Date | 1996-06-14 10:55:00 |
| Received Date | 1996-06-14 13:49:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1996-07-26 00:00:00 |
| Program Facility Name | CARRIAGE ESTATES |
| distance from center (miles) | 0.3820 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 12 | |
| Spill Number | 9603585 |
| Program Facility Name | CARRIAGE ESTATES |
| Site ID | 91867 |
| DER Facility ID | 276412 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | LOWER MAPLE AVENUE |
| Spill Date | 1996-06-14 10:55:00 |
| Received Date | 1996-06-14 13:49:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| Reported By | Local Agency |
| Caller Remark | a citizen stopped into EMO office and said he's concerned about yuk; heavy equipment is leaking fuel about 15 ft from his well. had a larage pan under leak & it was overflowing |
| DEC Remark | 06/14/96 SR INSPECTED; APPROXIMATELY 20 FT FORM TRAILER PARK SUPPLY WELL, A LARGE DUMP TRUCK IS PARKED, STEADY FAST DRIP OF REDDISH FLUID HAS OVERFLOWED FROM PAN PLACED UNDERNEATH. OWNER TO CLEANUP. TRUCK IS TOO FULL. SR TO INSPECT LATER TODAY. 07/02/96 CLEANUP WAS COMPLETED BY SILVER; VERIFIED BY CALLER. REPORT TO CHEMUNG COUNTY EMO. NO FURTHER ACTION NEEDED. 01/26/07 PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| UST Trust | False |
| Class | C3 |
| Create Date | 1996-06-14 00:00:00 |
| Close Date | 1996-07-26 00:00:00 |
| Update Date | 2007-01-26 11:23:57.670000000 |
| distance from center (miles) | 0.3820 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 13 | |
| Spill Number | 0270501 |
| Site ID | 138478 |
| Program Type | ER |
| DER Facility ID | 118406 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2002-12-20 12:00:00 |
| Received Date | 2002-12-20 14:50:00 |
| Contributing Factor | Unknown |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2003-10-22 00:00:00 |
| Program Facility Name | CHEMUNG CO NURSING FACILI |
| distance from center (miles) | 0.4081 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 14 | |
| Spill Number | 0270501 |
| Program Facility Name | CHEMUNG CO NURSING FACILI |
| Site ID | 138478 |
| DER Facility ID | 118406 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 103 WASHINGTON STREET |
| Spill Date | 2002-12-20 12:00:00 |
| Received Date | 2002-12-20 14:50:00 |
| Contributing Factor | Unknown |
| Source | Institutional, Educational, Gov., Other |
| Reported By | Responsible Party |
| Caller Remark | A 6000 gallon fuel oil tank, used for a reserve generator, was taking on water. Probable source of the problem was disconnection in the fill line near the tank. 350 gallons of water was pumped out. Top of the tank has been uncovered and oil found in the soil. Tank product and water levels to be closely monitored, SR to inspect on 12-23-02. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 02/13/03 - SR ON SITE, BEAVERS PETROLEUM REMOVING 6000 GAL. DIESEL UST, TANK IN FAIR CONDITION WITH NO HOLES, SOME MODERATE CORROSION AND PITTING. SIDEWALLS OF EXCAVATION APPEARED TO BE FREE OF OIL IMPACT, SOIL BENEATH TANK SHOWS SLIGHT TO MODERATE IMPACTS, GRAY STAINING, PID READING OF SOIL APPROX. 5 PPM. THERE IS CONCRETE PAD BENEATH TANK, BEAVERS TO REMOVE SOILS FROM PAD, AND SAMPLE OFF OF EDGE OF PAD FOR BOTTOM SAMPLE. 08/04/03 - Analytical results for post-closure sampling received, results indicate moderate concentrations of several volatile organics, as well as semi-volatiles, however, all levels are within TAGM 4046 criteria for protection of groundwater. No additional action to be requested. Close. 12/15/10: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| UST Trust | False |
| Class | B3 |
| Create Date | 2002-12-20 15:01:00 |
| Close Date | 2003-10-22 00:00:00 |
| Update Date | 2010-12-15 10:56:09.307000000 |
| distance from center (miles) | 0.4081 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 15 | |
| Spill Number | 9870494 |
| Site ID | 282167 |
| Program Type | ER |
| DER Facility ID | 273599 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1999-02-03 11:30:00 |
| Received Date | 1999-02-03 11:30:00 |
| Contributing Factor | Unknown |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 2007-10-04 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | CHEMUNG COUNTY BUILDING & GROUNDS |
| distance from center (miles) | 0.1626 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 16 | |
| Spill Number | 9205874 |
| Site ID | 282166 |
| Program Type | ER |
| DER Facility ID | 229061 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1992-08-20 15:00:00 |
| Received Date | 1992-08-20 21:10:00 |
| Contributing Factor | Housekeeping |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1992-08-21 00:00:00 |
| Spiller Company | Chemung County |
| Program Facility Name | CHEMUNG COUNTY INFIRMARY |
| distance from center (miles) | 0.1626 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 17 | |
| Spill Number | 0551654 |
| Site ID | 359972 |
| Program Type | ER |
| DER Facility ID | 310093 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2006-02-22 11:15:00 |
| Received Date | 2006-02-22 14:00:00 |
| Contributing Factor | Human Error |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2006-02-27 00:00:00 |
| Spiller Company | CHEMUNG COUNTY JAIL |
| Program Facility Name | CHEMUNG COUNTY JAIL |
| distance from center (miles) | 0.1483 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 18 | |
| Spill Number | 9104773 |
| Site ID | 313763 |
| Program Type | ER |
| DER Facility ID | 252995 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1991-08-01 20:00:00 |
| Received Date | 1991-08-01 14:45:00 |
| Contributing Factor | Tank Overfill |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1994-03-10 00:00:00 |
| Spiller Company | CHEMUNG CO TRANSIT AUTH |
| Program Facility Name | CHEMUNG COUNTY TRANSIT |
| distance from center (miles) | 0.3654 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 19 | |
| Spill Number | 8805075 |
| Site ID | 67594 |
| Program Type | ER |
| DER Facility ID | 64554 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1988-09-12 09:30:00 |
| Received Date | 1988-09-12 10:00:00 |
| Contributing Factor | Tank Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1988-12-16 00:00:00 |
| Spiller Company | CITY OF ELMIRA |
| Program Facility Name | CITY OF ELMIRA |
| distance from center (miles) | 0.4155 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 20 | |
| Spill Number | 9970616 |
| Program Facility Name | COACH USA ARENA PROJECT |
| Site ID | 140929 |
| DER Facility ID | 120361 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | COLLEGE & GRAY |
| Spill Date | 2000-02-07 12:05:00 |
| Received Date | 2000-02-07 12:00:00 |
| Contributing Factor | Other |
| Source | Commercial/Industrial |
| Reported By | Fire Department |
| Caller Remark | TWO GASOLINE UST'S ENCOUNTERED DURING DEMOLITION/CONSTRUCTION WORK AT ARENA SITE. ONE TANK HAS BEEN PUNCTURED. DEC RESPONSE REQUESTED. SR RESPONDED. |
| DEC Remark | <p>Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 02/07/00 - ANOTHER 2 UNDERGROUND STORAGE TANKS FOUND BY CONTRACTORS DOING ARENA PROJECT. SR MET (C) ELMIRA CODE ENFORCEMENT (BILL WHEELER, BOB LUTZ) AT SITE, ALONG WITH BEAVERS PETROLEUM (JOHN BEAVERS). 2 - 1000 GALLON FUEL OIL TANKS FOUND, HAVE BEEN MOSTLY EMPTIED BY BEAVERS, WHO WILL REMOVE, CUT, AND CLEAN. SEVERAL GALLONS SPILLED FROM TANK #1 (EAST) AS BEING REMOVED-SEAM SPLIT. BALE OF PADS USED TO CONTAIN SPILL. OTHER TANK WILL BE REMOVED TOMORROW, AS WELL AS IMPACTED SOILS. 02/08/00 - SR INSPECTED, BOTH TANKS REMOVED, SAMPLE TAKEN FROM UNDER FORMER TANK TO WEST, SOIL SANDY, NO EVIDENCE OF IMPACT. SOIL UNDER EAST TANK IS STAINED, BEAVERS EXCAVATED TO DEPTH OF 8-10 FEET BGS, WHERE HNU READINGS OF 90-100 PPM PRESENT, SIDE WALLS HAD READINGS OF 50 PPM. MORE EXCAVATION NECESSARY. 02/10/00 - SR MET WITH BEAVER'S PETROLEUM AND (C) CODE ENFORCEMENT TO DISCUSS REMEDIAL OPTIONS, AT PRESENT APPROXIMATELY 100 TONS SOIL EXCAVATED AND DISPOSED OF AT COUNTY LANDFILL. LATER MET AT CITY HALL WITH ABOVE PLUS CITY MANAGER IRACI AND PUBLIC SERVICES SUPT. RON HAWLEY, DECISION MADE TO EXCAVATE TO GROUNDWATER, DISPOSE OF SOILS OFF SITE AT LANDFILL. 03/15/00 - ON 2/11, SOILS EXCAVATED TO GROUNDWATER AT APPROXIMATELY 16-18 FEET BGS, LOT OF PRODUCT ON WATER, AN 18 PLASTIC CULVERT INSTALLED AS RECOVERY WELL, WITH BOTTOM SEVERAL FEET PERFORATED. VAC. TRUCK USED TO REMOVE PRODUCT, WATER, ASSESS RECOVERY. THIS WORK WAS PERFORMED ON 02/15. SITE HAS NOW BEEN BROUGHT BACK TO GRADE, AND THE CULVERT WELL COVERED WITH MANHOLE TYPE LID. TWO ADDITIONAL DRILLED WELLS TO BE REQUESTED. 01/04/02 ACTIONS AT THIS SITE WERE DELAYED DUE TO CONSTRUCTION ACTIVITIES OF THE ARENA, MONITORING WELLS WERE INSTALLED BY GEOLOGIC SEVERAL MONTHS AGO. BEAVERS PETROLEUM CONTACTED ON 01/03/02 TO CHECK ON SAMPLE RESULTS, WELLS WERE NOT SAMPLED YET, BEAVERS TO CONTACT LAB FOR SAMPLING. 04/19/05 1135 - CMK SPOKE WITH RON HAWLEY OF THE CITY OF ELMIRA, RON SAYS CITY NO LONGER OWNS OR DEALS WITH THIS PROPERTY AND IS NOT SURE HE CAN GAIN ACCESS TO SAMPLE. HE WILL CHECK AND SEE WHO THE NEW OWNER IS AND WHAT HIS LEGAL PEOPLE TELL HIM. 05/16/05 1510 KEHOE SPOKE WITH RON HAWLEY OF CITY, HE FOUND NO ADDITIONAL INFORMATION IN FILES. WILL CHECK WITH BEAVERS PETROLEUM FOR SAMPLE RESULTS & ADDITIONAL INFO ON SPILL. 11/01/05 1110 KEHOE TELECON WITH RON HAWLEY, WILL STOP OUT ON 11/04/05 TO CHECK WELLS FOR VISUAL AND OLFACTORY SIGN-OFF. 11/04/05 1100 KEHOE ONSITE WITH RON HAWLEY, CITY OF ELMIRA TO VISUALLY AND OLFACTORY VERIFY THE October 7, 2005 GW SAMPLING RESULTS. THREE WELLS CHECKED, WATER WAS CLEAR IN EACH, NO ODOR OR SHEEN. CLOSURE LETTER SENT. NFA - CLOSED 12/17/10: PAPER FILE REMOVED PER FILE RETENTION POLICY.</p> |
| UST Trust | False |
| Class | B3 |
| Create Date | 2000-02-09 10:02:00 |
| Close Date | 2005-11-04 00:00:00 |
| Update Date | 2010-12-17 12:42:14.95000000 |
| distance from center (miles) | 0.4482 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 21 | |
| Spill Number | 9970616 |
| Site ID | 140929 |
| Program Type | ER |
| DER Facility ID | 120361 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2000-02-07 12:05:00 |
| Received Date | 2000-02-07 12:00:00 |
| Contributing Factor | Other |
| Source | Commercial/Industrial |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2005-11-04 00:00:00 |
| Program Facility Name | COACH USA ARENA PROJECT |
| distance from center (miles) | 0.4482 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 22 | |
| Spill Number | 9707213 |
| Site ID | 139448 |
| Program Type | ER |
| DER Facility ID | 119134 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1997-09-12 12:00:00 |
| Received Date | 1997-09-18 10:00:00 |
| Contributing Factor | Other |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 1998-02-11 00:00:00 |
| Spiller Company | SAME |
| Program Facility Name | C/O ELMIRA FIRE STATION |
| distance from center (miles) | 0.4198 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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| | |
|------------------------------|--|
| Spill Number | 9707213 |
| Program Facility Name | C/O ELMIRA FIRE STATION |
| Site ID | 139448 |
| DER Facility ID | 119134 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 107 WEST SECOND ST |
| Spill Date | 1997-09-12 12:00:00 |
| Received Date | 1997-09-18 10:00:00 |
| Contributing Factor | Other |
| Source | Institutional, Educational, Gov., Other |
| Reported By | Other |
| Caller Remark | CONTAMINATION FOUND WHILE REMOVING A 500 GAL WASTE OIL TANK & A 2000 GAL GASOLINE TANK. SAMPLES THAT WERE TAKEN CAME BACK BELOW STARS MEMO #1. NO FURTHER ACTION NEEDED BY SPILLS. CLOSED. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR |
| Spiller Company | SAME |
| UST Trust | False |
| Class | D3 |
| Create Date | 1997-09-18 00:00:00 |
| Close Date | 1998-02-11 00:00:00 |
| Update Date | 1998-02-11 00:00:00 |
| distance from center (miles) | 0.4198 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| Spill Number | 0902533 |
| Site ID | 414579 |
| Program Type | ER |
| DER Facility ID | 339019 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2009-05-15 12:00:00 |
| Received Date | 2009-05-15 02:14:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| MeetsStd | False |
| Close Date | 2009-07-07 00:00:00 |
| Spiller Company | CREDIT XPRESS |
| Program Facility Name | CREDIT XPRESS |
| distance from center (miles) | 0.2559 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 25 | |
| Spill Number | 9509171 |
| Site ID | 265402 |
| Program Type | ER |
| DER Facility ID | 363916 |
| Locality | Big Flats |
| SWIS Code | 0824 |
| Spill Date | 1995-10-24 18:55:00 |
| Received Date | 1995-10-24 20:35:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 2014-08-06 00:00:00 |
| Spiller Name | DUANE PHILLIPS |
| Spiller Company | WILLIAMS OIL COMPANY |
| Program Facility Name | DANDY MINI MART #11 |
| distance from center (miles) | 0.2375 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 26 | |
| Spill Number | 1010903 |
| Site ID | 444521 |
| Program Type | ER |
| DER Facility ID | 399415 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2011-01-25 15:15:00 |
| Received Date | 2011-01-25 15:20:00 |
| Contributing Factor | Housekeeping |
| Source | Commercial/Industrial |
| MeetsStd | False |
| Close Date | 2011-02-09 00:00:00 |
| Program Facility Name | ELM CHEVROLET COMPANY |
| distance from center (miles) | 0.2456 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 27 | |
| Spill Number | 9406665 |
| Site ID | 310914 |
| Program Type | ER |
| DER Facility ID | 250963 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1994-08-16 09:00:00 |
| Received Date | 1994-08-16 14:30:00 |
| Contributing Factor | Other |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1994-08-18 00:00:00 |
| Spiller Company | ELMIRA (C) PUBLIC SVCS DE |
| Program Facility Name | ELMIRA ABANDONED TANKS |
| distance from center (miles) | 0.4155 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 28 | |
| Spill Number | 9112849 |
| Site ID | 118826 |
| Program Type | ER |
| DER Facility ID | 103251 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1992-03-02 15:00:00 |
| Received Date | 1992-03-02 15:30:00 |
| Contributing Factor | Tank Test Failure |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1992-03-02 00:00:00 |
| Spiller Company | ELMIRA COL PHYSICAL PLANT |
| Program Facility Name | ELMIRA COLLEGE PHYSICAL |
| distance from center (miles) | 0.3794 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 29 | |
| Spill Number | 9112293 |
| Site ID | 118825 |
| Program Type | ER |
| DER Facility ID | 103251 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1992-03-02 15:30:00 |
| Received Date | 1992-03-02 15:30:00 |
| Contributing Factor | Unknown |
| Source | Unknown |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1992-04-01 00:00:00 |
| Spiller Company | ELMIRA COLLEGE |
| Program Facility Name | ELMIRA COLLEGE PHYSICAL |
| distance from center (miles) | 0.3794 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|--|
| 30 | |
| Spill Number | 9112293 |
| Program Facility Name | ELMIRA COLLEGE PHYSICAL |
| Site ID | 118825 |
| DER Facility ID | 103251 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | WASHINGTON STREET |
| Spill Date | 1992-03-02 15:30:00 |
| Received Date | 1992-03-02 15:30:00 |
| Contributing Factor | Unknown |
| Source | Unknown |
| Reported By | Other |
| Caller Remark | SEE SPILL 9112849 |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was PL |
| Spiller Company | ELMIRA COLLEGE |
| UST Trust | False |
| Class | B3 |
| Create Date | 1992-04-08 00:00:00 |
| Close Date | 1992-04-01 00:00:00 |
| Update Date | 2004-09-30 21:28:29.950000000 |
| distance from center (miles) | 0.3794 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 31 | |
| Spill Number | 9004095 |
| Site ID | 312556 |
| Program Type | ER |
| DER Facility ID | 252016 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1990-07-12 12:00:00 |
| Received Date | 1990-07-13 09:00:00 |
| Contributing Factor | Traffic Accident |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1991-04-17 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | ELMIRA COUNTRY CLUB |
| distance from center (miles) | 0.3138 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 32 | |
| Spill Number | 9702815 |
| Site ID | 327329 |
| Program Type | ER |
| DER Facility ID | 263488 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1997-06-04 12:00:00 |
| Received Date | 1997-06-05 09:45:00 |
| Contributing Factor | Housekeeping |
| Source | Commercial/Industrial |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 1997-12-30 00:00:00 |
| Spiller Company | ELMIRA LITHOGRAPHY |
| Program Facility Name | ELMIRA LITHOGRAPHY-BLDG J |
| distance from center (miles) | 0.4888 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 33 | |
| Spill Number | 8800360 |
| Site ID | 87887 |
| Program Type | ER |
| DER Facility ID | 80462 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1988-04-11 20:30:00 |
| Received Date | 1988-04-11 21:15:00 |
| Contributing Factor | Tank Test Failure |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1988-04-11 00:00:00 |
| Spiller Company | ELMIRA PSYCH CENTER |
| Program Facility Name | ELMIRA PSYCH CENTER |
| distance from center (miles) | 0.3471 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 34 | |
| Spill Number | 8902819 |
| Site ID | 116459 |
| Program Type | ER |
| DER Facility ID | 101318 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1989-06-19 08:30:00 |
| Received Date | 1989-06-19 10:10:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1989-06-28 00:00:00 |
| Spiller Company | ELMIRA STAR GAZETTE |
| Program Facility Name | ELMIRA STAR GAZETTE |
| distance from center (miles) | 0.1645 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 35 | |
| Spill Number | 8902819 |
| Program Facility Name | ELMIRA STAR GAZETTE |
| Site ID | 116459 |
| DER Facility ID | 101318 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | GRAY STREET |
| Spill Date | 1989-06-19 08:30:00 |
| Received Date | 1989-06-19 10:10:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| Reported By | Responsible Party |
| Caller Remark | DISCREPANCY BETWEEN STICK AND GAUGE READING. POSSIBLE GAUGE ERROR OR TANK LEAK. 5,000 GALLON TANK. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM 06/19/89: 06/19/89 SPILLER TO CONTACT BEAVERS PETRO TO INVESTIGATE PROBLEM. 20 GAL DISCREPANCY. ACTUALY 134 GAL SHORT OVER WEEKEND FRI-MON. NO WATER IN TANK. DUE FOR TEST IN ABOUT 2 WEEKS. 06/19/89: 06/19/89 FILL CAP IS NOT LOCKED. COULD HAVE BEEN THEFT. ADVISED SHORT TO MONITOR TANK CLOSELY UNTIL TIGHTNESS TEST. BEAVERS SAYS GAUGE WAS OFF SLIGHTLY. 06/28/89: 06/28/89 TANK TESTED BY BEAVERS PETRO AND SYSTEM TESTED TIGHT. NO FURTHER ACTION NECESSARY. |
| Spiller Company | ELMIRA STAR GAZETTE |
| UST Trust | False |
| Class | |
| Create Date | 1989-06-21 00:00:00 |
| Close Date | 1989-06-28 00:00:00 |
| Update Date | 1989-08-04 00:00:00 |
| distance from center (miles) | 0.1645 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 36 | |
| Spill Number | 1402172 |
| Site ID | 495483 |
| Program Type | ER |
| DER Facility ID | 425191 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2014-05-30 08:20:00 |
| Received Date | 2014-05-30 09:01:00 |
| Contributing Factor | Human Error |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2014-05-30 00:00:00 |
| Spiller Company | Customer |
| Program Facility Name | EXPRESS MART |
| distance from center (miles) | 0.2125 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 37 | |
| Spill Number | 0208368 |
| Program Facility Name | EXPRESS MART |
| Site ID | 100362 |
| DER Facility ID | 89117 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 300 MAPLE AVENUE |
| Spill Date | 2002-11-13 07:15:00 |
| Received Date | 2002-11-13 08:19:00 |
| Contributing Factor | Traffic Accident |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Affected Persons |
| Spiller Name | |
| Caller Remark | A CAR STRUCK A PUMP AT EXPRESS MART, SEARING IT OFF AND SPILLING 2 GALLONS OF FUEL TO THE ASPHALT. THE SYSTEM WAS SHUT DOWN AND SPEEDY DRI PLACED DOWN TO ABSORB THE SPILL. THE ABSORBENTS HAVE BEEN SWEEPED UP AND WILL BE DISPOSED OF PROPERLY. NO FURTHER ACTION NEEDED BY SPILLS. FAXED TO SR. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was DT |
| Spiller Company | UNKNOWN |
| UST Trust | False |
| Class | D4 |
| Create Date | 2002-11-13 00:00:00 |
| Close Date | 2002-11-13 00:00:00 |
| Update Date | 2002-11-15 00:00:00 |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 38 | |
| Spill Number | 0208368 |
| Site ID | 100362 |
| Program Type | ER |
| DER Facility ID | 89117 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2002-11-13 07:15:00 |
| Received Date | 2002-11-13 08:19:00 |
| Contributing Factor | Traffic Accident |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2002-11-13 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | EXPRESS MART |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 39 | |
| Spill Number | 1304296 |
| Site ID | 484811 |
| Program Type | ER |
| DER Facility ID | 338628 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2013-07-19 18:30:00 |
| Received Date | 2013-07-19 20:08:00 |
| Contributing Factor | Human Error |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2013-07-22 00:00:00 |
| Spiller Name | RACHAEL HOLT |
| Spiller Company | RACHAEL HOLT |
| Program Facility Name | EXPRESSMART |
| distance from center (miles) | 0.2410 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 40 | |
| Spill Number | 0370169 |
| Site ID | 100364 |
| Program Type | ER |
| DER Facility ID | 89117 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2003-06-17 20:21:00 |
| Received Date | 2003-06-18 08:40:00 |
| Contributing Factor | Other |
| Source | Commercial Vehicle |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2003-07-09 00:00:00 |
| Spiller Name | DON HARRISON |
| Spiller Company | ALYNE TRUCKING COMPANY |
| Program Facility Name | EXPRESS MART #337 |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 41 | |
| Spill Number | 0370169 |
| Program Facility Name | EXPRESS MART #337 |
| Site ID | 100364 |
| DER Facility ID | 89117 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 300 MAPLE AVENUE |
| Spill Date | 2003-06-17 20:21:00 |
| Received Date | 2003-06-18 08:40:00 |
| Contributing Factor | Other |
| Source | Commercial Vehicle |
| Reported By | Local Agency |
| Spiller Name | DON HARRISON |
| Caller Remark | A SPILL OF APPROXIMATELY 30 GALLONS HAPPENED AT THE EXPRESS MART DUE TO A MALFUNCTION OF THE OVERFILL PROTECTION SYSTEM. ELMIRA FIRE DEPARTMENT RESPONDED AND CLEANED UP THE SPILL. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 06/18/03:CH WAS NOTIFIED OF THIS SPILL UNDER SPILL #0302871. THE SPILL OCCURRED AT EXPRESS MART 337 ON 300 MAPLE AVENUE. CH WAS INFORMED THAT THE TANK TRUCK COMPANY WAS ALL NIGHT TRUCKING. CH CONTACTED BRIAN NYE OF THE TRUCKING COMPANY AND WAS INFORMED THAT THE SPILL RESULTED BECAUSE THE OVERFILL PROTECTION SYSTEM DID NOT OPERATE PROPERLY AND GASOLINE BLEW OUT THE VAPOR RECOVERY LINE. THE DRIVER BELIEVED THAT ONLY 15 GALLONS OR SO WAS LOST. THE FIRE DEPARTMENT RESPONDED AND HELPED PERFORM THE CLEANUP. SPILL #0302871 HAS BEEN CLOSED. BOTH SPILLS FAXED TO HORSEHEADS. 06/23/03 - CLEANUP COMPLETED BY F.D. CLOSE. |
| Spiller Company | ALYNE TRUCKING COMPANY |
| UST Trust | False |
| Class | B3 |
| Create Date | 2003-06-18 09:48:00 |
| Close Date | 2003-07-09 00:00:00 |
| Update Date | 2003-07-09 00:00:00 |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 42 | |
| Spill Number | 0302871 |
| Site ID | 100363 |
| Program Type | ER |
| DER Facility ID | 89117 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2003-06-17 20:00:00 |
| Received Date | 2003-06-17 20:20:00 |
| Contributing Factor | Tank Overfill |
| Source | Tank Truck |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2003-06-18 00:00:00 |
| Spiller Company | ALL NIGHT TRUCKING |
| Program Facility Name | EXPRESS MART #337 |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 43 | |
| Spill Number | 1207362 |
| Site ID | 470415 |
| Program Type | ER |
| DER Facility ID | 425191 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2012-10-25 11:11:00 |
| Received Date | 2012-10-26 09:17:00 |
| Contributing Factor | Equipment Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2012-10-31 00:00:00 |
| Spiller Company | EXPRESS MART 337 |
| Program Facility Name | EXPRESS MART 337 |
| distance from center (miles) | 0.2410 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 44 | |
| Spill Number | 1109649 |
| Site ID | 457429 |
| Program Type | ER |
| DER Facility ID | 411908 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2011-11-02 07:30:00 |
| Received Date | 2011-11-02 09:36:00 |
| Contributing Factor | Human Error |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2011-11-14 00:00:00 |
| Spiller Company | EXPRESS MART/337 |
| Program Facility Name | EXPRESS MART/337 |
| distance from center (miles) | 0.2410 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 45 | |
| Spill Number | 1303797 |
| Site ID | 484295 |
| Program Type | ER |
| DER Facility ID | 411908 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2013-07-09 18:30:00 |
| Received Date | 2013-07-09 18:47:00 |
| Contributing Factor | Human Error |
| Source | Passenger Vehicle |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2013-07-10 00:00:00 |
| Spiller Name | PATRICK HYDE |
| Spiller Company | CUSTOMER |
| Program Facility Name | EXPRESSMART #337 |
| distance from center (miles) | 0.2410 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 46 | |
| Spill Number | 0070369 |
| Site ID | 86667 |
| Program Type | ER |
| DER Facility ID | 79473 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2000-09-06 12:00:00 |
| Received Date | 2000-09-06 15:11:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2003-12-30 00:00:00 |
| Program Facility Name | FORMER AMERICAN LIFETIME |
| distance from center (miles) | 0.1701 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 47 | |
| Spill Number | 0070369 |
| Program Facility Name | FORMER AMERICAN LIFETIME |
| Site ID | 86667 |
| DER Facility ID | 79473 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | SLY STREET |
| Spill Date | 2000-09-06 12:00:00 |
| Received Date | 2000-09-06 15:11:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| Reported By | Other |
| Caller Remark | DURING SOIL BORING WORK FOR FOOTINGS, SOLVENT ODORS WERE NOTED IN THE SOIL. CONTRACTOR IS WELLIVER-MCGUIRE. JACK OSBURN IS CONTACT AT 607-732-9882. LOCATION HAS BEEN MARKED, AND SAMPLES MAY HAVE BEEN TAKEN. SR TO FOLLOW UP. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 07/17/01 - SR inspected; VES operating at suction of 20 inches w.c., PID reading (Photovac) = 663 PPM. Air sparge off. 08/15/01 - SR inspected; VES off due to request from NYSEG last week to save energy (due to very hot days). SR turned on VES, let run for 10 minutes, Photovac readings at 1475 PPM, strong gasoline odor. Suction at 20 inches w.c. System left on. 09/05/01 SR INSPECTED; VES OPERATIONAL, PID=1000+PPM. PER HOWELL EMPLOYEES, AIR SPARGE SYSTEM (AS) HAS BEEN OPERATIONAL, IS SHUT OFF DUE TO OVERHEATING, ASKED THEM TO CONSIDER ADJUSTING SYSTEM TO CYCLE ON AND OFF FREQUENTLY. 01/28/02 - SR inspected, vapor extraction and air sparge systems operating, VES discharge concentration = 40-42 PPM. 02/13/02 SR INSPECTED, VES OPERATING AT 30 INCHES W.C.; PHOTOVAC = 15 PPM 07/12/02 - SR INSPECTED, AS/VES OPERATIONAL, DISCHARGE ON VES = 22-25 PPM. 08/01/02 - SR INSPECTED, DISCHARGE ON VES = 18.5 PPM. 12/03: SAMPLING ANALYTICAL RESULTS INDICATES ALL PARAMETER WELLS WITHIN INACTIVATION CRITERIA, WITH HIGHEST CONCENTRATION OF PETROLEUM FOUND AT VP-3 EQUAL TO 61 PPB. HIGHEST BENZENE CONCENTRATION IS 1.18 PPB. NO FURTHER ACTION NEEDED BY SPILLS. 12/16/10: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| UST Trust | False |
| Class | B3 |
| Create Date | 2000-09-06 15:38:00 |
| Close Date | 2003-12-30 00:00:00 |
| Update Date | 2010-12-16 15:15:29.71000000 |
| distance from center (miles) | 0.1701 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 48 | |
| Spill Number | 9603486 |
| Site ID | 296793 |
| Program Type | ER |
| DER Facility ID | 240171 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1996-06-13 08:30:00 |
| Received Date | 1996-06-13 09:23:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1997-06-01 00:00:00 |
| Spiller Name | SANDRA RAPP |
| Spiller Company | NYS DOT |
| Program Facility Name | FORMER FOUNDRY - NYSDOT |
| distance from center (miles) | 0.4371 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 49 | |
| Spill Number | 9800598 |
| Site ID | 201609 |
| Program Type | ER |
| DER Facility ID | 167740 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1998-04-13 13:00:00 |
| Received Date | 1998-04-14 16:16:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2002-01-10 00:00:00 |
| Spiller Name | JIM BALDASSARRE |
| Spiller Company | FORMER HARTMAN LINC. MERC |
| Program Facility Name | FORMER HARTMAN LINCOLN MERCURY |
| distance from center (miles) | 0.2803 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 50 | |
| Spill Number | 0370486 |
| Site ID | 154783 |
| Program Type | ER |
| DER Facility ID | 289549 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2003-11-19 12:00:00 |
| Received Date | 2003-11-19 13:35:00 |
| Contributing Factor | Unknown |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2007-07-11 00:00:00 |
| Spiller Name | ROB GILL |
| Spiller Company | SUNOCO |
| Program Facility Name | FORMER SUNOCO STATION |
| distance from center (miles) | 0.2688 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| Spill Number | 0370486 |
| Program Facility Name | FORMER SUNOCO STATION |
| Site ID | 154783 |
| DER Facility ID | 289549 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 501 EAST WATER STREET |
| Spill Date | 2003-11-19 12:00:00 |
| Received Date | 2003-11-19 13:35:00 |
| Contributing Factor | Unknown |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Responsible Party |
| Spiller Name | ROB GILL |
| Caller Remark | WHILE UNCOVERING THREE 10,000 GALLON UNDERGROUND GASOLINE TANKS FOR REMOVAL, CONTAMINATED GRAVEL WAS ENCOUNTERED. TED GINTHER OF PRIME TIME CONTRACTING, (585) 303-2771, IS EXCAVATING OUT. REPORT FAXED TO PL FOR FOLLOW UP. |
| DEC Remark | <p>Prior to Sept, 2004 data translation this spill Lead_DEC Field was PL 11/21/2003: LINDENFELSER FOUND THAT THE THREE 10,000 GAL TANKS HAD BEEN REMOVED. A BUCKET OF SANDYGRAVEL FROM THE FLOOR OF TAN PIT YIELDED 220 PPM AND SOME GOLDEN BROWN PETROLEUM ON GRAINS. PL ASKED FOR GROUNDWATER INVESTIGATION. 05/11/2004: DAVE BENDER OF SUNOCO MEETS WITH DEC REGION 8 TO REVIEW ACTIVE SPILL SITES. TANK CLOSURE REPORT WAS SUBMITTED IN LATE 2003 TO EARLY 2004. SITE WAS CLEAN. CAN BE CLOSED AFTER REPORT REVIEW. 06/14/2005: 0900 CMK ONSITE WITH SUNOCO'S KINYORDA FOGLEMAN AND MATRIX ENVIRONMENTAL. INSTALLED FOUR GEOPROBES. ONE IN THE CENTER OF THE CONTAMINATION NOTED BY PL, AT EIGHT FEET PID OF 200PPM SHEEN NOTED ON GW. THE SECOND AT THE EDGE OF THE EXCAVATION ON THE WATER ST SIDE ON THE BLACKTOP, MINOR ODOR NOTED. THE THIRD OFF THE FIRST BAY WALL ON THE MADISON STREET SIDE ABOUT TEN FEET OUT, NOTHING DETECTED. THE FOURTH WAS ABOUT 12 PACES OFF THE FRONT CORNER ON THE WATER STREET SIDE. HEAVY PETROLEUM ODOR FROM ONE FOOT TO DEPTH, AT 12-16 FOOT RANGE PID OF 1200. WELL HEAD SPACE READING OF 650PPM. WILL REQUEST SEVEN DAY TURN AROUND TO GET ANSWERS ASAP. 08/09/2005: THE DEPT MEETS WITH KINYORDA FOGLEMAN OF SUNOCO AND SUN'S CONTRACTORS TO DISCUSS ACTIVE REGION 8 SUNOCO SPILLS. MATRIX WILL BE FURTHER CHARACTERIZING THE SITE. THE TEMPORARY WELLS WILL BE REPLACED WITH 4 INCH MONITORING WELLS. 09/01/2005: 1015 KEHOE STOPPED AND OBSERVED MW INSTALLATION BY MATRIX, FIRST ALREADY IN, OBSERVED SECOND. MINOR CONTAMINATION FOUND, PID <100PPM. SPLIT SPOON HAVING DIFFICULTY COLLECTING A SAMPLE. 10/07/2005: KEHOE TELECON WITH ROB GILL, CITY IS PREPARING TO GRADE SITE AND LEVEL BUILDING. CITY WILL BE REMOVING UPWARDS OF TWO FEET OF SOIL TO LOWER GRADE. GILL WILL HAVE CITY STOCKPILE THEN GRAB A SOIL SAMPLE FOR ANALYSIS BEFORE REMOVAL. 04/27/2006: 1517 EMAIL WITH PDF REPORT FROM ROB GILL OF MATRIX, SAMPLING HAS SHOWN CONSIDERABLE DROP IN IMPACTS. WILL CONDUCT QUARTERLY SAMPLING THROUGH 2006 BEFORE SUGGESTING REMEDIAL MEASURES. 06/07/2006: THE DEPT MEETS WITH KINYORDA FOGLEMAN OF SUNOCO AND THEIR CONTRACTORS TO DISCUSS ACTIVE REGION 8 SPILLS. WELLS WERE INSTALLED FOR O2 PILOT TEST. BASED ON LAST QUARTERLY SAMPLING RESULTS CONTAMINATE LEVELS ARE VERY LOW TO ND. MATRIX WILL CONTINUE MONITORING AND DEVELOP A RAP IF NECESSARY. 08/09/2006: SECOND QUARTERLY REPORT RECEIVED FOR 2006. BETX CONCENTRATIONS HAVE DECREASED BY 86% SINCE MARCH OF 2006. WILL CONTINUE TO MONITOR. NO ACTIVE TREATMENT INSTALLED. 06/05/2007: THE DEPT MEETS WITH KINYORDA FOGLEMAN OF SUNOCO AND THEIR CONTRACTOR TO REVIEW ACTIVE R-8 SPILLS. MATRIX BELIEVES THE WELL DECOMMISSIONING IS GOING TO BE PERFORMED TOMORROW JUNE 6TH. THIS WILL COMPLETE ALL NECESSARY WORK ON SITE. 06/28/2007: CONFIRMATION LETTER RECEIVED FROM MATRIX STATING WELLS HAD BEEN DECOMMISSIONED. 06/29/2007: EMAIL CONFIRMATION FROM MATRIX THE PROPERTY OWNER HAD RECEIVED A COPY OF THE SOIL/GW MANAGEMENT PLAN. ALSO ELECTRONIC COPY FORWARDED TO CITY OF ELMIRA. CLOSURE LETTER ISSUED. NFA-CLOSED 12/09/2010: PAPER FILE REMOVED PER FILE RETENTION POLICY.</p> |
| Spiller Company | SUNOCO |
| UST Trust | False |
| Class | B3 |
| Create Date | 2003-11-21 07:39:00 |
| Close Date | 2007-07-11 00:00:00 |
| Update Date | 2012-01-11 11:21:24.963000000 |
| distance from center (miles) | 0.2688 |

NYSDEC - SPILL INCIDENTS

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| data source | last updated 2022-04-18 from NYDEC-SPILLS |
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|------------------------------|---|
| 52 | |
| Spill Number | 9510564 |
| Site ID | 207181 |
| Program Type | ER |
| DER Facility ID | 171956 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-11-21 15:15:00 |
| Received Date | 1995-11-21 15:15:00 |
| Contributing Factor | Unknown |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 2005-06-01 00:00:00 |
| Spiller Company | RON DOYLE |
| Program Facility Name | FORMER TIER ONE STOP |
| distance from center (miles) | 0.3977 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 53 | |
| Spill Number | 8605845 |
| Site ID | 94173 |
| Program Type | ER |
| DER Facility ID | 84338 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1986-12-15 12:00:00 |
| Received Date | 1986-12-15 12:00:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1987-04-20 00:00:00 |
| Spiller Company | GOODYEAR TIRE AND RUBBER |
| Program Facility Name | GOODYEAR TIRE AND RUBBER |
| distance from center (miles) | 0.4762 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 54 | |
| Spill Number | 8605845 |
| Program Facility Name | GOODYEAR TIRE AND RUBBER |
| Site ID | 94173 |
| DER Facility ID | 84338 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 220 WEST GRAY STREET |
| Spill Date | 1986-12-15 12:00:00 |
| Received Date | 1986-12-15 12:00:00 |
| Contributing Factor | Unknown |
| Water Body | ON LAND |
| Source | Commercial/Industrial |
| Reported By | Citizen |
| Caller Remark | CAUSE MAY BE WASTE OIL TANK WHICH IS IN BASEMENT BEHIND A DOOR. THERE HAS BEEN 1 - 2 OF OIL ON BASEMENT FLOOR FOR YEARS. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM . // : STORE MANAGER - TONY VENDETTI, MANAGER - TIM PALOMINO. CCHD INVESTIGATED 12/15/86. TANKS TO BE REPLACED & OIL CLEANED UP IN JANUARY. // : TANK IS PUMPED OUT. // : BASEMENT CLEANED OF OIL. NO FURTHER ACTION NECESSARY. 02/15/07: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | GOODYEAR TIRE AND RUBBER |
| UST Trust | False |
| Class | C3 |
| Create Date | 1986-12-16 00:00:00 |
| Close Date | 1987-04-20 00:00:00 |
| Update Date | 2007-02-15 11:34:51.030000000 |
| distance from center (miles) | 0.4762 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 55 | |
| Spill Number | 9504826 |
| Site ID | 208808 |
| Program Type | ER |
| DER Facility ID | 173223 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-07-18 12:00:00 |
| Received Date | 1995-07-20 14:16:00 |
| Contributing Factor | Other |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1996-04-26 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | GRAY ST & BALDWIN ST UST |
| distance from center (miles) | 0.1864 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 56 | |
| Spill Number | 8709536 |
| Site ID | 243444 |
| Program Type | ER |
| DER Facility ID | 199968 |
| Locality | ELMIRA HEIGHTS |
| SWIS Code | 0800 |
| Spill Date | 1988-02-10 09:30:00 |
| Received Date | 1988-02-10 09:46:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1988-03-16 00:00:00 |
| Spiller Company | HESS OIL |
| Program Facility Name | HESS OIL |
| distance from center (miles) | 0.4229 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 57 | |
| Spill Number | 9702197 |
| Site ID | 211362 |
| Program Type | ER |
| DER Facility ID | 175194 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1997-05-20 11:00:00 |
| Received Date | 1997-05-20 13:52:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 1998-07-06 00:00:00 |
| Spiller Name | RICHARD TONER |
| Spiller Company | HY-WAY INC. |
| Program Facility Name | HY-WAY INC. 105 |
| distance from center (miles) | 0.4372 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 58 | |
| Spill Number | 9713802 |
| Site ID | 271766 |
| Program Type | ER |
| DER Facility ID | 221179 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1998-03-13 04:45:00 |
| Received Date | 1998-03-13 10:23:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 1998-04-08 00:00:00 |
| Spiller Name | BILL FISHER |
| Spiller Company | JENTAR TRANSPORTATION |
| Program Facility Name | JENTAR TRANSPORTATION |
| distance from center (miles) | 0.4351 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 59 | |
| Spill Number | 0470086 |
| Site ID | 224526 |
| Program Type | ER |
| DER Facility ID | 185572 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2004-05-27 12:00:00 |
| Received Date | 2004-05-28 11:00:00 |
| Contributing Factor | Unknown |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2011-01-27 00:00:00 |
| Spiller Company | ELMIRA CITY |
| Program Facility Name | KENNEDY VALVE RAILROAD SPUR |
| distance from center (miles) | 0.3820 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 60 | |
| Spill Number | 9501884 |
| Site ID | 255619 |
| Program Type | ER |
| DER Facility ID | 209359 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-05-11 15:00:00 |
| Received Date | 1995-05-12 12:10:00 |
| Contributing Factor | Abandoned Drums |
| Source | Unknown |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1995-08-15 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | KUNG PROPERTY ABAN DRUM |
| distance from center (miles) | 0.1560 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 61 | |
| Spill Number | 8807191 |
| Site ID | 307986 |
| Program Type | ER |
| DER Facility ID | 47367 |
| Locality | Elmira |
| SWIS Code | 0830 |
| Spill Date | 1988-11-30 14:30:00 |
| Received Date | 1988-11-30 14:35:00 |
| Contributing Factor | Tank Test Failure |
| Source | Commercial/Industrial |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 2005-07-14 00:00:00 |
| Spiller Company | UNITED REFINING |
| Program Facility Name | KWIK FILL A-25 |
| distance from center (miles) | 0.1483 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 62 | |
| Spill Number | 1402442 |
| Site ID | 495766 |
| Program Type | ER |
| DER Facility ID | 450652 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2014-06-05 12:10:00 |
| Received Date | 2014-06-05 13:09:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2015-05-04 00:00:00 |
| Spiller Company | UNITED REFINING |
| Program Facility Name | KWIK FILL A25 |
| distance from center (miles) | 0.1632 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 63 | |
| Spill Number | 1402181 |
| Site ID | 495492 |
| Program Type | ER |
| DER Facility ID | 450382 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2014-05-30 09:00:00 |
| Received Date | 2014-05-30 10:24:00 |
| Contributing Factor | Equipment Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2015-05-04 00:00:00 |
| Spiller Company | UNITED REFINING COMPANY |
| Program Facility Name | KWIK FILL A25 |
| distance from center (miles) | 0.1581 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 64 | |
| Spill Number | 9970596 |
| Site ID | 307987 |
| Program Type | ER |
| DER Facility ID | 248731 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2000-01-31 10:30:00 |
| Received Date | 2000-01-31 11:03:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 2001-07-11 00:00:00 |
| Program Facility Name | KWIK-FILL A-25 |
| distance from center (miles) | 0.1483 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 65 | |
| Spill Number | 1112721 |
| Site ID | 460677 |
| Program Type | ER |
| DER Facility ID | 415152 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2012-02-03 19:40:00 |
| Received Date | 2012-02-03 19:40:00 |
| Contributing Factor | Equipment Failure |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2012-02-06 00:00:00 |
| Spiller Name | RICK |
| Spiller Company | NYSEG |
| Program Facility Name | LINE # 227 - NYSEG POLE 5586 |
| distance from center (miles) | 0.3904 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 66 | |
| Spill Number | 8600050 |
| Program Facility Name | MADISON AVE & CHURCH STR |
| Site ID | 119611 |
| DER Facility ID | 103891 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | MADISON & CHURCH ST. |
| Spill Date | 1986-03-31 09:00:00 |
| Received Date | 1986-03-31 09:45:00 |
| Contributing Factor | Traffic Accident |
| Source | Commercial Vehicle |
| Reported By | Health Department |
| Caller Remark | SADDLETANKS RUPTURED-RECOVERED 30 GAL.-SPEEDI DRY- CHEMUNG CO. LANDFIL |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was GM |
| Spiller Company | PITZER TRUCKING |
| UST Trust | False |
| Class | |
| Create Date | 2003-12-02 00:00:00 |
| Close Date | 1987-03-31 00:00:00 |
| Update Date | 2003-12-02 00:00:00 |
| distance from center (miles) | 0.2771 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 67 | |
| Spill Number | 8600050 |
| Site ID | 119611 |
| Program Type | ER |
| DER Facility ID | 103891 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1986-03-31 09:00:00 |
| Received Date | 1986-03-31 09:45:00 |
| Contributing Factor | Traffic Accident |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1987-03-31 00:00:00 |
| Spiller Company | PITZER TRUCKING |
| Program Facility Name | MADISON AVE & CHURCH STR |
| distance from center (miles) | 0.2771 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 68 | |
| Spill Number | 1300771 |
| Site ID | 481116 |
| Program Type | ER |
| DER Facility ID | 436399 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2013-04-23 14:06:00 |
| Received Date | 2013-04-23 14:06:00 |
| Contributing Factor | Other |
| Source | Private Dwelling |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2013-08-13 00:00:00 |
| Spiller Company | METH LAB |
| Program Facility Name | METH LAB |
| distance from center (miles) | 0.4994 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 69 | |
| Spill Number | 0708216 |
| Site ID | 389068 |
| Program Type | ER |
| DER Facility ID | 338628 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2007-10-26 17:00:00 |
| Received Date | 2007-10-26 18:06:00 |
| Contributing Factor | Human Error |
| Source | Commercial Vehicle |
| MeetsStd | False |
| Close Date | 2007-10-30 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | MOBIL EXPRESS MART |
| distance from center (miles) | 0.2410 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 70 | |
| Spill Number | 8604409 |
| Site ID | 100365 |
| Program Type | ER |
| DER Facility ID | 326894 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1986-10-08 16:00:00 |
| Received Date | 1986-10-09 08:45:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1987-01-12 00:00:00 |
| Spiller Name | |
| Spiller Company | MOBIL OIL |
| Program Facility Name | MOBIL OIL |
| distance from center (miles) | 0.2651 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 71 | |
| Spill Number | 0808355 |
| Site ID | 405747 |
| Program Type | ER |
| DER Facility ID | 355012 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2008-10-24 12:00:00 |
| Received Date | 2008-10-24 16:15:00 |
| Contributing Factor | Unknown |
| Source | Private Dwelling |
| MeetsStd | False |
| Close Date | 2009-05-19 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | MORIARITY (PAT) RESIDENCE |
| distance from center (miles) | 0.4925 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 72 | |
| Spill Number | 9111457 |
| Site ID | 275901 |
| Program Type | ER |
| DER Facility ID | 224315 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1992-02-06 09:45:00 |
| Received Date | 1992-02-06 12:00:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1994-02-17 00:00:00 |
| Spiller Company | NYS ELECTRIC & GAS |
| Program Facility Name | NYS ELECTRIC & GAS |
| distance from center (miles) | 0.2706 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|-----------------------|--|
| 73 | |
| Spill Number | 9511360 |
| Program Facility Name | OLD ROBBYS PIZZA SITE |
| Site ID | 172470 |
| DER Facility ID | 277523 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | LAKE STREET |
| Spill Date | 1995-12-07 13:30:00 |
| Received Date | 1995-12-08 13:35:00 |
| Contributing Factor | Unknown |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Other |
| Spiller Name | |
| Caller Remark | FAGAN ENGINEERS PERFORMED PHASE II INVESTIGATION OF PROPERTY FOR BANK ENCOUNTERED GAS- CONTAMINATED SOIL HNU READINGS UP TO 194PPM. EXCURVATORS DOWN TO APPROX 8FT CONTAM. FROM 3FT TO BOTTEM |

NYSDEC - SPILL INCIDENTS

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|------------------------------|---|
| DEC Remark | <p>Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 12/07/95 CONTAMINATED SOILS ARE SATURATED. GROUNDWATER CONTAMINATION LIKELY. LETTER REPORT TO BE SUBMITTED TO SR. SITE IS LOCATION OF FORMER GAS STATION/CONVENIENT STORE, UNKOWN TIME OF OPERATION. SR TO FOLLOW-UP. 02/27/96 SR ON SITE; MET STEVE DEGERDON OF FAGAN AND CHRIS CRANMER OF MARCOR; GEOPROBE WORK BEING DONE FOR PHASE II. LOCATED EIGHT PROBE POINTS, TO SAMPLE FOR 503.1. 02/28/96 SR ON SITE WITH FAGAN ENGINEERS AND AUSTIN EXCAVATION; SIX UNDERGROUND STORAGE TANKS ENCOUNTERED DURING EXCAVATORY INVESTIGATION WORK; TWO FILLED WITH CONCRETE, ONE WITH GAS/WATER, ONE WITH WATER, TWO UNKNOWN CONTENTS (FILLPORT NOT ACCESSED). ANOTHER 1-2 TANKS POSSIBLE. TEST PIT SHOWS HEAVY CONTAMINATION/STRONG ODOR IN SOIL ZONE APPROX 6-9 FT, THEN LESSER GASOLINE CONTAMINATION BELOW. GEOPROBE WORK 02-27 & 02-28 FOUND PERCHED WATER IN THREE PROBES AT 8-10 FT OTHERWISE DRY TO 19 FT. 07/25/96 SR MET WITH STEVE DEGERDON OF FAGAN ENG, AND SELECTED MW LOCATIONS. MW INSTALLATION TO BEGIN TOMORROW 7-26. THREE WELLS TO BE INSTALLED. 08/17/99 BEAVERS PETROLEUM, HIRED BY DR PARVEZ (PROPERTY OWNER), ON SITE AND UNCOVERING USTs. FOUND 7 TANKS TOTAL. ALL HAVE BEEN MOSTLY FILLED WITH CONCRETE, ALL CONTAIN SOME LIQUIDS. TANKS TO BE PUMPED OUT THIS PM AND THEM REMOVED. 08/18/99 TOTAL OF 180 GALLONS LIQUID REMOVED FROM SEVEN TANKS. BEAVERS PETROLEUM CURRENTLY SKINNING THE TANKS WITH EXCAVATOR AND BREAKING UP CONCRETE. DECISION ON EXCAVATION OF IMPACTED SOILS VERSUS VAPOR EXTRACTION TO BE MADE AFTER DIGGING TEST PITS TO DETERMINE VERTICAL EXTENT. 08/19/99 BEAVERS PETROLEUM ON SITE, ALL TANKS REMOVED. DUG TEST PIT IN NE CORNER OF EXCAVATION. HEAVY CONTAMINATION (GASOLINE) ENCOUNTERED, HNu READINGS OF 250 PPM FROM 7-12 FEET BELOW GROUND SURFACE. APPEARS TO START TO CLEAN UP AT 12 FEET. EXCAVATION ALSO PERFORMED IN SE CORNER, SAME ZONE OF CONTAMINATION ENCOUNTERED. CONTAMINATION IS LIGHTER (HNU READINGS OF 50 PPM) AND SEEMS REALTED TO FUEL OIL/DIESEL. DECISION MADE TO INSTALL VES. 08/20/99 BEAVERS PETROLEUM FINISHING UP EXTRACTIP PIPE LAYOUT. PLASTIC PUT DOWN AT ABOUT 6 FEET BELOW GRADE TO SEAL OFF ABOVE CLEAN FILL. 01/04/00 SR INSPECTED, VES IS OPERATING, DISCHARGE HAS FAIRLY STRONG AGED GASOLINE ODOR, HNU = 14.5 PPM. 02/10/00 SR INSPECTED; VES READING = 1.0 PPM 01/09/01 - CLOSURE LETTER SENT, VAPOR EXTRACTION READINGS HAVE BEEN NON-DETECT. NO FURTHER ACTION NEEDED. CLOSE. 12/22/10: PAPER FILE REMOVED PER FILE RETENTION POLICY.</p> |
| Spiller Company | UNKNOWN |
| UST Trust | False |
| Class | B3 |
| Create Date | 1995-12-08 00:00:00 |
| Close Date | 2001-01-17 00:00:00 |
| Update Date | 2010-12-22 08:47:33.227000000 |
| distance from center (miles) | 0.0511 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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| Spill Number | 9511360 |
| Site ID | 172470 |
| Program Type | ER |
| DER Facility ID | 277523 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 1995-12-07 13:30:00 |
| Received Date | 1995-12-08 13:35:00 |
| Contributing Factor | Unknown |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2001-01-17 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | OLD ROBBYS PIZZA SITE |
| distance from center (miles) | 0.0511 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 75 | |
| Spill Number | 0912852 |
| Site ID | 425761 |
| Program Type | ER |
| DER Facility ID | 48726 |
| Locality | Elmira |
| SWIS Code | 0804 |
| Spill Date | 2010-03-08 10:00:00 |
| Received Date | 2010-03-08 10:30:00 |
| Contributing Factor | Equipment Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| Close Date | 2010-05-19 00:00:00 |
| Spiller Company | ANEESHA, INC |
| Program Facility Name | ON THE WAY GAS STATION |
| distance from center (miles) | 0.3878 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 76 | |
| Spill Number | 1305602 |
| Site ID | 486176 |
| Program Type | ER |
| DER Facility ID | 425191 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2013-08-24 14:10:00 |
| Received Date | 2013-08-24 16:31:00 |
| Contributing Factor | Human Error |
| Source | Commercial/Industrial |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2013-08-24 00:00:00 |
| Spiller Name | PATICK HYDE |
| Spiller Company | EXPRESS MARKET |
| Program Facility Name | PARKING LOT |
| distance from center (miles) | 0.2410 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 77 | |
| Spill Number | 9305184 |
| Site ID | 167940 |
| Program Type | ER |
| DER Facility ID | 141491 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1993-07-26 00:18:00 |
| Received Date | 1993-07-26 00:54:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1993-07-29 00:00:00 |
| Spiller Company | CONTRACT TRANSPORTATION S |
| Program Facility Name | PENSKE LEASING SADDLE TAN |
| distance from center (miles) | 0.4155 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 78 | |
| Spill Number | 9305184 |
| Program Facility Name | PENSKE LEASING SADDLE TAN |
| Site ID | 167940 |
| DER Facility ID | 141491 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | PENNSYLVANIA AVE & MILLER |
| Spill Date | 1993-07-26 00:18:00 |
| Received Date | 1993-07-26 00:54:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| Reported By | Fire Department |
| Caller Remark | TRACTOR TRAILER EXPERIENCED MAJOR LEAK FROM 150 GAL SADDLE TANK. LEAKAGE STREAMED TO ROADWAY THRU FUEL LINE FROM CANTON PA TO ELMIRA WHERE THE TRUCK LOST MUCH FUEL WHEN IT STOPPED AT INTERSECTION. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SF 07/25/93: ...WHO WOULD BE THE CLOSEST CONTRACTOR, BUT GOT NO RESPONSE. HIRED ENVIRON PROD & SVCS TO BRING VACUUM TRUCK PLUS SPEEDY DRY & CONTAINERS FOR USED SORBENT MATERIAL TO THE SCENE. EP&S SAID THEY 07/25/93: ...REGULARLY WORK FOR PENSKE LEASING, THE SPILLER, & WILL BILL THEM DIRECTLY. EP&S ARRIVED ON SITE AT 0500 HRS, SUCKED PRODUCT FROM SEWER W/VAC TRUCK & PUT DOWN, THEN CONTAINERIZED & REMOVED SORBENT.. 07/26/93: ELMIRA FIRE DEPT PREVENTED FURTHER SPILLAGE BY PINCHING OFF FUEL LINE. SOME PRODUCT IN SEWER. SOME CONTAINED ON PAVEMENT. FOTI ATTEMPTED TO HIRE NY ENVIRON CONSTRUCTION IN ENDICOTT, MATERIALS. FOTI WILL FOLLOW-UP. 07/26/93: CONTACT PERSON: GREG CUNNINGHAM (800-368-2255). 12/28/10: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | CONTRACT TRANSPORTATION S |
| UST Trust | False |
| Class | B3 |
| Create Date | 1993-07-29 00:00:00 |
| Close Date | 1993-07-29 00:00:00 |
| Update Date | 2010-12-28 08:31:23.853000000 |
| distance from center (miles) | 0.4155 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 79 | |
| Spill Number | 1104390 |
| Site ID | 451995 |
| Program Type | ER |
| DER Facility ID | 406588 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2011-07-19 16:00:00 |
| Received Date | 2011-07-19 16:15:00 |
| Contributing Factor | Equipment Failure |
| Source | Passenger Vehicle |
| MeetsStd | False |
| Close Date | 2011-07-20 00:00:00 |
| Spiller Company | UNKNOWN DRIVER |
| Program Facility Name | PICKUP TRUCK GAS TANK |
| distance from center (miles) | 0.1581 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 80 | |
| Spill Number | 9408200 |
| Site ID | 235621 |
| Program Type | ER |
| DER Facility ID | 194077 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1994-09-19 12:00:00 |
| Received Date | 1994-09-19 16:15:00 |
| Contributing Factor | Deliberate |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1994-10-26 00:00:00 |
| Spiller Company | UNKNOWN PAINT CONTRACTOR |
| Program Facility Name | PIZZA HUT |
| distance from center (miles) | 0.3174 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 81 | |
| Spill Number | 1107184 |
| Site ID | 454876 |
| Program Type | ER |
| DER Facility ID | 47181 |
| Locality | Elmira |
| SWIS Code | 0804 |
| Spill Date | 2011-09-08 07:30:00 |
| Received Date | 2011-09-08 11:11:00 |
| Contributing Factor | Human Error |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2011-09-08 00:00:00 |
| Spiller Name | TERRY HOUSTON |
| Spiller Company | ELMIRA PSCHYCHIATRIC CENTER |
| Program Facility Name | PSYCH CENTER |
| distance from center (miles) | 0.3471 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 82 | |
| Spill Number | 0904730 |
| Site ID | 416936 |
| Program Type | ER |
| DER Facility ID | 47367 |
| Locality | Elmira |
| SWIS Code | 0830 |
| Spill Date | 2009-07-23 12:30:00 |
| Received Date | 2009-07-23 13:27:00 |
| Contributing Factor | Human Error |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2009-12-09 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | QUICK FILL #A25 |
| distance from center (miles) | 0.1581 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 83 | |
| Spill Number | 9807627 |
| Site ID | 207128 |
| Program Type | ER |
| DER Facility ID | 171911 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1998-09-22 16:00:00 |
| Received Date | 1998-09-22 16:12:00 |
| Contributing Factor | Traffic Accident |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1998-12-30 00:00:00 |
| Spiller Company | MUSKET TRANSPORTATION |
| Program Facility Name | RT 17 WESTBOUND NEAR |
| distance from center (miles) | 0.3495 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 84 | |
| Spill Number | 0550283 |
| Site ID | 346108 |
| Program Type | ER |
| DER Facility ID | 93817 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2005-05-16 10:15:00 |
| Received Date | 2005-05-16 10:15:00 |
| Contributing Factor | Human Error |
| Source | Commercial Vehicle |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2005-05-16 00:00:00 |
| Program Facility Name | SHULMAN SCRAPYARD |
| distance from center (miles) | 0.4251 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 85 | |
| Spill Number | 9103638 |
| Site ID | 275900 |
| Program Type | ER |
| DER Facility ID | 326843 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1991-07-01 12:00:00 |
| Received Date | 1991-07-01 14:00:00 |
| Contributing Factor | Tank Failure |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1994-06-30 00:00:00 |
| Spiller Company | STAR GAZETTE |
| Program Facility Name | STAR GAZETTE |
| distance from center (miles) | 0.2706 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 86 | |
| Spill Number | 8701731 |
| Site ID | 96878 |
| Program Type | ER |
| DER Facility ID | 86396 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1987-05-23 10:40:00 |
| Received Date | 1987-06-01 13:55:00 |
| Contributing Factor | Tank Test Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1987-06-09 00:00:00 |
| Spiller Company | HIGHWAY OIL CO |
| Program Facility Name | STATION #105 |
| distance from center (miles) | 0.4372 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 87 | |
| Spill Number | 1100944 |
| Site ID | 448379 |
| Program Type | ER |
| DER Facility ID | 402969 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2011-04-26 16:00:00 |
| Received Date | 2011-04-26 17:14:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial Vehicle |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2011-04-28 00:00:00 |
| Spiller Name | KYLE KELLY |
| Spiller Company | STERICYCLE |
| Program Facility Name | ST JOSEPH HOSPITAL |
| distance from center (miles) | 0.3209 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 88 | |
| Spill Number | 8705432 |
| Site ID | 183680 |
| Program Type | ER |
| DER Facility ID | 153738 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1987-09-28 18:30:00 |
| Received Date | 1987-09-28 09:55:00 |
| Contributing Factor | Tank Test Failure |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1987-09-29 00:00:00 |
| Spiller Company | ST JOSEPHS HOSPITAL |
| Program Facility Name | ST JOSEPH HOSPITAL |
| distance from center (miles) | 0.2764 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 89 | |
| Spill Number | 9870289 |
| Program Facility Name | ST JOSEPH'S HOSPITAL |
| Site ID | 117075 |
| DER Facility ID | 48670 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 555 EAST MARKET STREET |
| Spill Date | 1998-10-06 11:30:00 |
| Received Date | 1998-10-06 11:30:00 |
| Contributing Factor | Unknown |
| Source | Institutional, Educational, Gov., Other |
| Reported By | DEC |
| Caller Remark | WHILE INSPECTING TANK REMOVAL WORK AT ST JOSEPH'S HOSPITAL, THE CALLER NOTED PETROLEUM CONTAMINATION AT THE BASE OF THE EXCAVATION, AT GROUNDWATER INTERFACE. 2-15,000 GALLON DIESEL UNDERGROUND STORAGE TANKS ARE BEING REMOVED. BEAVERS PETROLEUM IS THE CONTRACTOR. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 10/06/98 SR ONSITE; BEAVERS PETROLEUM REMOVING 2-15000 GALLON DIESEL UST'S. CONTAMINATION IN SOILS FOUND AT WATER TABLE AT APPROXIMATELY 14-15 FEET BGS BETWEEN TANKS. TANKS TO BE REMOVED TODAY. 10/07/98 SR INSPECTED; TANKS ARE IN GOOD SHAPE, NO HOLES. APPEARS CONTAMINATION RESULT OF OVERFILLS OR MORE LIKELY FROM A LOOSE COUPLING IN LINES. CONCRETE PADS UNDERNEATH FORMER TANKS NEED TO BE BROKEN UP AND REMOVED TO BETTER DETERMINE NEED FOR FURTHER EXCAVATION/INVESTIGATION. 10/08/98 AND 10/09/98 SR STOPPED BY SITE ON COUPLE OCCASIONS, CONCRETE PADS WERE REMOVED, EXCAVATION AT BOTTOM APPEARED CLEAN BASED ON INSPECTION OF SOILS SCOOPED FROM UNDER THE WATER. SAMPLES OF SOIL TAKEN AND TO BE ANALYZED WITH QUICK TURNAROUND TO DETERMINE IF FURTHER WORK NEEDED. 06/23/99 STORAGE TANK CLOSURE REPORT RECEIVED FROM GALSON, CONFIRMATORY SAMPLES INDICATE NON-DETECT. APPROXIMATELY 145 TONS OF CONTAMINATED SOILS WERE DISPOSED OF AT CHEMUNG COUNTY LANDFILL. 12/21/10: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| UST Trust | True |
| Class | B3 |
| Create Date | 1998-11-03 12:58:00 |
| Close Date | 1999-07-12 00:00:00 |
| Update Date | 2010-12-21 09:11:51.997000000 |
| distance from center (miles) | 0.2764 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 90 | |
| Spill Number | 9870289 |
| Site ID | 117075 |
| Program Type | ER |
| DER Facility ID | 48670 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1998-10-06 11:30:00 |
| Received Date | 1998-10-06 11:30:00 |
| Contributing Factor | Unknown |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | True |
| Close Date | 1999-07-12 00:00:00 |
| Program Facility Name | ST JOSEPH'S HOSPITAL |
| distance from center (miles) | 0.2764 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 91 | |
| Spill Number | 8906966 |
| Site ID | 117074 |
| Program Type | ER |
| DER Facility ID | 48670 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1989-10-16 11:00:00 |
| Received Date | 1989-10-16 11:50:00 |
| Contributing Factor | Tank Test Failure |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1990-03-01 00:00:00 |
| Spiller Company | ST JOSEPH'S HOSPITAL |
| Program Facility Name | ST JOSEPH'S HOSPITAL |
| distance from center (miles) | 0.2764 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 92 | |
| Spill Number | 1402552 |
| Site ID | 495880 |
| Program Type | ER |
| DER Facility ID | 450758 |
| Locality | ELMIRA |
| SWIS Code | 0804 |
| Spill Date | 2014-06-09 14:30:00 |
| Received Date | 2014-06-09 14:44:00 |
| Contributing Factor | Equipment Failure |
| Source | Commercial/Industrial |
| MeetsStd | True |
| Close Date | 2015-03-31 00:00:00 |
| Spiller Company | ST JOSEPHS HOSPITAL |
| Program Facility Name | ST. JOSEPHS HOSPITAL |
| distance from center (miles) | 0.3212 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 93 | |
| Spill Number | 0608759 |
| Site ID | 372758 |
| Program Type | ER |
| DER Facility ID | 322493 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2006-10-30 15:30:00 |
| Received Date | 2006-10-30 16:56:00 |
| Contributing Factor | Equipment Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 2006-11-09 00:00:00 |
| Spiller Name | MELISSA |
| Spiller Company | SUNOCO #7471 |
| Program Facility Name | SUNOCO #7471 |
| distance from center (miles) | 0.4722 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 94 | |
| Spill Number | 0909870 |
| Site ID | 422602 |
| Program Type | ER |
| DER Facility ID | 322493 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2009-12-04 14:15:00 |
| Received Date | 2009-12-04 15:00:00 |
| Contributing Factor | Equipment Failure |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | False |
| Close Date | 2010-03-18 00:00:00 |
| Program Facility Name | SUNOCO GASOLINE STATION |
| distance from center (miles) | 0.4722 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 95 | |
| Spill Number | 1113031 |
| Site ID | 461000 |
| Program Type | ER |
| DER Facility ID | 47587 |
| Locality | Elmira |
| SWIS Code | 0804 |
| Spill Date | 2012-02-14 21:00:00 |
| Received Date | 2012-02-14 21:10:00 |
| Contributing Factor | Other |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2012-04-09 00:00:00 |
| Spiller Company | UNK |
| Program Facility Name | SUNOCO STATION |
| distance from center (miles) | 0.4722 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 96 | |
| Spill Number | 9970508 |
| Program Facility Name | SUNOCO STATION #0363-9218 |
| Site ID | 154785 |
| DER Facility ID | 289549 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 501 EAST WATER STREET |
| Spill Date | 1999-04-19 12:00:00 |
| Received Date | 1999-12-01 11:20:00 |
| Contributing Factor | Unknown |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Other |
| Caller Remark | MATRIX PERFORMED PHASE II ENVIRONMENTAL ASSESSMENT ON APRIL 8 AND 9, 1999. A GROUNDWATER SAMPLE FROM ONE WELL, MW-1, SHOWS PETROLEUM CONTAMINATION WITH TOTAL CONCENTRATION OF 1756.8 PPB, NON DETECT FOR MTBE. REPORT SUBMITTED TO DEC NEAR END OF NOVEMBER 1999. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 03/22/2000: ADDITIONAL SAMPLING REQUESTED BY DEC SPILLS IN LETTER SENT TO MATRIX. 05/01/2000: SAMPLING REPORT SHOWS N.D. FOR ALL 5 WELLS, EXCEPT FOR 10 PPB MTBE IN MW-4. 08/01/2000: SAMPLING REPORT SHOWS 32.1 PPB BTEX, 0 PPB MTBE IN MW-1; 1.8 PPB BTEX, 110 PPB MTBE IN MW-2; 1.1 PPB BTEX IN MW-3; 11.4 PPB MTBE IN MW-4, ND FOR MW-5. 11/01/2000: SAMPLING REPORT SHOWS 30.2 PPB BTEX, 14.8 PPB MTBE IN MW-1; 3.3 PPB BTEX, 115 PPB MTBE IN MW-2; 3.5 PPB BTEX IN MW-3; 730 PPB BTEX IN MW-4; 1.6 PPB BTEX IN MW-5. 03/01/2001: SAMPLING REPORT SHOWS 8.5 PPB BTEX IN MW-1; 2.4 PPB BTEX IN MW-2; 1.3 PPB BTEX IN MW-3; 386.8 PPB BTEX IN MW-4; AND ND FOR MW-5. 05/01/2001: SAMPLING REPORT SHOWS N.D FOR MW-1 & 2, 1.3 PPB BTEX FOR MW-3; 1.2 PPB BTEX FOR MW-4; AND 1.2 PPB BTEX FOR MW-5. FURTHER ACTION NOT REQUIRED, NO NEARBY RECEPTORS. CLOSURE LETTER SENT 12/01. 01/11/2012: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | Sunoco, Inc. |
| UST Trust | False |
| Class | B3 |
| Create Date | 1999-12-01 11:32:00 |
| Close Date | 2001-12-03 00:00:00 |
| Update Date | 2012-01-13 14:38:03.520000000 |
| distance from center (miles) | 0.2688 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|--|
| 97 | |
| Spill Number | 9502090 |
| Program Facility Name | SUNOCO STATION #0363-9218 |
| Site ID | 154784 |
| DER Facility ID | 289549 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 501 EAST WATER STREET |
| Spill Date | 1995-05-16 12:50:00 |
| Received Date | 1995-05-16 12:55:00 |
| Contributing Factor | Other |
| Source | Gasoline Station or other PBS Facility |
| Reported By | Other |
| Caller Remark | L & O PULLED OUT 550 GAL FUEL OIL TANK. THERE WAS A DIME SIZE HOLE IN BOTTOM OF TANK. CONTAMINATION PRESENT. THERE WAS FUEL IN TANK UNTIL IT WAS PULLED. CONTACT: CALLER |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 05/16/1995: TANK TOP UPGRADE BEING PERFORMED. DUNS #3639218. THEY WILL TRY TO DIG OUT OF CONTAMINATION. WELL SHOULD BE INSTALLED. 05/22/1995: THIS SPILL IS A DUPLICATE OF SPILL #9415929. ALL UPDATES WILL BE UNDER SPILL #9415929. 03/08/2006: PAPER FILE REMOVED PER FILE RETENTION POLICY. |
| Spiller Company | SUN REFINING & MARKETING |
| UST Trust | False |
| Class | B3 |
| Create Date | 1995-05-19 00:00:00 |
| Close Date | 1995-06-29 00:00:00 |
| Update Date | 2012-01-11 11:23:59.600000000 |
| distance from center (miles) | 0.2688 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|---|
| 98 | |
| Spill Number | 9415929 |
| Site ID | 201608 |
| Program Type | ER |
| DER Facility ID | 289549 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-03-06 12:00:00 |
| Received Date | 1995-03-07 12:00:00 |
| Contributing Factor | Other |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1995-08-15 00:00:00 |
| Spiller Company | SUN COMPANY INC |
| Program Facility Name | SUNOCO STATION #0363-9218 |
| distance from center (miles) | 0.2803 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 99 | |
| Spill Number | 9502090 |
| Site ID | 154784 |
| Program Type | ER |
| DER Facility ID | 289549 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-05-16 12:50:00 |
| Received Date | 1995-05-16 12:55:00 |
| Contributing Factor | Other |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1995-06-29 00:00:00 |
| Spiller Company | SUN REFINING & MARKETING |
| Program Facility Name | SUNOCO STATION #0363-9218 |
| distance from center (miles) | 0.2688 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 100 | |
| Spill Number | 9970508 |
| Site ID | 154785 |
| Program Type | ER |
| DER Facility ID | 289549 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1999-04-19 12:00:00 |
| Received Date | 1999-12-01 11:20:00 |
| Contributing Factor | Unknown |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2001-12-03 00:00:00 |
| Spiller Company | Sunoco, Inc. |
| Program Facility Name | SUNOCO STATION #0363-9218 |
| distance from center (miles) | 0.2688 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 101 | |
| Spill Number | 0270524 |
| Site ID | 231555 |
| Program Type | ER |
| DER Facility ID | 190849 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2003-01-07 12:00:00 |
| Received Date | 2003-01-07 15:35:00 |
| Contributing Factor | Other |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 2008-01-04 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | TOPS MARKETS |
| distance from center (miles) | 0.4065 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 102 | |
| Spill Number | 1012624 |
| Site ID | 446804 |
| Program Type | ER |
| DER Facility ID | 401426 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2011-03-18 12:20:00 |
| Received Date | 2011-03-18 12:30:00 |
| Contributing Factor | Equipment Failure |
| Source | Passenger Vehicle |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2011-03-21 00:00:00 |
| Spiller Name | MIKE POITROS |
| Spiller Company | TOPS MARKET |
| Program Facility Name | TOPS MARKET STORE #551 |
| distance from center (miles) | 0.4132 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 103 | |
| Spill Number | 9506536 |
| Program Facility Name | TRINITY FOUNDARY |
| Site ID | 189177 |
| DER Facility ID | 157949 |
| Program Type | ER |
| Locality | ELMIRA |
| Address | 130 COLLEGE AVENUE |
| Spill Date | 1995-08-28 10:00:00 |
| Received Date | 1995-08-28 10:31:00 |
| Contributing Factor | Deliberate |
| Source | Institutional, Educational, Gov., Other |
| Reported By | Other |
| Caller Remark | DELIBERATE RUPTURING OF TRANSFORMERS CAUSING THE FLUID TO LEAK OUT TO GROUND. |
| DEC Remark | Prior to Sept, 2004 data translation this spill Lead_DEC Field was SR 08/28/95: RODABAUGH TO FOLLOW-UP. 11/26/96 PCB CLEANUP COMPLETE. REPORT WAS RECEIVED BY SPILLS AND FORWARDED TO HAZ WASTE REMEDIATION FOR ANY FOLLOW-UP. NO FURTHER ACTION NEEDED BY SPILLS. |
| UST Trust | False |
| Class | C3 |
| Create Date | 1995-08-29 00:00:00 |
| Close Date | 1996-12-02 00:00:00 |
| Update Date | 1996-12-02 00:00:00 |
| distance from center (miles) | 0.4295 |
| data source | last updated 2022-04-18 from NYDEC-SPILLS |

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|------------------------------|--|
| 104 | |
| Spill Number | 9506536 |
| Site ID | 189177 |
| Program Type | ER |
| DER Facility ID | 157949 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-08-28 10:00:00 |
| Received Date | 1995-08-28 10:31:00 |
| Contributing Factor | Deliberate |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 1996-12-02 00:00:00 |
| Program Facility Name | TRINITY FOUNDARY |
| distance from center (miles) | 0.4295 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|--|
| 105 | |
| Spill Number | 9504769 |
| Site ID | 313764 |
| Program Type | ER |
| DER Facility ID | 252995 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-07-19 12:00:00 |
| Received Date | 1995-07-19 16:40:00 |
| Contributing Factor | Other |
| Source | Institutional, Educational, Gov., Other |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1995-10-25 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | WEGMANS CONSTRUCTION SITE |
| distance from center (miles) | 0.3654 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

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|------------------------------|---|
| 106 | |
| Spill Number | 9511161 |
| Site ID | 257838 |
| Program Type | ER |
| DER Facility ID | 211116 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 1995-11-22 12:00:00 |
| Received Date | 1995-12-01 16:10:00 |
| Contributing Factor | Other |
| Source | Gasoline Station or other PBS Facility |
| MeetsStd | True |
| UST Trust | True |
| Close Date | 1999-08-26 00:00:00 |
| Spiller Name | |
| Spiller Company | UNKNOWN |
| Program Facility Name | WEST HUDSON & SOUTH MAIN STREET |
| distance from center (miles) | 0.4064 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

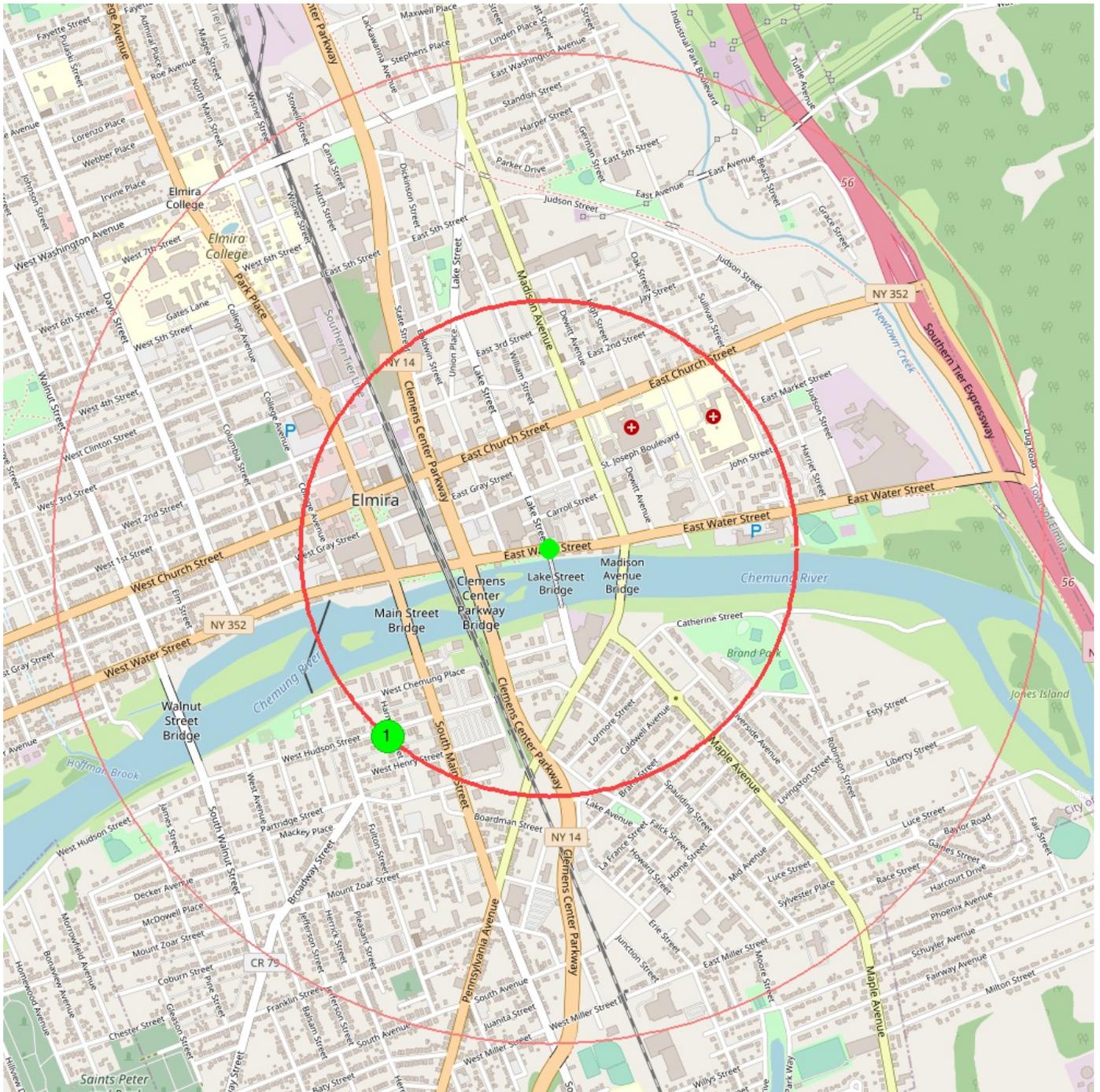
| | |
|------------------------------|--|
| 107 | |
| Spill Number | 0550602 |
| Site ID | 348886 |
| Program Type | ER |
| DER Facility ID | 295343 |
| Locality | ELMIRA |
| SWIS Code | 0830 |
| Spill Date | 2005-06-30 12:00:00 |
| Received Date | 2005-07-07 17:00:00 |
| Contributing Factor | Human Error |
| Source | Private Dwelling |
| MeetsStd | False |
| UST Trust | False |
| Close Date | 2005-09-12 00:00:00 |
| Spiller Name | SEAN |
| Spiller Company | CHEMUNG ROOFING & SIDING |
| Program Facility Name | WILLIAMSON (MARY LOU) RESIDENCE/CHEMUNG HEATING |
| distance from center (miles) | 0.4032 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

| | |
|------------------------------|---|
| 108 | |
| Spill Number | 9307049 |
| Site ID | 255618 |
| Program Type | ER |
| DER Facility ID | 56794 |
| Locality | Elmira |
| SWIS Code | 0830 |
| Spill Date | 1993-07-09 10:00:00 |
| Received Date | 1993-09-09 15:37:00 |
| Contributing Factor | Unknown |
| Source | Commercial/Industrial |
| MeetsStd | True |
| UST Trust | False |
| Close Date | 1995-06-19 00:00:00 |
| Spiller Company | WILLIAM SPIEGEL & SON |
| Program Facility Name | WILLIAM SPIEGELS & SON IN |
| distance from center (miles) | 0.1560 |
| data source | last updated 2022-02-25 from NYDEC-SPILLS |

State and/or tribal lists of clandestine laboratory cleanups

CLANDESTINE DRUG LABS

The United States Drug Enforcement Administration (DEA) maintains National Clandestine Laboratory Register Data, which is a list that contains addresses of some locations where law enforcement agencies reportedly found chemicals or other items, indicating the presence of either clandestine drug laboratories or dumpsites.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

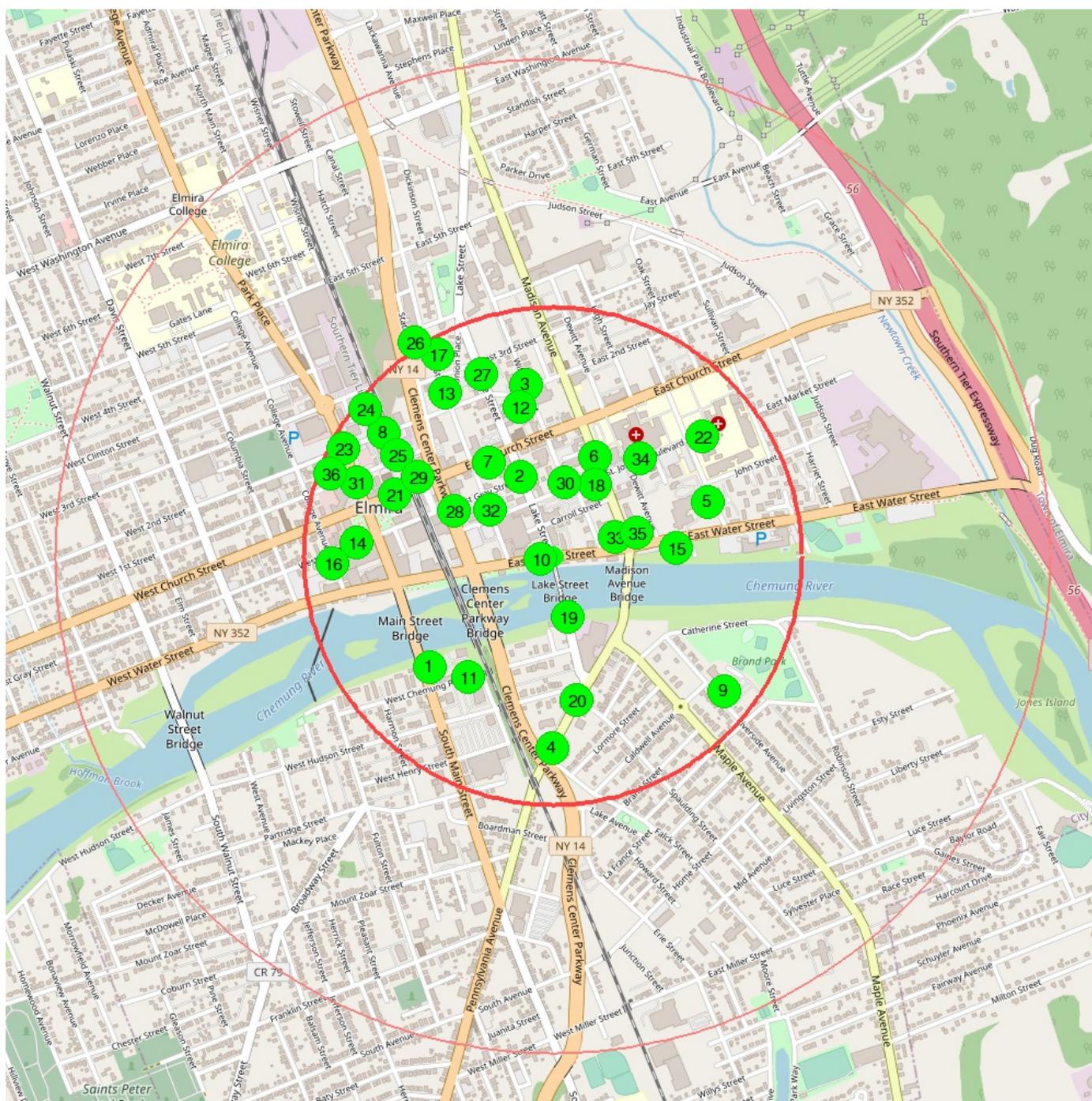
| | | |
|----------|------------------------------|--|
| 1 | distance from center (miles) | 0.4990 |
| | data source | last updated 2020-11-02 from CLANDESTINE DRUG LABS |

Resource Conservation and Recovery Act Information (RCRAInfo)

RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

RCRAInfo is EPA's comprehensive information system that supports the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984 through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste.

Please note that RCRAInfo contains all hazardous waste handlers in addition to TSDFs, generators, and facilities undergoing RCRA corrective action. One may encounter duplicate records from the TSDF, generators, and/or the RCRA corrective action sections. This source was searched for all records within a half-mile of the target property.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|--------------------------------|---|
| 1 | |
| Registry ID | 110004508382 |
| Name | ANTONELLI TIRE |
| Address | 49-53 S MAIN ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD987040110 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 29-DEC-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3327 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 2 | |
| Registry ID | 110004524603 |
| Name | ARNOT ART MUSEUM |
| Address | 235 LAKE ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000023382 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1727 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 3 | |
| Registry ID | 110004472981 |
| Name | ARTISTIC DIRECT INC |
| Address | 409 WILLIAMS ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD986963478 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 29-DEC-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3473 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 4 | |
| Registry ID | 110004490863 |
| Name | BELL VUE PRINTING |
| Address | 313 PENNSYLVANIA AVE |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD987004959 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3864 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 5 | |
| Registry ID | 110008034901 |
| Name | CHEMUNG COUNTY HEALTH CENTER |
| Address | HERITAGE PARK |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD986878239 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3289 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 6 | |
| Registry ID | 110004322475 |
| Name | CHEMUNG COUNTY OF BUILDING DEPT |
| Address | 217 MADISON AVE |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NY0000943399 |
| Interest Type | VSQG |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2156 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 7 | |
| Registry ID | 110004342916 |
| Name | ELM CHEVROLET CO INC |
| Address | 301 E CHUCRH ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD008915621 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 29-DEC-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2288 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 8 | |
| Registry ID | 110004539063 |
| Name | ELMIRA CITY OF FIRE STATION 1 |
| Address | 101 W 2ND ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000047852 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4191 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 9 | |
| Registry ID | 110004499784 |
| Name | ELMIRA CSD - RIVERSIDE ELEMENTARY SCHOOL |
| Address | 409 RIVERSIDE AVE |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | FIS:8-0704-00094, RCRAINFO:NYD987025905 |
| Interest Type | STATE MASTER, UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 28-JUN-13 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4387 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 10 | |
| Registry ID | 110004317917 |
| Name | ELMIRA SAVINGS BANK |
| Address | 333 E WATER ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NY0000483214 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.0253 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 11 | |
| Registry ID | 110060283036 |
| Name | FAMILY DOLLAR #10194 |
| Address | 100 W CHEMUNG PL |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000211342 |
| Interest Type | VSQG |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 26-AUG-14 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2982 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 12 | |
| Registry ID | 110063082453 |
| Name | FAMILY DOLLAR STORE #3392 |
| Address | 322 WILLIAM ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000214775 |
| Interest Type | VSQG |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 27-DEC-14 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3263 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 13 | |
| Registry ID | 110004311441 |
| Name | GENE AUTOPAINT SUPPLY |
| Address | 411 BALDWIN ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NY0000100016 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3939 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 14 | |
| Registry ID | 110000808591 |
| Name | GOODYEAR AUTO SERVICE CENTER |
| Address | 220 W GRAY ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD137882411 |
| Interest Type | VSQG |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3948 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 15 | |
| Registry ID | 110004349143 |
| Name | HARTMAN LINCOLN MERCURY |
| Address | 510 E WATER ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | FIS:8-0704-00055, RCRAINFO:NYD013540778 |
| Interest Type | STATE MASTER, UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 04-DEC-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2487 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 16 | |
| Registry ID | 110004417667 |
| Name | HIGHWAY OIL INC |
| Address | 154 COLLEGE AVE |
| City | ELMIRA HEIGHTS |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD982271884 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | ENTRANCE POINT OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4434 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 17 | |
| Registry ID | 110004359195 |
| Name | JOHN H COOK JR PAINTING CONTRACTOR INC |
| Address | 510 BALDWIN ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD053650511 |
| Interest Type | VSQG |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4678 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 18 | |
| Registry ID | 110004451717 |
| Name | KWIK FILL A025-035 |
| Address | 155 MADISON AVE |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | ICIS:2600036828, RCRAINFO:NYD986910412 |
| Interest Type | ENFORCEMENT/COMPLIANCE ACTIVITY, UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 05-MAR-13 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1667 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 19 | |
| Registry ID | 110071139670 |
| Name | LAKE STREET PEDESTRIAN BRIDGE |
| Address | LAKE STREET |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000250266 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | ENTRANCE POINT OF A FACILITY OR STATION |
| Date Created | 28-OCT-21 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1244 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 20 | |
| Registry ID | 110004385558 |
| Name | MONRO MUFFLER BRAKE #33 |
| Address | 211 PENNSYLVANIA AVE |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD162579734 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2937 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 21 | |
| Registry ID | 110004359257 |
| Name | NEW YORK TELEPHONE CO |
| Address | 100 W CHURCH ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD053653283 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3421 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|--|
| 22 | |
| Registry ID | 110004389509 |
| Name | NYS - ELMIRA PSYCHIATRIC CENTER |
| Address | 100 WASHINGTON ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | BR:NYD980664502, FIS:8-0704-00061, RCRAINFO:NYD980664502 |
| Interest Type | HAZARDOUS WASTE BIENNIAL REPORTER, STATE MASTER, VSQG |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 30-OCT-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3852 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 23 | |
| Registry ID | 110007991726 |
| Name | PRESTIGE STATIONS INC #10 |
| Address | SECOND & MAIN STS |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD000692889 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | ENTRANCE POINT OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4728 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 24 | |
| Registry ID | 110000880949 |
| Name | R H P PROPERTIES |
| Address | 401 RAILROAD AVE |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000001123 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | ENTRANCE POINT OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4150 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 25 | |
| Registry ID | 110044920128 |
| Name | RITE AID #10886 |
| Address | 119 W 2ND ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000189464 |
| Interest Type | VSQG |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 02-MAR-12 |
| Date Updated | 28-MAR-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4321 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|--|
| 26 | |
| Registry ID | 110019717056 |
| Name | R WIREWORKS |
| Address | BALDWIN ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | AIR:NY0000008070400043, AIRS/AFS:36015R1640, FIS:8-0704-00043, RCRAINFO:NYD039552708 |
| Interest Type | AIR MINOR, STATE MASTER, VSQG |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 22-NOV-04 |
| Date Updated | 05-FEB-16 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4663 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 27 | |
| Registry ID | 110022476550 |
| Name | SALVATION ARMY THE |
| Address | 414 LAKE ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYR000132654 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 27-JUL-05 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3937 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 28 | |
| Registry ID | 110008007085 |
| Name | SAMUEL CLEMENS PERF ARTS & COMMUNITY CTR |
| Address | PARKWAY & GREY ST CLEMENS CTR |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD094411618 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2196 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 29 | |
| Registry ID | 110004427914 |
| Name | SEBPT REALTY CORP |
| Address | 1 W CHURCH ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD982725814 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 17-OCT-17 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.3312 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 30 | |
| Registry ID | 110004489624 |
| Name | SHELFORD GRAPHICS INC DBA SUNSET PRINT |
| Address | 200 WILLIAM ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD987000858 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1509 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 31 | |
| Registry ID | 110007997061 |
| Name | SHERWIN-WILLIAMS CO THE |
| Address | 1 LANGDON PLZ MAIN & CHURCH |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD001713460 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4225 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|--|
| 32 | |
| Registry ID | 110004339537 |
| Name | STAR GAZETTE INC |
| Address | 201 BALDWIN ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | FIS:8-0704-00104, NPDES:NYR00E902, RCRAINFO:NYD002204469 |
| Interest Type | ICIS-NPDES NON-MAJOR, STATE MASTER, STORM WATER INDUSTRIAL, UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 11-JAN-16 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1581 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 33 | |
| Registry ID | 110008021158 |
| Name | STEVE ACUTO PONTIAC INC |
| Address | MADISON & E WATER ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | FIS:8-0704-00053, RCRAINFO:NYD981488281 |
| Interest Type | SQG, STATE MASTER |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 29-OCT-14 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1304 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 34 | |
| Registry ID | 110004361299 |
| Name | ST JOSEPHS HOSPITAL |
| Address | 555 E MARKET ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | AIR:NY000008070400031, AIRS/AFS:36015R5799, FIS:8-0704-00031, RCRAINFO:NYD057936155 |
| Interest Type | AIR SYNTHETIC MINOR, LQG, STATE MASTER |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 05-FEB-16 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.2642 |
| data source | last updated from FACILITY REGISTRY SERVICE |

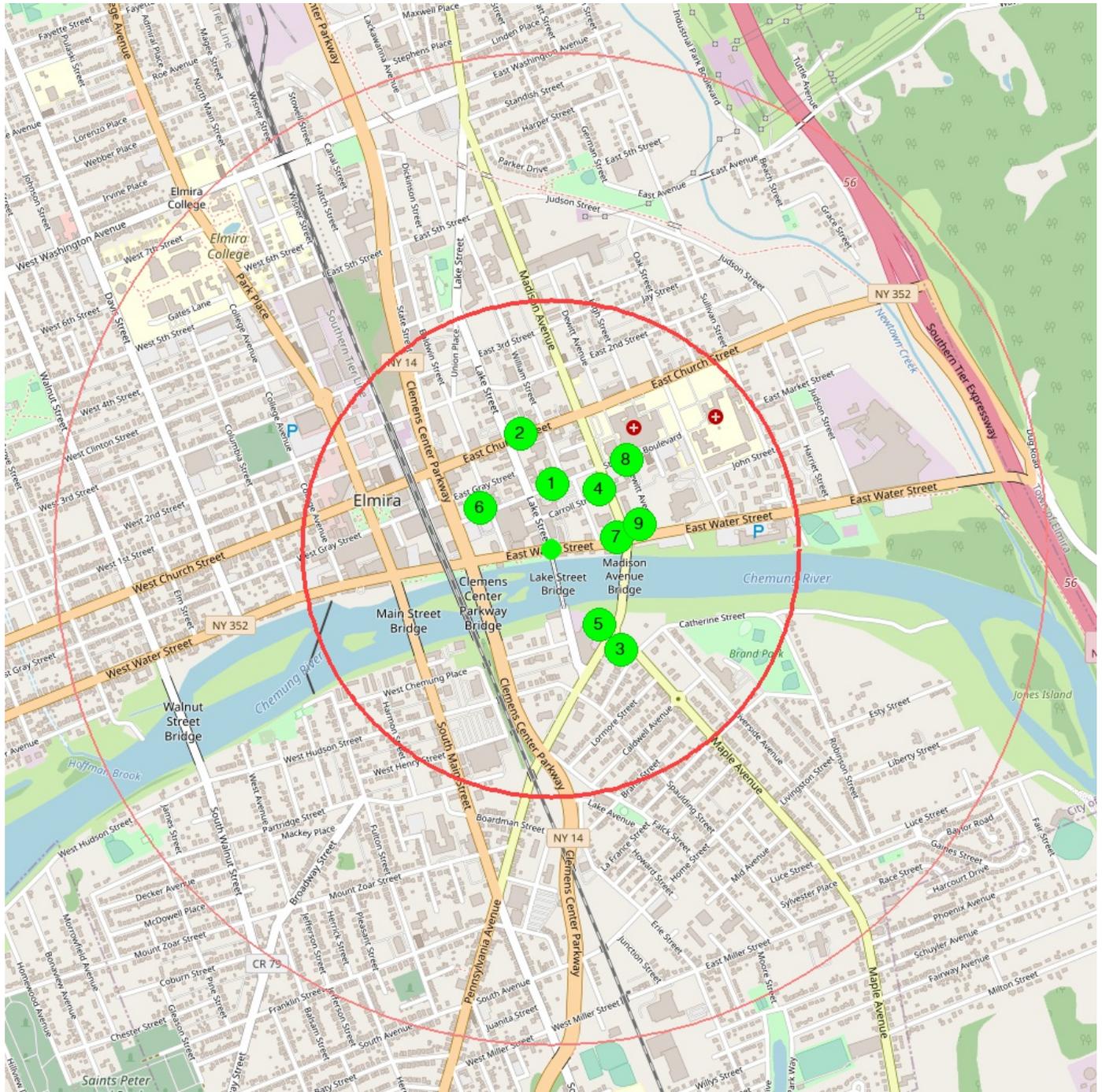
| | |
|--------------------------------|---|
| 35 | |
| Registry ID | 110004455526 |
| Name | SUNOCO SERVICE STATION |
| Address | 501 E WATER ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD986929792 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | PLANT ENTRANCE (GENERAL) |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.1671 |
| data source | last updated from FACILITY REGISTRY SERVICE |

| | |
|--------------------------------|---|
| 36 | |
| Registry ID | 110004462689 |
| Name | SUNOCO SERVICE STATION |
| Address | 359 N MAIN ST |
| City | ELMIRA |
| Site Type | STATIONARY |
| Program Acronyms | RCRAINFO:NYD986944411 |
| Interest Type | UNSPECIFIED UNIVERSE |
| Point of Reference Description | CENTER OF A FACILITY OR STATION |
| Date Created | 01-MAR-00 |
| Date Updated | 09-AUG-10 |
| FRS Facility Detail Report URL | Link |
| distance from center (miles) | 0.4591 |
| data source | last updated from FACILITY REGISTRY SERVICE |

U.S. EPA Underground Storage Tanks (UST)

EPA - UNDERGROUND STORAGE TANKS

Approximately 542,000 underground storage tanks (USTs) nationwide store petroleum or hazardous substances. The greatest potential threat from a leaking UST is contamination of groundwater, the source of drinking water for nearly half of all Americans. EPA, states, territories, and tribes work in partnership with industry to protect the environment and human health from potential releases. EPA developed UST Finder, a mapping application containing a comprehensive, state-sourced national map of UST and leaking UST data. It provides attributes and locations of active and closed USTs, UST facilities, and LUST sites from states as of 2018-2019 and from Tribal lands and US territories as of 2020-2021. This data set was searched to return all records regarding the target and/or adjoining properties.



center 42.08838272 -76.80091858

0.5 mile

1.0 mile

| | |
|---|--|
| 1 | |
| Facility ID | NY48886 |
| Name | CHEMUNG COUNTY |
| Address | SHERIFF'S DEPARTMENT |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14901 |
| Latitude | 42.090289 |
| Longitude | -76.800872 |
| Closed USTs | 1 |
| Facility Status | Closed UST(s) |
| Land Use | Developed, Medium Intensity |
| Population Within 1,500ft | 750 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain distance from center (miles) | No 0.1317 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|---|--|
| 2 | |
| Facility ID | NY48564 |
| Name | CITY OF ELMIRA |
| Address | POLICE HEADQUARTERS |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14901 |
| Latitude | 42.091733 |
| Longitude | -76.802108 |
| Closed USTs | 1 |
| Facility Status | Closed UST(s) |
| Land Use | Developed, Medium Intensity |
| Population Within 1,500ft | 718 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain distance from center (miles) | No 0.2394 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|--|--|
| 3 | |
| Facility ID | NY49832 |
| Name | EXPRESS MART #337 |
| Address | 300 MAPLE AVENUE |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14904 |
| Latitude | 42.085452 |
| Longitude | -76.798132 |
| Open USTs | 4 |
| Facility Status | Open UST(s) |
| Land Use | Developed, High Intensity |
| Population Within 1,500ft | 954 |
| Private Wells Within 1,500ft | 15 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain | No |
| distance from center (miles) | 0.2478 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|--|--|
| 4 | |
| Facility ID | NY48086 |
| Name | KWIK FILL A0025/035 |
| Address | 155 MADISON AVENUE |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14901 |
| Latitude | 42.090126 |
| Longitude | -76.799021 |
| Open USTs | 3 |
| Closed USTs | 7 |
| Facility Status | Open UST(s) |
| Land Use | Developed, Medium Intensity |
| Population Within 1,500ft | 888 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain | No |
| distance from center (miles) | 0.1548 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|--|--|
| 5 | |
| Facility ID | NY49435 |
| Name | NYS DOT |
| Address | MAPLE AVENUE |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14904 |
| Latitude | 42.08585 |
| Longitude | -76.798569 |
| Closed USTs | 3 |
| Facility Status | Closed UST(s) |
| Land Use | Developed, High Intensity |
| Population Within 1,500ft | 867 |
| Private Wells Within 1,500ft | 14 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain | No |
| distance from center (miles) | 0.2125 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|--|--|
| 6 | |
| Facility ID | NY47639 |
| Name | STAR-GAZETTE |
| Address | 201 BALDWIN STREET |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14902 |
| Latitude | 42.089575 |
| Longitude | -76.80369 |
| Closed USTs | 3 |
| Facility Status | Closed UST(s) |
| Land Use | Developed, High Intensity |
| Population Within 1,500ft | 454 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain | No |
| distance from center (miles) | 0.1643 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|--|--|
| 7 | |
| Facility ID | NY50332 |
| Name | STEVE ACUTO PONTIAC ISUZU INC |
| Address | 101 MADISON AVENUE |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14901 |
| Latitude | 42.088731 |
| Longitude | -76.798305 |
| Closed USTs | 1 |
| Facility Status | Closed UST(s) |
| Land Use | Developed, Medium Intensity |
| Population Within 1,500ft | 923 |
| Private Wells Within 1,500ft | 3 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain | No |
| distance from center (miles) | 0.1362 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|--|--|
| 8 | |
| Facility ID | NY49396 |
| Name | ST JOSEPH'S HOSPITAL |
| Address | 555 ST JOSEPH'S BLVD |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14901 |
| Latitude | 42.090993 |
| Longitude | -76.797921 |
| Open USTs | 2 |
| Closed USTs | 4 |
| Facility Status | Open UST(s) |
| Land Use | Developed, Medium Intensity |
| Population Within 1,500ft | 1124 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain | No |
| distance from center (miles) | 0.2370 |
| data source | last updated 2020-11-18 from USEPA-UST |

| | |
|--|--|
| 9 | |
| Facility ID | NY48101 |
| Name | SUNOCO #0363-9218 |
| Address | 501 E WATER STREET |
| City | ELMIRA |
| County | Chemung |
| State | NewYork |
| ZIP Code | 14901 |
| Latitude | 42.088908 |
| Longitude | -76.797692 |
| Closed USTs | 4 |
| Facility Status | Closed UST(s) |
| Land Use | Developed, Medium Intensity |
| Population Within 1,500ft | 958 |
| Private Wells Within 1,500ft | 2 |
| Within Source Water Protection Area (SPA) | No |
| Within Groundwater Wellhead Protection Area (WHPA) | No |
| Within 100-Year Floodplain | No |
| distance from center (miles) | 0.1694 |
| data source | last updated 2020-11-18 from USEPA-UST |

U.S. EPA Toxic Release Inventory System (TRIS)

No records found

This report contains certain information obtained from a variety of public and other sources reasonably available to Nationwide Environmental Title Research, LLC (NETR). It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. NATIONWIDE ENVIRONMENTAL TITLE RESEARCH, LLC SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL NATIONWIDE ENVIRONMENTAL TITLE RESEARCH, LLC, BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF NATIONWIDE ENVIRONMENTAL TITLE RESEARCH, LLC, IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this report "AS-IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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Bulk Storage Database Search Details

Facility Information

Site No.: 8-445185
Status: Unregulated/Closed
Expiration Date: 06/28/1993
Site Type: PBS
Facility Type: Other Wholesale/Retail Sales
Site Name: STEVE ACUTO PONTIAC ISUZU INC
Address: 101 MADISON AVENUE
Locality: ELMIRA
State: NY
Zipcode: 14901
County: Chemung

Facility(Property) Owner(s) Information

Facility Owner: STEVEN D ACUTO
903 UPLAND DRIVE . ELMIRA , NY. 14905
Mail Contact: STEVEN D ACUTO
903 UPLAND DRIVE . ELMIRA , NY. 14905

Facility Operator

Facility Operator: STEVEN D ACUTO

Tank Information

1 Tanks Found

| Tank No | Tank Location | Status | Capacity (Gal.) |
|---------|---|------------------|-----------------|
| 001 | Underground including vaulted with no access for inspection | Closed - Removed | 2000 |



Environmental Remediation Databases Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at [DECInfoLocator](#)

Administrative Information

Site Name: NYSEG - Elmira Water St. MGP

Site Code: 808025

Program: State Superfund Program

Classification: A

EPA ID Number:

Location

DEC Region: 8

Address: 500 East Water St

City: Elmira Zip: 14901-

County: Chemung

Latitude: 42.08853134

Longitude: -76.79678041

Site Type:

Estimated Size: 1 Acres

Site Owner(s) and Operator(s)

Current Owner Name: NYSEG

Current Owner(s) Address: P.O. Box 5224
Binghamton, NY, 13902-5224

Site Document Repository

Name: Chemung County Steele Memorial Library

Address: 101 E. Church St.

Elmira, NY 14901

Name: NYSDEC, Region 8

Address: 6274 E. Avon-Lima Rd.

Avon, NY 14414

Site Description

Location: The site is located at 510 East Water Street, City of Elmira, New York. The site is situated on south side of East Water Street near the intersection of Dewitt Street. The Chemung River is located south of the site. The area to the east and west of the site are additional parcels owned by NYSEG which are vacant and partially paved. **Site Features:** The site is approximately one acre in area and is currently vacant. In the northern portion of the site, the ground surface is covered by an asphalt parking lot. The site is surrounded to the south, east, and west by grass-covered areas. The southern portion of the site is bisected by a flood control levee constructed along the bank of the Chemung River. The levee is comprised of a concrete retaining wall, 82" interceptor sewer line, soil embankment, and an access road. The embankment is flat in the area of the concrete wall, and then slopes steeply to the south down to the access road, which is approximately 20 feet north of the shoreline of the river. The levee wall appears to have been constructed in the same foot print as historic Manufactured Gas Plant (MGP) structures. **Current Zoning/Use:** The site is zoned for commercial land use and is currently vacant. The Chemung County Nursing facility and Elmira Housing Authority housing complex are located across East Water Street. **Past Uses of the Site:** The Elmira Water Street MGP was constructed in 1852 by the Elmira Gas Light Company on the site. The Elmira Gas Light Company became part of New York State Electric and Gas (NYSEG) through several mergers/acquisitions. The MGP was constructed and operated as a coal carbonization plant using coal as a feedstock until 1867 when operation ceased. The facility continued to be used as gas storage facility until 1869. Some time prior to 1898, the above grade portion of the gas holder was demolished. More recently, the site was the location of the former Hartman Lincoln Mercury auto dealership and repair shop which operated until 1997. Around 1998 the car dealership structures were demolished and in 1998 several underground storage tanks and hydraulic lifts were removed during Phase II of the Environmental Site Assessment. During the Phase II investigation, the presence of coal tar in the area of the former gas holder was identified. **Site Geology and Hydrology:** A layer of fill material was observed at the majority of the soil borings installed in and around the former MGP operation areas. Fill material mostly consisted of sand and gravel, mixed with varying amounts of brick fragments, clinkers, ash, and coal. Underlying the fill is a thick alluvial deposit of comprised of a heterogeneous mix of silt, sand, and gravel. Interbedded within the alluvium are

lenses of lacustrine clay. Shale (bedrock) was encountered at a depth of 82 feet below grade. The depth of the water table varies between approximately 6 feet (southern portion of the site) and 16 feet below grade (northern portion of the site). The groundwater generally flows from north to south towards the Chemung River.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

polycyclic aromatic hydrocarbons (PAHS), total
benzo(a)anthracene
benzo(a)pyrene
dibenzofuran
xylene (mixed)
indeno(1,2,3-cd)pyrene
benzo(k)fluoranthene
fluoranthene
benzene
benzo(b)fluoranthene
chrysene
dibenz[a,h]anthracene
phenol
toluene
fluorene
phenanthrene
ethylbenzene
pyrene

Site Environmental Assessment

Nature and Extent of Contamination: A Remedial Investigation (RI) was performed in 2013. During the RI soil, groundwater and sediment samples were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), metals, polychlorinated biphenyls (PCBs), and pesticides. **Surface Soil:** Two samples collected from the grassy area north of the levee wall slightly exceeded commercial SCOs for dibenz(a,h)anthracene, with a maximum concentration of 0.72 ppm, compared to the commercial SCO of 0.56 ppm. No other constituent exceeded the commercial SCOs. **Subsurface Soil:** During the RI, anthropogenic fill material was encountered in the northern and southern parts of the site, as well as off-site in the area along the Chemung River shoreline. Areas north and south of the levee wall have been extensively reworked to enable construction of the various features of the flood control structure, which is reflected in the sampling results. The on-site subsurface investigation revealed manufactured gas plant (MGP) related impacts at the base of the former gas holder foundation and in subsurface soil just below the foundation floor. Levels of total polycyclic aromatic hydrocarbons (tPAHs) in soil ranged from non-detect (ND) to 2116 ppm, with a maximum tPAH concentration observed at a soil boring installed within the gas holder footprint to a depth of 14 -15 feet below grade. Eleven soil samples were taken from the six test pits performed within the footprint of the MGP structures. Five soil samples exceeded commercial SCOs for several PAHs and tPAHs ranged from ND to 110.4 ppm. Evidence of grossly contaminated soils was observed at the bottom of the gas holder and in soils underneath it in the form of stained soil containing sheen and blebs. No borings were performed in the southern portion of the site. However, five borings were performed off-site along the southern site boundary on the access road along the Chemung River. The subsurface investigation did not reveal any visual presence of coal tar impacts. Two soil borings found exceedances of commercial SCOs for several PAHs including, benzo(a)anthracene at 66 ppm (commercial SCO 5.6 ppm), benzo(b) fluoranthene at 63 ppm (commercial SCO of 56 ppm) and benzo(a)pyrene at 47 ppm (commercial SCO 1 ppm) at a depth of 10 to 11 feet below grade. No other off-site borings were conducted. **Groundwater:** Shallow groundwater on-site exceeded the applicable standards for several metals including arsenic (maximum 37 part per billion (ppb), standard 25 ppb) which are not attributable to the site. Additionally, PAHs and benzene, toluene, ethylbenzene and xylene (BTEX) which are more indicative of MGP contamination, were detected but below applicable groundwater standards. The site is served by municipal water. **Emerging contaminant sampling** performed in 2019 detected Perfluorooctanoic acid (PFOA) and Perfluorooctanesulfonic acid (PFOS) at concentration of 12.0 parts per trillion (ppt) and 21.6 ppt respectively which is above the maximum contaminant level of 10 ppt. **Sediment:** Sediment probing was performed in the Chemung River adjacent to and downstream of the site to the first sediment depositional area. No visual indications of MGP or petroleum impacts were noted. Thirty four shallow (0-6 inch) sediment samples were collected from the Chemung River. Out of 34 samples, ten were collected upstream of the site and twenty four were collected adjacent to the site. In addition, six deeper sediment samples (1-4 feet below the river bottom) were collected from the Chemung River adjacent to the site. The maximum tPAH concentration in shallow sediment samples was 6.9 ppm upstream and 9.1 ppm adjacent to the site (compared to the screening value of 4 ppm tPAH). The maximum tPAH concentration in the deeper sediments was 10.4 ppm (screening value 4.0 ppm). No deeper sediments samples were collected upstream. The concentrations of the MGP constituents of concerns in sediment samples adjacent to the site are similar to and slightly higher than concentrations detected in upstream areas. The sediment sample results coupled with the lack of visual evidence of MGP impacts indicated that the site is not

impacting the Chemung River. As such, no surface water samples were collected. Special Resources Impacted/Threatened: There is no data to suggest that the special resources are impacted or threatened.

Site Health Assessment

Since the site is covered by asphalt and grass, people are not expected to come into contact with site related soil contamination unless they dig below the surface. Volatile organic compounds in the soil, groundwater, or other sources may move into the soil vapor (air spaces within the soil), which in turn may move into nearby buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Because there is no on-site building, inhalation of site contaminants in indoor air due to soil vapor intrusion does not represent a concern for the site in its current condition. However, the potential exists for the inhalation of site contaminants due to soil vapor intrusion for any future on-site development. Environmental sampling indicates soil vapor intrusion is not a concern off-site.

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

[Refine Current Search](#)



Spill Incidents Database Search Details

Spill Record

Administrative Information

DEC Region: 8

Spill Number: 9103031

Spill Date/Time

Spill Date: 06/14/1991 **Spill Time:** 10:30:00 AM

Call Received Date: 06/14/1991 **Call Received Time:** 11:00:00 AM

Location

Spill Name: ACUTO (STEVE) PONTIAC

Address: MADISON & WATER STREET

City: ELMIRA **County:** Chemung

Spill Description

Material Spilled Amount Spilled Resource Affected

gasoline UNKNOWN Groundwater

Cause: Tank Failure

Source: Commercial/Industrial

Waterbody: GROUND WATER

PBS #:

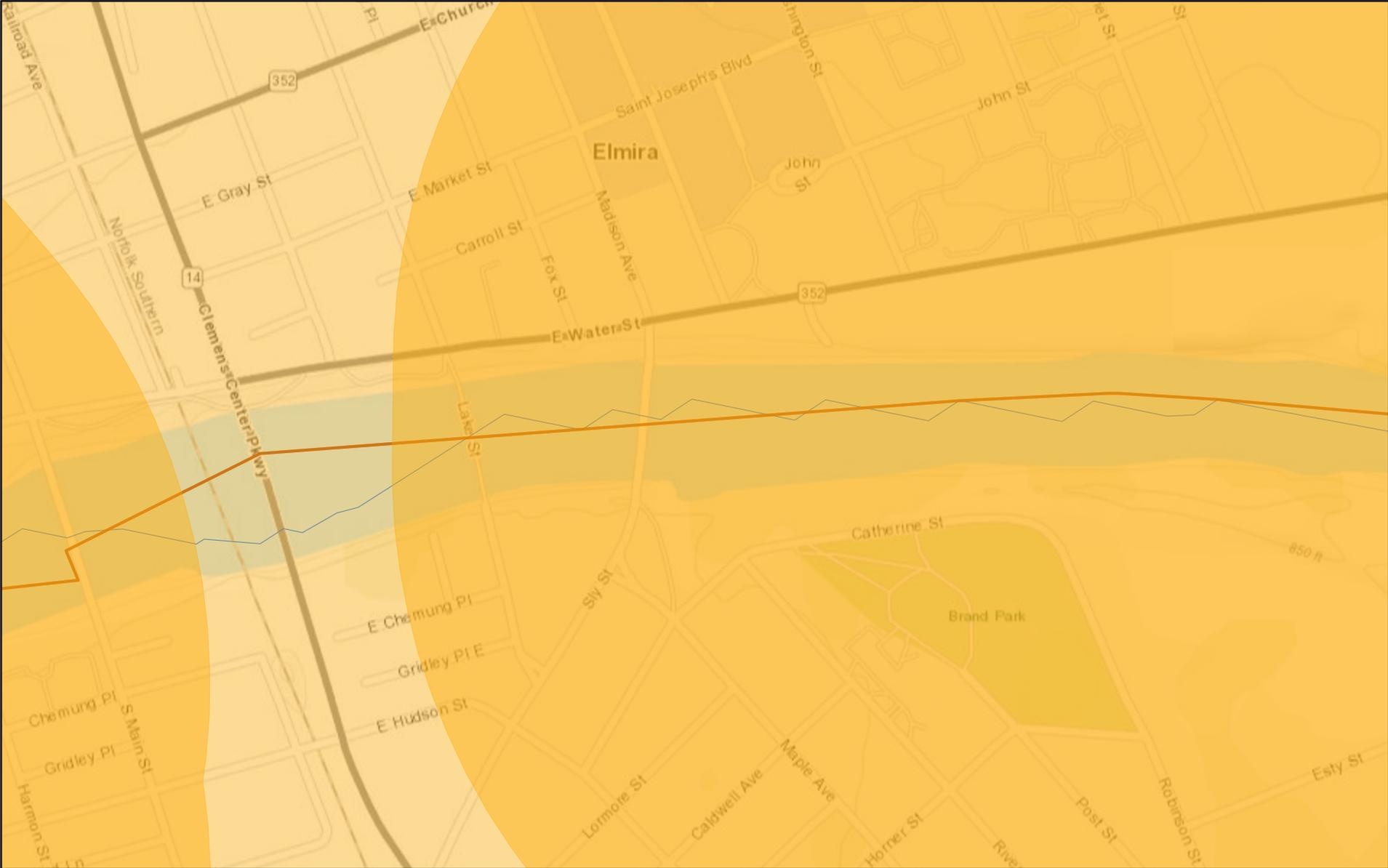
Record Close

Date Spill Closed: 02/11/1994

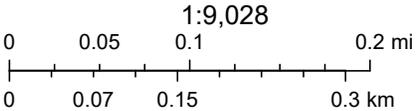
"Date Spill Closed" means the date the spill case was closed by the case manager in the Department of Environmental Conservation (the Department). The spill case was closed because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The Department however reserves the right to require additional remedial work in relation to the spill, if in the future it determines that further action is necessary.

If you have questions about this reported incident, please contact the [Regional Office](#) where the incident occurred.

East Water Street NYSDEC Map



February 16, 2023



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

NYS Department of Environmental Conservation
Not a legal document



February 16, 2023

Wetlands

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Estuarine and Marine Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

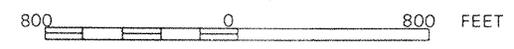
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

THIS AREA PROTECTED FROM THE 100-YEAR FLOOD BY LEVEE, DIKE OR OTHER STRUCTURE SUBJECT TO FAILURE OR OVERTOPPING DURING LARGER FLOODS

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at (800) 638-6620.



APPROXIMATE SCALE



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
ELMIRA, NEW YORK
CHEMUNG COUNTY

ONLY PANEL PRINTED

COMMUNITY-PANEL NUMBER
360150 0005 C

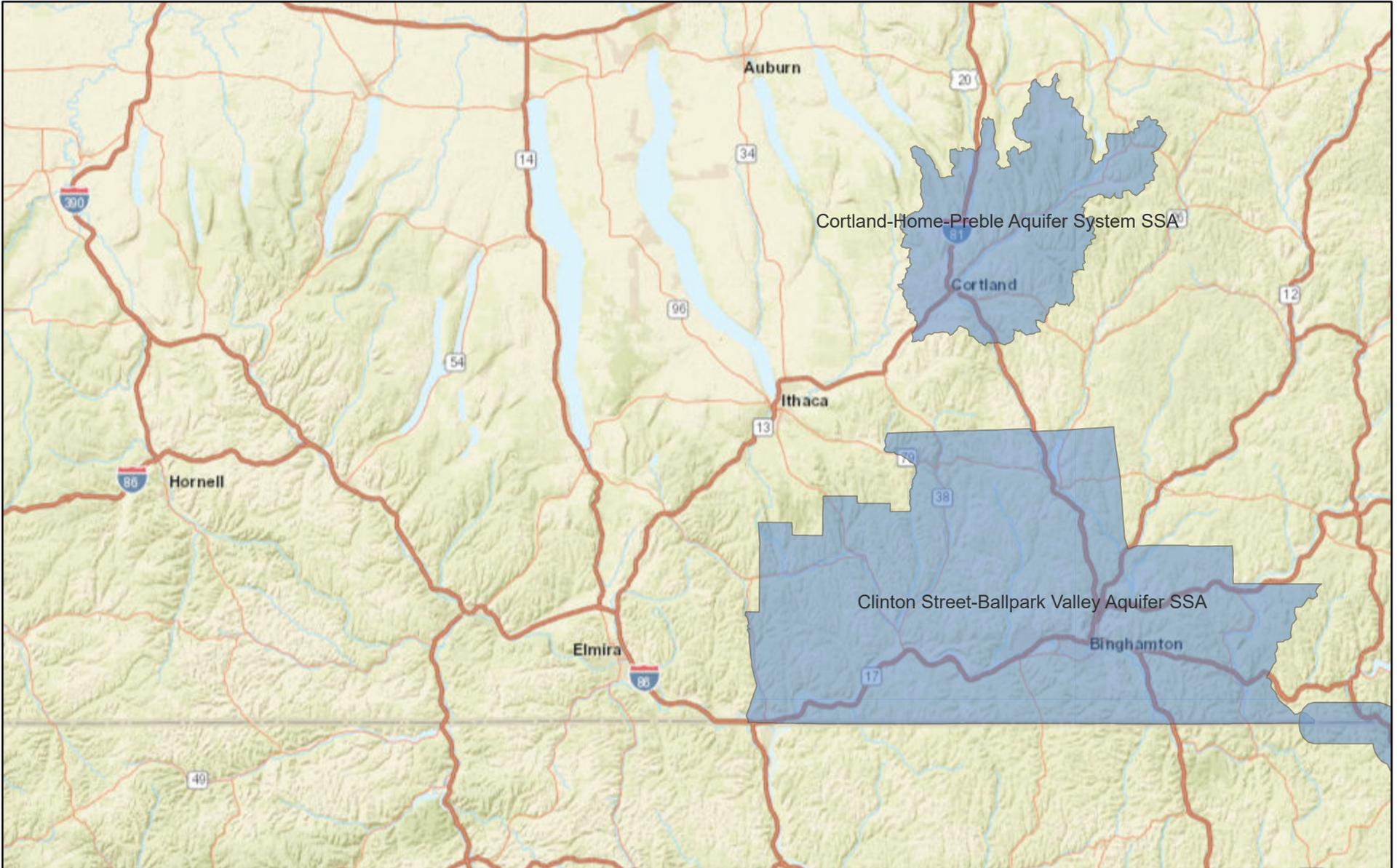
MAP REVISED:
APRIL 2, 1997



Federal Emergency Management Agency

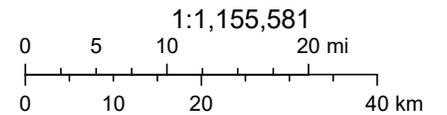
This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at <https://msc.fema.gov>.

ArcGIS Web AppBuilder



3/31/2023, 1:52:36 PM

 Sole_Source_Aquifers



Esri, HERE, Garmin, NGA, USGS, NPS

SMART GROWTH SCREENING TOOL

Smart Growth Screening Tool

PIN 6755.13

Prepared By: Roger A. Hogle, Region 6 Planning

Smart Growth Screening Tool (STEP 1)

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

Title of Proposed Project: East Water Street Rejuvenation

Location of Project: City of Elmira, Chemung County

Brief Description: Rehabilitation of the pavement and streetscape on E. Water Street from Clemens Center Parkway to Madison Avenue

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)

All project work will be on existing street and sidewalk in public right-of-way.

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;

Smart Growth Screening Tool

- 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 is intended to improve the levels of service for pedestrian and vehicle mobility on E. Water Street, in the central business district of the City of Elmira. The project scope will greatly improve the community's aesthetic character. The project is not expected to have an immediate effect on vehicle emissions.

Smart Growth Screening Tool

C. Smart Growth Location:

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

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

1. Is this project located in a developed area?

Yes No N/A

2. Is the project located in a municipal center?

Yes No N/A

3. Will this project foster downtown revitalization?

Yes No N/A

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

Yes No N/A

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

This project is in conformance with the Elmira Chemung Transportation Committee's (the MPO's) Long Range Plan. There are vacant storefronts along this corridor. This project is one of several public infrastructure projects that, together, will develop an attractive corridor from Elmira College to the center of downtown Elmira. The project site is not in a Brownfield Opportunity Area.

D. Mixed Use Compact Development:

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

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

Smart Growth Screening Tool

development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?
Yes No N/A
2. Will the project foster brownfield redevelopment?
Yes No N/A
3. Will this project foster enhancement of beauty in public spaces?
Yes No N/A
4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?
Yes No N/A
5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?
Yes No N/A
6. Will this project foster integration of all income groups and/or age groups?
Yes No N/A
7. Will the project ensure predictability in land use codes?
Yes No N/A
8. Will the project ensure predictability in building codes?
Yes No N/A

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

This project is not in a brownfield location. The project includes new Ped/Bike amenities, providing an attractive corridor appropriate for adjacent destinations such as Elmira Riverfront Park and the Elmira Promenade. The project is not intended to affect existing land use regulations or building codes.

E. Transportation and Access:

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

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

Smart Growth Screening Tool

1. Will this project provide public transit?

Yes No N/A

2. Will this project enable reduced automobile dependency?

Yes No N/A

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

Yes No N/A

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

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

This project will not provide public transit, but it includes providing better access to existing public transit services in the area in the form of dedicated bus shelters/loading areas. No immediate, significant effect on modal choices is expected.

F. Coordinated, Community-Based Planning:

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

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

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

Yes No N/A

2. Is the project consistent with local plans?

Yes No N/A

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

Yes No N/A

Smart Growth Screening Tool

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes No N/A

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

This project was first conceived to address the need for pavement improvements on E. Water Street. It was proposed by the City through the MPO. This project does not conflict with existing transportation plans. This project is on the STIP.

G. Stewardship of Natural and Cultural Resources:

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

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

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Smart Growth Screening Tool

The project location has no influence on forests or agricultural lands. The scope of this project will have no net influence on water quality. Providing a more attractive facility for non-motorized transportation is expected to improve air quality, if marginally. Open space and scenic areas will be unaffected. There will be no effect on cultural, historic or archaeological resources.

Smart Growth Screening Tool

Smart Growth Impact Statement (STEP 2)

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

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

Smart Growth Impact Statement

PIN: 6755.13

Project Name: East Water Street Rejuvenation

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:

- Does not degrade community cohesion in this area.
- Preserves the existing transportation corridor without expansion.
- Preserves farmland by not intruding on existing farmlands.
- Does not promote rapid or dense population growth in the project area.
- Will not interfere with non-motorized/transit modes now operating in the project area.
- Conforms to the State and local transportation plans.

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

Smart Growth Screening Tool

Review & Attestation Instructions (STEP 3)

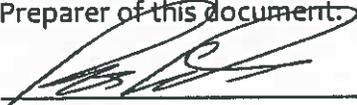
Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (**Section B.2**). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (**Section B.1**) is checked, and the attestation is signed (**Section B.2**).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.

Preparer of this document:



Signature

02.09.2022
Date

Regional Local Project Liaison
Title

Roger A. Hogle, P.E.
Printed Name

Responsible Local Official (for local projects):



Signature

2/14/2022
Date

City of Elmira Mayor
Title

Daniel J. Mandell
Printed Name

Smart Growth Screening Tool

B. ATTESTATION (NYSDOT)

1. I HEREBY:

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

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

(Attach additional sheets as needed)

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

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

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

Todd A. Stauring

Signature

02/10/2022

Date

Acting Regional Planning & Program Manager

Title

TODD A. STAURING

Printed Name

COMPLETE STREETS CHECKLIST

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-2)

| | | | |
|-----------------------|--|--------------------------|--|
| PIN: | <input type="text" value="6755.13"/> | Project Location: | <input type="text" value="East Water Street, City of Elmira"/> |
| Context: | <input checked="" type="checkbox"/> Urban/Village <input type="checkbox"/> Suburban, or <input type="checkbox"/> Rural | | |
| Project Title: | <input type="text" value="East Water Street Rejuvenation"/> | | |

STEP 1- APPLICABILITY OF CHECKLIST

| | | |
|------------|--|---|
| 1.1 | <p>Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, stop here.</i></p> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 1.2 | <p>a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i></p> <p>b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features?</p> <ul style="list-style-type: none"> • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing <p><i>Document opportunities or deficiencies in the IPP and stop here.</i></p> <p><small>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</small></p> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 1.3 | <p>Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i></p> <ul style="list-style-type: none"> • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists <p><i>Document opportunities or deficiencies in the IPP and stop here.</i></p> <p><small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small></p> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 1.4 | <p>Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and stop here.</i></p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

STEP 1 prepared by: Date:

STEP 2 - IPP LEVEL QUESTIONS (At Initiation) **Comment/Action**

| | | | |
|------------|--|---|--|
| 2.1 | <p>Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i></p> | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <div style="border: 1px solid black; padding: 5px;"> <p>The Elmira-Chemung Transportation Council has a current long range plan for peds & bikes. The City's Comprehensive Plan lists Water Street as an important pedestrian facility.</p> </div> |
|------------|--|---|--|

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-3)

| | | | |
|-----|---|---|---|
| 2.2 | Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | NYS Bike Route 17. Existing sidewalks on both sides of the street with crosswalks. |
| 2.3 | <p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i></p> <p>b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i></p> <p><small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p> | <p><input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> | |
| 2.4 | Is the highway considered important to bicycle tourism by the municipality or region? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Near NYS Bike Route 17. |
| 2.5 | Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i> | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | There are special events in the downtown area nearby. |
| 2.6 | Are there existing or proposed generators within the project area (<i>refer to the "Guidance" section</i>) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i> | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Generators in the project area: Linear park, and businesses. Generators nearby: Bus station, Elmira Business Institute, & the Clemens Center. |
| 2.7 | Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i> | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| 2.8 | Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |

STEP 2 prepared by: Date:

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: Yes No

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-4)

| STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage) | | | Comment/Action |
|--|---|--|----------------|
| 3.1 | Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.2 | Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.3 | Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18 ? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.4 | Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to EI 13-021 . | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.5 | Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.6 | Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.7 | Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.8 | Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.9 | Are there gaps in the bike/pedestrian connections between existing/planned generators? Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.) | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.10 | Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) Consult with Traffic and Safety and transit operator, as appropriate | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.11 | Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-5)

| | | | |
|------|--|--|--|
| 3.12 | Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.13 | Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 3.14 | Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |

STEP 3 prepared by: Date:

Preparer's Supporting Documentation, Comments and Clarifications:

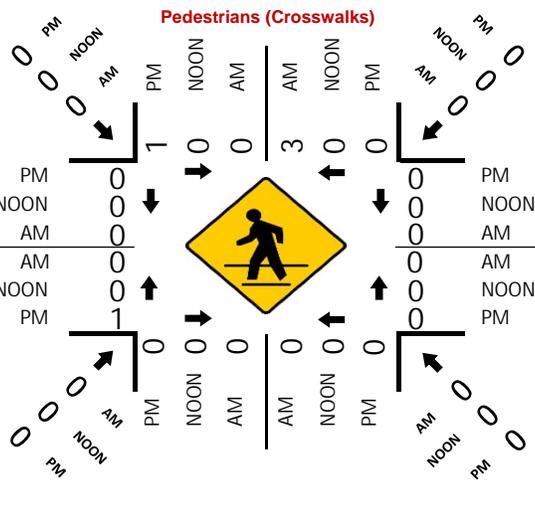
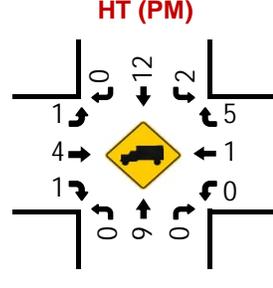
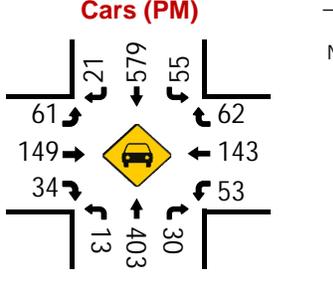
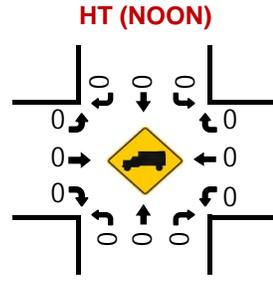
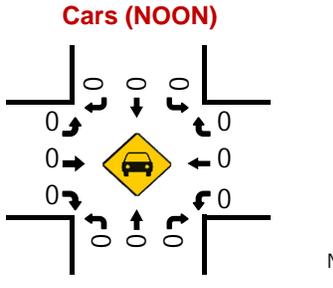
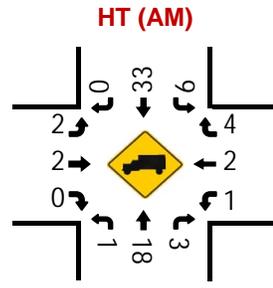
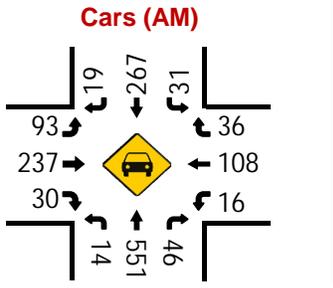
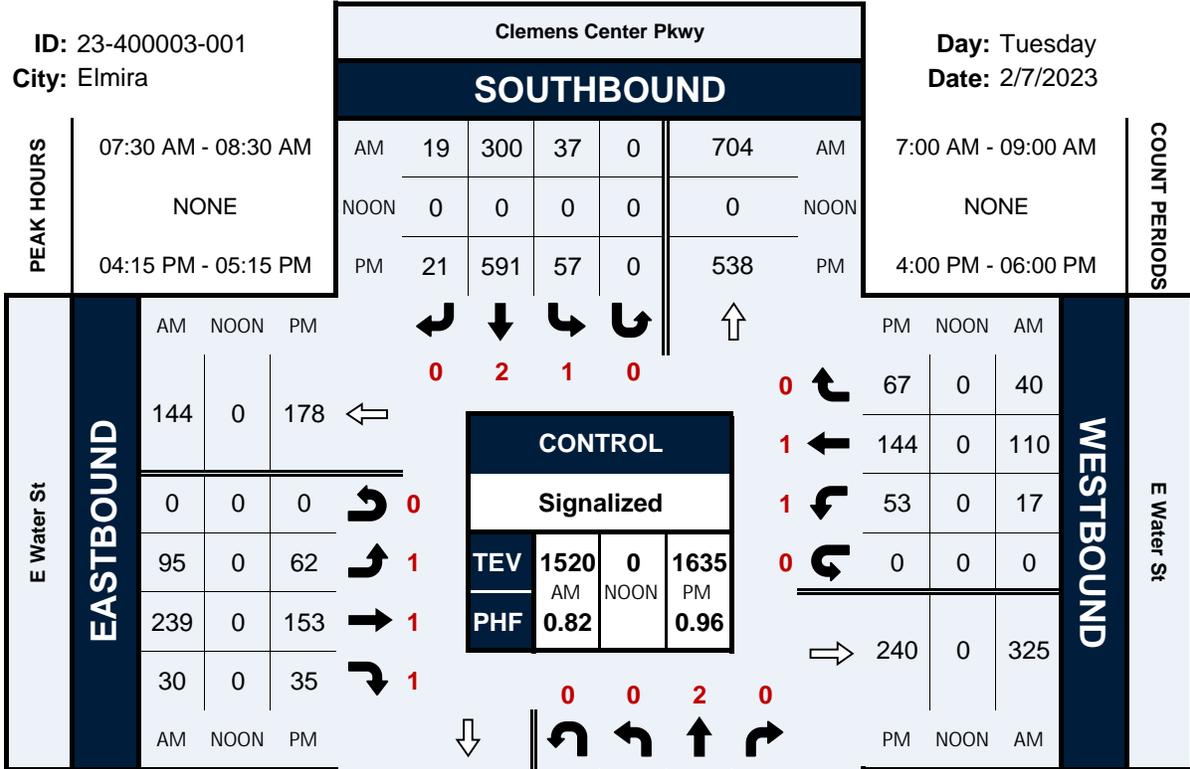
APPENDIX C
TRAFFIC INFORMATION

Clemens Center Pkwy & E Water St

Peak Hour Turning Movement Count

ID: 23-400003-001
City: Elmira

Day: Tuesday
Date: 2/7/2023

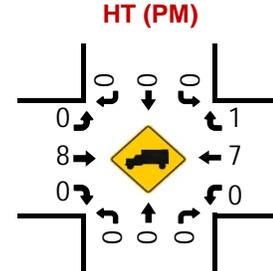
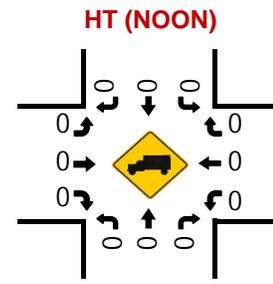
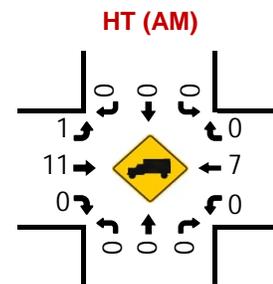
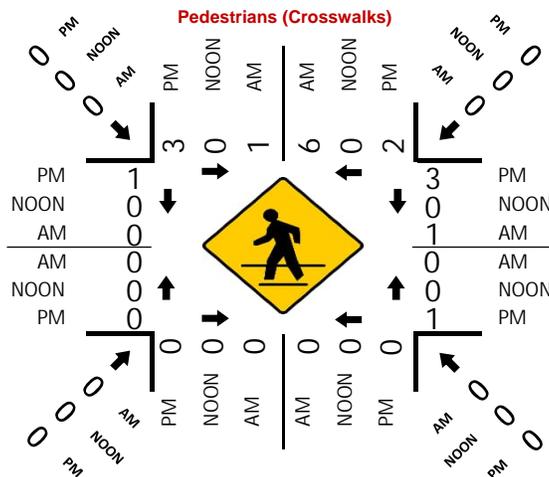
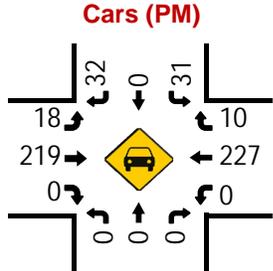
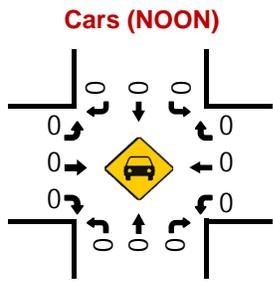
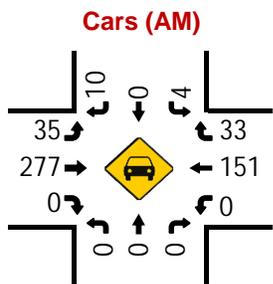
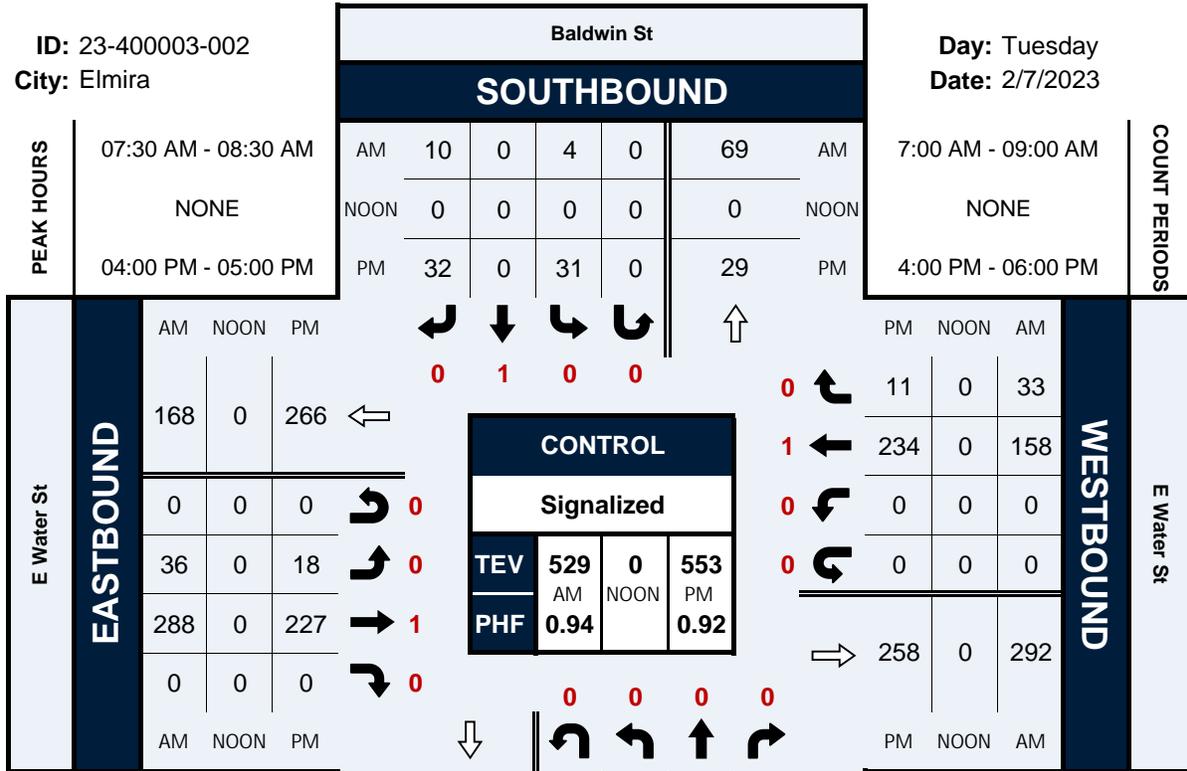


Baldwin St & E Water St

Peak Hour Turning Movement Count

ID: 23-400003-002
City: Elmira

Day: Tuesday
Date: 2/7/2023

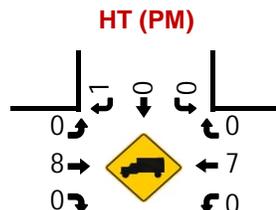
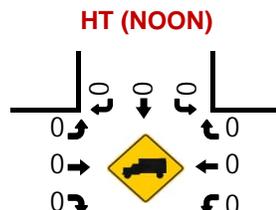
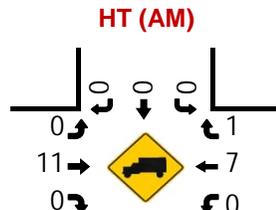
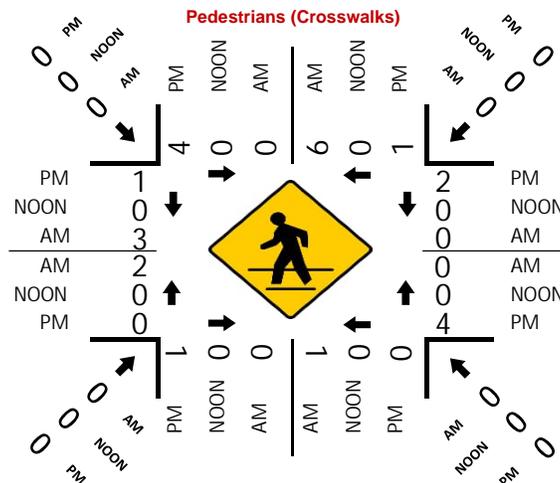
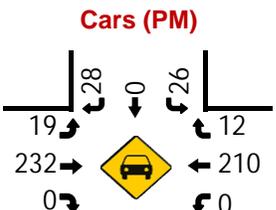
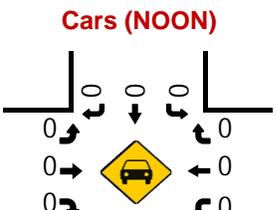
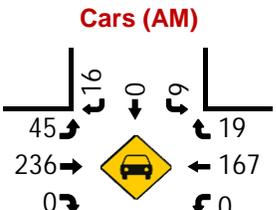
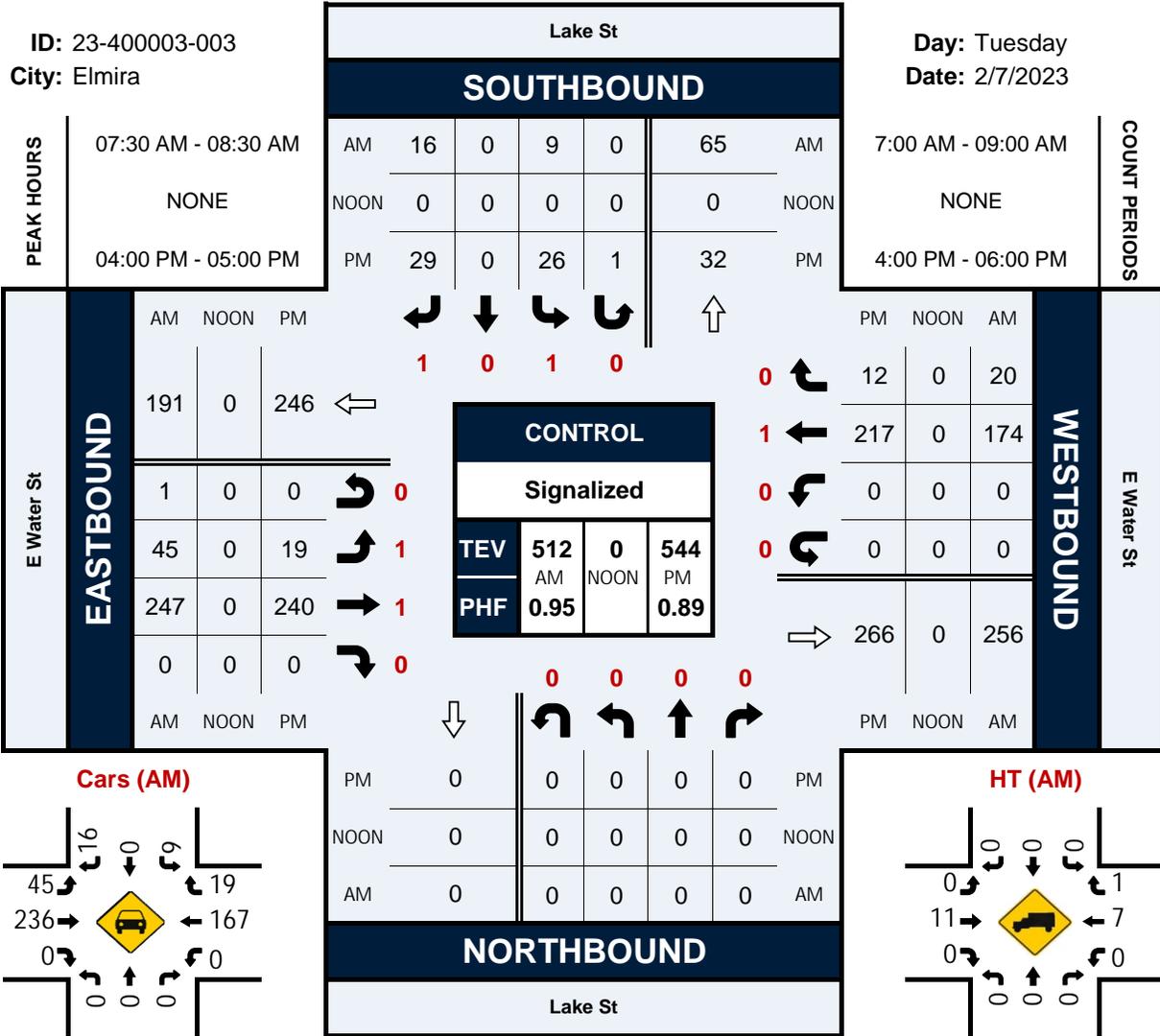


Lake St & E Water St

Peak Hour Turning Movement Count

ID: 23-400003-003
City: Elmira

Day: Tuesday
Date: 2/7/2023

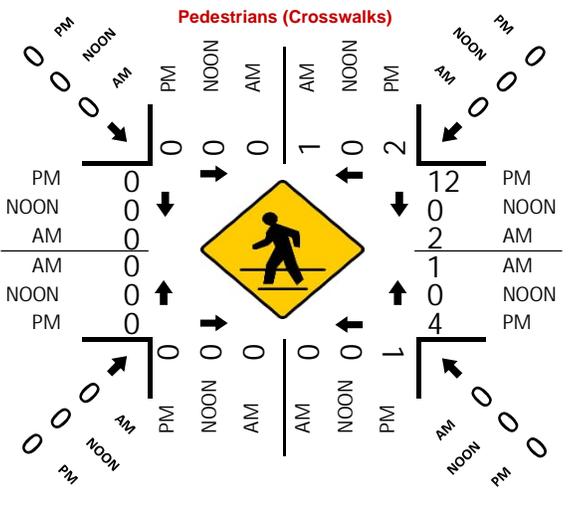
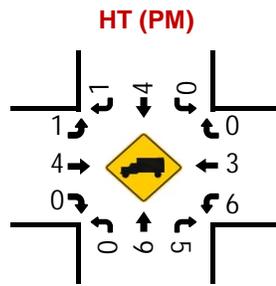
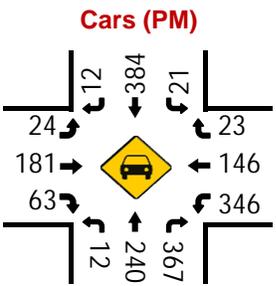
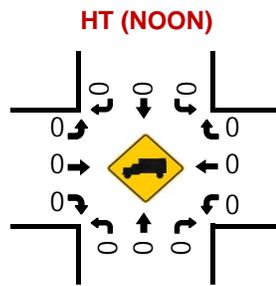
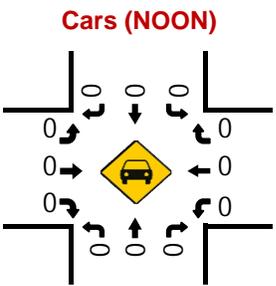
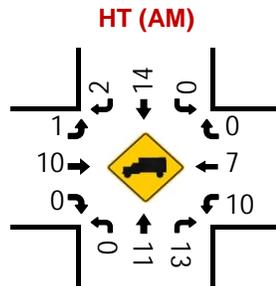
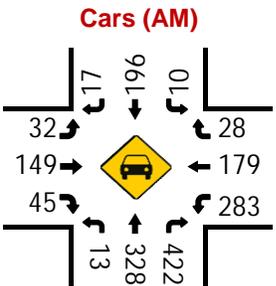
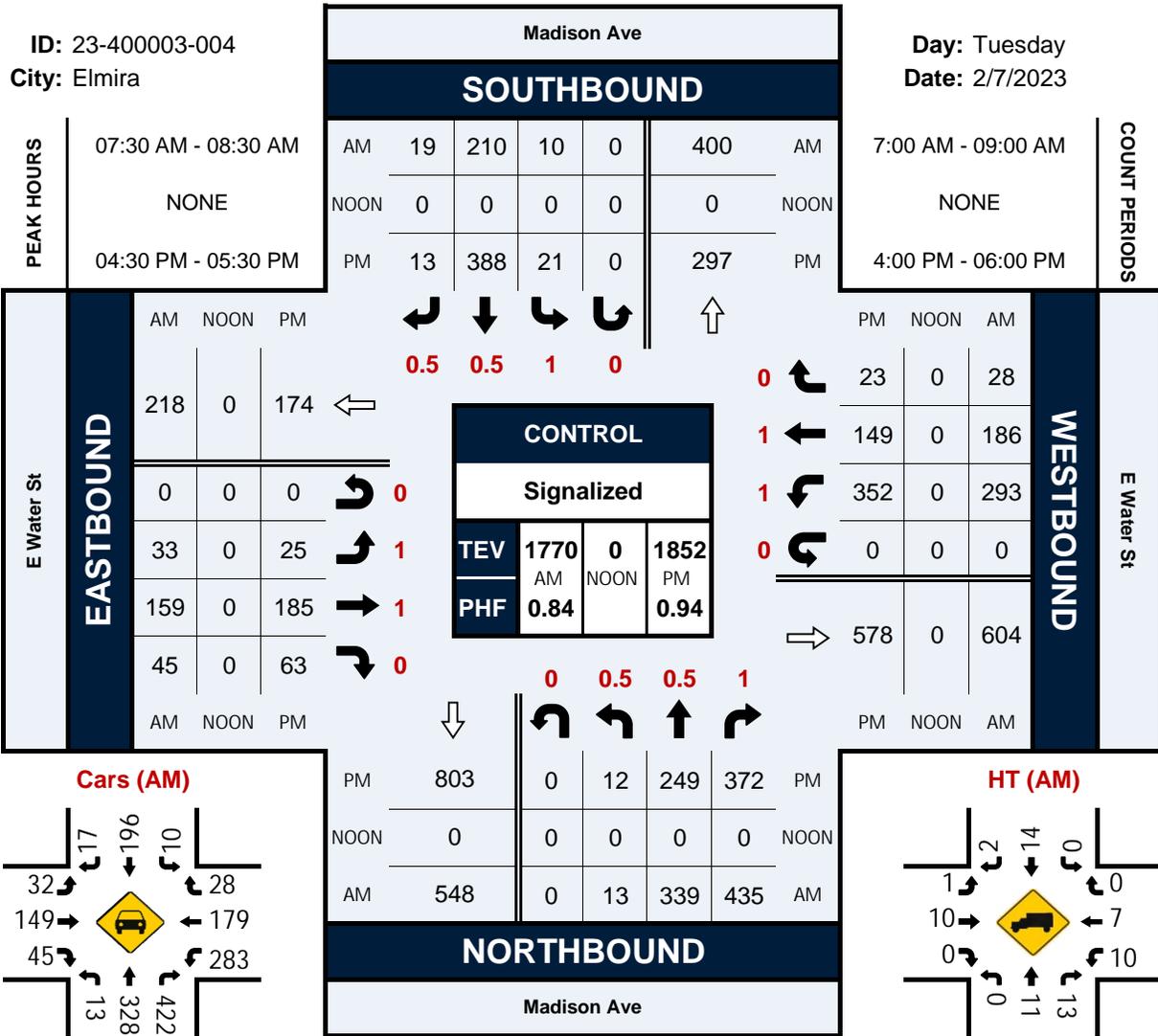


Madison Ave & E Water St

Peak Hour Turning Movement Count

ID: 23-400003-004
City: Elmira

Day: Tuesday
Date: 2/7/2023



Traffic Forecast

East Water Street Improvement Project City of Elmira

AM Peak Hour

| Existing Volumes | | ETC @ 0.5% | ETC+20 @ 0.5% |
|--------------------------------------|---------|------------|---------------|
| Year 2023 | | Year 2024 | Year 2044 |
| Clemens Center and East Water Street | Left | 95 | 105 |
| | EB Thru | 239 | 264 |
| | Right | 30 | 33 |
| WB | Left | 17 | 19 |
| | Thru | 110 | 122 |
| | Right | 40 | 44 |
| NB | Left | 15 | 17 |
| | Thru | 569 | 629 |
| | Right | 49 | 54 |
| SB | Left | 37 | 41 |
| | Thru | 300 | 332 |
| | Right | 19 | 21 |
| 1520 | | 1527 | 1681 |

PM Peak Hour

| Existing Volumes | | ETC @ 0.5% | ETC+20 @ 0.5% |
|--------------------------------------|---------|------------|---------------|
| Year 2023 | | Year 2024 | Year 2044 |
| Clemens Center and East Water Street | Left | 62 | 69 |
| | EB Thru | 153 | 169 |
| | Right | 35 | 39 |
| WB | Left | 53 | 59 |
| | Thru | 144 | 159 |
| | Right | 67 | 74 |
| NB | Left | 13 | 14 |
| | Thru | 409 | 452 |
| | Right | 30 | 33 |
| SB | Left | 57 | 63 |
| | Thru | 591 | 653 |
| | Right | 21 | 23 |
| 1635 | | 1642 | 1807 |

AM Peak Hour

| Existing Volumes | | ETC @ 0.5% | ETC+20 @ 0.5% |
|--------------------------------------|---------|------------|---------------|
| Year 2023 | | Year 2024 | Year 2044 |
| Baldwin Street and East Water Street | Left | 36 | 40 |
| | EB Thru | 288 | 318 |
| | Right | 0 | 0 |
| WB | Left | 0 | 0 |
| | Thru | 158 | 175 |
| | Right | 33 | 36 |
| NB | Left | 0 | 0 |
| | Thru | 0 | 0 |
| | Right | 0 | 0 |
| SB | Left | 4 | 4 |
| | Thru | 0 | 0 |
| | Right | 10 | 11 |
| 529 | | 531 | 584 |

PM Peak Hour

| Existing Volumes | | ETC @ 0.5% | ETC+20 @ 0.5% |
|--------------------------------------|---------|------------|---------------|
| Year 2023 | | Year 2024 | Year 2044 |
| Baldwin Street and East Water Street | Left | 18 | 20 |
| | EB Thru | 227 | 251 |
| | Right | 0 | 0 |
| WB | Left | 0 | 0 |
| | Thru | 234 | 259 |
| | Right | 11 | 12 |
| NB | Left | 0 | 0 |
| | Thru | 0 | 0 |
| | Right | 0 | 0 |
| SB | Left | 31 | 34 |
| | Thru | 0 | 0 |
| | Right | 32 | 35 |
| 553 | | 555 | 611 |

Traffic Forecast

East Water Street Improvement Project City of Elmira

AM Peak Hour

| | | Existing Volumes | ETC @ 0.5% | ETC+20 @ 0.5% |
|--------------------------------------|-------|---------------------|------------------|---------------------|
| Lake Street and East Water Street | | Year 2023 | Year 2024 | Year 2044 |
| EB | Left | 45 | 45 | 50 |
| | Thru | 247 | 248 | 273 |
| | Right | 0 | 0 | 0 |
| WB | Left | 0 | 0 | 0 |
| | Thru | 174 | 175 | 192 |
| | Right | 20 | 20 | 22 |
| NB | Left | 0 | 0 | 0 |
| | Thru | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 |
| SB | Left | 9 | 9 | 10 |
| | Thru | 0 | 0 | 0 |
| | Right | 16 | 16 | 18 |
| | | 511 | 513 | 565 |

PM Peak Hour

| | | Existing Volumes | ETC @ 0.5% | ETC+20 @ 0.5% |
|--------------------------------------|-------|---------------------|------------------|---------------------|
| Lake Street and East Water Street | | Year 2023 | Year 2024 | Year 2044 |
| EB | Left | 19 | 19 | 21 |
| | Thru | 240 | 241 | 265 |
| | Right | 0 | 0 | 0 |
| WB | Left | 0 | 0 | 0 |
| | Thru | 217 | 218 | 240 |
| | Right | 12 | 12 | 13 |
| NB | Left | 0 | 0 | 0 |
| | Thru | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 |
| SB | Left | 26 | 26 | 29 |
| | Thru | 0 | 0 | 0 |
| | Right | 29 | 29 | 32 |
| | | 543 | 545 | 600 |

AM Peak Hour

| | | Existing Volumes | ETC @ 0.5% | ETC+20 @ 0.5% |
|---------------------------------------|-------|---------------------|------------------|---------------------|
| Madison Ave. and East Water Street | | Year 2023 | Year 2024 | Year 2044 |
| EB | Left | 33 | 33 | 36 |
| | Thru | 159 | 160 | 176 |
| | Right | 45 | 45 | 50 |
| WB | Left | 293 | 294 | 324 |
| | Thru | 186 | 187 | 206 |
| | Right | 28 | 28 | 31 |
| NB | Left | 13 | 13 | 14 |
| | Thru | 339 | 341 | 375 |
| | Right | 435 | 437 | 481 |
| SB | Left | 10 | 10 | 11 |
| | Thru | 210 | 211 | 232 |
| | Right | 19 | 19 | 21 |
| | | 1770 | 1778 | 1957 |

PM Peak Hour

| | | Existing Volumes | ETC @ 0.5% | ETC+20 @ 0.5% |
|---------------------------------------|-------|---------------------|------------------|---------------------|
| Madison Ave. and East Water Street | | Year 2023 | Year 2024 | Year 2044 |
| EB | Left | 25 | 25 | 28 |
| | Thru | 185 | 186 | 204 |
| | Right | 63 | 63 | 70 |
| WB | Left | 352 | 354 | 389 |
| | Thru | 149 | 150 | 165 |
| | Right | 23 | 23 | 25 |
| NB | Left | 12 | 12 | 13 |
| | Thru | 249 | 250 | 275 |
| | Right | 372 | 374 | 411 |
| SB | Left | 21 | 21 | 23 |
| | Thru | 388 | 390 | 429 |
| | Right | 13 | 13 | 14 |
| | | 1852 | 1861 | 2046 |

AM Peak - Existing

Lanes, Volumes, Timings
1: E Water & Clemens Center

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 95 | 239 | 30 | 17 | 110 | 40 | 15 | 569 | 49 | 37 | 300 | 19 |
| Future Volume (vph) | 95 | 239 | 30 | 17 | 110 | 40 | 15 | 569 | 49 | 37 | 300 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 100 | | 100 | 75 | | 0 | 0 | | 0 | 240 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | | | | | |
| Frt | | | 0.850 | | 0.960 | | | 0.988 | | | 0.991 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.999 | | 0.950 | | |
| Satd. Flow (prot) | 1745 | 1837 | 1615 | 1805 | 1756 | 0 | 0 | 3531 | 0 | 1745 | 3512 | 0 |
| Flt Permitted | 0.654 | | | 0.576 | | | | 0.943 | | 0.347 | | |
| Satd. Flow (perm) | 1198 | 1837 | 1615 | 1094 | 1756 | 0 | 0 | 3333 | 0 | 637 | 3512 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 45 | | 34 | | | 18 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 814 | | | 411 | | | 1488 | | | 700 | |
| Travel Time (s) | | 18.5 | | | 9.3 | | | 33.8 | | | 15.9 | |
| Confl. Peds. (#/hr) | 3 | | | | | 3 | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 2% | 0% |
| Adj. Flow (vph) | 103 | 260 | 33 | 18 | 120 | 43 | 16 | 618 | 53 | 40 | 326 | 21 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 103 | 260 | 33 | 18 | 163 | 0 | 0 | 687 | 0 | 40 | 347 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.04 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | |
| Total Split (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 32.0 | 32.0 | | 32.0 | 32.0 | |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | | 53.3% | 53.3% | | 53.3% | 53.3% | |
| Maximum Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |

AM Peak - Existing

Lanes, Volumes, Timings
1: E Water & Clemens Center

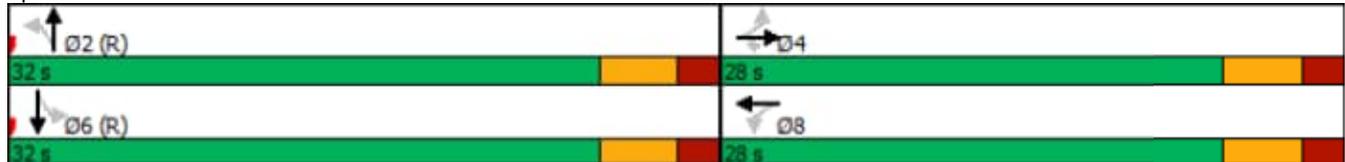
02/16/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | | 0.44 | 0.44 | | 0.44 | 0.44 | |
| v/c Ratio | 0.23 | 0.38 | 0.05 | 0.04 | 0.24 | | 0.46 | 0.46 | | 0.14 | 0.22 | |
| Control Delay | 14.6 | 15.7 | 3.7 | 3.2 | 1.8 | | 12.7 | 12.7 | | 11.7 | 10.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.6 | 15.7 | 3.7 | 3.2 | 1.8 | | 12.7 | 12.7 | | 11.7 | 10.4 | |
| LOS | B | B | A | A | A | | B | B | | B | B | |
| Approach Delay | | 14.4 | | | 2.0 | | 12.7 | | | | 10.5 | |
| Approach LOS | | B | | | A | | B | | | | B | |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.46 |
| Intersection Signal Delay: | 11.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 64.8% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 1: E Water & Clemens Center



AM Peak - Existing

Lanes, Volumes, Timings

2: Baldwin

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | 4 | 4 | | 4 | |
| Traffic Volume (vph) | 36 | 288 | 158 | 33 | 4 | 10 |
| Future Volume (vph) | 36 | 288 | 158 | 33 | 4 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 16 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.99 | | 1.00 | |
| Frt | | | 0.975 | | 0.892 | |
| Flt Protected | | 0.994 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1918 | 2070 | 0 | 1902 | 0 |
| Flt Permitted | | 0.938 | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1808 | 2070 | 0 | 1901 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 27 | | 16 | |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 411 | 447 | | 518 | |
| Travel Time (s) | | 9.3 | 10.2 | | 11.8 | |
| Confl. Peds. (#/hr) | 7 | | | 7 | 1 | |
| Peak Hour Factor | 0.75 | 0.85 | 0.82 | 0.75 | 1.00 | 0.63 |
| Heavy Vehicles (%) | 0% | 2% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 48 | 339 | 193 | 44 | 4 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 387 | 237 | 0 | 20 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 16 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 0.96 | 0.85 | 1.00 | 0.85 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | | 25.0 | |
| Total Split (%) | 58.3% | 58.3% | 58.3% | | 41.7% | |
| Maximum Green (s) | 29.5 | 29.5 | 29.5 | | 19.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 5.5 | 5.5 | | 5.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 29.5 | 29.5 | | 19.5 | |
| Actuated g/C Ratio | | 0.49 | 0.49 | | 0.32 | |

AM Peak - Existing

Lanes, Volumes, Timings

2: Baldwin

02/16/2023

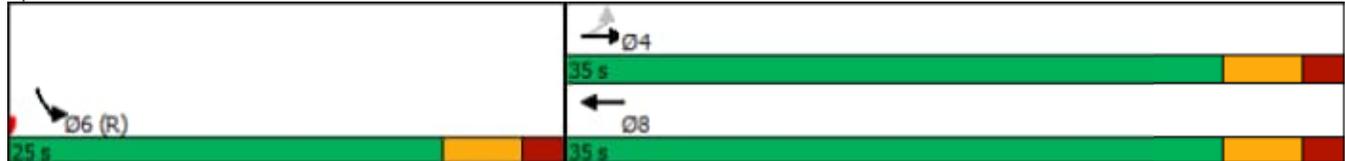


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------|-----|------|------|-----|------|-----|
| v/c Ratio | | 0.44 | 0.23 | | 0.03 | |
| Control Delay | | 8.0 | 12.8 | | 8.4 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | | 8.0 | 12.8 | | 8.4 | |
| LOS | | A | B | | A | |
| Approach Delay | | 8.0 | 12.8 | | 8.4 | |
| Approach LOS | | A | B | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.44 |
| Intersection Signal Delay: | 9.7 |
| Intersection Capacity Utilization | 50.1% |
| Analysis Period (min) | 15 |
| Intersection LOS: | A |
| ICU Level of Service | A |

Splits and Phases: 2: Baldwin



AM Peak - Existing

Lanes, Volumes, Timings
6: E Water & Lake

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 247 | 174 | 20 | 9 | 16 |
| Future Volume (vph) | 45 | 247 | 174 | 20 | 9 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 11 | 12 | 11 | 10 |
| Storage Length (ft) | 75 | | | 0 | 150 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 1.00 | | | 0.97 |
| Frt | | | 0.986 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1745 | 1925 | 1789 | 0 | 1745 | 1507 |
| Flt Permitted | 0.615 | | | | 0.950 | |
| Satd. Flow (perm) | 1121 | 1925 | 1789 | 0 | 1745 | 1465 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 13 | | | 28 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 447 | 836 | | 319 | |
| Travel Time (s) | | 10.2 | 19.0 | | 7.3 | |
| Confl. Peds. (#/hr) | 6 | | | 6 | | 5 |
| Peak Hour Factor | 0.80 | 0.81 | 0.84 | 0.83 | 0.56 | 0.57 |
| Heavy Vehicles (%) | 0% | 2% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 56 | 305 | 207 | 24 | 16 | 28 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 56 | 305 | 231 | 0 | 16 | 28 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 13 | 13 | | 11 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.04 | 0.96 | 1.04 | 1.00 | 1.04 | 1.09 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | Perm |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | 6 |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 |
| Total Split (s) | 34.0 | 34.0 | 34.0 | | 26.0 | 26.0 |
| Total Split (%) | 56.7% | 56.7% | 56.7% | | 43.3% | 43.3% |
| Maximum Green (s) | 28.5 | 28.5 | 28.5 | | 20.5 | 20.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 |

AM Peak - Existing

Lanes, Volumes, Timings

6: E Water & Lake

02/16/2023

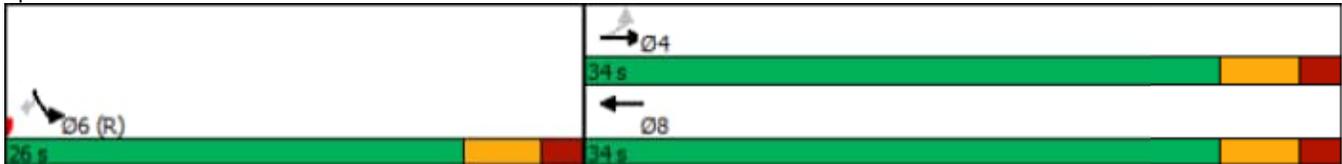


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|-----|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | 28.5 | 28.5 | 28.5 | | 20.5 | 20.5 |
| Actuated g/C Ratio | 0.48 | 0.48 | 0.48 | | 0.34 | 0.34 |
| v/c Ratio | 0.11 | 0.33 | 0.27 | | 0.03 | 0.05 |
| Control Delay | 11.7 | 11.8 | 8.2 | | 13.4 | 6.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 11.7 | 11.8 | 8.2 | | 13.4 | 6.3 |
| LOS | B | B | A | | B | A |
| Approach Delay | | 11.8 | 8.2 | | 8.9 | |
| Approach LOS | | B | A | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.33 |
| Intersection Signal Delay: | 10.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 47.9% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 6: E Water & Lake



AM Peak - Existing

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 33 | 159 | 45 | 293 | 186 | 28 | 13 | 339 | 435 | 10 | 210 | 19 |
| Future Volume (vph) | 33 | 159 | 45 | 293 | 186 | 28 | 13 | 339 | 435 | 10 | 210 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 70 | | 0 | 60 | | 0 | 0 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | | 0.98 | 1.00 | | |
| Frt | | 0.967 | | | 0.980 | | | | 0.850 | | 0.988 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.997 | | 0.950 | | |
| Satd. Flow (prot) | 1865 | 1884 | 0 | 1787 | 1857 | 0 | 0 | 1877 | 1599 | 1805 | 1860 | 0 |
| Flt Permitted | 0.583 | | | 0.585 | | | | 0.965 | | 0.350 | | |
| Satd. Flow (perm) | 1143 | 1884 | 0 | 1100 | 1857 | 0 | 0 | 1816 | 1559 | 664 | 1860 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 31 | | | 16 | | | | 544 | | | 8 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 836 | | | 478 | | | 555 | | | | 492 |
| Travel Time (s) | | 19.0 | | | 10.9 | | | 12.6 | | | | 11.2 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 3 | 3 | | |
| Peak Hour Factor | 0.75 | 0.76 | 0.75 | 0.81 | 0.79 | 0.78 | 0.46 | 0.81 | 0.80 | 0.83 | 0.75 | 0.79 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 1% | 1% | 0% | 1% | 0% |
| Adj. Flow (vph) | 44 | 209 | 60 | 362 | 235 | 36 | 28 | 419 | 544 | 12 | 280 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 44 | 269 | 0 | 362 | 271 | 0 | 0 | 447 | 544 | 12 | 304 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 13 | | | 13 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | Perm | Perm | | NA |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 |
| Total Split (s) | 32.0 | 32.0 | | 32.0 | 32.0 | | 28.0 | 28.0 | 28.0 | 28.0 | | 28.0 |
| Total Split (%) | 53.3% | 53.3% | | 53.3% | 53.3% | | 46.7% | 46.7% | 46.7% | 46.7% | | 46.7% |
| Maximum Green (s) | 26.5 | 26.5 | | 26.5 | 26.5 | | 22.5 | 22.5 | 22.5 | 22.5 | | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 5.5 | 5.5 | | | 5.5 | 5.5 | 5.5 | | 5.5 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 |

AM Peak - Existing

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

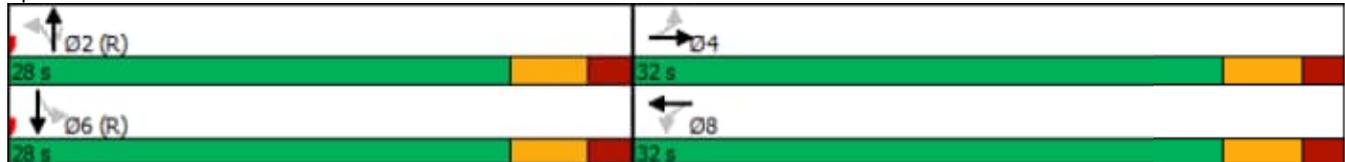


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|------|------|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 26.5 | 26.5 | | 26.5 | 26.5 | | | 22.5 | 22.5 | 22.5 | 22.5 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | 0.44 | 0.44 | | | 0.38 | 0.38 | 0.38 | 0.38 | |
| v/c Ratio | 0.09 | 0.32 | | 0.75 | 0.33 | | | 0.66 | 0.59 | 0.05 | 0.43 | |
| Control Delay | 15.0 | 15.8 | | 26.3 | 11.6 | | | 21.1 | 4.5 | 12.7 | 16.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 15.0 | 15.8 | | 26.3 | 11.6 | | | 21.1 | 4.5 | 12.7 | 16.0 | |
| LOS | B | B | | C | B | | | C | A | B | B | |
| Approach Delay | | 15.7 | | | 20.0 | | | 12.0 | | | | 15.9 |
| Approach LOS | | B | | | C | | | B | | | | B |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 55 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.75 |
| Intersection Signal Delay: | 15.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 69.5% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 9: Madison & E Water



PM Peak - Existing

Lanes, Volumes, Timings
1: E Water & Clemens Center

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 62 | 153 | 35 | 53 | 144 | 67 | 13 | 409 | 30 | 57 | 591 | 21 |
| Future Volume (vph) | 62 | 153 | 35 | 53 | 144 | 67 | 13 | 409 | 30 | 57 | 591 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 100 | | 100 | 75 | | 0 | 0 | | 0 | 240 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | | 0.850 | | 0.948 | | | 0.988 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | 0.950 | | |
| Satd. Flow (prot) | 1745 | 1837 | 1615 | 1805 | 1733 | 0 | 0 | 3528 | 0 | 1745 | 3543 | 0 |
| Flt Permitted | 0.601 | | | 0.649 | | | | 0.918 | | 0.461 | | |
| Satd. Flow (perm) | 1103 | 1837 | 1615 | 1233 | 1733 | 0 | 0 | 3246 | 0 | 847 | 3543 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 52 | | 51 | | | 19 | | | 12 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 814 | | | 411 | | | 1488 | | | 700 | |
| Travel Time (s) | | 18.5 | | | 9.3 | | | 33.8 | | | 15.9 | |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | 1 | | | | | 1 |
| Peak Hour Factor | 0.78 | 0.89 | 0.67 | 0.60 | 0.92 | 0.80 | 0.65 | 0.92 | 0.75 | 0.89 | 0.94 | 0.58 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 79 | 172 | 52 | 88 | 157 | 84 | 20 | 445 | 40 | 64 | 629 | 36 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 79 | 172 | 52 | 88 | 241 | 0 | 0 | 505 | 0 | 64 | 665 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.04 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | |
| Total Split (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 32.0 | 32.0 | | 32.0 | 32.0 | |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | | 53.3% | 53.3% | | 53.3% | 53.3% | |
| Maximum Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |

PM Peak - Existing

Lanes, Volumes, Timings
1: E Water & Clemens Center

02/16/2023

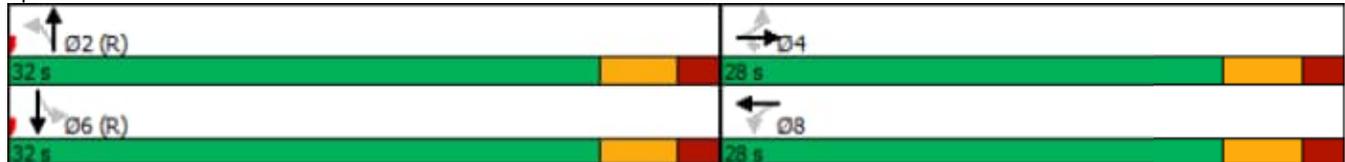


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|-----|------|-----|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | | 26.5 | | 26.5 | 26.5 | |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | | | 0.44 | | 0.44 | 0.44 | |
| v/c Ratio | 0.19 | 0.25 | 0.08 | 0.19 | 0.35 | | | 0.35 | | 0.17 | 0.42 | |
| Control Delay | 14.2 | 14.2 | 4.7 | 6.2 | 4.3 | | | 11.5 | | 11.7 | 12.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.2 | 14.2 | 4.7 | 6.2 | 4.3 | | | 11.5 | | 11.7 | 12.3 | |
| LOS | B | B | A | A | A | | | B | | B | B | |
| Approach Delay | | 12.5 | | | 4.8 | | | 11.5 | | | 12.3 | |
| Approach LOS | | B | | | A | | | B | | | B | |

Intersection Summary

| | |
|------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.42 |
| Intersection Signal Delay: | 10.8 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 67.1% |
| ICU Level of Service: | C |
| Analysis Period (min): | 15 |

Splits and Phases: 1: E Water & Clemens Center



PM Peak - Existing

Lanes, Volumes, Timings

2: Baldwin

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | 4 | 1 | | 2 | |
| Traffic Volume (vph) | 18 | 227 | 234 | 11 | 31 | 32 |
| Future Volume (vph) | 18 | 227 | 234 | 11 | 31 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 16 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 1.00 | | 0.99 | |
| Frt | | | 0.993 | | 0.926 | |
| Flt Protected | | 0.996 | | | 0.978 | |
| Satd. Flow (prot) | 0 | 1938 | 2115 | 0 | 1927 | 0 |
| Flt Permitted | | 0.962 | | | 0.978 | |
| Satd. Flow (perm) | 0 | 1871 | 2115 | 0 | 1923 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 6 | | 64 | |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 411 | 447 | | 518 | |
| Travel Time (s) | | 9.3 | 10.2 | | 11.8 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 3 | 1 |
| Peak Hour Factor | 0.75 | 0.82 | 0.85 | 0.69 | 0.60 | 0.50 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 24 | 277 | 275 | 16 | 52 | 64 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 301 | 291 | 0 | 116 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 16 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 0.96 | 0.85 | 1.00 | 0.85 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | | 28.0 | |
| Total Split (%) | 53.3% | 53.3% | 53.3% | | 46.7% | |
| Maximum Green (s) | 26.5 | 26.5 | 26.5 | | 22.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 5.5 | 5.5 | | 5.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 26.5 | 26.5 | | 22.5 | |
| Actuated g/C Ratio | | 0.44 | 0.44 | | 0.38 | |

PM Peak - Existing

Lanes, Volumes, Timings

2: Baldwin

02/16/2023

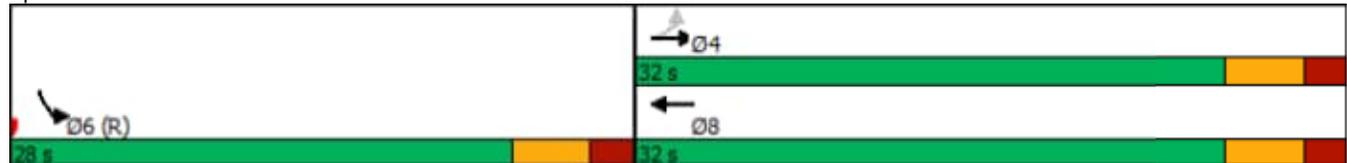


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------|-----|------|------|-----|------|-----|
| v/c Ratio | | 0.36 | 0.31 | | 0.15 | |
| Control Delay | | 9.8 | 14.0 | | 7.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | | 9.8 | 14.0 | | 7.2 | |
| LOS | | A | B | | A | |
| Approach Delay | | 9.8 | 14.0 | | 7.2 | |
| Approach LOS | | A | B | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.36 |
| Intersection Signal Delay: | 11.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 51.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 2: Baldwin



PM Peak - Existing

Lanes, Volumes, Timings
6: E Water & Lake

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 19 | 240 | 217 | 12 | 26 | 29 |
| Future Volume (vph) | 19 | 240 | 217 | 12 | 26 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 11 | 12 | 11 | 10 |
| Storage Length (ft) | 75 | | | 0 | 150 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 1.00 | | 0.99 | 0.98 |
| Frt | | | 0.990 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1745 | 1944 | 1798 | 0 | 1745 | 1507 |
| Flt Permitted | 0.579 | | | | 0.950 | |
| Satd. Flow (perm) | 1057 | 1944 | 1798 | 0 | 1727 | 1475 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 9 | | | 48 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 447 | 836 | | 319 | |
| Travel Time (s) | | 10.2 | 19.0 | | 7.3 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 6 | 1 |
| Peak Hour Factor | 0.68 | 0.86 | 0.84 | 0.60 | 0.72 | 0.60 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 28 | 279 | 258 | 20 | 36 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 28 | 279 | 278 | 0 | 36 | 48 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 13 | 13 | | 11 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.04 | 0.96 | 1.04 | 1.00 | 1.04 | 1.09 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | Perm |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | 6 |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | | 27.0 | 27.0 |
| Total Split (%) | 55.0% | 55.0% | 55.0% | | 45.0% | 45.0% |
| Maximum Green (s) | 27.5 | 27.5 | 27.5 | | 21.5 | 21.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 |

PM Peak - Existing

Lanes, Volumes, Timings

6: E Water & Lake

02/16/2023

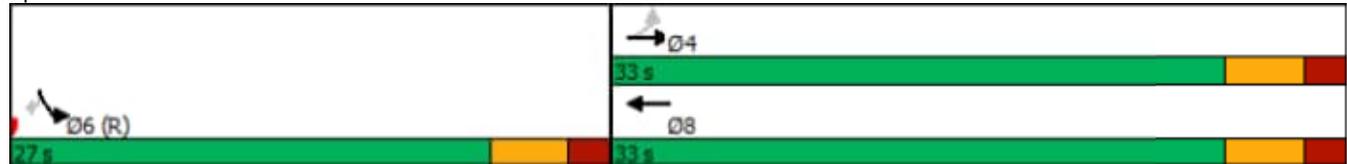


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|-----|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | 27.5 | 27.5 | 27.5 | | 21.5 | 21.5 |
| Actuated g/C Ratio | 0.46 | 0.46 | 0.46 | | 0.36 | 0.36 |
| v/c Ratio | 0.06 | 0.31 | 0.34 | | 0.06 | 0.09 |
| Control Delay | 9.1 | 8.9 | 9.0 | | 13.0 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 9.1 | 8.9 | 9.0 | | 13.0 | 5.1 |
| LOS | A | A | A | | B | A |
| Approach Delay | | 8.9 | 9.0 | | 8.5 | |
| Approach LOS | | A | A | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.34 |
| Intersection Signal Delay: | 8.9 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 40.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 6: E Water & Lake



PM Peak - Existing

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 25 | 185 | 63 | 352 | 149 | 23 | 12 | 249 | 372 | 21 | 388 | 13 |
| Future Volume (vph) | 25 | 185 | 63 | 352 | 149 | 23 | 12 | 249 | 372 | 21 | 388 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 70 | | 0 | 60 | | 0 | 0 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | 0.98 | | |
| Frt | | 0.965 | | | 0.975 | | | | 0.850 | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.997 | | 0.950 | | |
| Satd. Flow (prot) | 1865 | 1885 | 0 | 1805 | 1845 | 0 | 0 | 1894 | 1615 | 1805 | 1887 | 0 |
| Flt Permitted | 0.623 | | | 0.553 | | | | 0.965 | | 0.497 | | |
| Satd. Flow (perm) | 1220 | 1885 | 0 | 1050 | 1845 | 0 | 0 | 1834 | 1540 | 929 | 1887 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 35 | | | 24 | | | | 448 | | | 4 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 836 | | | 478 | | | 555 | | | | 492 |
| Travel Time (s) | | 19.0 | | | 10.9 | | | 12.6 | | | | 11.2 |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 2 | | | 16 | 16 | | |
| Peak Hour Factor | 0.69 | 0.77 | 0.88 | 0.88 | 0.83 | 0.64 | 0.75 | 0.87 | 0.83 | 0.75 | 0.92 | 0.65 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 36 | 240 | 72 | 400 | 180 | 36 | 16 | 286 | 448 | 28 | 422 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 36 | 312 | 0 | 400 | 216 | 0 | 0 | 302 | 448 | 28 | 442 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 13 | | | 13 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | Perm | Perm | | NA |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 |
| Total Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (%) | 58.3% | 58.3% | | 58.3% | 58.3% | | 41.7% | 41.7% | 41.7% | 41.7% | 41.7% | 41.7% |
| Maximum Green (s) | 29.5 | 29.5 | | 29.5 | 29.5 | | 19.5 | 19.5 | 19.5 | 19.5 | 19.5 | 19.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 5.5 | 5.5 | | | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |

PM Peak - Existing

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

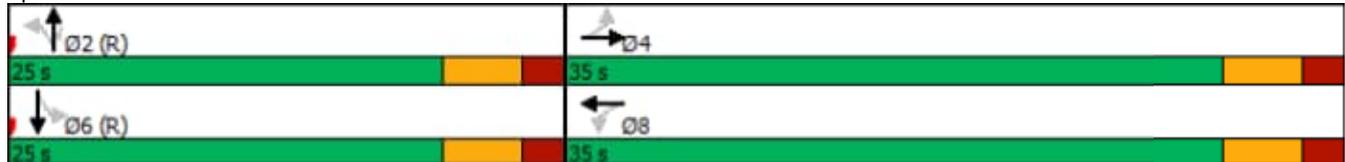


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|------|------|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Act Effect Green (s) | 29.5 | 29.5 | | 29.5 | 29.5 | | | 19.5 | 19.5 | 19.5 | 19.5 | |
| Actuated g/C Ratio | 0.49 | 0.49 | | 0.49 | 0.49 | | | 0.32 | 0.32 | 0.32 | 0.32 | |
| v/c Ratio | 0.06 | 0.33 | | 0.78 | 0.24 | | | 0.51 | 0.56 | 0.09 | 0.72 | |
| Control Delay | 12.8 | 14.5 | | 26.0 | 8.6 | | | 20.0 | 5.0 | 15.2 | 25.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 12.8 | 14.5 | | 26.0 | 8.6 | | | 20.0 | 5.0 | 15.2 | 25.9 | |
| LOS | B | B | | C | A | | | C | A | B | C | |
| Approach Delay | | 14.4 | | | 19.9 | | | 11.0 | | | | 25.3 |
| Approach LOS | | B | | | B | | | B | | | | C |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 60 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.78 |
| Intersection Signal Delay: | 17.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 74.6% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 9: Madison & E Water



AM Peak - ETC

Lanes, Volumes, Timings
1: E Water & Clemens Center

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 95 | 240 | 30 | 17 | 111 | 40 | 15 | 572 | 49 | 37 | 302 | 19 |
| Future Volume (vph) | 95 | 240 | 30 | 17 | 111 | 40 | 15 | 572 | 49 | 37 | 302 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 100 | | 100 | 75 | | 0 | 0 | | 0 | 240 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | | | | | |
| Frt | | | 0.850 | | 0.961 | | | 0.988 | | | | 0.991 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.999 | | 0.950 | | |
| Satd. Flow (prot) | 1745 | 1837 | 1615 | 1805 | 1758 | 0 | 0 | 3531 | 0 | 1745 | 3512 | 0 |
| Flt Permitted | 0.653 | | | 0.575 | | | | 0.943 | | 0.345 | | |
| Satd. Flow (perm) | 1196 | 1837 | 1615 | 1092 | 1758 | 0 | 0 | 3333 | 0 | 634 | 3512 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 45 | | 34 | | | 18 | | | | 14 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 814 | | | 411 | | | 1488 | | | | 700 |
| Travel Time (s) | | 18.5 | | | 9.3 | | | 33.8 | | | | 15.9 |
| Confl. Peds. (#/hr) | 3 | | | | | | 3 | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 2% | 0% |
| Adj. Flow (vph) | 103 | 261 | 33 | 18 | 121 | 43 | 16 | 622 | 53 | 40 | 328 | 21 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 103 | 261 | 33 | 18 | 164 | 0 | 0 | 691 | 0 | 40 | 349 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 11 | | | | 11 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.04 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | |
| Total Split (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 32.0 | 32.0 | | 32.0 | 32.0 | |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | | 53.3% | 53.3% | | 53.3% | 53.3% | |
| Maximum Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |

AM Peak - ETC

Lanes, Volumes, Timings
1: E Water & Clemens Center

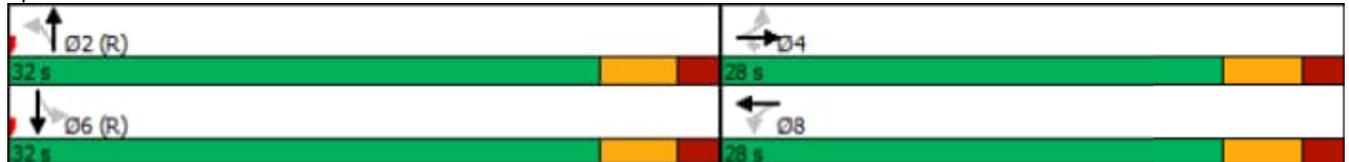
02/16/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | | 0.44 | 0.44 | | 0.44 | 0.44 | |
| v/c Ratio | 0.23 | 0.38 | 0.05 | 0.04 | 0.24 | | 0.47 | 0.14 | | 0.14 | 0.22 | |
| Control Delay | 14.6 | 15.7 | 3.7 | 3.2 | 1.8 | | 12.7 | 11.7 | | 11.7 | 10.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.6 | 15.7 | 3.7 | 3.2 | 1.8 | | 12.7 | 11.7 | | 11.7 | 10.4 | |
| LOS | B | B | A | A | A | | B | B | | B | B | |
| Approach Delay | | 14.4 | | | 2.0 | | 12.7 | | | | 10.5 | |
| Approach LOS | | B | | | A | | B | | | | B | |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.47 |
| Intersection Signal Delay: | 11.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 64.8% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 1: E Water & Clemens Center



AM Peak - ETC

Lanes, Volumes, Timings

2: Baldwin

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | 4 | 1 | | 4 | |
| Traffic Volume (vph) | 36 | 289 | 159 | 33 | 4 | 10 |
| Future Volume (vph) | 36 | 289 | 159 | 33 | 4 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 16 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.99 | | 1.00 | |
| Frt | | | 0.975 | | 0.892 | |
| Flt Protected | | 0.994 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1918 | 2070 | 0 | 1902 | 0 |
| Flt Permitted | | 0.938 | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1808 | 2070 | 0 | 1901 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 27 | | 16 | |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 411 | 447 | | 518 | |
| Travel Time (s) | | 9.3 | 10.2 | | 11.8 | |
| Confl. Peds. (#/hr) | 7 | | | 7 | 1 | |
| Peak Hour Factor | 0.75 | 0.85 | 0.82 | 0.75 | 1.00 | 0.63 |
| Heavy Vehicles (%) | 0% | 2% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 48 | 340 | 194 | 44 | 4 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 388 | 238 | 0 | 20 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 16 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 0.96 | 0.85 | 1.00 | 0.85 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | | 25.0 | |
| Total Split (%) | 58.3% | 58.3% | 58.3% | | 41.7% | |
| Maximum Green (s) | 29.5 | 29.5 | 29.5 | | 19.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 5.5 | 5.5 | | 5.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 29.5 | 29.5 | | 19.5 | |
| Actuated g/C Ratio | | 0.49 | 0.49 | | 0.32 | |

AM Peak - ETC

Lanes, Volumes, Timings

2: Baldwin

02/16/2023

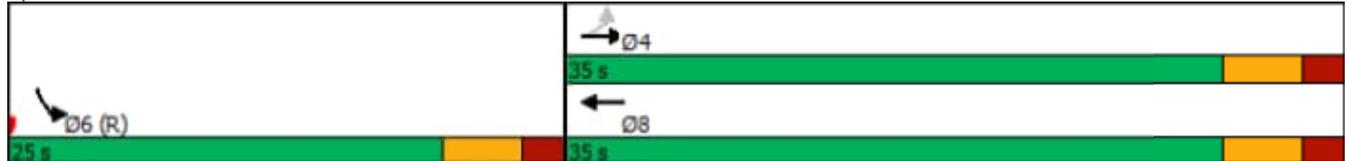


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------|-----|------|------|-----|------|-----|
| v/c Ratio | | 0.44 | 0.23 | | 0.03 | |
| Control Delay | | 7.9 | 12.8 | | 8.4 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | | 7.9 | 12.8 | | 8.4 | |
| LOS | | A | B | | A | |
| Approach Delay | | 7.9 | 12.8 | | 8.4 | |
| Approach LOS | | A | B | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.44 |
| Intersection Signal Delay: | 9.7 |
| Intersection Capacity Utilization | 50.1% |
| Analysis Period (min) | 15 |
| Intersection LOS: | A |
| ICU Level of Service | A |

Splits and Phases: 2: Baldwin



AM Peak - ETC

Lanes, Volumes, Timings
6: E Water & Lake

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 248 | 175 | 20 | 9 | 16 |
| Future Volume (vph) | 45 | 248 | 175 | 20 | 9 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 11 | 12 | 11 | 10 |
| Storage Length (ft) | 75 | | | 0 | 150 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 1.00 | | | 0.97 |
| Frt | | | 0.986 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1745 | 1925 | 1789 | 0 | 1745 | 1507 |
| Flt Permitted | 0.614 | | | | 0.950 | |
| Satd. Flow (perm) | 1120 | 1925 | 1789 | 0 | 1745 | 1465 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 13 | | | 28 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 447 | 836 | | 319 | |
| Travel Time (s) | | 10.2 | 19.0 | | 7.3 | |
| Confl. Peds. (#/hr) | 6 | | | 6 | | 5 |
| Peak Hour Factor | 0.80 | 0.81 | 0.84 | 0.83 | 0.56 | 0.57 |
| Heavy Vehicles (%) | 0% | 2% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 56 | 306 | 208 | 24 | 16 | 28 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 56 | 306 | 232 | 0 | 16 | 28 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 13 | 13 | | 11 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.04 | 0.96 | 1.04 | 1.00 | 1.04 | 1.09 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | Perm |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | 6 |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 |
| Total Split (s) | 34.0 | 34.0 | 34.0 | | 26.0 | 26.0 |
| Total Split (%) | 56.7% | 56.7% | 56.7% | | 43.3% | 43.3% |
| Maximum Green (s) | 28.5 | 28.5 | 28.5 | | 20.5 | 20.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 |

Lanes, Volumes, Timings

6: E Water & Lake

02/16/2023

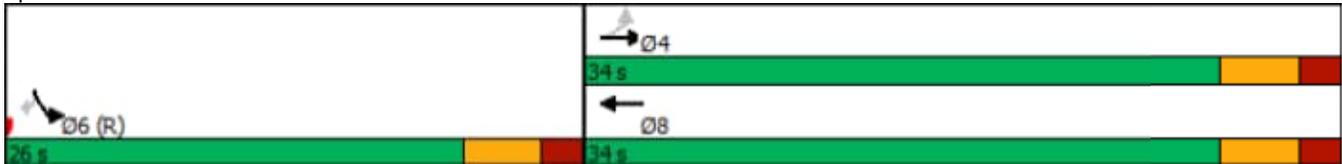


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|-----|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | 28.5 | 28.5 | 28.5 | | 20.5 | 20.5 |
| Actuated g/C Ratio | 0.48 | 0.48 | 0.48 | | 0.34 | 0.34 |
| v/c Ratio | 0.11 | 0.33 | 0.27 | | 0.03 | 0.05 |
| Control Delay | 11.8 | 11.9 | 8.3 | | 13.4 | 6.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 11.8 | 11.9 | 8.3 | | 13.4 | 6.3 |
| LOS | B | B | A | | B | A |
| Approach Delay | | 11.8 | 8.3 | | 8.9 | |
| Approach LOS | | B | A | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.33 |
| Intersection Signal Delay: | 10.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 47.9% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 6: E Water & Lake



AM Peak - ETC

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 33 | 160 | 45 | 294 | 187 | 28 | 13 | 341 | 437 | 10 | 211 | 19 |
| Future Volume (vph) | 33 | 160 | 45 | 294 | 187 | 28 | 13 | 341 | 437 | 10 | 211 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 70 | | 0 | 60 | | 0 | 0 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | | 0.98 | 1.00 | | |
| Frt | | 0.967 | | | 0.980 | | | | 0.850 | | 0.988 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.997 | | 0.950 | | |
| Satd. Flow (prot) | 1865 | 1884 | 0 | 1787 | 1857 | 0 | 0 | 1877 | 1599 | 1805 | 1860 | 0 |
| Flt Permitted | 0.581 | | | 0.583 | | | | 0.965 | | 0.348 | | |
| Satd. Flow (perm) | 1139 | 1884 | 0 | 1097 | 1857 | 0 | 0 | 1816 | 1559 | 660 | 1860 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 31 | | | 16 | | | | 546 | | | 8 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 836 | | | 478 | | | 555 | | | | 492 |
| Travel Time (s) | | 19.0 | | | 10.9 | | | 12.6 | | | | 11.2 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 3 | 3 | | |
| Peak Hour Factor | 0.75 | 0.76 | 0.75 | 0.81 | 0.79 | 0.78 | 0.46 | 0.81 | 0.80 | 0.83 | 0.75 | 0.79 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 1% | 1% | 0% | 1% | 0% |
| Adj. Flow (vph) | 44 | 211 | 60 | 363 | 237 | 36 | 28 | 421 | 546 | 12 | 281 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 44 | 271 | 0 | 363 | 273 | 0 | 0 | 449 | 546 | 12 | 305 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 13 | | | 13 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | Perm | Perm | | NA |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 |
| Total Split (s) | 32.0 | 32.0 | | 32.0 | 32.0 | | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 53.3% | 53.3% | | 53.3% | 53.3% | | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% |
| Maximum Green (s) | 26.5 | 26.5 | | 26.5 | 26.5 | | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 5.5 | 5.5 | | | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |

AM Peak - ETC

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

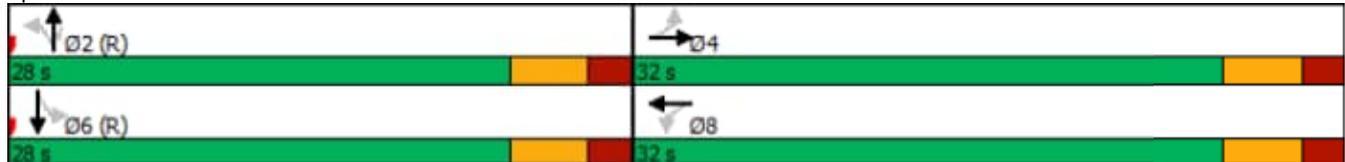


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|------|------|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 26.5 | 26.5 | | 26.5 | 26.5 | | | 22.5 | 22.5 | 22.5 | 22.5 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | 0.44 | 0.44 | | | 0.38 | 0.38 | 0.38 | 0.38 | |
| v/c Ratio | 0.09 | 0.32 | | 0.75 | 0.33 | | | 0.66 | 0.59 | 0.05 | 0.43 | |
| Control Delay | 15.1 | 15.8 | | 26.6 | 11.7 | | | 21.2 | 4.5 | 12.7 | 16.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 15.1 | 15.8 | | 26.6 | 11.7 | | | 21.2 | 4.5 | 12.7 | 16.0 | |
| LOS | B | B | | C | B | | | C | A | B | B | |
| Approach Delay | | 15.7 | | | 20.2 | | | 12.0 | | | | 15.9 |
| Approach LOS | | B | | | C | | | B | | | | B |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 55 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.75 |
| Intersection Signal Delay: | 15.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 69.7% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 9: Madison & E Water



PM Peak - ETC

Lanes, Volumes, Timings
1: E Water & Clemens Center

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 62 | 154 | 35 | 53 | 145 | 67 | 13 | 411 | 30 | 57 | 594 | 21 |
| Future Volume (vph) | 62 | 154 | 35 | 53 | 145 | 67 | 13 | 411 | 30 | 57 | 594 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 100 | | 100 | 75 | | 0 | 0 | | 0 | 240 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | | 0.850 | | 0.948 | | | 0.988 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | 0.950 | | |
| Satd. Flow (prot) | 1745 | 1837 | 1615 | 1805 | 1733 | 0 | 0 | 3528 | 0 | 1745 | 3543 | 0 |
| Flt Permitted | 0.600 | | | 0.648 | | | | 0.918 | | 0.460 | | |
| Satd. Flow (perm) | 1101 | 1837 | 1615 | 1231 | 1733 | 0 | 0 | 3246 | 0 | 845 | 3543 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 52 | | 51 | | | 19 | | | | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 814 | | | 411 | | | 1488 | | | | 700 |
| Travel Time (s) | | 18.5 | | | 9.3 | | | 33.8 | | | | 15.9 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | 1 | | | | | 1 |
| Peak Hour Factor | 0.78 | 0.89 | 0.67 | 0.60 | 0.92 | 0.80 | 0.65 | 0.92 | 0.75 | 0.89 | 0.94 | 0.58 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 79 | 173 | 52 | 88 | 158 | 84 | 20 | 447 | 40 | 64 | 632 | 36 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 79 | 173 | 52 | 88 | 242 | 0 | 0 | 507 | 0 | 64 | 668 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.04 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | |
| Total Split (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 32.0 | 32.0 | | 32.0 | 32.0 | |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | | 53.3% | 53.3% | | 53.3% | 53.3% | |
| Maximum Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |

PM Peak - ETC

Lanes, Volumes, Timings
1: E Water & Clemens Center

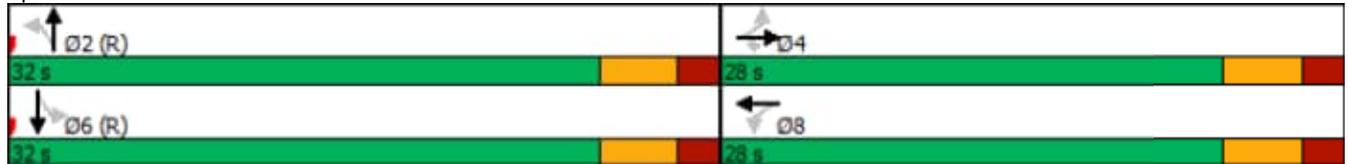
02/16/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | | 0.44 | 0.44 | | 0.44 | 0.44 | |
| v/c Ratio | 0.19 | 0.25 | 0.08 | 0.19 | 0.36 | | 0.35 | 0.35 | | 0.17 | 0.43 | |
| Control Delay | 14.2 | 14.2 | 4.7 | 6.1 | 4.2 | | 11.5 | 11.5 | | 11.7 | 12.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.2 | 14.2 | 4.7 | 6.1 | 4.2 | | 11.5 | 11.5 | | 11.7 | 12.3 | |
| LOS | B | B | A | A | A | | B | B | | B | B | |
| Approach Delay | | 12.6 | | | 4.8 | | 11.5 | 11.5 | | | 12.3 | |
| Approach LOS | | B | | | A | | B | B | | | B | |

Intersection Summary

| | |
|------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.43 |
| Intersection Signal Delay: | 10.8 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 67.3% |
| ICU Level of Service: | C |
| Analysis Period (min): | 15 |

Splits and Phases: 1: E Water & Clemens Center



PM Peak - ETC

Lanes, Volumes, Timings

2: Baldwin

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | 4 | 1 | | 2 | |
| Traffic Volume (vph) | 18 | 228 | 235 | 11 | 31 | 32 |
| Future Volume (vph) | 18 | 228 | 235 | 11 | 31 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 16 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 1.00 | | 0.99 | |
| Frt | | | 0.993 | | 0.926 | |
| Flt Protected | | 0.996 | | | 0.978 | |
| Satd. Flow (prot) | 0 | 1938 | 2115 | 0 | 1927 | 0 |
| Flt Permitted | | 0.962 | | | 0.978 | |
| Satd. Flow (perm) | 0 | 1871 | 2115 | 0 | 1923 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 6 | | 64 | |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 411 | 447 | | 518 | |
| Travel Time (s) | | 9.3 | 10.2 | | 11.8 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 3 | 1 |
| Peak Hour Factor | 0.75 | 0.82 | 0.85 | 0.69 | 0.60 | 0.50 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 24 | 278 | 276 | 16 | 52 | 64 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 302 | 292 | 0 | 116 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 16 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 0.96 | 0.85 | 1.00 | 0.85 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | | 28.0 | |
| Total Split (%) | 53.3% | 53.3% | 53.3% | | 46.7% | |
| Maximum Green (s) | 26.5 | 26.5 | 26.5 | | 22.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 5.5 | 5.5 | | 5.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 26.5 | 26.5 | | 22.5 | |
| Actuated g/C Ratio | | 0.44 | 0.44 | | 0.38 | |

Lanes, Volumes, Timings

2: Baldwin

02/16/2023

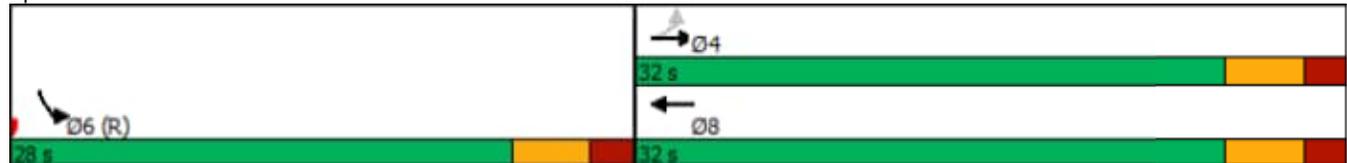


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------|-----|------|------|-----|------|-----|
| v/c Ratio | | 0.37 | 0.31 | | 0.15 | |
| Control Delay | | 9.8 | 14.1 | | 7.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | | 9.8 | 14.1 | | 7.2 | |
| LOS | | A | B | | A | |
| Approach Delay | | 9.8 | 14.1 | | 7.2 | |
| Approach LOS | | A | B | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.37 |
| Intersection Signal Delay: | 11.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 51.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 2: Baldwin



PM Peak - ETC

Lanes, Volumes, Timings
6: E Water & Lake

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 19 | 241 | 218 | 12 | 26 | 29 |
| Future Volume (vph) | 19 | 241 | 218 | 12 | 26 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 11 | 12 | 11 | 10 |
| Storage Length (ft) | 75 | | | 0 | 150 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 1.00 | | 0.99 | 0.98 |
| Frt | | | 0.990 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1745 | 1944 | 1798 | 0 | 1745 | 1507 |
| Flt Permitted | 0.577 | | | | 0.950 | |
| Satd. Flow (perm) | 1054 | 1944 | 1798 | 0 | 1727 | 1475 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 9 | | | 48 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 447 | 836 | | 319 | |
| Travel Time (s) | | 10.2 | 19.0 | | 7.3 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 6 | 1 |
| Peak Hour Factor | 0.68 | 0.86 | 0.84 | 0.60 | 0.72 | 0.60 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 28 | 280 | 260 | 20 | 36 | 48 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 28 | 280 | 280 | 0 | 36 | 48 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 13 | 13 | | 11 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.04 | 0.96 | 1.04 | 1.00 | 1.04 | 1.09 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | Perm |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | 6 |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | | 27.0 | 27.0 |
| Total Split (%) | 55.0% | 55.0% | 55.0% | | 45.0% | 45.0% |
| Maximum Green (s) | 27.5 | 27.5 | 27.5 | | 21.5 | 21.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 |

Lanes, Volumes, Timings
6: E Water & Lake

02/16/2023

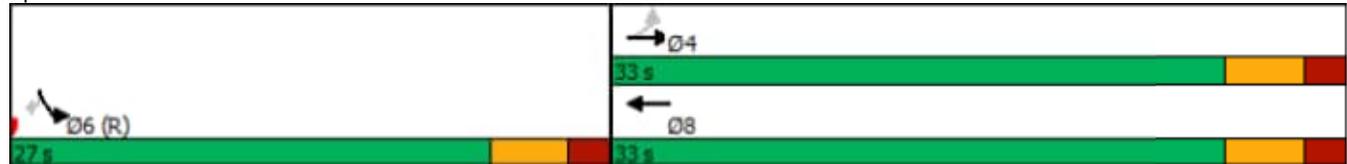


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|-----|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | 27.5 | 27.5 | 27.5 | | 21.5 | 21.5 |
| Actuated g/C Ratio | 0.46 | 0.46 | 0.46 | | 0.36 | 0.36 |
| v/c Ratio | 0.06 | 0.31 | 0.34 | | 0.06 | 0.09 |
| Control Delay | 9.1 | 9.0 | 9.0 | | 13.0 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 9.1 | 9.0 | 9.0 | | 13.0 | 5.1 |
| LOS | A | A | A | | B | A |
| Approach Delay | | 9.0 | 9.0 | | 8.5 | |
| Approach LOS | | A | A | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.34 |
| Intersection Signal Delay: | 8.9 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 40.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 6: E Water & Lake



PM Peak - ETC

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 25 | 186 | 63 | 354 | 150 | 23 | 12 | 250 | 374 | 21 | 390 | 13 |
| Future Volume (vph) | 25 | 186 | 63 | 354 | 150 | 23 | 12 | 250 | 374 | 21 | 390 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 70 | | 0 | 60 | | 0 | 0 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | | 0.95 | 0.98 | | |
| Frt | | 0.966 | | | 0.975 | | | | 0.850 | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.997 | | 0.950 | | |
| Satd. Flow (prot) | 1865 | 1887 | 0 | 1805 | 1845 | 0 | 0 | 1894 | 1615 | 1805 | 1887 | 0 |
| Flt Permitted | 0.622 | | | 0.551 | | | | 0.965 | | 0.496 | | |
| Satd. Flow (perm) | 1218 | 1887 | 0 | 1046 | 1845 | 0 | 0 | 1834 | 1540 | 927 | 1887 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 35 | | | 23 | | | | 451 | | | 4 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 836 | | | 478 | | | 555 | | | | 492 |
| Travel Time (s) | | 19.0 | | | 10.9 | | | 12.6 | | | | 11.2 |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 2 | | | 16 | 16 | | |
| Peak Hour Factor | 0.69 | 0.77 | 0.88 | 0.88 | 0.83 | 0.64 | 0.75 | 0.87 | 0.83 | 0.75 | 0.92 | 0.65 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 36 | 242 | 72 | 402 | 181 | 36 | 16 | 287 | 451 | 28 | 424 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 36 | 314 | 0 | 402 | 217 | 0 | 0 | 303 | 451 | 28 | 444 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 13 | | | 13 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | Perm | Perm | | NA |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 |
| Total Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 25.0 | 25.0 | 25.0 | 25.0 | | 25.0 |
| Total Split (%) | 58.3% | 58.3% | | 58.3% | 58.3% | | 41.7% | 41.7% | 41.7% | 41.7% | | 41.7% |
| Maximum Green (s) | 29.5 | 29.5 | | 29.5 | 29.5 | | 19.5 | 19.5 | 19.5 | 19.5 | | 19.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 5.5 | 5.5 | | | 5.5 | 5.5 | 5.5 | | 5.5 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 |

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

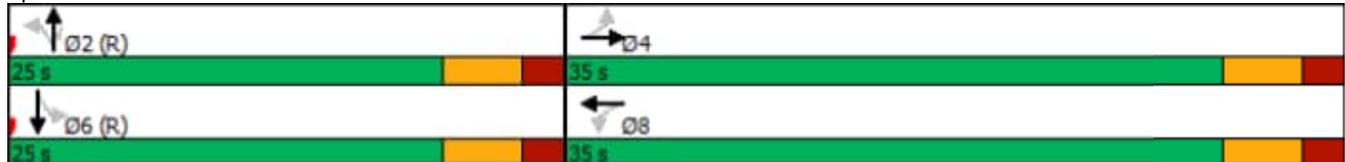


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|------|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Act Effect Green (s) | 29.5 | 29.5 | | 29.5 | 29.5 | | | 19.5 | 19.5 | 19.5 | 19.5 | |
| Actuated g/C Ratio | 0.49 | 0.49 | | 0.49 | 0.49 | | | 0.32 | 0.32 | 0.32 | 0.32 | |
| v/c Ratio | 0.06 | 0.33 | | 0.78 | 0.24 | | | 0.51 | 0.56 | 0.09 | 0.72 | |
| Control Delay | 12.8 | 14.6 | | 26.5 | 8.6 | | | 20.0 | 5.0 | 15.2 | 26.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 12.8 | 14.6 | | 26.5 | 8.6 | | | 20.0 | 5.0 | 15.2 | 26.1 | |
| LOS | B | B | | C | A | | | C | A | B | C | |
| Approach Delay | | 14.4 | | | 20.2 | | | 11.0 | | | 25.4 | |
| Approach LOS | | B | | | C | | | B | | | C | |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 60 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.78 |
| Intersection Signal Delay: | 17.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 74.8% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 9: Madison & E Water



AM Peak - ETC+20

Lanes, Volumes, Timings
1: E Water & Clemens Center

03/31/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 105 | 264 | 33 | 19 | 122 | 44 | 17 | 629 | 54 | 41 | 332 | 21 |
| Future Volume (vph) | 105 | 264 | 33 | 19 | 122 | 44 | 17 | 629 | 54 | 41 | 332 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 100 | | 100 | 75 | | 0 | 0 | | 0 | 240 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | | | | | |
| Frt | | | 0.850 | | 0.960 | | | 0.988 | | | | 0.991 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.999 | | 0.950 | | |
| Satd. Flow (prot) | 1745 | 1837 | 1615 | 1805 | 1757 | 0 | 0 | 3531 | 0 | 1745 | 3511 | 0 |
| Flt Permitted | 0.643 | | | 0.542 | | | | 0.941 | | 0.300 | | |
| Satd. Flow (perm) | 1179 | 1837 | 1615 | 1030 | 1757 | 0 | 0 | 3326 | 0 | 551 | 3511 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 43 | | 34 | | | 17 | | | | 13 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 814 | | | 411 | | | 1488 | | | | 700 |
| Travel Time (s) | | 18.5 | | | 9.3 | | | 33.8 | | | | 15.9 |
| Confl. Peds. (#/hr) | 3 | | | | | | 3 | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 2% | 0% |
| Adj. Flow (vph) | 114 | 287 | 36 | 21 | 133 | 48 | 18 | 684 | 59 | 45 | 361 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 114 | 287 | 36 | 21 | 181 | 0 | 0 | 761 | 0 | 45 | 384 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 11 | | | | 11 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.04 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 | | 24.0 | 24.0 | | 24.0 | 24.0 | |
| Total Split (s) | 30.5 | 30.5 | 30.5 | 30.5 | 30.5 | | 33.0 | 33.0 | | 33.0 | 33.0 | |
| Total Split (%) | 48.0% | 48.0% | 48.0% | 48.0% | 48.0% | | 52.0% | 52.0% | | 52.0% | 52.0% | |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | | 27.5 | 27.5 | | 27.5 | 27.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | | | | | |
| Flash Dont Walk (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | | | | | | |

Lanes, Volumes, Timings
1: E Water & Clemens Center

03/31/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|-----|------|-----|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Act Effect Green (s) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | | | 27.5 | | 27.5 | 27.5 | |
| Actuated g/C Ratio | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | | | 0.43 | | 0.43 | 0.43 | |
| v/c Ratio | 0.25 | 0.40 | 0.05 | 0.05 | 0.25 | | | 0.52 | | 0.19 | 0.25 | |
| Control Delay | 14.8 | 15.9 | 4.2 | 12.5 | 11.6 | | | 14.5 | | 13.7 | 11.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.8 | 15.9 | 4.2 | 12.5 | 11.6 | | | 14.5 | | 13.7 | 11.6 | |
| LOS | B | B | A | B | B | | | B | | B | B | |
| Approach Delay | | 14.6 | | | 11.7 | | | 14.5 | | | 11.8 | |
| Approach LOS | | B | | | B | | | B | | | B | |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 63.5 |
| Actuated Cycle Length: | 63.5 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 55 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.52 |
| Intersection Signal Delay: | 13.6 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 74.4% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 1: E Water & Clemens Center



AM Peak - ETC+20

Lanes, Volumes, Timings

2: Baldwin

03/31/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | 4 | 1 | | 4 | |
| Traffic Volume (vph) | 40 | 318 | 175 | 36 | 4 | 11 |
| Future Volume (vph) | 40 | 318 | 175 | 36 | 4 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 16 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 0.99 | | 1.00 | |
| Frt | | | 0.975 | | 0.891 | |
| Flt Protected | | 0.994 | | | 0.991 | |
| Satd. Flow (prot) | 0 | 1918 | 2070 | 0 | 1901 | 0 |
| Flt Permitted | | 0.935 | | | 0.991 | |
| Satd. Flow (perm) | 0 | 1802 | 2070 | 0 | 1901 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 27 | | 17 | |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 411 | 447 | | 518 | |
| Travel Time (s) | | 9.3 | 10.2 | | 11.8 | |
| Confl. Peds. (#/hr) | 7 | | | 7 | 1 | |
| Peak Hour Factor | 0.75 | 0.85 | 0.82 | 0.75 | 1.00 | 0.63 |
| Heavy Vehicles (%) | 0% | 2% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 53 | 374 | 213 | 48 | 4 | 17 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 427 | 261 | 0 | 21 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 16 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 0.96 | 0.85 | 1.00 | 0.85 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | | 25.0 | |
| Total Split (%) | 58.3% | 58.3% | 58.3% | | 41.7% | |
| Maximum Green (s) | 30.0 | 30.0 | 30.0 | | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 5.0 | 5.0 | | 5.0 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 10.0 | 10.0 | 10.0 | | 12.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 30.0 | 30.0 | | 20.0 | |
| Actuated g/C Ratio | | 0.50 | 0.50 | | 0.33 | |

Lanes, Volumes, Timings

2: Baldwin

03/31/2023

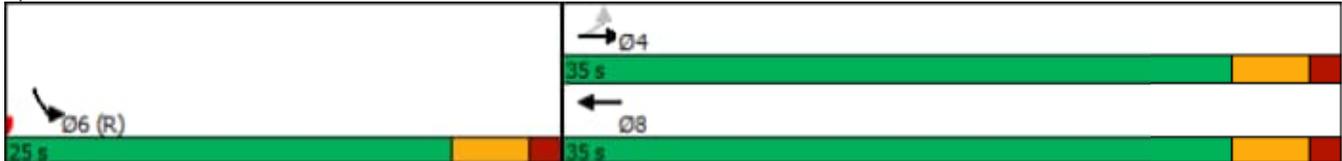


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------|-----|------|------|-----|------|-----|
| v/c Ratio | | 0.47 | 0.25 | | 0.03 | |
| Control Delay | | 12.0 | 13.0 | | 8.1 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | | 12.0 | 13.0 | | 8.1 | |
| LOS | | B | B | | A | |
| Approach Delay | | 12.0 | 13.0 | | 8.1 | |
| Approach LOS | | B | B | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.47 |
| Intersection Signal Delay: | 12.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 47.3% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 2: Baldwin



AM Peak - ETC+20

Lanes, Volumes, Timings
6: E Water & Lake

03/31/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 50 | 273 | 192 | 22 | 10 | 18 |
| Future Volume (vph) | 50 | 273 | 192 | 22 | 10 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 11 | 12 | 11 | 10 |
| Storage Length (ft) | 75 | | | 0 | 150 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 1.00 | | | 0.97 |
| Frt | | | 0.986 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1745 | 1925 | 1789 | 0 | 1745 | 1507 |
| Flt Permitted | 0.594 | | | | 0.950 | |
| Satd. Flow (perm) | 1081 | 1925 | 1789 | 0 | 1745 | 1463 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 13 | | | 32 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 447 | 836 | | 319 | |
| Travel Time (s) | | 10.2 | 19.0 | | 7.3 | |
| Confl. Peds. (#/hr) | 6 | | | 6 | | 5 |
| Peak Hour Factor | 0.80 | 0.81 | 0.84 | 0.83 | 0.56 | 0.57 |
| Heavy Vehicles (%) | 0% | 2% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 63 | 337 | 229 | 27 | 18 | 32 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 63 | 337 | 256 | 0 | 18 | 32 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 13 | 13 | | 11 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.04 | 0.96 | 1.04 | 1.00 | 1.04 | 1.09 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | Perm |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | 6 |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | | 27.0 | 27.0 |
| Total Split (%) | 55.0% | 55.0% | 55.0% | | 45.0% | 45.0% |
| Maximum Green (s) | 28.0 | 28.0 | 28.0 | | 22.0 | 22.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | | 1.5 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 |
| Flash Dont Walk (s) | 9.0 | 9.0 | 9.0 | | 11.0 | 11.0 |

Lanes, Volumes, Timings

6: E Water & Lake

03/31/2023

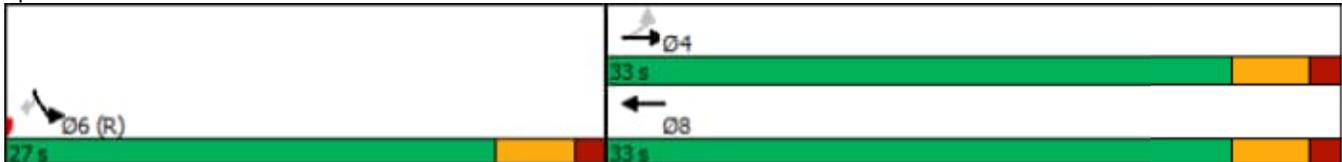


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|-----|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | 0 |
| Act Effect Green (s) | 28.0 | 28.0 | 28.0 | | 22.0 | 22.0 |
| Actuated g/C Ratio | 0.47 | 0.47 | 0.47 | | 0.37 | 0.37 |
| v/c Ratio | 0.12 | 0.38 | 0.30 | | 0.03 | 0.06 |
| Control Delay | 5.4 | 6.1 | 8.8 | | 12.4 | 5.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 5.4 | 6.1 | 8.8 | | 12.4 | 5.6 |
| LOS | A | A | A | | B | A |
| Approach Delay | | 6.0 | 8.8 | | 8.0 | |
| Approach LOS | | A | A | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.38 |
| Intersection Signal Delay: | 7.2 |
| Intersection Capacity Utilization | 42.5% |
| Analysis Period (min) | 15 |
| Intersection LOS: | A |
| ICU Level of Service | A |

Splits and Phases: 6: E Water & Lake



AM Peak - ETC+20

Lanes, Volumes, Timings

9: Madison & E Water

03/31/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  |  |  | |
| Traffic Volume (vph) | 36 | 176 | 50 | 324 | 206 | 31 | 14 | 375 | 481 | 11 | 232 | 21 |
| Future Volume (vph) | 36 | 176 | 50 | 324 | 206 | 31 | 14 | 375 | 481 | 11 | 232 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 70 | | 0 | 60 | | 0 | 0 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | | 0.98 | 1.00 | | |
| Frt | | 0.966 | | | 0.980 | | | | 0.850 | | 0.988 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.997 | | 0.950 | | |
| Satd. Flow (prot) | 1865 | 1882 | 0 | 1787 | 1857 | 0 | 0 | 1877 | 1599 | 1805 | 1860 | 0 |
| Flt Permitted | 0.550 | | | 0.552 | | | | 0.963 | | 0.298 | | |
| Satd. Flow (perm) | 1079 | 1882 | 0 | 1038 | 1857 | 0 | 0 | 1813 | 1559 | 565 | 1860 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 31 | | | 16 | | | | 556 | | | 8 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 836 | | | 478 | | | 555 | | | | 492 |
| Travel Time (s) | | 19.0 | | | 10.9 | | | 12.6 | | | | 11.2 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 3 | 3 | | |
| Peak Hour Factor | 0.75 | 0.76 | 0.75 | 0.81 | 0.79 | 0.78 | 0.46 | 0.81 | 0.80 | 0.83 | 0.75 | 0.79 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 1% | 1% | 0% | 1% | 0% |
| Adj. Flow (vph) | 48 | 232 | 67 | 400 | 261 | 40 | 30 | 463 | 601 | 13 | 309 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 48 | 299 | 0 | 400 | 301 | 0 | 0 | 493 | 601 | 13 | 336 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 13 | | | 13 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | |
| Total Split (s) | 32.0 | 32.0 | | 32.0 | 32.0 | | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | |
| Total Split (%) | 53.3% | 53.3% | | 53.3% | 53.3% | | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | |
| Maximum Green (s) | 26.5 | 26.5 | | 26.5 | 26.5 | | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | | 5.5 | 5.5 | | | 5.5 | 5.5 | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |

Lanes, Volumes, Timings

9: Madison & E Water

03/31/2023

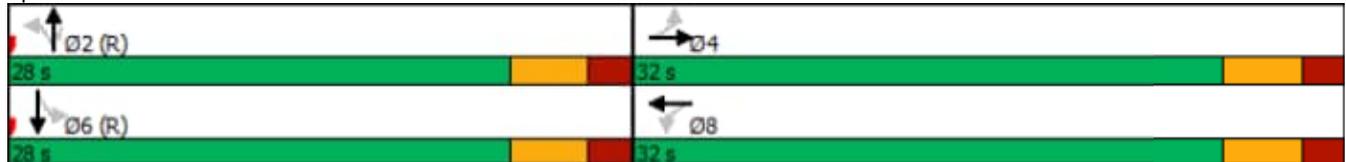


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|------|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 26.5 | 26.5 | | 26.5 | 26.5 | | | 22.5 | 22.5 | 22.5 | 22.5 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | 0.44 | 0.44 | | | 0.38 | 0.38 | 0.38 | 0.38 | |
| v/c Ratio | 0.10 | 0.35 | | 0.87 | 0.36 | | | 0.73 | 0.64 | 0.06 | 0.48 | |
| Control Delay | 21.5 | 23.0 | | 39.0 | 12.1 | | | 23.9 | 5.9 | 13.1 | 16.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 21.5 | 23.0 | | 39.0 | 12.1 | | | 23.9 | 5.9 | 13.1 | 16.8 | |
| LOS | C | C | | D | B | | | C | A | B | B | |
| Approach Delay | | 22.8 | | | 27.4 | | | 14.0 | | | 16.6 | |
| Approach LOS | | C | | | C | | | B | | | B | |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 60 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.87 |
| Intersection Signal Delay: | 19.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 75.1% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 9: Madison & E Water



PM Peak - ETC+20

Lanes, Volumes, Timings
1: E Water & Clemens Center

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | | |  | |  |  |  |
| Traffic Volume (vph) | 69 | 169 | 39 | 59 | 159 | 74 | 14 | 452 | 33 | 63 | 653 | 23 |
| Future Volume (vph) | 69 | 169 | 39 | 59 | 159 | 74 | 14 | 452 | 33 | 63 | 653 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 12 | 12 | 11 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 100 | | 100 | 75 | | 0 | 0 | | 0 | 240 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | 1.00 | | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | | 0.850 | | 0.948 | | | 0.988 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | 0.950 | | |
| Satd. Flow (prot) | 1745 | 1837 | 1615 | 1805 | 1733 | 0 | 0 | 3528 | 0 | 1745 | 3543 | 0 |
| Flt Permitted | 0.569 | | | 0.638 | | | | 0.913 | | 0.426 | | |
| Satd. Flow (perm) | 1044 | 1837 | 1615 | 1212 | 1733 | 0 | 0 | 3228 | 0 | 782 | 3543 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 58 | | 52 | | | 19 | | | | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 814 | | | 411 | | | 1488 | | | | 700 |
| Travel Time (s) | | 18.5 | | | 9.3 | | | 33.8 | | | | 15.9 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | 1 | | | | | 1 |
| Peak Hour Factor | 0.78 | 0.89 | 0.67 | 0.60 | 0.92 | 0.80 | 0.65 | 0.92 | 0.75 | 0.89 | 0.94 | 0.58 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 88 | 190 | 58 | 98 | 173 | 93 | 22 | 491 | 44 | 71 | 695 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 88 | 190 | 58 | 98 | 266 | 0 | 0 | 557 | 0 | 71 | 735 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.04 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.04 | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | |
| Total Split (s) | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | | 32.0 | 32.0 | | 32.0 | 32.0 | |
| Total Split (%) | 46.7% | 46.7% | 46.7% | 46.7% | 46.7% | | 53.3% | 53.3% | | 53.3% | 53.3% | |
| Maximum Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | 26.5 | 26.5 | | 26.5 | 26.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |

Lanes, Volumes, Timings
1: E Water & Clemens Center

02/16/2023

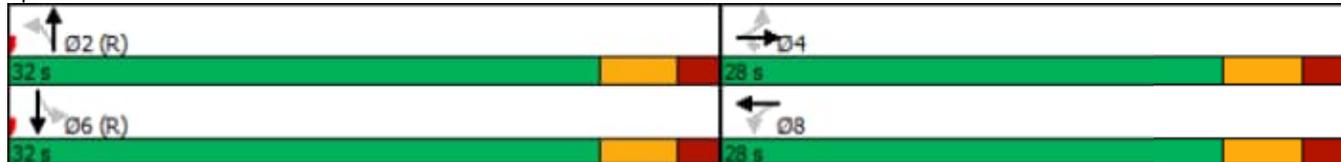


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|-----|------|-----|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | | 26.5 | | 26.5 | 26.5 | |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | | | 0.44 | | 0.44 | 0.44 | |
| v/c Ratio | 0.23 | 0.28 | 0.09 | 0.22 | 0.39 | | | 0.39 | | 0.21 | 0.47 | |
| Control Delay | 14.8 | 14.5 | 4.5 | 6.3 | 4.6 | | | 11.9 | | 12.3 | 12.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.8 | 14.5 | 4.5 | 6.3 | 4.6 | | | 11.9 | | 12.3 | 12.8 | |
| LOS | B | B | A | A | A | | | B | | B | B | |
| Approach Delay | | 12.8 | | | 5.1 | | | 11.9 | | | 12.8 | |
| Approach LOS | | B | | | A | | | B | | | B | |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.47 |
| Intersection Signal Delay: | 11.2 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 70.2% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 1: E Water & Clemens Center



PM Peak - ETC+20

Lanes, Volumes, Timings

2: Baldwin

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | 4 | 1 | | 2 | |
| Traffic Volume (vph) | 20 | 251 | 259 | 12 | 34 | 35 |
| Future Volume (vph) | 20 | 251 | 259 | 12 | 34 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 16 | 12 | 16 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | 1.00 | | 0.99 | |
| Frt | | | 0.993 | | 0.926 | |
| Flt Protected | | 0.996 | | | 0.978 | |
| Satd. Flow (prot) | 0 | 1938 | 2115 | 0 | 1927 | 0 |
| Flt Permitted | | 0.957 | | | 0.978 | |
| Satd. Flow (perm) | 0 | 1861 | 2115 | 0 | 1923 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 6 | | 70 | |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 411 | 447 | | 518 | |
| Travel Time (s) | | 9.3 | 10.2 | | 11.8 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 3 | 1 |
| Peak Hour Factor | 0.75 | 0.82 | 0.85 | 0.69 | 0.60 | 0.50 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 27 | 306 | 305 | 17 | 57 | 70 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 333 | 322 | 0 | 127 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 16 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 0.96 | 0.85 | 1.00 | 0.85 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | |
| Total Split (s) | 32.0 | 32.0 | 32.0 | | 28.0 | |
| Total Split (%) | 53.3% | 53.3% | 53.3% | | 46.7% | |
| Maximum Green (s) | 26.5 | 26.5 | 26.5 | | 22.5 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | | 5.5 | 5.5 | | 5.5 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | |
| Act Effct Green (s) | | 26.5 | 26.5 | | 22.5 | |
| Actuated g/C Ratio | | 0.44 | 0.44 | | 0.38 | |

Lanes, Volumes, Timings

2: Baldwin

02/16/2023

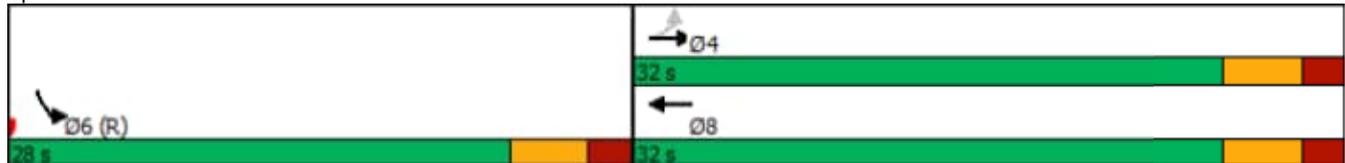


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------|-----|------|------|-----|------|-----|
| v/c Ratio | | 0.41 | 0.34 | | 0.17 | |
| Control Delay | | 10.1 | 14.4 | | 7.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | | 10.1 | 14.4 | | 7.2 | |
| LOS | | B | B | | A | |
| Approach Delay | | 10.1 | 14.4 | | 7.2 | |
| Approach LOS | | B | B | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.41 |
| Intersection Signal Delay: | 11.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 53.9% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 2: Baldwin



PM Peak - ETC+20

Lanes, Volumes, Timings
6: E Water & Lake

02/16/2023



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 265 | 240 | 13 | 29 | 32 |
| Future Volume (vph) | 21 | 265 | 240 | 13 | 29 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 11 | 12 | 11 | 10 |
| Storage Length (ft) | 75 | | | 0 | 150 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 1 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 0.99 | | 1.00 | | 0.99 | 0.98 |
| Frt | | | 0.990 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1745 | 1944 | 1798 | 0 | 1745 | 1507 |
| Flt Permitted | 0.548 | | | | 0.950 | |
| Satd. Flow (perm) | 1001 | 1944 | 1798 | 0 | 1727 | 1475 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 9 | | | 53 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 447 | 836 | | 319 | |
| Travel Time (s) | | 10.2 | 19.0 | | 7.3 | |
| Confl. Peds. (#/hr) | 5 | | | 5 | 6 | 1 |
| Peak Hour Factor | 0.68 | 0.86 | 0.84 | 0.60 | 0.72 | 0.60 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Adj. Flow (vph) | 31 | 308 | 286 | 22 | 40 | 53 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 31 | 308 | 308 | 0 | 40 | 53 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 13 | 13 | | 11 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.04 | 0.96 | 1.04 | 1.00 | 1.04 | 1.09 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Turn Type | Perm | NA | NA | | Prot | Perm |
| Protected Phases | | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | | | 6 |
| Minimum Split (s) | 23.5 | 23.5 | 23.5 | | 23.5 | 23.5 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | | 27.0 | 27.0 |
| Total Split (%) | 55.0% | 55.0% | 55.0% | | 45.0% | 45.0% |
| Maximum Green (s) | 27.5 | 27.5 | 27.5 | | 21.5 | 21.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | 7.0 | | 7.0 | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 |

Lanes, Volumes, Timings

6: E Water & Lake

02/16/2023

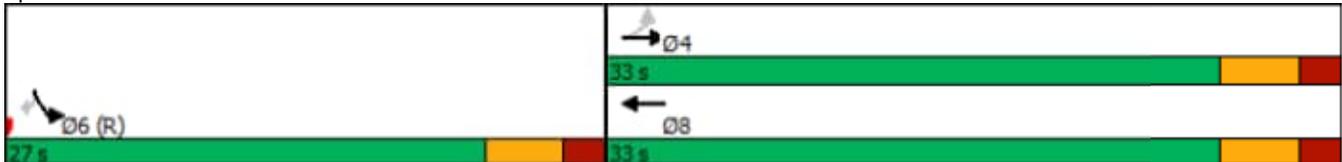


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|-----|------|------|
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | 27.5 | 27.5 | 27.5 | | 21.5 | 21.5 |
| Actuated g/C Ratio | 0.46 | 0.46 | 0.46 | | 0.36 | 0.36 |
| v/c Ratio | 0.07 | 0.35 | 0.37 | | 0.06 | 0.09 |
| Control Delay | 9.5 | 9.6 | 9.2 | | 13.1 | 5.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 9.5 | 9.6 | 9.2 | | 13.1 | 5.0 |
| LOS | A | A | A | | B | A |
| Approach Delay | | 9.6 | 9.2 | | 8.5 | |
| Approach LOS | | A | A | | A | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green |
| Natural Cycle: | 50 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.37 |
| Intersection Signal Delay: | 9.3 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 41.6% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 6: E Water & Lake



PM Peak - ETC+20

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  |  |  |  |
| Traffic Volume (vph) | 28 | 204 | 70 | 389 | 165 | 25 | 13 | 275 | 411 | 23 | 429 | 14 |
| Future Volume (vph) | 28 | 204 | 70 | 389 | 165 | 25 | 13 | 275 | 411 | 23 | 429 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 70 | | 0 | 60 | | 0 | 0 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | 0.99 | | 1.00 | 1.00 | | | | 0.95 | 0.98 | | |
| Frt | | 0.965 | | | 0.975 | | | | 0.850 | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.997 | | 0.950 | | |
| Satd. Flow (prot) | 1865 | 1885 | 0 | 1805 | 1845 | 0 | 0 | 1894 | 1615 | 1805 | 1887 | 0 |
| Flt Permitted | 0.611 | | | 0.521 | | | | 0.874 | | 0.454 | | |
| Satd. Flow (perm) | 1197 | 1885 | 0 | 989 | 1845 | 0 | 0 | 1661 | 1540 | 850 | 1887 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 36 | | | 23 | | | | 495 | | | 4 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 836 | | | 478 | | | 555 | | | | 492 |
| Travel Time (s) | | 19.0 | | | 10.9 | | | 12.6 | | | | 11.2 |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 2 | | | 16 | 16 | | |
| Peak Hour Factor | 0.69 | 0.77 | 0.88 | 0.88 | 0.83 | 0.64 | 0.75 | 0.87 | 0.83 | 0.75 | 0.92 | 0.65 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Adj. Flow (vph) | 41 | 265 | 80 | 442 | 199 | 39 | 17 | 316 | 495 | 31 | 466 | 22 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 41 | 345 | 0 | 442 | 238 | 0 | 0 | 333 | 495 | 31 | 488 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 13 | | | 13 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | Perm | Perm | | NA |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Minimum Split (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 23.5 | 23.5 | 23.5 | 23.5 | | 23.5 |
| Total Split (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 25.0 | 25.0 | 25.0 | 25.0 | | 25.0 |
| Total Split (%) | 58.3% | 58.3% | | 58.3% | 58.3% | | 41.7% | 41.7% | 41.7% | 41.7% | | 41.7% |
| Maximum Green (s) | 29.5 | 29.5 | | 29.5 | 29.5 | | 19.5 | 19.5 | 19.5 | 19.5 | | 19.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | | 5.5 | 5.5 | | | 5.5 | 5.5 | 5.5 | | 5.5 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 |

Lanes, Volumes, Timings

9: Madison & E Water

02/16/2023

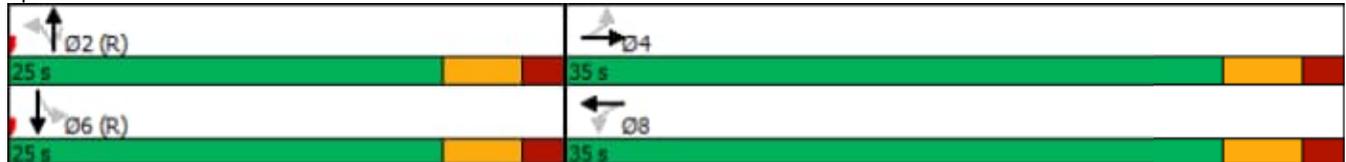


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|------|------|------|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Act Effect Green (s) | 29.5 | 29.5 | | 29.5 | 29.5 | | | 19.5 | 19.5 | 19.5 | 19.5 | |
| Actuated g/C Ratio | 0.49 | 0.49 | | 0.49 | 0.49 | | | 0.32 | 0.32 | 0.32 | 0.32 | |
| v/c Ratio | 0.07 | 0.37 | | 0.91 | 0.26 | | | 0.62 | 0.59 | 0.11 | 0.79 | |
| Control Delay | 12.6 | 14.6 | | 41.7 | 8.9 | | | 23.1 | 5.2 | 15.6 | 30.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 12.6 | 14.6 | | 41.7 | 8.9 | | | 23.1 | 5.2 | 15.6 | 30.3 | |
| LOS | B | B | | D | A | | | C | A | B | C | |
| Approach Delay | | 14.4 | | | 30.2 | | | 12.4 | | | 29.4 | |
| Approach LOS | | B | | | C | | | B | | | C | |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 60 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.91 |
| Intersection Signal Delay: | 21.4 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 79.2% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 9: Madison & E Water



ACCIDENT RATE CALCULATIONS

| | | | |
|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------|
| ROUTE: | East Water Street (NYS Route 352) | LOCATION: | East Water Street |
| MUNICIPALITY: | City of Elmira | COUNTY: | Chemung County |
| TIME PERIOD COVERED: | 1/1/19-12/31/21 | REFERENCE MARKERS / NODES: | 352 62022014 - 352 62022017 |
| REMARKS: | | DATE: | 1/6/2023 |

| Summary of Accident Rates | | | | | |
|--|------------------|------------------|------------------|--------------------|-------|
| Location | No. Accidents | ARact Acc/MEV | ARavg Acc/MEV | ARavg exceeded? | Ratio |
| East Water Street and Clemens Center Parkway | 21 | 0.87 | 0.56 | yes | 1.6 |
| East Water Street and Baldwin Street | 3 | 0.26 | 0.32 | no | NA |
| East Water Street and Lake Street | 1 | 0.08 | 0.32 | no | NA |
| East Water Street and Fox Street | 0 | 0.00 | 0.19 | no | NA |
| East Water Street and Madison Avenue | 31 | 0.94 | 0.56 | yes | 1.7 |
| Total | 56 | | | | |
| Linear: East Water Street from Clemens Center to Baldwin | 0 | 0.00 | 2.38 | no | NA |
| Linear: East Water Street from Baldwin to Lake | 0 | 0.00 | 2.38 | no | NA |
| Linear: East Water Street from Lake to Madison | 2 | 1.79 | 2.38 | no | NA |

DIAGRAM No.:

| | | |
|--|--|--|
| COUNTY: <u>Chemung</u> P.I.N.: <u>6755.13</u> CITY OF <u>Elmira</u> | ROUTE NO. OR STREET NAME: East Water Street AT INTERSECTION WITH/OR BETWEEN: Clemens Center Parkway | CASE No.: _____ FILE: _____ BY: _____ DATE: _____ |
|--|--|--|

| TIME PERIOD | | | No. OF MONTHS: | No. of VEHICLES | SEVERITY | ENVIRONMENTAL: | | | | Light Conditions: | | Roadway Character: | | Roadway Surface Condition: | | Weather: | |
|-------------|------------|---|----------------|-----------------|----------|---|------|---|-------------------|--|---------|--|--------------|----------------------------|-------------|------------------|--|
| FROM: | TO: | Use Codes from MV 104 (shown at right) for these categories | | | | 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted | | 1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest | | 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other | | 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other | | | | | |
| 01/01/2019 | 12/31/2021 | ACCIDENT No. | | | | DATE | TIME | LIGHT CONDITIONS | ROADWAY CHARACTER | ROADWAY SURFACE CONDITION | WEATHER | APPARENT CONTRIBUTING FACTORS | DIRECTION | TYPE ¹ | DESCRIPTION | REFERENCE MARKER | |
| 1 | 01/06/19 | 17:10 | 2 | PDO | 4 | 1 | 1 | 2 | 17 | | 1 | Right angle | 352 62022014 | | | | |
| 2 | 01/08/19 | 15:25 | 2 | PDO | 1 | 1 | 2 | 3 | 7 | | 1 | Left turn (against other car) | 961M62011005 | | | | |
| 3 | 02/05/19 | 9:00 | 2 | PDO | 1 | 1 | 2 | 2 | 7 | | 1 | Right angle | 352 62022014 | | | | |
| 4 | 03/24/19 | 14:24 | 2 | PDO | 1 | 1 | 1 | 2 | 9 | | 1 | Rear end | 352 62022014 | | | | |
| 5 | 03/29/19 | 20:45 | 2 | PDO | 4 | 1 | 1 | 1 | 7 | | 1 | Left turn (against other car) | 961M62011005 | | | | |
| 6 | 05/04/19 | 15:56 | 3 | PDO | 1 | 1 | 1 | 2 | 9 | | 1 | | 352 62022014 | | | | |
| 7 | 05/10/19 | 8:30 | 2 | PDO | 1 | 1 | 2 | 2 | 13 | | 1 | Left turn (against other car) | 352 62022014 | | | | |
| 8 | 05/23/19 | 11:54 | 2 | PDO | 1 | 1 | 2 | 2 | 13 | | 1 | Right angle | 352 62022014 | | | | |
| 9 | 06/09/19 | 15:29 | 2 | PDO | 1 | 1 | 1 | 1 | 13 | | 1 | Left turn (against other car) | 352 62022014 | | | | |
| 10 | 07/28/19 | 0:28 | 2 | I | 4 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022014 | | | | |
| 11 | 07/29/19 | 15:13 | 2 | PDO | 1 | 1 | 1 | 1 | 17 | | 1 | Right angle | 961M62011005 | | | | |
| 12 | 12/24/19 | 17:56 | 2 | I | 4 | 1 | 1 | 1 | 7 | | 1 | Right angle | 352 62022014 | | | | |
| 13 | 12/27/19 | 10:12 | 2 | PDO | 1 | 1 | 1 | 2 | 13 | | 1 | Right angle | 352 62022014 | | | | |
| 14 | 01/24/20 | 22:52 | 2 | I | 4 | 1 | 1 | 1 | 7 | | 1 | Left turn (against other car) | 352 62022014 | | | | |
| 15 | 05/28/20 | 15:46 | 2 | PDO | 1 | 1 | 2 | 3 | 19 | | 1 | Rear end | 352 62022014 | | | | |
| 16 | 07/06/20 | 9:08 | 2 | PDO | 1 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022014 | | | | |
| 17 | 12/09/20 | 10:14 | 2 | PDO | 1 | 1 | 4 | 4 | 19 | | 1 | Right angle | 352 62022014 | | | | |
| 18 | 05/04/21 | 13:17 | 2 | I | 1 | 1 | 1 | 1 | 7 | | 1 | Left turn (against other car) | 352 62022014 | | | | |
| 19 | 05/04/21 | 21:57 | 2 | PDO | 4 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022014 | | | | |
| 20 | 07/30/21 | 17:44 | 2 | PDO | 1 | 1 | 1 | 1 | Unknown | | 1 | Right angle | 352 62022014 | | | | |
| 21 | 12/13/21 | 13:52 | 2 | I | 1 | 1 | 1 | 1 | 7 | | 1 | Right angle | 352 62022014 | | | | |

DIAGRAM No.:

| | | | | | | | | | | | | | |
|---|----------|-----------------|--|---|-------------------|--|---------|---|-----------|--|---|--|--------------|
| COUNTY: <u>Chemung</u> P.I.N.: <u>6755.13</u> | | | ROUTE NO. OR STREET NAME: East Water Street | | | | | CASE No.: _____ | | | | | |
| CITY OF <u>Elmira</u> | | | AT INTERSECTION WITH/OR BETWEEN: Baldwin Street | | | | | FILE: _____ | | | | | |
| | | | | | | | | BY: _____ | | | | | |
| | | | | | | | | DATE: _____ | | | | | |
| TIME PERIOD FROM: 01/01/2019 TO: 12/31/2021 | | No. of VEHICLES | SEVERITY | ENVIRONMENTAL: Use Codes from MV 104 (shown at right) for these categories | | Light Conditions: 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted | | Roadway Character: 1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest | | Roadway Surface Condition: 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other | | Weather: 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other | |
| No. OF MONTHS: | | | | LIGHT CONDITIONS | ROADWAY CHARACTER | ROADWAY SURFACE CONDITION | WEATHER | APPARENT CONTRIBUTING FACTORS | DIRECTION | *Use Codes from MV 104 Police Report | | REFERENCE MARKER | |
| ACCIDENT No. | DATE | TIME | TYPE ¹ | | | | | | | DESCRIPTION | | | |
| 1 | 05/07/19 | 16:32 | 2 | PDO | 1 | 1 | 1 | 2 | 3 | | 1 | Right angle | |
| 2 | 11/14/19 | 17:46 | 2 | PDO | 4 | 1 | 1 | 1 | 7 | | 1 | Rear end | 352 62022015 |
| 3 | 02/12/20 | 15:02 | 2 | PDO | 1 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022015 |

DIAGRAM No.:

| | | | | | | | | | | | | |
|---|----------|-------|---|----------|---|-------------------|---------------------------|--------------------|-------------------------------|-------------|--------------------------------------|------------------|
| COUNTY: <u>Chemung</u> P.I.N.: <u>6755.13</u> | | | ROUTE NO. OR STREET NAME: East Water Street | | | | | CASE No.: _____ | | | | |
| CITY OF <u>Elmira</u> | | | AT INTERSECTION WITH/OR BETWEEN: Lake Street | | | | | FILE: _____ | | | | |
| TIME PERIOD FROM: <u>01/01/2019</u> TO: <u>12/31/2021</u> | | | No. of VEHICLES | SEVERITY | ENVIRONMENTAL: Use Codes from MV 104 (shown at right) for these categories | | Light Conditions: | Roadway Character: | Roadway Surface Condition: | Weather: | | |
| No. OF MONTHS: | | | | | LIGHT CONDITIONS | ROADWAY CHARACTER | ROADWAY SURFACE CONDITION | WEATHER | APPARENT CONTRIBUTING FACTORS | DIRECTION | *Use Codes from MV 104 Police Report | REFERENCE MARKER |
| ACCIDENT No. | DATE | TIME | | | | | | | TYPE ¹ | DESCRIPTION | | |
| 1 | 12/20/19 | 12:03 | 1 | PDO | 1 | 1 | 2 | 1 | Unknown | | 2 | 352 62022016 |

1. Daylight
2. Dawn
3. Dusk
4. Dark Road Lighted
5. Dark Road Unlighted

1. Straight & Level
2. Straight & Grade
3. Straight & Hillcrest
4. Curve & Level
5. Curve & Grade
6. Curve & Hillcrest

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail/Freezing Rain
6. Fog/Smog/Smoke
10. Other

*Use Codes from MV 104 Police Report

DIAGRAM No.:

| | | |
|--|--|--|
| COUNTY: <u>Chemung</u> P.I.N.: <u>6755.13</u> CITY OF <u>Elmira</u> | ROUTE NO. OR STREET NAME: East Water Street AT INTERSECTION WITH/OR BETWEEN: Madison Avenue | CASE No.: _____ FILE: _____ BY: _____ DATE: _____ |
|--|--|--|

| TIME PERIOD | | | No. OF MONTHS: | No. of VEHICLES | SEVERITY | ENVIRONMENTAL: | | | | Light Conditions: | | Roadway Character: | | Roadway Surface Condition: | | Weather: | |
|-------------|------------|---|----------------|-----------------|----------|---|------|---|-------------------|--|---------|--|--------------|----------------------------|-------------|------------------|--|
| FROM: | TO: | Use Codes from MV 104 (shown at right) for these categories | | | | 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted | | 1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest | | 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other | | 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other | | | | | |
| 01/01/2019 | 12/31/2021 | ACCIDENT No. | | | | DATE | TIME | LIGHT CONDITIONS | ROADWAY CHARACTER | ROADWAY SURFACE CONDITION | WEATHER | APPARENT CONTRIBUTING FACTORS | DIRECTION | TYPE ¹ | DESCRIPTION | REFERENCE MARKER | |
| 1 | 02/04/19 | 6:00 | 2 | PDO | 4 | 1 | 2 | 1 | 17 | | 1 | Right turn (with other car) | 352 62022017 | | | | |
| 2 | 02/10/19 | 18:33 | 2 | PDO | 4 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022017 | | | | |
| 3 | 02/28/19 | 16:09 | 2 | PDO | 1 | 1 | 1 | 1 | Unknown | | 1 | Right angle | 352 62022017 | | | | |
| 4 | 03/22/19 | 16:25 | 1 | I | 1 | 1 | 2 | 2 | 7 | | 1 | Right angle | 352 62022017 | | | | |
| 5 | 08/18/19 | 14:20 | 2 | PDO | 1 | 1 | 1 | 1 | 7 | | 1 | Right angle | 352 62022017 | | | | |
| 6 | 10/13/19 | 9:22 | 2 | PDO | 1 | 1 | 1 | 2 | 9 | | 1 | Rear End | 352 62022017 | | | | |
| 7 | 10/27/19 | 23:21 | 1 | I | 4 | 1 | 1 | 1 | 17 | | 2 | Pedestrian | 352 62022017 | | | | |
| 8 | 11/05/19 | 17:47 | 2 | PDO | 4 | 1 | 2 | 2 | 3 | | 1 | Rear End | 352 62022017 | | | | |
| 9 | 12/19/19 | 16:08 | 2 | PDO | 1 | 1 | 1 | 1 | 9 | | 1 | Rear End | 352 62022017 | | | | |
| 10 | 12/22/19 | 15:54 | 2 | I | 1 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022017 | | | | |
| 11 | 01/23/20 | 12:19 | 2 | PDO | 1 | 1 | 1 | 2 | 3 | | 1 | Rear End | 352 62022017 | | | | |
| 12 | 02/17/20 | 17:45 | 2 | PDO | 1 | 1 | 1 | 1 | 9 | | 1 | Rear End | 352 62022017 | | | | |
| 13 | 02/27/20 | 15:44 | 3 | PDO | 1 | 1 | 1 | 2 | 9 | | 1 | | 352 62022017 | | | | |
| 14 | 03/30/20 | 16:43 | 2 | PDO | 1 | 1 | 1 | 1 | 9 | | 1 | Rear End | 352 62022017 | | | | |
| 15 | 06/19/20 | 15:08 | 2 | PDO | 1 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022017 | | | | |
| 16 | 08/07/20 | 14:33 | 2 | PDO | 1 | 1 | 1 | 2 | 9 | | 1 | Rear End | 352 62022017 | | | | |
| 17 | 08/31/20 | 15:45 | 2 | PDO | 1 | 1 | 1 | 2 | 13 | | 3 | Bicycle | 352 62022017 | | | | |
| 18 | 10/09/20 | 22:01 | 2 | PDO | 4 | 1 | 1 | 1 | 9 | | 1 | Rear End | 352 62022017 | | | | |
| 19 | 11/04/20 | 15:10 | 2 | PDO | 1 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022017 | | | | |
| 20 | 11/05/20 | 8:20 | 2 | PDO | 1 | 1 | 1 | 1 | 9 | | 1 | Rear End | 352 62022018 | | | | |
| 21 | 12/13/20 | 17:22 | 2 | PDO | 4 | 1 | 1 | 1 | 7 | | 1 | Right angle | 352 62022017 | | | | |
| 22 | 01/28/21 | 9:06 | 2 | PDO | 1 | 1 | 1 | 1 | 9 | | 1 | Rear End | 352 62022017 | | | | |

| | | | | | | | | | | | | | |
|----|----------|-------|---|-----|---|---|---|---|-------|--|---|-------------|--------------|
| 23 | 01/31/21 | 21:40 | 2 | PDO | 4 | 1 | 4 | 4 | 19 | | 1 | Right angle | 352 62022017 |
| 24 | 02/18/21 | 15:29 | 1 | PDO | 1 | 1 | 2 | 2 | 7, 66 | | 3 | Bicycle | 352 62022017 |
| 25 | 04/21/21 | 11:26 | 2 | PDO | 1 | 1 | 4 | 5 | 9 | | 1 | Rear End | 352 62022017 |
| 26 | 04/28/21 | 17:50 | 2 | PDO | 1 | 1 | 2 | 3 | 19 | | 1 | Rear End | 352 62022017 |
| 27 | 05/09/21 | 10:24 | 2 | PDO | 1 | 1 | 1 | 2 | 9 | | 1 | Rear End | 352 62022017 |
| 28 | 06/14/21 | 16:00 | 2 | PDO | 1 | 1 | 1 | 1 | 9 | | 1 | Rear End | 352 62022017 |
| 29 | 07/09/21 | 18:40 | 2 | PDO | 1 | 1 | 1 | 1 | 17 | | 1 | Right angle | 352 62022017 |
| 30 | 09/01/21 | 15:57 | 1 | PDO | 1 | 1 | 2 | 3 | 14 | | 3 | Bicycle | 352 62022017 |
| 31 | 11/18/21 | 16:45 | 2 | PDO | 3 | 1 | 2 | 3 | 9 | | 1 | Rear End | 352 62022017 |

DIAGRAM No.:

| COUNTY: <u>Chemung</u> P.I.N.: <u>6755.13</u> | | | ROUTE NO. OR STREET NAME: East Water Street | | | | | CASE No.: _____ | | | | | | |
|---|----------|-------|---|----------|---|-------------------|--|-----------------|---|-----------|--|-------------|--|--|
| CITY OF <u>Elmira</u> | | | AT INTERSECTION WITH/OR BETWEEN: Lake Street to Madison Avenue | | | | | FILE: _____ | | | | | | |
| TIME PERIOD FROM: <u>01/01/2018</u> TO: <u>03/31/2021</u> | | | No. of VEHICLES | SEVERITY | ENVIRONMENTAL: Use Codes from MV 104 (shown at right) for these categories | | Light Conditions: 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted | | Roadway Character: 1. Straight & Level 2. Straight & Grade 3. Straight & Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve & Hillcrest | | Roadway Surface Condition: 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other | | Weather: 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other | |
| No. OF MONTHS: | | | | | LIGHT CONDITIONS | ROADWAY CHARACTER | ROADWAY SURFACE CONDITION | WEATHER | APPARENT CONTRIBUTING FACTORS | DIRECTION | *Use Codes from MV 104 Police Report | | REFERENCE MARKER | |
| ACCIDENT No. | DATE | TIME | No. of VEHICLES | SEVERITY | LIGHT CONDITIONS | ROADWAY CHARACTER | ROADWAY SURFACE CONDITION | WEATHER | APPARENT CONTRIBUTING FACTORS | DIRECTION | TYPE ¹ | DESCRIPTION | REFERENCE MARKER | |
| 1 | 02/12/20 | 8:09 | 1 | PDO | 1 | 1 | 1 | 1 | 3 | | 11 | | 352 62022017 | |
| 2 | 05/05/21 | 13:34 | 1 | PDO | 1 | 1 | 2 | 3 | 18 | | 16 | | 352 62022016 | |

APPENDIX D
PAVEMENT INFORMATION



500 CANAL VIEW BOULEVARD
ROCHESTER, NY 14623
585.252.6879
whitestoneassoc.com

May 24, 2023

via email

ERDMAN ANTHONY
145 Culver Road
Suite 200
Rochester, New York 14620

Attention: Ms. Amy C. Blackmon, P.E.
Design Engineer

**Regarding: LIMITED PAVEMENT INVESTIGATION
EAST WATER STREET REJUVENATION PROJECT - PIN 6755.13
BETWEEN CLEMENS CENTER PARKWAY & MADISON AVENUE
ELMIRA, CHEMUNG COUNTY, NEW YORK
WHITESTONE PROJECT NO.: GR2320373.000**

Dear Ms. Blackmon:

The following summarizes the results of the limited pavement investigation recently completed by Whitestone Associates Engineering & Geology NY, PLLC (Whitestone) at various locations along East Water Street in the City of Elmira, New York. This investigation was completed in general accordance with Whitestone's March 4, 2023 proposal.

PROJECT DESCRIPTION

The project site is located along East Water Street between Clemens Center Parkway and Madison Avenue in Elmira, Chemung County, New York. The existing road is a four-lane roadway (two lanes in each traffic direction). The existing pavement exhibits distress including cracking and requires rehabilitation. Whitestone was requested to investigate the existing pavement conditions including the underlying subbase.

METHOD OF INVESTIGATION

Whitestone performed an initial site visit to review and mark out the anticipated core locations as indicated on the prints provided by Erdman Anthony. A total of four core locations were marked out within the area of interest. The New York "DIG-SAFE" (811) was contacted by Whitestone for public utility clearance at each of the core locations.

A portable coring machine equipped with a six-inch (nominal) ID diamond thin-wall core barrel was then utilized to advance through the existing pavement section. The cores were extracted and retained for photographing and measurements. The underlying subbase materials were then excavated by hand to a depth of approximately 18 inches below the top of the pavement surface. A representative portion of the subbase materials were obtained and visually classified. The resultant core locations were then backfilled and patched with a quick setting non-shrink grout.

Office Locations:

NEW JERSEY

PENNSYLVANIA

MASSACHUSETTS

CONNECTICUT

FLORIDA

NEW HAMPSHIRE

NEW YORK

SUMMARY OF RESULTS

The ensuing table briefly summarizes the findings of the investigation completed as part of this project:

| CORE ID WITH TOTAL PAVEMENT THICKNESS | ASPHALT | CONCRETE (if encountered) | SUBBASE |
|--|---|---|------------------------------------|
| C-1 – 11.5 inches | 3.5-inch thick wearing course (2-inch overlay and 1 ½- inch wearing course) overlying 8-inch thick base course (two 4-inch thick lifts) | Not encountered | Coarse gravel and sand, trace silt |
| C-2 – 10.5 inches | 3-inch thick wearing course (assumed) - irregular joint between asphalt and concrete | 7.5 inches - mesh noted at approximately 7.75 inches from asphalt surface | Coarse gravel and sand, some silt |
| C-3 – 11 inches | 2.5-inch thick wearing course | 8.5 inches – mesh noted at approximately 6.75 from asphalt surface | Coarse gravel and sand, trace silt |
| C-4 – 12 inches | 4-inch thick (2-inch wearing course and 2-inch base coarse) | 8 inches – mesh noted at approximately 8.5 from surface | Coarse gravel and sand, some silt |

Plans depicting the core locations, photographs of the core location and photographs of the recovered pavement cores and subbase materials are attached as part of this report.

Whitestone appreciated the opportunity to be of service to Erdman Anthony. Please feel free to contact the undersigned with any questions regarding this summary report.

Sincerely,

WHITESTONE



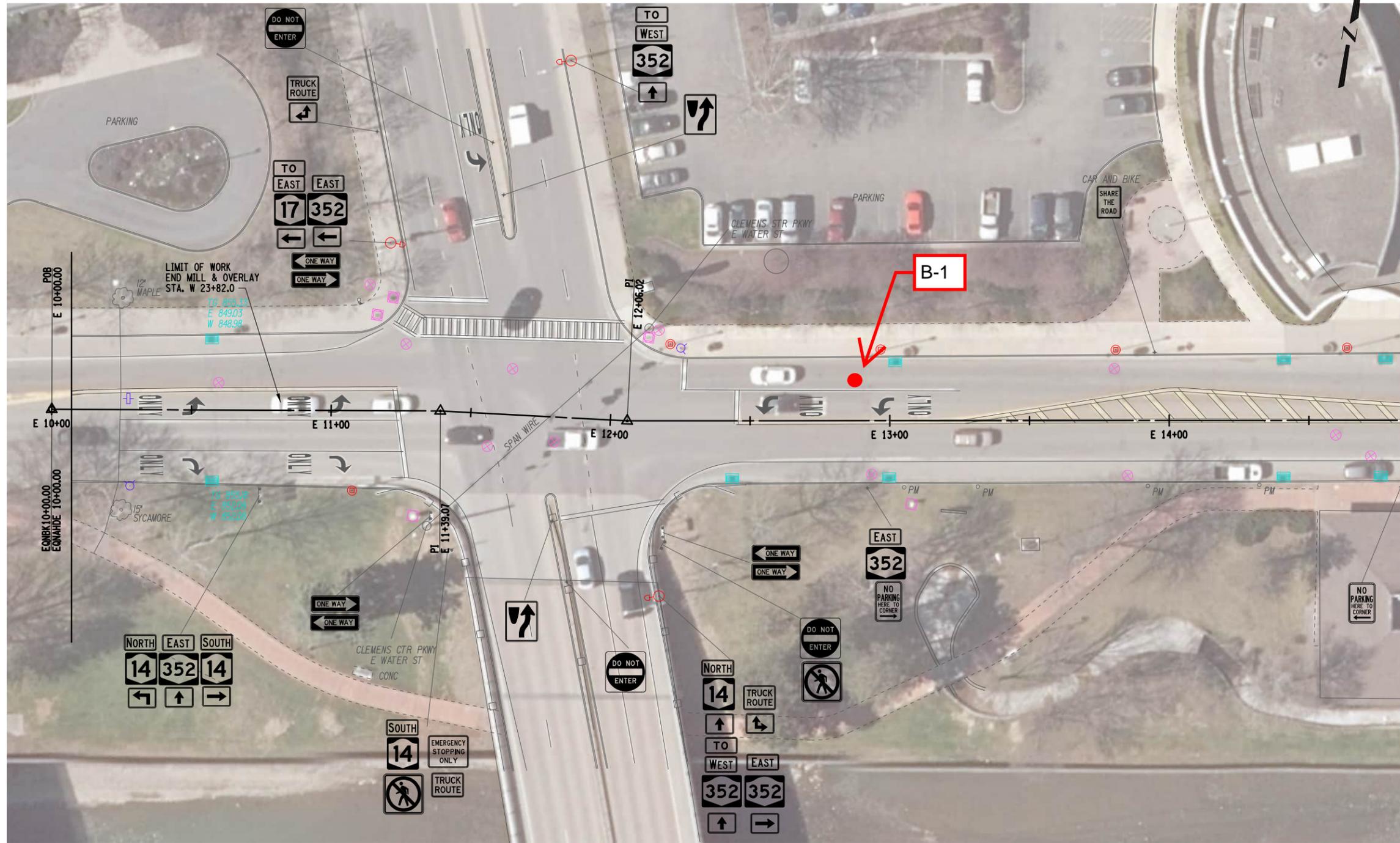
Charles B. Guzzetta, P.G.
 Regional Manager, Upstate New York



Ryan R. Roy, P.E.
 Vice President

ATTACHMENTS

ATTACHEMENTS
Site Plans, Location Photographs,
Recovered Core Photographs
(Arranged by Location)



MATCH TO DWG NO. PL-02



ERDMAN ANTHONY
 145 Culver Road, Suite 200
 Rochester, NY 14620
 [T] 585.427.8888
 [F] 585.427.8914
 erdmananthony.com

DATE _____ DATE _____

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209.

| REVISIONS | | | |
|-----------|-------------|----|------|
| NO. | DESCRIPTION | BY | DATE |
| | | | |
| | | | |

CLIENT



CITY OF ELMIRA

PROJECT NAME
 EAST WATER STREET

DRAWING TITLE
 ROADWAY PLAN

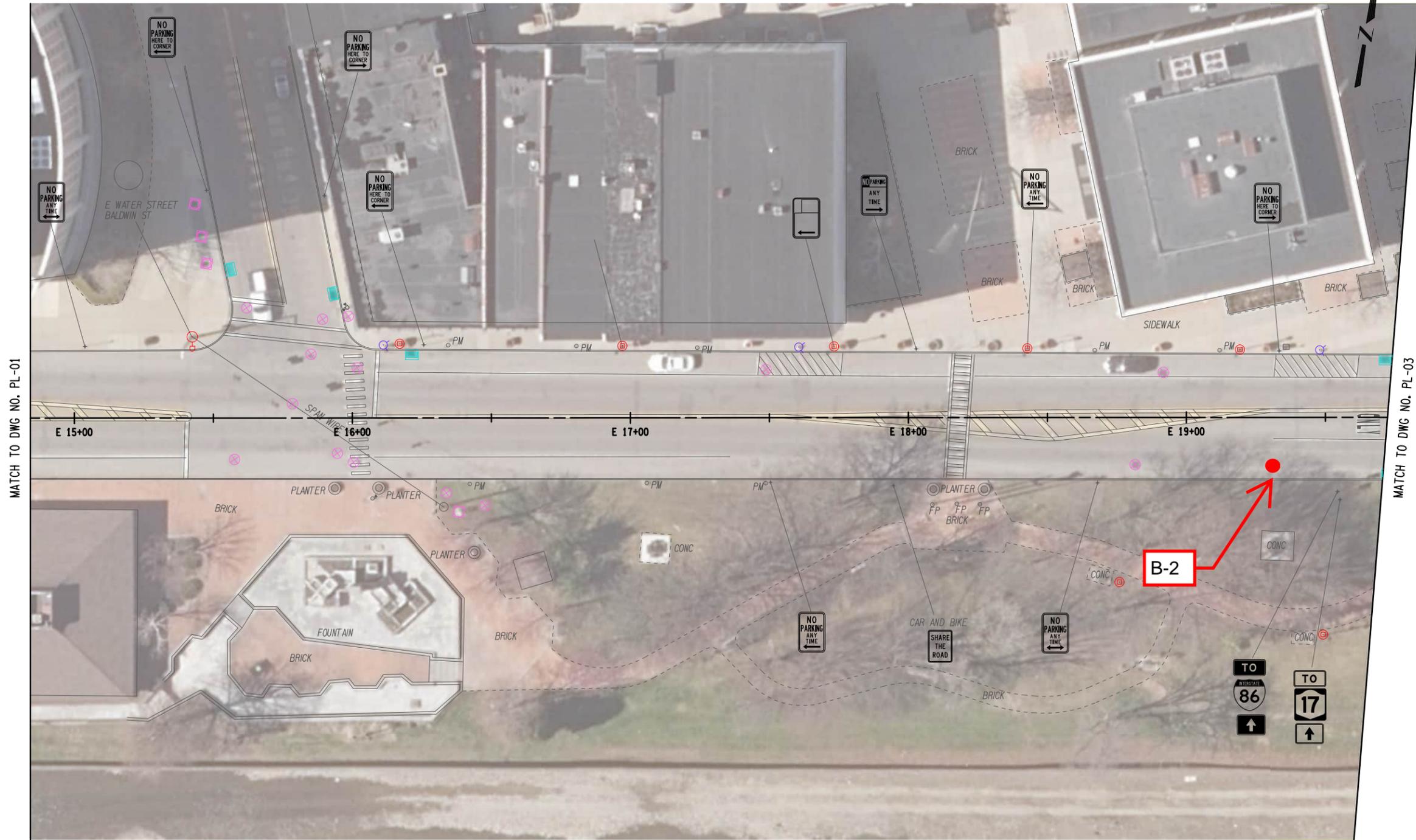
| | |
|--------------------|-----------------------------|
| SCALE 1" = 20' | DATE JANUARY 2023 |
| P.I.N. XXXX.XX | EAA PROJECT NO. 19697.00 |
| SHEET NO. OF XX | DRAWING NO. PL-01 |



LOCATION PHOTOGRAPH B-1 - East Water Street (west bound) in right turn lane approx. 75' east of Clemens Center Pkwy.



CORE PHOTOGRAPH B-1 (East Water Street approx. 75 east of Clemens Ctr. Rd. in right turn lane)
11 1/2" total pavement depth : 3 1/2" wear course (2" and 1 1/2" layers) and 8" coarse base (4" and 4" layers)
Subbase 11 1/2" to 18" c



ERDMAN ANTHONY
 145 Culver Road, Suite 200
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 erdmananthony.com

DATE _____ DATE _____

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| REVISIONS | | | |
|-----------|-------------|----|------|
| NO. | DESCRIPTION | BY | DATE |
| | | | |
| | | | |

CLIENT



CITY OF ELMIRA

PROJECT NAME
 EAST WATER STREET

DRAWING TITLE
 ROADWAY PLAN

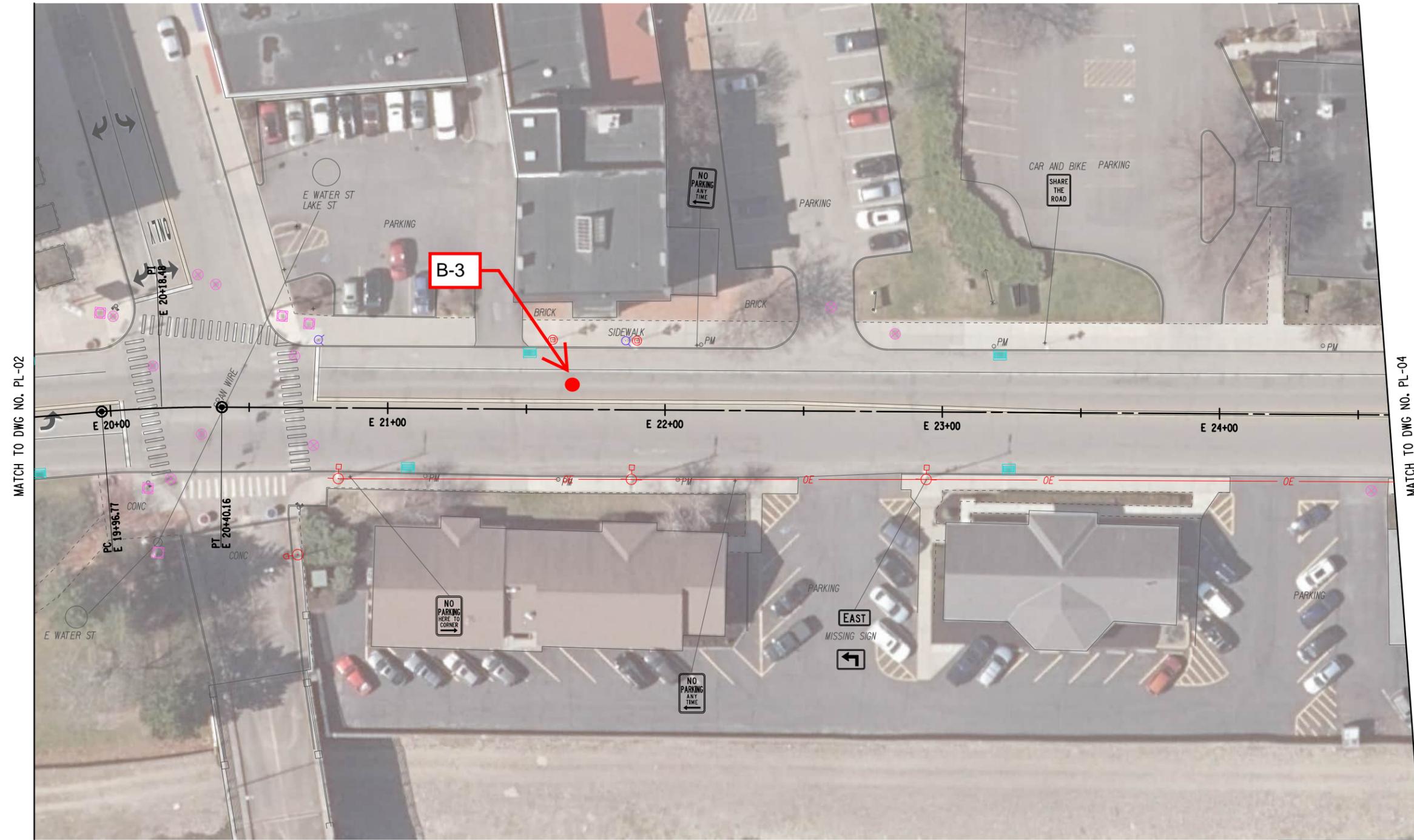
| | |
|--------------------|-----------------------------|
| SCALE 1" = 20' | DATE JANUARY 2023 |
| P.I.N. XXXX.XX | EAA PROJECT NO. 19697.00 |
| SHEET NO. OF XX | DRAWING NO. PL-02 |



LOCATION PHOTOGRAPH B-2 - Across from 333 East Water Street (east bound) in curb lane



CORE PHOTOGRAPH B-2 - Across from 333 East Water Street in east bound right lane
10 1/2" total pavement depth : 3" wear course, joint and 7 1/2" concrete (mesh noted at 7 3/4" depth)
Subbase : 10 1/2" to 18"



ERDMAN ANTHONY
 145 Culver Road, Suite 200
 Rochester, NY 14620
 [T] 585.427.8888
 [F] 585.427.8914
 erdmananthony.com

DATE _____ DATE _____

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| REVISIONS | | | |
|-----------|-------------|----|------|
| NO. | DESCRIPTION | BY | DATE |
| | | | |
| | | | |

CLIENT

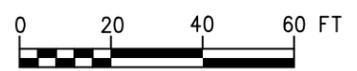


CITY OF ELMIRA

PROJECT NAME
 EAST WATER STREET

DRAWING TITLE
 ROADWAY PLAN

| | |
|--------------------|-----------------------------|
| SCALE 1" = 20' | DATE JANUARY 2023 |
| P.I.N. XXXX.XX | EAA PROJECT NO. 19697.00 |
| SHEET NO. OF XX | DRAWING NO. PL-03 |



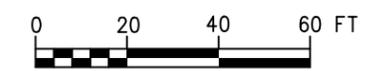
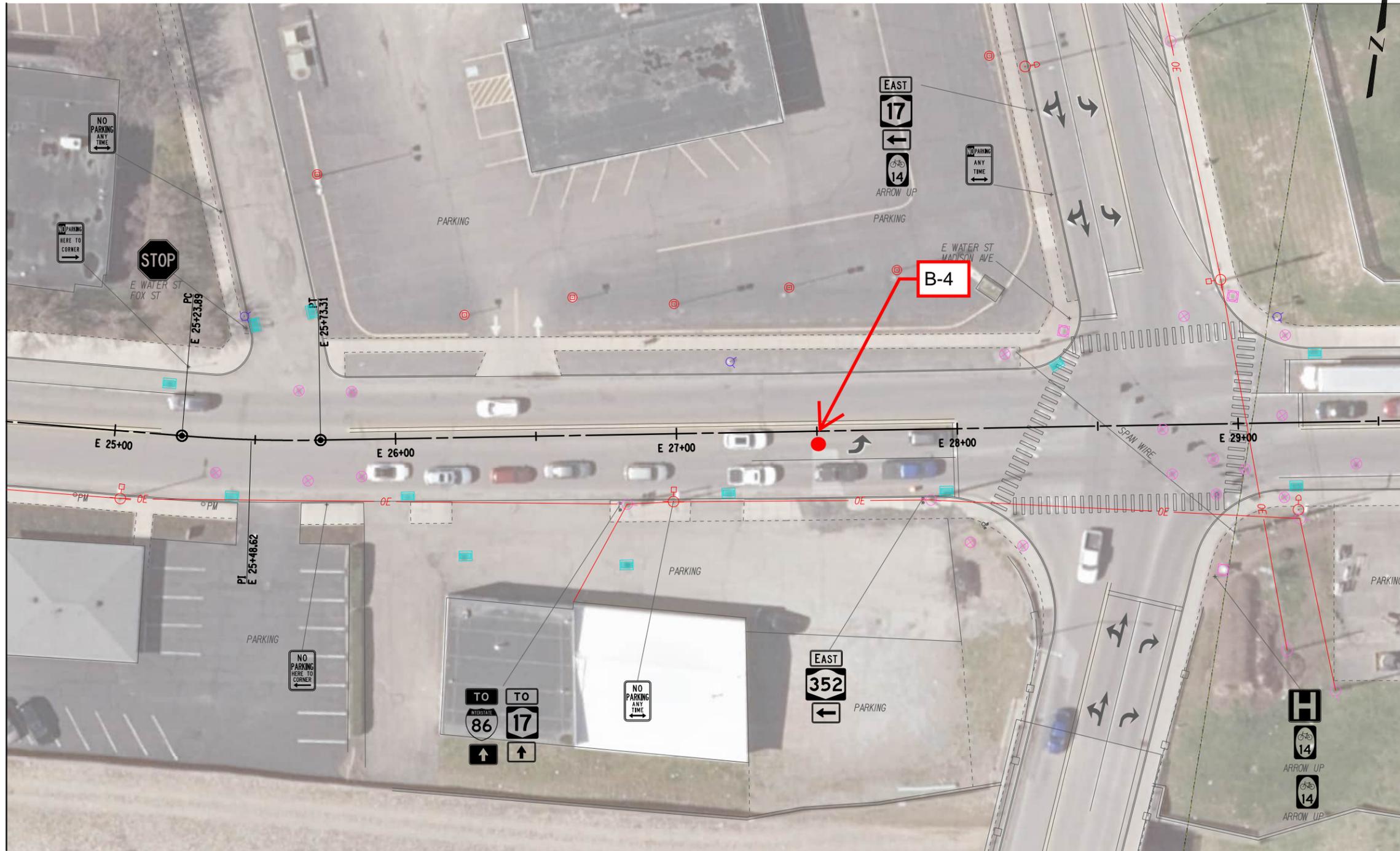


LOCATION PHOTOGRAPH B-3 - Front of 415 East Water Street (west bound) in center of lane



CORE PHOTOGRAPH B-3 - Front of 415 East Water Street in center of westbound lane
11" total pavement depth : 2 1/2 " asphalt wear course, joint and 8 1/2" concrete (mesh noted at 6 3/4" depth)
Subbase : 11" to 18"

MATCH TO DWG NO. PL-03



ERDMAN ANTHONY
 145 Culver Road, Suite 200
 Rochester, NY 14620
 [T] 585.427.8888
 [F] 585.427.8914
 erdmananthony.com

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| REVISIONS | | | |
|-----------|-------------|----|------|
| NO. | DESCRIPTION | BY | DATE |
| | | | |
| | | | |

CLIENT

 CITY OF ELMIRA

PROJECT NAME
 EAST WATER STREET

DRAWING TITLE
 ROADWAY PLAN

| | |
|--------------------|-----------------------------|
| SCALE 1" = 20' | DATE JANUARY 2023 |
| P.I.N. XXXX.XX | EAA PROJECT NO. 19697.00 |
| SHEET NO. OF XX | DRAWING NO. PL-04 |



LOCATION PHOTOGRAPH B-4 - Front of 456 East Water Street (East bound) in center of left turn lane west of Madison



CORE PHOTOGRAPH B-4 - Front of 456 East Water Street (East bound) in center of left turn lane approx 75' west of Madison
12" total pavement depth : 4" asphalt wear course (2" topping overlying 2" base) and 8" concrete (mesh noted at 8 1/2" depth)
Subbase : 12" to 18" c

03/22/2023

General

Region: 6 County: Chumung Route No.: 352 PIN: 6755.13

Project Description: East Water Street Rejuvenation

Begin RM: 62022014 End RM: 62022017 Total Length: 0.30 miles

Latest Pavement Rehabilitation/Treatment Date(s):

Original Contract Date(s):

Related Pavement Data:

Traffic AADT (Range): 9928 Date: 2018 % Trucks: 5%

Sufficiency Rating Surface Score: 5 Date: 2019

Roadway Features

Roadway: Divided Non-Divided
Median: Flush Raised Concrete Median Barrier
Curbs: Mountable Non-Mountable HMA PCC Stone
Gutter: None Present Location:
MIARDS/CARDS: None Present Location:

Travel Lanes:

Number: 2 Width(s): 12'-16'

Type: Reinforced PCC Non-Reinforced PCC HMA HMA over PCC

Thickness (normal): Total: (HMA: PCC:)

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type: Dowels 2 Component

Transverse Joints: Contraction Expansion

Subbase: Type: Thickness (nominal):

Shoulders:

Type: HMA PCC Gravel Thickness:

Surface Treatment/Stabilized Gravel Thickness:

Width: Left: Right:

Drainage Type: Open System Closed System

PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PETSr)

03/22/2023

| PAVEMENT DISTRESS | SEVERITY – Typical for Length of Project | | | | COMMENTS |
|-----------------------|--|---|---------------------------------|--|----------|
| Wheelpath Cracking | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input checked="" type="checkbox"/> High | |
| Transverse Cracking | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input checked="" type="checkbox"/> High | |
| Longitudinal Cracking | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input checked="" type="checkbox"/> High | |
| Edge Cracking | <input type="checkbox"/> None | <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Raveling | <input checked="" type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Rutting | <input checked="" type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Corrugations | <input checked="" type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Settlements/Heaves | <input type="checkbox"/> None | <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Other | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |

| SHOULDER DISTRESS | SEVERITY – Typical for Length of Project | | | | COMMENTS |
|-------------------|--|------------------------------|---------------------------------|-------------------------------|----------|
| Cracking | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Separation | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Drop Off | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |
| Deformation | <input type="checkbox"/> None | <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | |

EXISTING PAVEMENT CONDITION REMARKS:

The pavement exhibits high distress within the project limits including wheelpath, transverse and longitudinal cracking. There are also areas of patching and settlement cracking at utility manholes

EXISTING SHOULDER REMARKS:

REMARKS AND PAVEMENT RECOMMENDATIONS:

Full depth reconstruction is recommended. See attached ESAL calculations for recommended pavement thickness

GEOTECHNICAL REMARKS AND RECOMMENDATIONS:

03/22/2023

Treatment Options:

1. See above pavement recommendations
- 2.
- 3.

Results of Life Cycle Cost Analysis:

Recommendations:

If you have any questions regarding this report, please contact _____ at _____.

Prepared by: Amy Blackmon, PE
Date: 3/31/2023

Approved by:
Date:

**Professional Engineering Seal for Recommendations to Use Beyond
Preservation Treatments:**

APPENDIX E
STAKEHOLDERS AND PUBLIC INPUT



Project Objectives

The project includes the following primary objectives:

- Improve pedestrian facilities and improve the safety of pedestrian, bicycle and motor vehicle traffic.
- Improve landscaping and aesthetics of the corridor to establish community identity.
- Provide a pavement surface that increases the service life and rideability of East Water Street.

Proposed Improvements

Full Depth Reconstruction with Streetscape Improvements

The pavement of East Water Street would be full-depth reconstructed to significantly improve service life, ride quality, friction, and cross slope of the roadway.

- Streetscape improvements consisting of curbed bump-outs would increase safety by reducing crossing time for pedestrians and encourage lower vehicle speeds and enhance the identity of the City.
- New sidewalks and curb ramps would be installed according to American Disabilities Act Accessibility Guidelines (ADAAG).
- Parking on the south side of East Water Street would be restricted in order to develop necessary space for wider sidewalks in front of businesses.
- Back-in angle parking would be provided on the south side of East Water Street, adjacent to the park.
- Landscape elements including street trees and low-level plantings would be installed along the roadside. Pedestrian furnishings in the form of trash receptacles, benches, tables, bike racks and meter-free parking would also be installed.
- Bicyclists would be accommodated in a combination of dedicated bike lanes and an upgraded wide travel lane where motor vehicles and bicycles can safely share the roadway.
- Traffic signs would be upgraded to meet current MUTCD standards.

Anticipated Project Schedule:

Complete Detailed Design:

November 2023

Construction Start:

Spring 2024

Construction Complete:

Fall 2024

For Further Information Please Contact:

Andy Avery

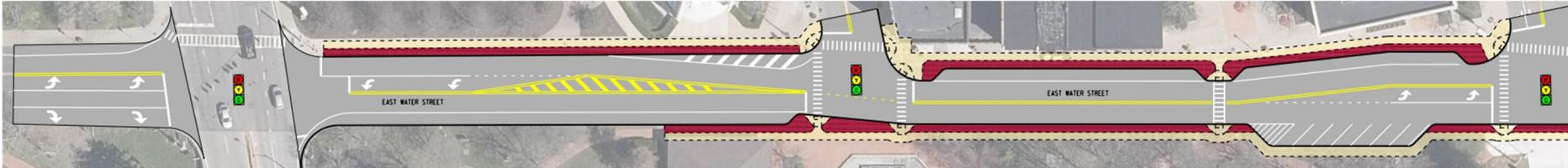
Public Works Commissioner

AAvery@chemungcountyny.gov

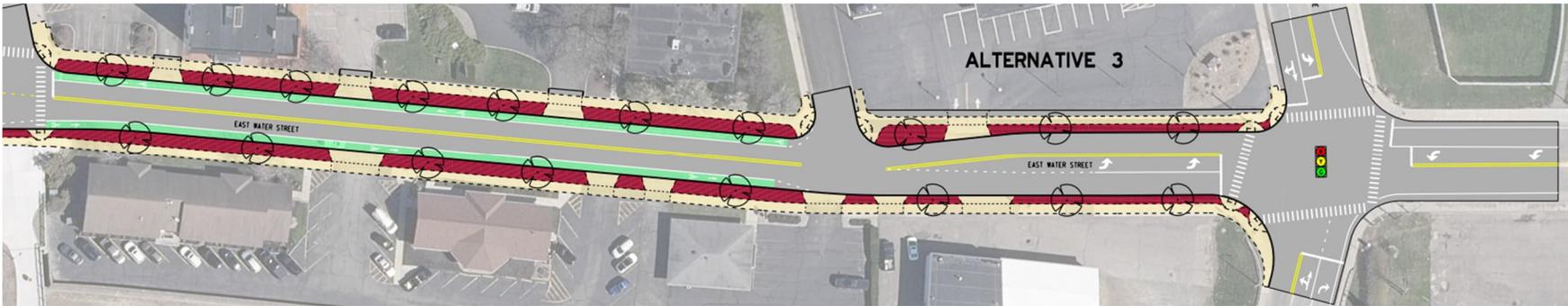
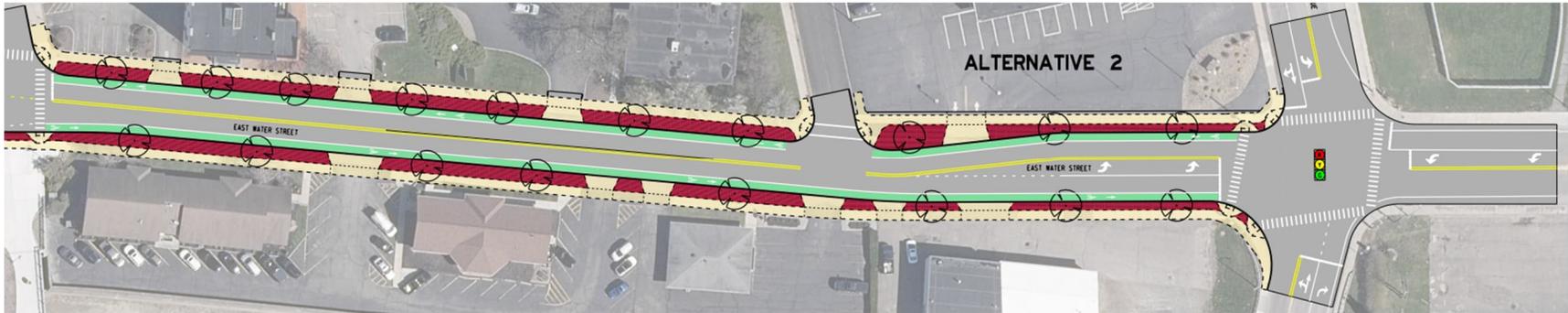
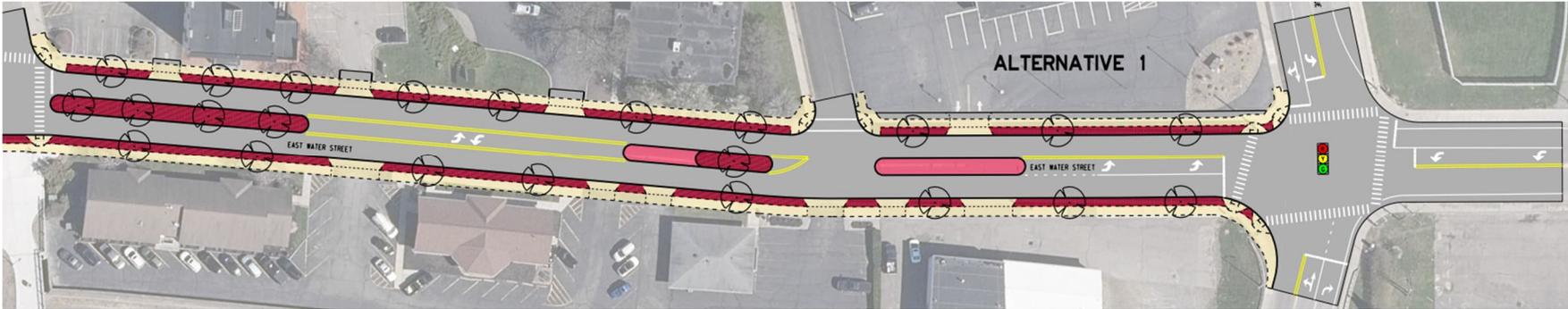
803 Chemung Street
Horseheads, NY 14845

Phone: 607-739-3896

Clemens Center Parkway to Lake Ave — All Alternatives



Lake Ave to Madison Ave



Public Open House Comments Summary



| | | | |
|---------------|---|--------------|--|
| Date: | February 28, 2023 | Location: | Steele Memorial Library, Teams online |
| Project Name: | East Water Street Rejuvenation Project | Project No.: | PIN 6755.13 |
| Subject: | Public Information Meeting | Scribe: | A. Blackmon |

Paul Presutti presented a Powerpoint slideshow describing the project and three alternatives. At this point, we are in the design report phase and this public meeting/open house is designed to get input from the community regarding thoughts on the project and the presented alternatives. The following items were discussed:

- The portion of the corridor between Clemens Center and Lake is the same for all three alternatives. It includes adding a stamped concrete snow storage area and bump outs at the crosswalks. It also removes the existing parallel parking spaces on the south side of the street between Baldwin and Lake and adds back-in parking spaces just west of Lake St.
- A general description of the alternatives between Lake and Madison follows:
 - a. Alternative 1: Removal of on-street parking, combination of full height and flush median islands.
 - b. Alternative 2: Removal of on-street parking, no median islands, addition of bicycle lanes from Lake to Madison.
 - c. Alternative 3: Same as alternative 2 with the bicycle lanes ending at Fox St and shared use lanes from Fox to Madison.

Following the presentation was an open house to allow the community to review the design alternatives and make comments, give feedback and ask questions. A project brochure and blank comment sheet was handed out to each attendee. These documents are attached. The sign in sheet was also signed by all attendees. The sign-in sheet is attached. A project scroll plot of each alternative and typical section drawings were displayed in the room. Many comments were received either at the meeting or as follow up emails. Below is a summary of the letters and comments received. Also included is a response from the design team.

1. Kathleen Beard, 616 Penna Ave: No islands – create hazards. Local contractors? Alternative 2 looks like best choice.

Contractors are selected based on bidding on the project, so we cannot guarantee a local contractor, as projects with federal funds have strict requirements that some local contractors cannot meet. We will take note of your preference for alternative 2 and to not have median islands.

2. Kylene Kiah, Elmira Downtown Development: Please add the parking back on the south side of Turtle Leaf. The commercial property deserves easy access for customers. This is an issue on W. Water St.

The number of parking spaces between Clemens Center and Lake will actually increase in our proposed layout. That is due to the addition of back-in parking, utilizing bump outs to define parking near intersections and moving the two hydrants from the north side to the south side and gaining parking where they were located. We will keep the amount of parking spaces in mind as we move on to final design.

3. Jennifer McGonegal, Elmira Downtown Development/Chemung Chamber: Concerned about losing spaces on south side of East Water Street. Perhaps include 4-6 spaces between the fountain and middle of park.

See response to comment above.

4. Patsy Stowell, 1531 W Water St: Alternative 2 gets my vote – bicycle lanes, wonderful trees. I would vote against the dual height islands. It seems the at-grade areas would be very confusing for drivers going into and out of the driveways.

Thank you for your comments. We will take into consideration the confusion that may be caused by dual height median islands.

5. Joe Castellino, 362 W Clinton St: I like the idea of having bike lanes on the inside of parked cars and traffic lanes.

The current alternatives do not have parking in the blocks that there are proposed bike lanes. Adding back parking between Lake and Madison would not allow the roadway to be narrowed or leave space for snow storage space and the proposed trees. In general, this would not allow any real transformation of the corridor.

6. Linda and Ed Huffner, 100 West Water St: Although the medians and landscaping are aesthetically pleasing, we have noticed safety issues on West Water St such as: no room for emergency vehicles to pass and tight space for bicyclists in the lane with cars.

We will take note of your preference from no median islands and ensure that any alternative has space for emergency vehicles.

7. Joe Valicenti, Valicenti Advisory Services, Inc., 400 East Water Street: We really do need our parking spaces on Water Street, even if it's only 4 near Madison Ave. Across from Swan and Sons should have back-in parking spaces as well.

See response to comment 2 above. We will look into adding additional parking and will keep this in mind as we continue to final design phase.

8. Walter Booth: Not everyone is in favor of the center islands, but they are a nice touch. I suggest level dividers that can be driven over to cross or allow a turning vehicle to wait. I feel the bike path is only

needed on the south side. Instead of the trees in the middle of the street, plant more along the sidewalks. If possible, add more parking.

We will take note of your preference for flush median islands and additional trees along the sidewalk. See response to comment 2 above about parking.

9. Other verbal comments included:

- a. Would like to see more back-in diagonal parking on the south side of the street, down by the fountain, so it better serves Turtle Leaf.
- b. Like the addition of trees to the portion between Lake and Madison.
- c. Like Alternative 2 the best because of the addition of bicycle lanes.
- d. Would like to see more of a buffer space between bicycles and vehicles.

This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please inform the author within five days of receiving the minutes.



Amy Blackmon, PE

APPENDIX F
RIGHT-OF-WAY INFORMATION

| TABLE OF RELEASES | | | | |
|---|---------------------------------------|------------------|---------------------------|----------------------|
| ADDRESS | REPUTED OWNER | SHEET NO. | PURPOSE OF RELEASE | DATE OBTAINED |
| 250 East Water St | Citizens & Northern Bank | PL-1 | 1 | |
| 301 East Water St | Chemung Canal Trust Company | PL-2 | 1 | |
| 307 East Water St | Mallouk Abdelkader | PL-2 | 1 | |
| 309 East Water St | Swan & Sons - Morss Co Inc. | PL-2 | 1 | |
| 311-315 East Water St | Elmira Savings Bank | PL-2 | 1 | |
| 150 East Water St | 150 Baldwin LLC | PL-2 | 1 | |
| 333-335 East Water St | Elmira Savings Bank | PL-2 | 1 | |
| 100 Lake Street | Elmira Savings Bank | PL-3 | 1 | |
| 400 East Water St | Vasi Properties LLC | PL-3 | 1 | |
| 415 East Water St | Chemung Co. Historical Society | PL-3 | 1 | |
| 425 East Water St | Chemung County | PL-3 | 1 | |
| 440 East Water St | Lena & Tyler Enterprises LLC | PL-3 | 1 | |
| 445 East Water St | Turning Point of the Finger Lakes LLC | PL-3 | 1 | |
| 446 East Water St | S Pace Properties LLC | PL-4 | 1 | |
| 450 East Water St | Richard R. Gerard Jr. | PL-4 | 1 | |
| 465 East Water St | Chemung Properties LLC | PL-4 | 1 | |
| 501 East Water St | Elmira Housing Authority | PL-3 | 1 | |
| PURPOSE OF RELEASE: 1. RE-ESTABLISH APPROACHES TO PRIVATE LAND 2. PLANT TREES & SHRUBS 3. GRADE AND ESTABLISH TURF 4. REPLACE ELECTRICAL, GAS, TELEPHONE, WATER, OR SEWER CONNECTIONS TO PRIVATE PROPERTY 5. REMOVE UNSOUND OR HAZARDOUS TREES | | | | |

| TABLE OF RIGHT OF WAY | | | | |
|------------------------------|-----------------------------|------------------|----------------|----------------------|
| ADDRESS | REPUTED OWNER | SHEET NO. | TYPE OF | DATE OBTAINED |
| 211 East Water St | Chemung Canal Trust Company | PL-1 | FEE | |

APPENDIX G
OTHER

PIN 6755.13
East Water Street Downtown Rejuvenation

Section 4 (f) Evaluation

***De Minimis* Evaluation**

***De Minimis* Section 4(f) for the East Water Street Downtown Rejuvenation Project, NY State Route 14 to Madison Avenue, Mark Twain River Front Park, City of Elmira, Chemung County, New York
PIN 6755.13.**

FHWA issued guidance on December 13, 2005 for simplifying the process and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). The guidance came from the amendment of existing 4(f) legislation through adoption of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This revision of Section 4(f) legislation provides that once the U.S. Department of Transportation (DOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. Consequently, although some impacts may be unavoidable (and would be minimized or mitigated), avoidance alternatives would not need to be developed if a *de minimis* determination is made.

Mark Twain River Front Park

Mark Twain River Front Park is a City of Elmira Park located in downtown Elmira. It is bound by Lake Street and North Main Street to the east and west, and East Water Street and the Chemung River to the north and south. The park consists of 4.12 acres. Overall, the park is generally linear with 1,620 feet of frontage along East Water Street.

Generally, the park contains a walking trail, benches, trash receptacles, landscaping, water features, lighting, and artwork. Picnic tables are also scattered throughout the park. Recreational activities provided at Mark Twain River Front Park are primarily pedestrian related activities.

Automobile parking is not provided at Mark Twain River Front Park thus pedestrian traffic is the primary means of public access.

1. Applicability

The Section 4(f) *De Minimis* Evaluation may be applied for this project since it involves the use of a portion of a Section 4(f) resource, Mark Twain River Front Park, for the reconstruction of East Water Street between NY State Route 14 and Madison Avenue. Mark Twain River Front Park is located along the eastern 600 feet of the proposed project between NY State Route 14 and Madison Avenue.

The Section 4(f) land is a publicly owned City of Elmira Park managed by the City of Elmira Department of Buildings & Grounds. The 4(f) lands are directly adjacent to the existing highway, East Water Street.

The project will reconstruct or rehabilitate East Water Street from New York State Route 14 to Madison Avenue. This project includes full depth pavement reconstruction of East Water Street between Clemens Center Parkway and Madison Avenue. Streetscape improvements that consist of curb bump-outs, roadway narrowing, sidewalk reconstruction and various landscape elements will also be included to provide traffic calming along the corridor.

The proposed East Water Street Rejuvenation Project would have a minor impact to the Park in two locations. Near the intersection of Lake Street and East Water Street, sidewalk and streetscape improvements are proposed. In this location, diagonal parking would be constructed generally within the highway boundary. Work within the park boundary is also necessary to provide a continuous sidewalk throughout the park and along East Water Street. Approximately 900 square feet impact beyond the highway boundary is proposed at this location. The proposed impacts include asphalt for the diagonal parking and a combination of brick and concrete sidewalk. Any trees or hardscaping that are impacted by the construction will be replaced as part of the project. The additional parking will increase the number of parking spaces within this block and thus provide greater public access to the park.

Other impacts to the park consist of improvements to park facilities as a betterment portion of the project. Connections to existing sidewalks and the Lake Street Pedestrian Bridge will occur at either end of the park, and ADA improvements will be made to the existing Riverfront Park Trail path network. The project will include improvements to the curb ramps that extend into the Park. The curb ramps will help make the sidewalk system accessible according to ADA and Public Right of Way Advisory Group (PROWAG) standards and provide adequate access to the crosswalks at Clemens Center Parkway and Lake Street.

The attached drawing shows the proposed features within the park, including the streetscape improvements and new/relocated sidewalk along East Water Street. In total the proposed 4(f) impacts represent approximately 1,000 square feet (0.02 acres) or less than 1 percent of the park. Although the proposed project includes impacts to Section 4(f) land, there will be no acquisitions required because East Water Street and Mark Twain River Front Park are owned by the City of Elmira.

2. Alternatives

Several alternatives were evaluated prior to selecting the proposed alternative. The use of parallel parking along the entire block was considered, however it would not provide enough parking spaces expected to be needed. In addition, the parallel parking would have similar impacts to the proposed diagonal parking, as the sidewalk would need to be reconstructed adjacent to the parking and the grading would extend outside the highway boundary.

The null or no-build alternative was also analyzed. Parking is a key part of the project, as the City would like to provide parking adjacent to the park, as other spots on the north side of West

Water Street will likely be full of vehicles wishing to access the development and businesses. Thus, the null alternative would not meet the objectives of the City and was dismissed. Other alternatives such as an off-site parking lot within the park were dismissed because it would be too much of an impact to the park.

The following alternatives avoid any use of the public park lands:

- a). Do nothing or null.
- b). Reconstruct the Road without using the adjacent public park, recreational land, or wildlife and waterfowl refuge.
- c). Build an improved facility on new location without using the public park, recreation land, or wildlife or waterfowl refuge.

The Section 4(f) evaluation does not apply if a feasible and prudent alternative is identified that is not discussed in this document. In order for this Section 4 (f) evaluations to be applied to this project, each of the following findings is supported by the circumstances, studies, and consultations on the project:

- **Do Nothing Alternative.** The Do Nothing Alternative is not feasible and prudent because:
 - a) It would not address the deteriorated nature of the roadway,
 - b) It would not improve the parking in the vicinity of the park, and
 - c) It would not improve the pedestrian facilities that provide access to the park.

- **Improvement without Using the Adjacent Section 4(f) Lands.** It is not feasible and prudent to avoid Section 4(f) lands by roadway design or transportation system management techniques because implementing such measures would result in:
 - a) The inability to accommodate the necessary improvements to the cross walk at the intersection of East Water Street and Lake Street for compliance with ADA and PROWAG standards.
 - b) The improvements would not address parking concerns along the south side of East Water Street adjacent to the Park

- **Alternative on New Locations.** It is not feasible and prudent to avoid Section 4(f) lands by construction on new alignment as shifting the alignment to the north would require property acquisitions and building demolitions that would make the project economically unfeasible.

3. Project impact avoidance, minimization and mitigation measures include the following:

The proposed disturbance to the Section 4(f) property of Mark Twain River Front Park has been minimized to the fullest extent possible. The disturbed area proposed for trail network improvements to ADA standards is limited to that which would be required to comply with ADA

and PROWAG standards. Currently the impact area consists of sidewalk/trail area that meanders through the park. The area disturbed by the proposed project will be reconstructed as a sidewalk, thus the use of this portion of the park will not change.

The proposed disturbance associated with diagonal parking includes an open grass area and a portion of the brick paved walkway within the park. The disturbance associated with diagonal parking will be limited to what is necessary to install the parking area. A concrete sidewalk will be installed around the diagonal parking. Trees removed for this project will be replaced and incorporated into the existing park landscaping scheme.

4. Adverse effects on activities, features and attributes of the Section 4(f) resource:

Currently the area that will be impacted by the project is most frequently utilized by the public for walking. The minor impacts associated with this project will not prevent the continued utilization of the park for walking. The additional parking along West Water Street will provide an additional access point to the park for the public.

No adverse effects to the 4(f) resource are expected. This project's minor impact to Mark Twain Water Front Park would result in a de minimis impact. (See attached Project Photos).

5. Public Involvement Process

As part of the public involvement process, a Public Information Meeting was held on February 28, 2023. Representatives from the City of Elmira Public Works Department and the engineering consultant conducted the meeting, which was attended by local residents.

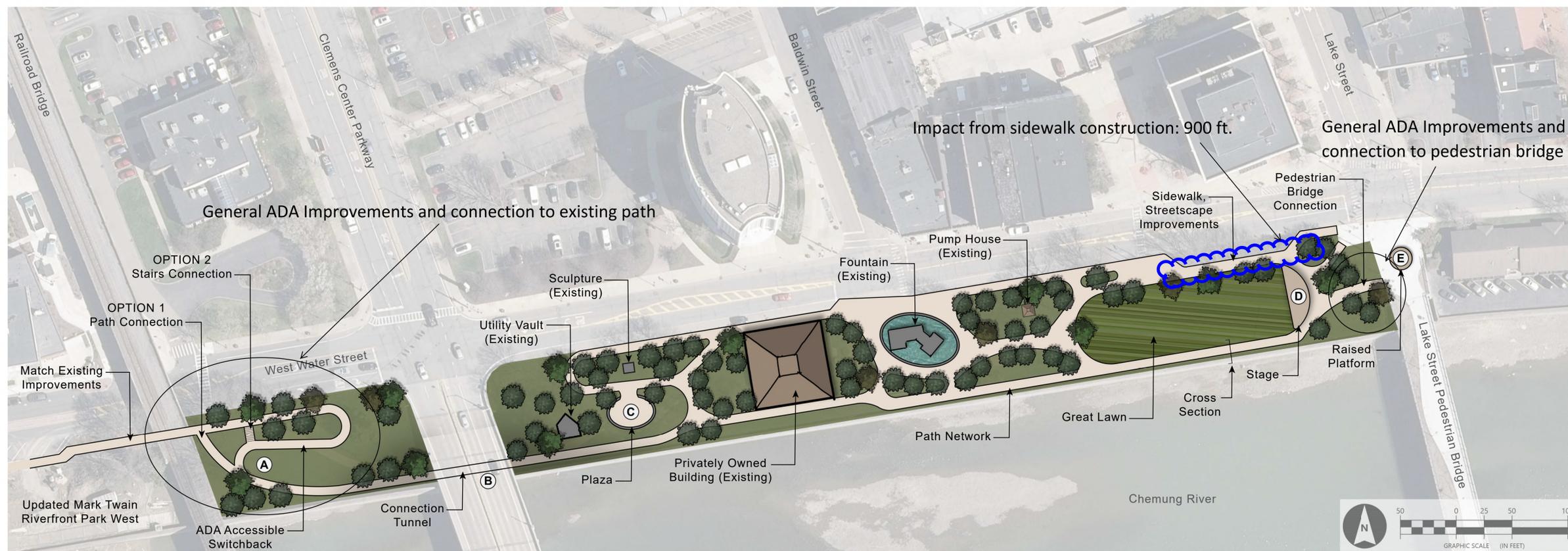
6. Written concurrence of officials with jurisdiction

Written project concurrence from the City of Elmira Manager has been obtained. This concurrence states that the City of Elmira supports this project, as the proposed Project is designed to improve public access to Mark Twain River Front Park. Additionally, the project will not adversely affect the activities, features or attributes that make the property eligible for Section 4 (f) protection.

7. De Minimis impact finding by FHWA

Pending a De Minimis impact finding by FHWA the Section 4(f) process will be complete and will be documented in the project's Design Approval Document.

Project Plan
Documenting Proposed Impacts to the Section 4(f) Lands



MARK TWAIN RIVERFRONT PARK AND EAST WATER STREET

Scale: 1" = 50'-0"

07/28/2023
 DATE

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209.

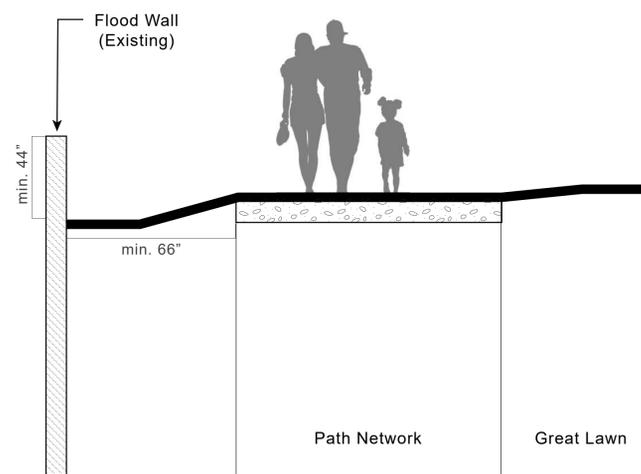
| REVISIONS | | | |
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| NO. | DESCRIPTION | BY | DATE |
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| | | | |

CLIENT
 CITY OF ELMIRA

PROJECT NAME
 EAST WATER STREET
 REJUVENATION PROJECT

DRAWING TITLE
 CONCEPT PLAN

| | |
|--------------------|-----------------------------|
| SCALE 1"=50' | DATE August 2023 |
| P.I.N. 6755.13 | EAA PROJECT NO. 19697.00 |
| SHEET NO. OF XX | DRAWING NO. C-101 |



CROSS SECTION: FLOOD WALL WITH PATH AND GREAT LAWN

Not to scale



A Statement piece



B Enhanced lighting under bridge – Greensboro NC (middle), Philadelphia PA (bottom)



C Mark Twain sculpture



D Performance stage

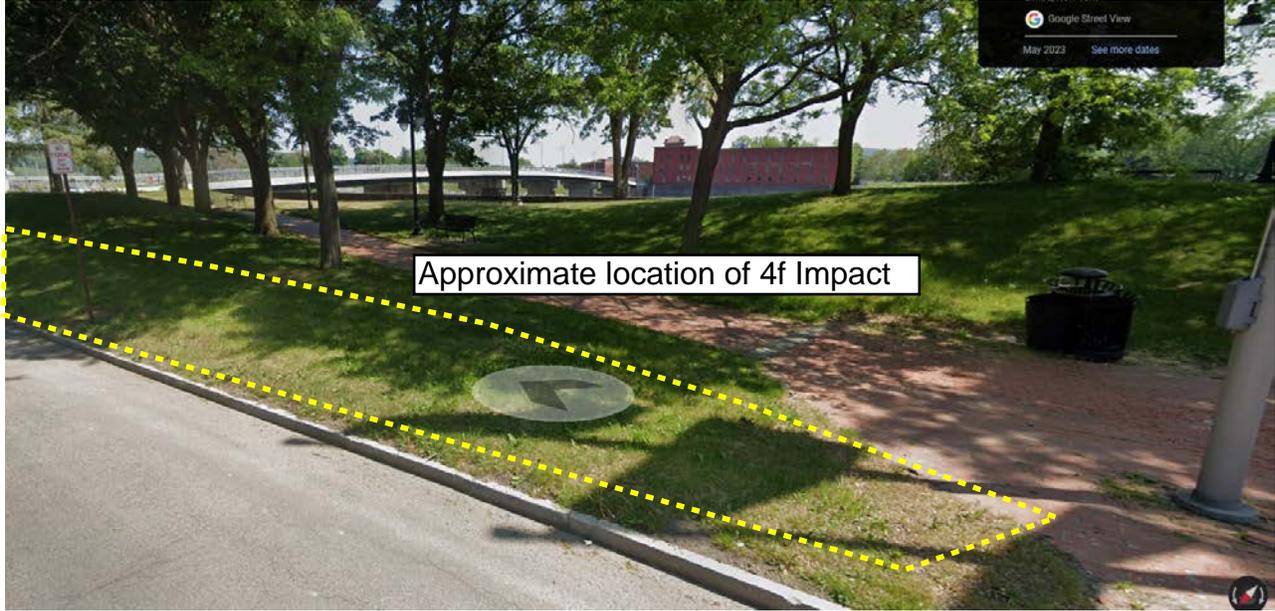


E Pedestrian bridge with adjacent plaza; multi-purpose pedestals for public engagement – Amsterdam NY

PRECEDENT IMAGERY

Examples and inspiration for materials and installations

Photo Sheets



Approximate location of 4f Impact

Concurrence from the City of Elmira Supporting the East Water Street Rejuvenation Project



CITY OF ELMIRA NEW YORK

City Manager's Office
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P. Michael Collins
City Manager

Office: (607) 737-5644
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September 6, 2023

Mr. Matt Seymour
Federal Highway Administration, New York Division
Leo W. O'Brien Federal Building
11A Clinton Ave, Suite 719
Albany, NY 12207

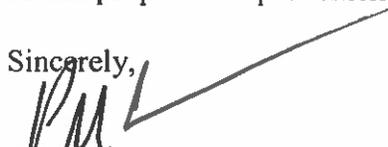
RE: 6755.13 East Water Street Rejuvenation 4(f) Determination

Dear Mr. Seymour:

This letter is to confirm the City of Elmira supports the East Water Street Rejuvenation Project, and approves the proposed impacts to the adjacent City owned Mark Twain Riverfront Park. As part of the East Water Street project, approximately 900 square feet, or less than 1 percent of the park, will be subject to minor impacts in order to add parking spaces and sidewalk improvements to make the park more accessible to pedestrians downtown. Other impacts to the park consist of improvement to park facilities as a betterment portion of the project.

The City of Elmira, as owner of both East Water Street and the Riverfront Park, is in full support of this proposed improvement to both the City's downtown and the park.

Sincerely,


P. Michael Collins
City Manager