GBNRTC
Greater Buffalo Niagara Regional Transportation Council
438 Main St, Suite 503 | Buffalo, NY 14202 | 716-856-2026 | www.gbnrtc.org

PUBLIC NOTICE: 2017-2021 TIP Amendment # 54

PIN TWSW19 Pavement Striping - New Project

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC), the Metropolitan Planning Organization for Erie and Niagara Counties, is proposing to amend the 2017-2021 Transportation Improvement Program (TIP) by adding one (1) new project.

PIN TWSW19 Pavement Striping

The NYS Thruway Buffalo Division will complete pavement striping maintenance work on the I-90 and I-190.

Existing pavement markings on the listed route segments are in need of maintenance due to damage, wear and reduced visibility.

This project will apply durable (epoxy) paint to maintain the existing pavement markings on route segments in Madison, Onondaga, Cayuga, Seneca, Ontario, Genesee, Erie, Chautauqua and Niagara counties. Durable pavement markings consisting of epoxy paint will be installed to maintain traffic control and increase safety. General locations are listed in the attached tables. A listing of included route segments is included in the attached design report.

Total project cost (federal share) is $0.568M.

$0.568M of Statewide NHPP funds will fund the project. As these are new funds to the region, fiscal constraint is maintained.

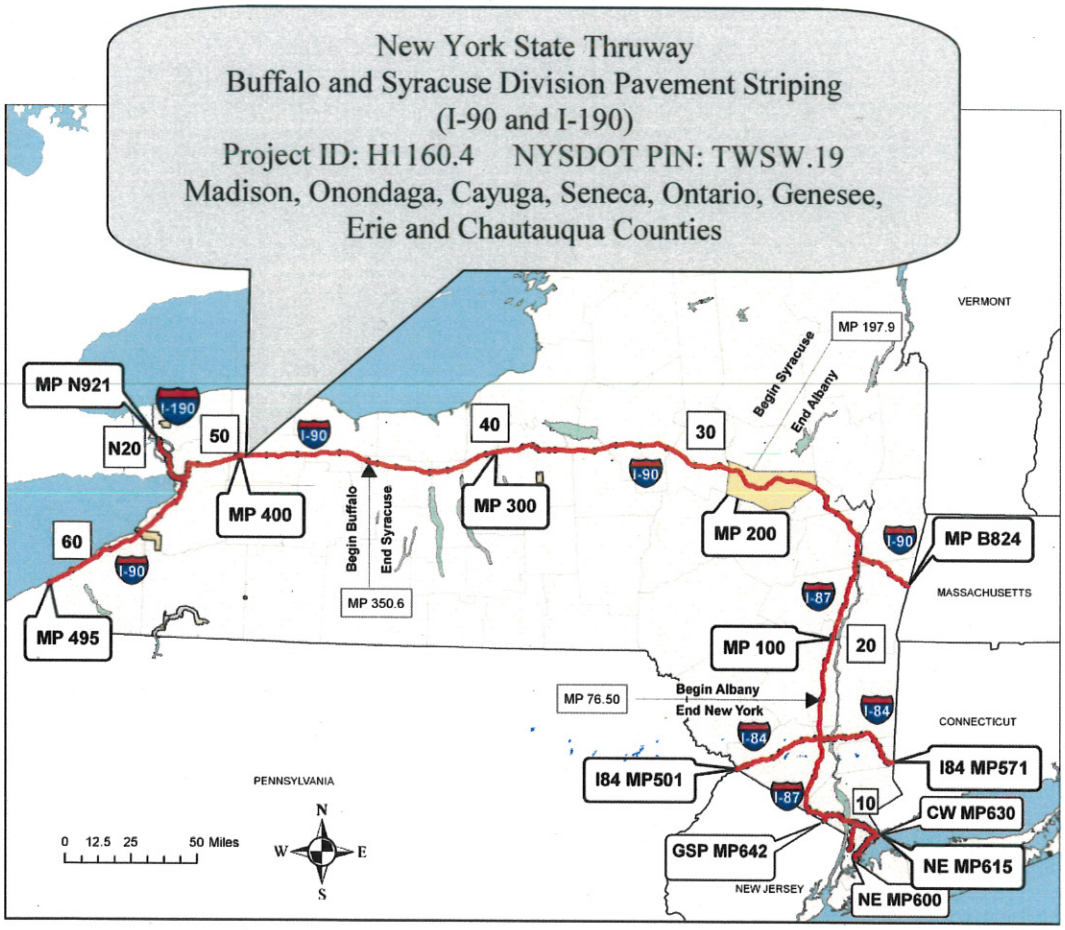
Public comments will be received until June 26, 2019. If you have any additional questions or comments please email us at staff@gbnrtc.org, or contact us at the address and telephone number above.

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) assures that no person shall on the grounds of race, color, sex, age, disability or national origin, as provided by Title VI of the Unites States Civil Rights Act of 1964 and subsequent legislation, regulations, statutes and orders, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO program or activity.

TRANSPORTATION PROJECT REPORT

FINAL DESIGN REPORT

February 20, 2019



New York State Thruway Authority

PROJECT SCOPING/DESIGN RECOMMENDATION APPROVAL SHEET

The project stakeholders concur with the Design Recommendation, which is:

Buffalo and Syracuse Division Pavement Striping – 2019, as described in Appendix A.

Approval of the recommended action from your office is requested.

A. Capital Plan Project Proposal Approved:

The project is ready to be added to the NYSTA Capital Program

The project was placed into Capital Program by:

Director of Program Capital Management — Date: 3/12/19

B. Memorandum Author(s):

Prepared all portions of Scope Summary Memorandum in accordance with established standards, policies, regulations and procedures, except as otherwise explained or indicated:

Jeffrey Pegarella, P.E., Design Supervisor, Highway Design Bureau

C. Originating Design Bureau(s)

This Scope Summary Memorandum has been reviewed for completeness and meets my approval. All policies, procedures, standards, rules and regulations essential to Scoping Approval have been followed.

Jill Ross, Director, Scoping Bureau — Date: 3/13/19

Albert Mastroianni, P.E., Director, Highway Design Bureau — Date: 3/13/19

D. Recommendation for Scope/Design Approval

This Scope Summary Memorandum has been reviewed and meets my approval. The report documents the project needs and contains sufficient analysis to support the recommendation.

Matthew Latko, P.E., Buffalo Division Director — Date: 3/13/19

Patrick Hoehn, P.E., Acting Syracuse Division Director — Date: 4/10/19

Mark Hixson, P.E., Director, Maintenance and Operations — Date: 4/10/19

Timothy Conway, P.E., Director, Office of Design — Date: 4/11/2019

E. Scope/Design Approval:

The project budget, scope and schedule are consistent with the NYSTA Capital Program. The required environmental determinations have been made, and the preferred alternative for this project is ready for final design.

Richard Lee, P.E., Chief Engineer — Date: 4/11/19

New York State Thruway Authority

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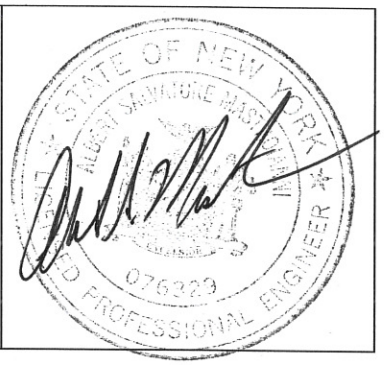
LIST OF PREPARERS

NYSTA Group Director Responsible for Production of the Design Approval Document:

Albert Mastroianni, P.E. Director, Highway Design Bureau	

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.*

This report was prepared by the following NYSTA staff:

Jeffrey Pegarella, P.E. Design Supervisor, Highway Design Bureau **Description of Work Performed:** Prepared Final Design Report in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.	

TO: See Distribution **DATE:** February 20, 2019

FROM: Ms. Jill Ross
Mr. Albert Mastroianni

SUBJECT: Final Design Report, H1160.4
Buffalo and Syracuse Division
Pavement Striping - 2019

DATED MATERIAL - SIGNATURES REQUESTED

PIN: TWSW.19

PROJECT NAME: Buffalo and Syracuse Division Pavement Striping - 2019

MUNICIPALITY: Various **COUNTY:** Madison, Onondaga, Cayuga, Seneca, Ontario, Genesee, Erie, and Chautauqua Counties

ROUTE #: I-90, I-190

BIN: N/A

LIMITS: **Mileposts:** N/A
Reference Markers: N/A

PROJECT LENGTH: N/A **CENTERLINE MILES:** N/A **LANE MILES:** N/A

FEDERAL AID SYSTEM: Interstate **FUNCTIONAL CLASS:** Principal Arterial

EXISTING AADT: N/A

TRUCKS (%): N/A

EXISTING CHARACTERISTICS OF CONCERN: The existing pavement markings on the listed route segments are in need of maintenance due to damage, wear and reduced visibility.

ELEMENT: Pavement Markings **MEASURE/INDICATOR:** N/A

PROJECT OBJECTIVE(S): This project will apply durable (epoxy) paint to maintain the existing pavement markings on the listed route segments in Madison, Onondaga, Cayuga, Seneca, Ontario, Genesee, Erie, Chautauqua and Niagara counties. Durable pavement markings consisting of epoxy paint will be installed to maintain traffic control and increase safety. General locations are listed in the attached tables.

PROJECT ELEMENT(S) TO BE ADDRESSED:

- ☒ Highway Element-Specific
- ☐ Bridge Element-Specific
- ☒ Other: Safety
- ☐ Operational Maintenance
- ☐ Where & When

DESCRIPTION OF PROPOSED WORK: Application of epoxy paint and miscellaneous markings.

FUNDING SOURCE: ☒ Thruway ☒ Federal

SEQRA AND NEPA CLASSIFICATION:

SEQRA Type: ☐ Type I ☒ Type II ☐ Unlisted
NEPA Class: ☒ Categorical Exclusion (CE)
☐ Environmental Assessment (EA)
☐ Environmental Impact Statement (EIS)

The following Checklist is attached:

☒ Federal Environmental Approval Worksheet

ENVIRONMENTAL DOCUMENTATION: Attached

DESIGN STANDARDS: There are no critical design elements that apply to the proposed work. Critical design elements will be developed if required by the work identified.

PLANS: None

MPO INVOLVEMENT: ☒ No ☐ Yes TIP Name:
TIP No.:

TIP AMENDMENT REQUIRED: ☒ No ☐ Yes, Needed by:

STIP STATUS: ☒ On STIP ☐ Not on STIP

NOTES ON SPECIAL CIRCUMSTANCES: N/A

PLANNED PUBLIC INVOLVEMENT: None

WORKZONE SAFETY & MOBILITY: This project is not significant per 23 CFR 630.1010 because it will not affect operation of the interstate or includes use of either intermittent or continuous lane closures for more than three days.

PROBABLE SCHEDULE AND COST:

DESIRED LETTING: January 2018

COST ESTIMATE: Total Construction Cost: $623,500
Construction Funding: $623,500 Federal - IM
Construction Inspection: $63,000 Thruway

PROJECT CATEGORY: ☒ Maintenance

STATEWIDE SIGNIFICANCE: ☒ No

NYSTA SMART GROWTH IMPACT STATEMENT:

The New York State Thruway Authority (NYSTA) has reviewed the available information regarding the following project to determine if it is consistent with the State Smart Growth Public Infrastructure Criteria:

■ The project was developed in general consistency with the relevant Smart Growth Criteria.

☐ It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

APPENDIX A	Location Tables
APPENDIX B	Environmental Documentation: • SEQR Memo • Smart Growth Impact Statement • Federal Environmental Approval Worksheet (FEAW)

DISTRIBUTION:

Matthew Latko, Buffalo Division Director
Patrick Hoehn, Acting Syracuse Division Director
Mark Hixson, Director, Maintenance and Operations
Richard Lee, Chief Engineer
Timothy Conway, Director, Office of Design
Thomas Mahar, Capital Program Development
Jill Ross, Project Scoping
Paul Zakrzewski, Buffalo Division Capital Program Manager
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Albert Mastroianni, Director, Highway Design
Thomas Mahar, Director, Engineering Support Services
Patrick Thompson, Design Support Services
Steven Velicky, Project Designer
Lisa Anderson, Capital Program Management
Scoping Project Folder

APPENDIX A

Table 1
I-90 Thruway Pavement Markings

Location	Line Width (in)	Item 685.1707--25 White Triple Drop - 20 mils			Item 685.1708--25 Yellow Triple Drop - 20 mils			Comments
		Line Length (ft)	Payment Factor	Payment Length (ft)	Line Length (ft)	Payment Factor	Payment Length (ft)	
MP 262 to MP 287	6	330,000	1	330,000	264,000	1	264,000	See notes below
TOTAL				**330,000**			**264,000**	

Notes:

1. Install pavement markings in both directions of travel.
2. Apply triple drop pavement stripes over existing stripes. Recessing is not required.

Table 2
I-90 Interchange Pavement Markings

Location	Line Width (in)	Item 685.0106--25 White Epoxy Stripe - 15 mils			Item 685.0206--25 Yellow Epoxy Stripe - 15 mils			Comments
		Line Length (ft)	Payment Factor	Payment Length (ft)	Line Length (ft)	Payment Factor	Payment Length (ft)	
Interchange 35 MP 278.93	6	13,000	1	13,000	6,400	1	6,400	See notes below
Interchange 36 MP 282.93	6	14,000	1	14,000	7,000	1	7,000	See notes below
Interchange 38 MP 285.95	6	14,000	1	14,000	9,000	1	9,000	See notes below
Interchange 39 MP 289.53	6	13,325	1	13,325	6,500	1	6,500	See notes below
Interchange 42 MP 327.10	6	12,800	1	12,800	8,000	1	8,000	See notes below
Interchange 44 MP 347.13	6	14,900	1	14,900	7,800	1	7,800	See notes below
Interchange 45 MP 350.99	6	15,600	1	15,600	7,900	1	7,900	See notes below
Interchange 48 MP 390.13	6	15,600	1	15,600	9,200	1	9,200	See notes below
Interchange 51 MP 421.57	6	16,000	1	16,000	10,900	1	10,900	See notes below
Interchange 52 MP 423.19	6	20,300	1	20,300	12,000	1	12,000	See notes below
Interchange 56 MP 432.45	6	12,500	1	12,500	5,100	1	5,100	See notes below
Interchange 57A; MP 444.87	6	13,000	1	13,000	7,500	1	7,500	See notes below
Interchange 58 MP 455.54	6	18,500	1	18,500	13,000	1	13,000	See notes below
Interchange 60 MP 485.00	6	13,600	1	13,600	8,500	1	8,500	See notes below
Interchange 61 MP 496.00	6	6,100	1	6,100	2,700	1	2,700	See notes below
TOTAL				**213,225**			**121,500**	

Notes:

1. Stripe all ramps.
2. Do not stripe gores.
3. See interchange drawings and Note 3 on Summary of Pavement Markings sheet for limits of striping.

Table 3
I-190 Interchange Pavement Markings

Location	Line Width (in)	Item 685.0106--25 White Epoxy Stripe - 15 mils			Item 685.0206--25 Yellow Epoxy Stripe - 15 mils			Comments
		Line Length (ft)	Payment Factor	Payment Length (ft)	Line Length (ft)	Payment Factor	Payment Length (ft)	
Interchange N11 MP N8.69	6	8,000	1	8,000	7,000	1	7,000	See notes below
Interchange N12 MP N9.15	6	2,000	1	2,000	1,200	1	1,200	See notes below
Interchang N13 MP N9.44	6	1,200	1	1,200	800	1	800	See notes below
Interchange N14 MP N9.88	6	3,700	1	3,700	2,800	1	2,800	See notes below
Interchange N15 MP 12.36	6	5,900	1	5,900	5,000	1	5,000	See notes below
Interchange N16 MP N13.33	6	11,200	1	11,200	10,000	1	10,000	See notes below
Interchange N18 MP N15.35	6	4,000	1	4,000	3,200	1	3,200	See notes below
Interchange N20/20A MP N19.32	6	15,500	1	15,500	13,500	1	13,500	See notes below
TOTAL				**51,500**			**43,500**	

Notes:

1. Stripe all ramps.
2. Do not stripe gores.
3. See interchange drawings and Note 3 on Summary of Pavement Markings sheet for limits of striping.

Table 4
I-90 Service Area and Parking Area Pavement Markings

Location	Item 640.2401--25 White Paint Stripe - 15 mils (ft)	Item 640.2402--25 Yellow Paint Stripe - 15 mils (ft)	Item 640.2403--25 White Paint Pavement Letters (ea)	Item 640.2404--25 White Paint Pavement Symbols (ea)	Item 685.0106--25 White Epoxy Stripe - 15 mils (ft)	Item 685.0206--25 Yellow Epoxy Stripe - 15 mils (ft)	Item 688.0401--25 Preformed Reflectorized Handicap Parking Pavement Symbols (ea)	Comments
Chitanango S. A. MP 266 (WB)	500	4,350					1	Restripe car and truck parking lots with yellow paint; restripe crosswalk with white paint Install thermoplastic handicap symbols;
Dewitt S.A. MP 280 (EB)							5	Install thermoplastic handicap symbols.
Warners S.A.; MP 292 (WB)							6	Install thermoplastic handicap symbols.
Port Byron S.A.; MP 310 (EB)							5	Install thermoplastic handicap symbols.
Junius Ponds S.A.; MP 324 (WB)		6,000						Restripe the car parking lot
Clifton Springs S.A.; MP 337 (EB)		5,100				1,000	6	Restripe yellow edge lines thru front access road with epoxy paint; Restripe car parking lot; Install thermoplastic handicap symbols.
Seneca S.A. MP 350 WB		5,000						Restripe the truck and employee parking lots
Ontario S.A.; MP 376 (WB)			9				3	Restripe "DRIVE THRU" word symbols Install thermoplastic handicap symbols.
Pembroke S.A.; MP 397 (EB)		5,200		16	1,800	600		Restripe car parking lot with yellow paint; Restripe crosswalk with white paint restripe arrows and restripe ramps with epoxy.
Clarance S.A. MP 412 (WB)							6	Install thermoplastic handicap symbols.
Angola S.A. MP 447 (WB)			8	2				Repaint arrows and 2 "SLOW" word markings
TOTAL	**500**	**25,650**	**17**	**18**	**1,800**	**1,600**	**32**	

Notes:

1. See service area drawings for limits of striping.

Table 5
Miscellaneous Pavement Markings

Location	Item 635.01030625 Cleaning and Preparation of Pavement Surfaces - 6 Inch Width Lines (ft)	Item 685.0106--25 White Epoxy Reflectorized Pavement Stripes - 6 in x 15 mils (ft)	Item 685.0206--25 Yellow Epoxy Reflectorized Pavement Stripes - 6 in x 15 mils (ft)	Item 685.1306--25 White Epoxy Reflectorized Pavement Letters (ea)	Item 685.1406--25 White Epoxy Reflectorized Pavement Symbols (ea)	Item 604.2401--25 white reflectorized pavement paint	Item 687.0198--25 White Preformed Thermoplastic For Crosswalk Stripes, 12 Inch Width (ft)	Comments
I-90 Interchange 34A; MP 276.58	180	800				1,000	90	Remove and replace crosswalk markings; Restripe toll island gores; Restripe park and ride lot
!-90 Interchange 36 MP 282.93	360		2,800			1,400	180	Remove and replace crosswalk markings; Restripe toll island gores; Restripe park and ride lot
I-90 Interchange 42; MP 327.10	180						90	Remove and replace crosswalk markings.
I-90 Interchange 45; MP 350.99	180						90	Remove and replace crosswalk markings.
I-90 Interchange 48; MP 390.13	180						90	Remove and replace crosswalk markings.
TOTAL	**1,080**	**800**	**2,800**	**0**	**0**	**2,400**	**540**	

Notes:
1. Quantities and locations shown were determined at the time of field inspection. Actual quantity and location A.O.B.E.

Table 6
Miscellaneous Pavement Markings

Location	Item 635.01030625 Cleaning and Preparation of Pavement Surfaces - 6 Inch Width Lines (ft)	Item 685.0106--25 White Epoxy Reflectorized Pavement Stripes - 6 in x 15 mils (ft)	Item 685.0206--25 Yellow Epoxy Reflectorized Pavement Stripes - 6 in x 15 mils (ft)	Item 685.1306--25 White Epoxy Reflectorized Pavement Letters (ea)	Item 685.1406--25 White Epoxy Reflectorized Pavement Symbols (ea)	Item 687.0197--25 Reflectorized "E-ZPass" and/or "20" or "35" and/or "MPH" Pavement Symbols and Interstate Shields (ft^2)	Item 687.0198--25 White Preformed Thermoplastic For Crosswalk Stripes, 12 Inch Width (ft)	Comments
I-90 Interchange 52A; MP 424.92				32	8			Repaint arrow symbols and "ONLY" word markings.
I-90 Interchange 57; MP 436.22	180						90	Remove and replace crosswalk markings.
I-190 Interchange N21; MP N 21.20		300						Repaint stop bars.
TOTAL	**180**	**300**	**0**	**32**	**8**	**0**	**90**	

Notes:
1. Quantities and locations shown were determined at the time of field inspection. Actual quantity and location A.O.B.E.

Table 7
Summary of Pavement Markings

ITEM	DESCRIPTION	PAY UNIT	QUANTITY
635.01030625	Cleaning and Preparation of Pavement Surfaces - 6" Width Lines	Feet	1,260
635.0402--25	Miscellaneous Abrading of Epoxy Reflectorized Pavement Stripes	Feet	1,000
640.2401--25	White Reflectorized Pavement Marking Paint - 6" x 15 mils	Feet	2,900
640.2402--25	Yellow Reflectorized Pavement Marking Paint - 6" x 15 mils	Feet	25,650
640.2403--25	White Reflectorized Pavement Letters	Each	17
640.2404--25	White Reflectorized Pavement Symbols	Each	18
685.0106--25	White Epoxy Reflectorized Pavement Stripes - 6" x 15 mils	Feet	267,625
685.0206--25	Yellow Epoxy Reflectorized Pavement Stripes - 6" x 15 mils	Feet	169,400
685.1306--25	White Epoxy Reflectorized Pavement Letters	Each	32
685.1406--25	White Epoxy Reflectorized Pavement Symbols	Each	8
685.1707--25	White Highly Reflectorized Triple Drop Epoxy Pavement Stripes - 6" x 20 mils	Feet	330,000
685.1708--25	Yellow Highly Reflectorized Triple Drop Epoxy Pavement Stripes - 6" x 20 mils	Feet	264,000
687.0198--25	White Preformed Thermoplastic for Crosswalk Stripes, 12" Width	Feet	630
688.0401--25	Preformed Reflectorized Handicap Parking Pavement Symbols	Each	32

Notes:

1. Quantities in the final estimate that differ from those shown in the tables are due to added contingencies.
2. Quantities shown for mainline striping include cat tracks (dotted lane lines) and 12-inch edge line at the interchanges and service areas identified.
3. Quantities shown for interchange and service/parking area ramp striping include the full length of the deceleration and acceleration lanes plus tapers.
4. All symbols shall conform to the MUTCD.
5. All existing symbols shall be removed according to the manufacture's recommendations.
6. All crosswalk markings in toll plaza lanes shall be recessed. The cost for grinding any existing crosswalk markings and recessing new markings shall be included in Item 635.01030625.
7. Yellow edge lines on ramps shall begin as shown on NYSTA Standard Sheet TA 685-01.
8. Item 635.0402--25 is to be used as needed AOBE.

APPENDIX B

Interoffice Memorandum

TO: File **DATE:** February 20, 2019

FROM: Jeffrey Pegarella, P.E. **SUBJECT:** SEQR Memo
Buffalo and Syracuse Division
Pavement Striping - 2019

SEQR

The project has been identified as a Type II action, as per 6 NYCRR, Part 617, "State Environmental Quality Review Act." Specifically it meets the criteria in Section 617.5(c)(1) "maintenance or repair involving no substantial changes in an existing structure or facility." No further review is required. The NYSTA is the lead agency for this action.

Specifically, the project **does not** include or result in:

1. The acquisition of any occupied dwelling units or principal structures of business;
2. Significant changes in passenger or vehicle traffic volumes, vehicle mix, local travel patterns or access;
3. More than minor social, economic or environmental effects upon occupied dwelling units, businesses, abutting properties or other established human activities;
4. Significant inconsistency with current plans or goals that have been adopted by local government bodies;
5. Physical alteration of more than 1 ha (2.5 acres) of publicly owned or operated park land, recreational area or designated open space;
6. An effect on any historic district, site, building, structure or object that is listed, or may be eligible for listing, on the National Register of Historic Places, or any historic building, structure, site or prehistoric site that has been proposed by the Committee on the Register for consideration by the New York State Board of Historic Preservation for a recommendation to the State Historic Preservation Officer for nomination for inclusion in said National Register
7. More than minor alteration of, or adverse effect upon, any property, protected area, or natural or man-made resource of national, State or local significance, including but not limited to:
   (i) freshwater or tidal wetlands and associated areas;
   (ii) floodplain areas;
   (iii) prime or unique agricultural land;
   (iv) agricultural districts, so designated pursuant to Article 25, when more than one acre may be affected;
   (v) water resources, including lakes, reservoirs, rivers and streams;
   (vi) water supply sources;
   (vii) designated wild, scenic and recreational rivers;
   (viii) unique ecological, natural wooded or scenic areas;
   (ix) endangered, threatened or rare species;
   (x) any area designated as a critical environmental area pursuant to 6NYCRR Part 617;
8. The requirement for an indirect air source quality permit pursuant to 6NYCRR Part 203.

SMART GROWTH IMPACT STATEMENT

This Smart Growth Impact Statement is a tool to assist the New York State Thruway (NYSTA) determine whether a NYSTA-funded project is consistent with the State Smart Growth Public Infrastructure Criteria. Not all questions/answers may be relevant to all projects.

Project Name: (See Report Cover)

Project Number: (See Report Cover)

Date: December 20, 2017

Have any other entities issued a Smart Growth Impact Statement with regard to this project? (If so, attach same).

- ☐ Yes
- ■ No

1. Does the project advance or otherwise involve the use, maintenance or improvement of existing infrastructure?

   - ■ Yes
   - ☐ No
   - ☐ Not relevant

   Explain briefly: Capital project advanced to address condition-based needs of highway system.

2. Is the project located wholly or partially in a municipal center, characterized by any of the following: **(check those that apply)**

   - ☐ A city or a village
   - ☐ Area of concentrated and mixed land use that serves as a center for various activities including, but not limited to:
   - ☐ Central business district (e.g. the commercial and/or economic heart or center of the municipality)
   - ☐ Downtown area (such as a city's core (or center), which may include the central business district and functions as a "center" in a geographical, commercial, and community sense).
   - ☐ Brownfield Opportunity Area (http://nyswaterfronts.com/BOA_projects.asp)
   - ☐ Downtown areas of Local Waterfront Revitalization Plan area (http://nyswaterfronts.com/maps_regions.asp)
   - ☐ Locations of transit-oriented development (such as projects serving areas that have access to mass or public transit for residents)
   - ☐ Environmental Justice area (http://www.dec.ny.gov/public/899.html)

☐ Hardship areas, which may include areas with high poverty rates, high unemployment, poor infrastructure, or other socio-demographic indicator considered below average.

A developed area or area designated for concentrated infill development in a municipally approved comprehensive land use plan, LWRP or Brownfield Opportunity area plan? Hardship areas, which may include areas with high poverty rates, high unemployment, poor infrastructure, or other socio-demographic indicator considered below average.

Is the project located adjacent to municipal centers, in an area that exhibits strong land use, transportation, infrastructure and economic connections to an existing municipal center, or in an area designated for concentrated development in the future in a municipal or regional comprehensive plan:

■ Yes

☐ No

☐ Not relevant

If Yes, please describe: As the NYS Thruway is an integral component of the nation's Interstate Highway System providing both regional and national transportation mobility as well as connecting areas of concentrated development both within and outside New York State.

3. Does the project preserve and enhance the State's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and/or significant historic and archeological resources?

■ Yes

☐ No

☐ Not relevant

Explain briefly: Project is developed consistent with all social, economic, and environmental policies and procedures. (See project SEQR documentation.)

4. Does the project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and/or the integration of all income and age groups?

☐ Yes

☐ No

■ Not relevant

Explain briefly: The NYS Thruway is a fully access-controlled highway system on an existing alignment.

5. Does the project provide mobility through transportation choices, including improved public transportation and reduced automobile dependency?

   ☐ Yes
   ☐ No
   ■ Not relevant

   Explain briefly: The NYS Thruway is a fully access-controlled highway system on an existing alignment.

6. Does the project demonstrate coordination among state, regional, intermunicipal and local planning and governmental officials?

   ☐ Yes
   ☐ No
   ■ Not relevant

   Explain briefly: Project is intended to only address corrective and preventative maintenance repairs to maintain the safety of the highway system. Coordination with environmental agencies and interested parties will occur to obtain permits and approvals consistent with regulatory requirements.

   (Demonstration of coordination may include SEQR coordination with involved and interested agencies, district formation, agreements between involved parties, letters of support, SPDES permit issuance/revision notices, etc.)

7. Does the project involve community-based planning and collaboration?

   ☐ Yes
   ☐ No
   ■ Not relevant

   Explain briefly: Project is intended to only address corrective and preventative maintenance repairs to maintain the safety of the highway system.

8. Does the project help ensure predictability in building and land use codes?

   ☐ Yes
   ☐ No
   ■ Not relevant

   Explain briefly:

9. Sustainability:

   a. Does the project promote sustainability by strengthening existing communities or creating new communities that reduce greenhouse gas emissions and do not compromise the needs of future generations?

      ☐ Yes

      ☐ No

      ■ Not relevant

      Explain briefly: Project is intended to only address corrective and preventative maintenance repairs to maintain the safety of the highway system.

   b. During the development of the project, was there broad based public involvement?

      ☐ Yes

      ■ No

      ☐ Not relevant

      Explain briefly the extent of public involvement: (Public involvement may include SEQR coordination with involved and interested agencies, SPDES permit issuance/revision notice, approval of Bond Resolution, formation of district, public hearings, ENB or other published notices, letters of support, etc.)

      Not required by SEQR or needed based upon project type. Regulatory agencies will be provided an opportunity to comment on the project through their requirements associated with required of permits and approvals.

   c. If the project included development or implementation of all or part of a community plan, is there a governance structure in place (within the Authority and/or the local community) to ensure further implementation of the plan?

      ☐ Yes

      ☐ No

      ■ Not relevant

      If Yes, please describe:

NYSTA SMART GROWTH IMPACT STATEMENT

The New York State Thruway Authority (NYSTA) has reviewed the available information regarding the following project and determined that it is consistent with the State Smart Growth Public Infrastructure Criteria: **(check one)**

Project Name: (See Report Cover)

Project Number: (See Report Cover)

■ The project was developed in general consistency with the relevant Smart Growth Criteria.

☐ It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

ATTESTATION

I, as designee of the Chief Executive Officer of the NYSTA, hereby attest that this project, to the extent practicable, meets the relevant criteria set forth above and, that to the extent that it is not practical to meet any relevant criterion, for the reasons given above.

(See Report Signature Page)

[signature] [date]

(See Report Signature Page)

[print name & title]

Federal Environmental Approval Worksheet

PIN: TWSW.19	Comp. by: Jeffrey Pegarella, PE	Date Comp.: 2/20/19	FUNDING TYPE: IM
DESCRIPTION: NYS Thruway (I-90 and I-190)			NEPA CLASS: Categorical Excl. (CE)
			SEQR TYPE: Type II
LOCALITY (Village, Town, City): Multiple Locations			COUNTY: Madison, Onondaga, Cayuga, Seneca, Ontario, Genesee, Erie and Chautauqua

Purpose of this Worksheet:

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

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

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

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

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

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

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

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

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

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

Federal Environmental Approval Worksheet

Project ID Number: TWSW.19

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

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

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

For all categories above, refer to the **Table Thresholds** document.

After completion of Tables 2.1, 2.2, and 2.3, proceed to step 3.

Federal Environmental Approval Worksheet

Project ID Number: TWSW.19

Step 3: Who makes the NEPA CE Determination?

FHWA Regulations describe two types of CEs; CEs listed in 23 CFR 771.117(c) [aka the C list], and CEs such as those listed in 23 CFR 771.117 (d) [aka the D list]. NYSDOT can make the CE determination for C list projects once all required approvals and concurrences have been secured. FHWA retains the NEPA determination for D list projects. FHWA makes the CE determination programmatically through NYSDOT for D list projects that meet the July 15, 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo criteria. To determine by whom, FHWA or NYSDOT, and how the CE determination is made, follow the instructions beginning in section 3.1 of the following table.

	CONDITION	ACTION
3	**Determine whether FHWA or NYSDOT makes the CE determination.**	
3.1	If the project is an action that would normally be a CE in 23 CFR 771.117(c) (see the drop down list), check the "Yes" box. If not, check the "No" box.	If yes, NYSDOT can make the CE determination once all the approvals and coordinations required are complete. 1. Is the project an action that would normally be a CE in 23 CFR 771.117(c)? **YES**☒ **NO**☐ Choose an item. **If no, proceed to step 3.2.** **If yes,** and the action falls under (c)(26), (c)(27), or (c)(28), **proceed to step 3.1.1.** Otherwise, **proceed to step 3.1.2.**
3.1.1	Determine if any additional constraints apply to the CE.	Do ANY of the conditions described in the **Table Thresholds** 3.1.1 (land acquisition, major traffic disruptions, changes in access control, floodplain encroachment, National Wild & Scenic Rivers) apply to the action? **YES**☐ **NO**☒ **If yes,** the (c)(26), (c)(27) and (c)(28) constraints have not been met – **proceed to step 3.2.** **If no**, do ANY of the following apply: • A check in Column A in Table 2.1 for Section 106, **and** a finding of Adverse Effect? • A check in Column A in Table 2.1 for 4(f), **and** impacts are not de minimis? • A check in Column A in Table 2.3 for Section 404/10? • A check in Column A in Table 2.3 for USCG Bridge Permit? Do ANY of the above apply to the action? **YES**☐ **NO**☒ **If yes,** the (c)(26), (c)(27) and (c)(28) constraints have not been met – **proceed to step 3.2.** **If no,** the (c)(26), (c)(27) and (c)(28) constraints have been met – **proceed to step 3.1.2.**

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3.1.2	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding.	If there are: • outstanding environmental determinations (Table 2.1:checks in column A without dates in column B) • **and/or** circumstances requiring demonstration of applicable EO compliance or issues requiring FHWA environmental review (checks in column A in Table 2.2) **The project will use Memo Shell 2** (FHWA needs to review this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.3.*
3.1.3	Determine if **any** issues are present that require FHWA notification.	If there are: • any issues requiring FHWA environmental notification (checks in column A in Table 2.3); then **The project will use Memo Shell 3 (**FHWA must be notified of this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.4.*
3.1.4	No Determinations, Approvals, Concurrences or Notifications required.	**The project will use Memo Shell 1** (memo to file). **Proceed to step 4.**
3.2	The project is a D list CE as per 23 CFR 771.117(d). Choose appropriate entry from drop down list. If "other" or (d)(13) provide an explanation.	Certain actions eligible for categorical exclusion require NYSDOT to transmit documentation and a determination that a CE applies. Examples of activities that may proceed as a CE are listed in 23 CFR 771.117(d) (D list). Activities not directly listed on the D List also have the potential to proceed as a CE with submitted documentation (Other). Activities that may normally be classified as a C-list CE under 23 CFR 771.117(c)(26), (c)(27), or (c)(28) must meet the constraints at 23 CFR 771.117(e), or they revert to the D-list as (d)(13). The project is an action that would normally be a CE in 23 CFR 771.117(d). Choose an item. Other or (d)(13): provide explanation here **Proceed to step 3.2.1.**
3.2.1	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding **and/or** notification is required.	If there are: • **any** outstanding environmental determinations (any checks in column A without dates in column B in Table 2.1); • **and/or** any circumstances requiring demonstration of applicable EO compliance (any checks in column A in Table 2.2); • **and/or** issues requiring FHWA environmental notification (any checks in column A in Table 2.3); then **The project will use Memo Shell 4** (MOPL and FHWA need to review this project). **Proceed to Step 4.**
3.2.2	Design Approval Document sent to FHWA	If the project: • does not meet the conditions above (3.2.1), then the project has met the criteria established as per the programmatic agreement dated July 15, 1996. **The project will use Memo Shell 5** (memo to file). **Proceed to Step 4.**

Federal Environmental Approval Worksheet

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Step 4: Summary and Recommendation

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

List outstanding FHWA environmental approvals here: None

All other environmental, social and economic factors that affect the project's NEPA classification, of Title 23 CFR 771.117 Environmental Impact and Related Procedures and the July 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo must still be addressed, for example, the project:

- does not change the functional class;
- does not add mainline capacity;
- is not on new location;
- will not change travel patterns;
- acquires only minor amounts of ROW (temporary or permanent);
- does not cause displacements; does not change access control;
- is air quality exempt;
- is consistent with the NYS Coastal Management Program; **and**
- the analysis satisfies the requirements of the Farmland Protection Policy Act.

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)* Jeffrey Pegarella Date 3/12/2019

Print Name and Title: Jeffrey Pegarella; Prof. Eng. 1 (Civil / Transport)

Regional Environmental Unit Supervisor Peter J. Weisbecker Date 3/12/2019

Print Name and Title: Peter J. Weisbecker; Prof. Eng. 2 (Environmental)

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

Print Name and Title: _____

Changes that may have occurred since the preparation of the worksheet which would **create the need to go through the Worksheet again** include but are not limited to: a change in the scope of the proposed project; a change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment); a change in the federal statutory environmental standards: discovering new information not considered in the original process; and a significant amount of time has passed (equal or greater than three years).

PROJECT SCOPING/DESIGN RECOMMENDATION APPROVAL SHEET

The project stakeholders concur with the Design Recommendation, which is:

Buffalo and Syracuse Division Pavement Striping – 2019, as described in Appendix A.

Approval of the recommended action from your office is requested.

A. Capital Plan Project Proposal Approved:

The project is ready to be added to the NYSTA Capital Program

The project was placed into Capital Program by:

Director of Program Capital Management — Date: 3/12/19

B. Memorandum Author(s):

Prepared all portions of Scope Summary Memorandum in accordance with established standards, policies, regulations and procedures, except as otherwise explained or indicated:

Jeffrey Pegarella, P.E., Design Supervisor, Highway Design Bureau

C. Originating Design Bureau(s)

This Scope Summary Memorandum has been reviewed for completeness and meets my approval. All policies, procedures, standards, rules and regulations essential to Scoping Approval have been followed.

Jill Ross, Director, Scoping Bureau — Date: 3/13/19

Albert Mastroianni, P.E., Director, Highway Design Bureau — Date: 3/13/19

D. Recommendation for Scope/Design Approval

This Scope Summary Memorandum has been reviewed and meets my approval. The report documents the project needs and contains sufficient analysis to support the recommendation.

Matthew Latko, P.E., Buffalo Division Director — Date: 3/13/19

Patrick Hoehn, P.E., Acting Syracuse Division Director — Date

Mark Hixson, P.E., Director, Maintenance and Operations — Date

Timothy Conway, P.E., Director, Office of Design — Date

E. Scope/Design Approval:

The project budget, scope and schedule are consistent with the NYSTA Capital Program. The required environmental determinations have been made, and the preferred alternative for this project is ready for final design.

Richard Lee, P.E., Chief Engineer — Date