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14-12-9 (3/99)-9c

SEQR

State Environmental Quality Review
Notice of Completion of Draft
and
Notice of SEQR Hearing

Lead Agency: City of Utica Planning Board **Project Number**

Address: c/o Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502

Date 11/15/18

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. (and local law # if any)

A Draft Environmental Impact Statement has been completed and accepted for the proposed action described below. Comments are requested and will be accepted by the contact person until 12/27/18 A public hearing on the Draft EIS will be held on 12/6/18; 5 p.m. (date and time) at NYS Office Bldg, 207 Genesee St. Utica, NY (place).

Name of Action:

Mohawk Valley Health System (MVHS) - Integrated Health Campus (IHC)

Description of Action:

The project consists of the construction and operation of an IHC in downtown Utica. MVHS' mission is to provide excellence in healthcare for its communities. Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has been successful in its efforts thus far, but has been constrained by age and physical limitations of existing facilities. To support goals to deliver higher quality, more effective care with better community outcomes at a lower cost, the proposed IHC will combine services from both the St. Luke and St. Elizabeth campuses. The new IHC will replace the St. Luke and St. Elizabeth campuses, reduce the number of beds in the community, and consolidate patient services to one campus. Project funding has been provided, in part, by New York State via the Oneida County Health Care Facility Transformation Program, which provided capital funding "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care." The project includes: 670,000 ± sf hospital, central utility plant, parking facilities (one municipal parking garage and multiple surface lots), medical office building (by private developer), campus grounds, utility/pedestrian bridge (over Columbia Street) and helipad. The project also involves acquisition of properties and modifications to existing public/private utility infrastructure.

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

The MVHS IHC will encompass approximately 25-acres, which will generally be bounded by Oriskany Street (NYS Route 5S) to the north, Broadway to the east, NYS Route 5/8/12 to the west, and Columbia Street, City Hall and Kennedy Apartments to the south.

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Potential Environmental Impacts:

The proposed project exceeds thresholds defined for Type I projects in the SEQRA implementing regulations. Type I actions carry a presumption that the project is likely to have a significant effect on the environment. The project could result in moderate to large impacts on land; surface water; groundwater; air; historic or archaeological resources; transportation; energy; noise, odor, and light; human health; consistency with community plans; and consistency with community character.

A copy of the Draft / Final EIS may be obtained from:

Contact Person: Brian Thomas, Commissioner, Department of Urban & Economic Development

Address: 1 Kennedy Plaza, Utica, NY 13502
http://www.cityofutica.com/

Telephone Number: (315) 792-0181

A copy of this notice must be sent to:

Department of Environmental Conservation, 625 Broadway Albany, New York 12233-1750

Chief Executive Officer, Town/City/Village of Utica

Any person who has requested a copy of the Draft / Final EIS

Any other involved agencies

Environmental Notice Bulletin 625Broadway Albany, NY 12233-1750

Copies of the Draft EIS must be distributed according to 6NYCRR 617.12(b).

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Draft Environmental Impact Statement





Mohawk Valley Health System (MVHS)
Integrated Health Campus
Utica, New York

November 2018

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Draft Environmental Impact Statement

Mohawk Valley Health System (MVHS)
Integrated Health Campus
Utica, New York

Lead Agency: Utica City Planning Board
1 Kennedy Plaza
Utica, NY 13502

Date of Acceptance by Lead Agency:	November 15, 2018
Date by Which Comments Must be Submitted:	December 27, 2018
Public Hearing Date & Time:	December 6, 2018 (5:00 p.m.)
Public Hearing Location:	New York State Office Building 207 Genesee Street Utica, NY

November 2018

PREPARED BY
O'Brien & Gere Engineers, Inc.

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PUBLIC VENUES FOR DOCUMENT REVIEW

The DEIS is available at these locations:

UTICA CITY HALL

Department of Urban and Economic Development

1 Kennedy Plaza

Utica, New York 13502

UTICA PUBLIC LIBRARY

303 Genesee Street

Utica, New York 13501

WEB ACCESS

http://www.cityofutica.com/

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LIST OF ACRONYNS

AAR	Association of American Railroads
ACM	Asbestos Containing Materials
ALIS	Accident Location Information System
amsl	Above Mean Sea Level
APE	Area of Potential Effect
AST	Aboveground Storage Tank
Aud	Utica Memorial Auditorium
BMPs	Best Management Practices
BOA	Brownfield Opportunity Area
C&D	Construction & Demolition
CBD	Central Business District
CDC	Centers for Disease Control
CEMP	Comprehensive Emergency Management Plan

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CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CHASP	Construction Health and Safety Plan
CHP	Combined Heat and Power
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CON	Certificate of Need
CRIS	Cultural Resource Information System
CSO	Combined Sewer Overflow
CUP	Central Utility Plant
CWA	Clean Water Act
DASNY	Dormitory Authority State of New York
dB	Decibels (dB)
dBA	A-weighted Decibels
DEIS	Draft Environmental Impact Statement
DEMs	Digital Elevation Models
E&SC	Erosion and Sediment Control
ECL	Environmental Conservation Law
ED	Emergency Department
EIS	Environmental Impact Statement
EMS	Emergency Medical Service
EO	Executive Order
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FBI	Federal Bureau of Investigation
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration
FSLH	Faxton-St. Luke's Healthcare
GIS	Geographic Information System

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gpd	Gallons Per Day
gpm	Gallons Per Minute
GML	General Municipal Law
GRP	Geographic Response Plan
HCM	Highway Capacity Manual
HIC	Hospital Incident Command
HP	Horsepower
HUB	Historically Underutilized Business
HVAC	Heating, Ventilation and Air Conditioning
IHC	Integrated Health Campus
ITE	Institute of Engineers
kV	Kilovolt
kW	Kilowatt
LBP	Lead-Based Paint
LED	Light-Emitting Diode
LEED	Leadership in Energy and Environmental Design
lf	Linear Feet
LNG	Liquified Natural Gas
LOR	Letter of Resolution
LOS	Level of Service
LPG	Liquified Petroleum Gas
mcf	Denotes a thousand cubic feet of natural gas
MOB	Medical Office Building
MSDS	Material Safety Data Sheet
MUTCD	Manual on Uniform Traffic Control Devices
MVHS	Mohawk Valley Health System
MVWA	Mohawk Valley Water Authority
NAAQS	National Ambient Air Quality Standards
NEMSPA	National Emergency Medical Service Pilots Association
NFPA	National Fire Protection Association
NHP	Natural Heritage Program
NIAHO	National Integrated Accreditation for Healthcare Organizations

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NIMS	National Incident Management Systems
NO_x	Nitrogen Oxides
NPL	National Priority List
NRCS	National Resource Conservation Service
NRT	National Response Team
NSPS	New Source Performance Standard
NWI	National Wetland Inventory
NYAC	New York Archaeological Council
NYCRR	New York Code, Rules and Regulations
NYS	New York State
NYSDEC	New York State Department of Environmental Conservation
NYSDOH	New York State Department of Health
NYSDOT	New York State Department of Transportation
NYSOMH	New York State Office of Metal Health
OCLDC	Oneida County Local Development Corporation
OCSD	Oneida County Sewer District
OFPC	[NYS] Office of Fire Prevention and Control
OHSWA	Oneida-Herkimer Solid Waste Authority
OPRHP	[New York State] Office of Parks, Recreation and Historic Preservation
OTR	Ozone Transport Region
PBS	Petroleum Bulk Storage
PHMSA	Pipeline and Hazardous Materials Safety Administration
PIA	Project Impact Area (also referred to as Area of Potential Effect, APE)
PSA	Primary Service Area
Psi	Pounds per Square Inch
PTE	Potential to Emit
RCIL	Resource Center for Independent Living
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RMW	Regulated Medical Waste
ROW	Right-Of-Way
SCPS	Sauquoit Creek Pumping Station

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SEMC	St. Elizabeth Medical Center
SEQRA	State Environmental Quality Review Act (the statute)
SEQR	State Environmental Quality Review (the process)
sf	Square Foot
SHPA	State Historic Preservation Act
SHPO	State Historic Preservation Office
SPCC	Spill Prevention, Control and Countermeasure (Plan)
SPDES	State Pollution Discharge Elimination System
SPTC	State Preparedness Training Center
S/NR	State and National Register (of Historic Places)
SSA	Secondary Service Area
SSO	Sanitary Sewer Overflow
SUNY	State University of New York
SWPPP	Stormwater Pollution Prevention Plan
TIS	Traffic Impact Study
TMDL	Total Maximum Daily Load
tpy	Tons Per Year
U.S.	United States
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish & Wildlife Service
UST	Underground Storage Tank
WPCP	Water Pollution Control Plant
WQ&PC	Water Quality and Pollution Control

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EXECUTIVE SUMMARY

To further its goal of delivering higher quality, more effective care with better community outcomes at a lower cost, the Mohawk Valley Health System (MVHS) proposes to build and operate an Integrated Health Campus (IHC), which will include the following elements:

- Hospital building
- Central utility plant (CUP)
- Parking facilities (including one municipal parking garage and multiple surface lots)
- Future medical office building (MOB) (by private developer)
- Campus grounds
- Hospital helipad

The IHC will replace and consolidate services currently provided at MVHS' existing Faxton-St. Luke's Hospital (FSLH) and St. Elizabeth's Medical Center (SEMC). Except for certain existing ancillary facilities within which existing operations will be maintained, MVHS' also plans to redevelop the existing St. Luke's and SEMC campuses consistent with the Town of New Hartford's and the City of Utica's long-term development plans such that each site will remain capable of making an economically positive contribution to each community.

The MVHS IHC will encompass approximately 25-acres within the City of Utica, which will generally be bounded by Oriskany Street (NYS Route 5S) to the north, Broadway to the east, NYS Route 5/8/12 to the west, and Columbia Street, City Hall and Kennedy Apartments to the south. The proposed location is proximal to the City's urban core, as well as the City's proposed "U" District, existing Brewery District, Bagg's Square and Utica Harbor Point. Development of the MVHS IHC will involve the acquisition of properties, modifications to existing public/private utility infrastructure, and closure of city streets. A 40-month construction schedule, beginning in 2019, is anticipated. The hospital will operate 24-hours per day, 365-days per year.

Funding for the project will be furnished, in part, by New York State via the Oneida County Health Care Facility Transformation Program, which provided capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care."

Construction and operation of the IHC will require several local and state permits and approvals. The issuance of local and state discretionary approvals requires compliance with the State Environmental Quality Review Act (SEQRA), which mandates that environmental review must be completed for projects that may result in a significant adverse environmental impact. The SEQR process establishes steps to systematically consider environmental and socio-economic factors early in the planning stages of actions that are directly undertaken, funded or approved by local, regional and state agencies. By incorporating environmental review early in the planning stages, projects can be modified as needed to avoid or minimize adverse impacts on the environment.

The City of Utica Planning Board is acting as the Lead Agency for the IHC SEQR process. The Lead Agency is the Involved Agency principally responsible for undertaking, funding or approving an action, and therefore responsible for determining whether an environmental impact statement is required in connection with the action. As the public agency responsible for reviewing and approving the IHC site plan, the City Planning Board, as SEQR Lead Agency in a coordinated review process, issued a "Positive Declaration" requiring the project sponsor (MVHS) to prepare an Environmental Impact Statement (EIS).

In July 2018, the City Planning Board issued a Final Scoping Document, which summarized the required content of the DEIS. The Final Scoping Document was based on the receipt of substantive public and agency comments received during a 30-day public scoping comment period that included a public scoping meeting held on June 7, 2018.

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This DEIS has been prepared to evaluate potentially significant adverse impacts and reasonable alternatives. Moreover, measures to reduce/mitigate the significant adverse impacts that could potentially result from the construction and operation of the project are identified in the DEIS. Consistent with the Final Scoping Document, the DEIS considers impacts relative to land, surface water, groundwater, air, aesthetic resources, historic and archaeological resources, transportation, energy, utilities, noise and odor, human health, community character, and solid waste.

In addition to issues identified in the Final Scoping Document, SEQR regulations require that the following elements be included in the DEIS:

- Cover sheet
- Table of contents
- Summary of the document
- A concise description of the proposed action, its purpose, public need and benefits, including social and economic considerations
- A concise description of the environmental setting of the areas to be affected, sufficient to understand the impacts of the proposed action and alternatives
- A statement and evaluation of the potential significant adverse environmental impacts at a level of detail that reflects the severity of the impacts and the reasonable likelihood of their occurrence including, as applicable:
  - Reasonably related short-term and long-term impacts, cumulative impacts and other associated environmental impacts
  - Those adverse environmental impacts that cannot be avoided or adequately mitigated
  - Any irreversible and irretrievable commitments of environmental resources that would be associated with the proposed action
  - Any growth-inducing aspects of the proposed action
  - Impacts of the proposed action on the use and conservation of energy
  - Impacts of the proposed action on solid waste management and its consistency with the state or locally adopted solid waste management plan
- A description of the mitigation measures
- A description and evaluation of the range of reasonable alternatives to the action that are feasible, considering the objectives and capabilities of the project sponsor including the “no action” alternative.
- A description of the project’s impact on “Environmental Justice” issues
- A list of any underlying studies, reports, EISs and other information obtained and considered in preparing the DEIS.

The DEIS is supported by field and issue-specific studies and evaluations that describe the project's potential impact and potential methods to reduce/mitigate a significant adverse impact on the environment. Information from these supporting studies are relied upon in the document, with the complete reports provided as appendices. Information sources are referenced throughout the document with full citations provided at the end of the document.

Release of this document by the City Planning Board (as Lead Agency) initiates another public and agency review process. Upon acceptance of this DEIS by the City Planning Board, it will be made available to the public and involved/interested agencies for the purposes of soliciting substantive comments. Both written and oral comments will be received, with the latter obtained at a public hearing to be scheduled during the comment period.

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Following the comment period, a Final Environmental Impact Statement (FEIS) will be prepared. The FEIS will include responses to the substantive agency and public comments raised during the comment period. The FEIS will be used by the involved agencies (including the City Planning Board, as Lead Agency) to make written findings regarding the environmental effects of the proposed actions. In their respective findings, involved agencies weigh and balance the relevant environmental impacts along with social, economic, and other essential considerations to determine whether the action minimizes or avoids environmental impacts to the maximum extent practicable. "Findings" must be based on information presented in the FEIS. The proposed action cannot be undertaken until a positive findings statement is written, approved and field and the applicable permits and approvals are obtained.

SEQRA notices relevant to this project will be published in the Utica Observer Dispatch and in the New York State Department of Environmental Conservation's (NYSDEC) Environmental Notice Bulletin. In addition, SEQRA materials will be accessible on the internet at the following address (http://www.cityofutica.com/).

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1. PROJECT OVERVIEW

1.1 PROJECT DESCRIPTION

1.1.1 Project Purpose (Public Need and Benefit)

Faxton St. Luke's Healthcare (FSLH) and St. Elizabeth Medical Center (SEMC) affiliated in 2014 to become the Mohawk Valley Health System (MVHS)[1]. While MVHS is a private entity, its mission is to provide excellence in public healthcare for its community. Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has achieved some success, but it has been constrained by the age and physical limitations of the existing facilities.

As summarized below (Table 1), MVHS is currently comprised of three locations (see Figure 1).

Table 1. MVHS Campus Locations

FSLH Campus Locations	SEMC Campus Location
St. Luke's Campus 1656 Champlain Avenue Utica, NY	SEMC Campus 2209 Genesee Street Utica, NY
Faxton Campus 1676 Sunset Avenue (1675 Bennett Street) Utica, NY	

To further its goal of delivering higher quality, more effective care with better community outcomes at a lower cost, the Integrated Health Campus (IHC) will combine services from both the St. Luke's and SEMC campuses, replace the St. Luke's and SEMC campuses, reduce the number of beds in the community, and consolidate patient services at the IHC campus.[2] In accordance with Article 28 of the Public Health Law, MVHS has applied for a Certificate of Need (CON) from the New York State Department of Health (NYSDOH) pursuant to which it would be the sole operator of the IHC.

While MVHS is a private entity, the IHC is a public facility that will serve public needs and receive public funding. MVHS' decision to consolidate these two campuses to a single facility was motivated by several key factors and public need considerations:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities
- The growing demand for healthcare due to the rapidly increasing and aging population in this region
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community
- The opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability

[1] Mohawk Valley Health System is the Sole Corporate Member of Faxton-St. Luke`s Healthcare, St. Elizabeth Medical Center, St. Luke's Home Residential Health Care Facility, Senior Network Health, LLC, Visiting Nurse Association of Utica and Oneida County, Inc., and Mohawk Valley Home Care, LLC. Together, the system is governed by one Board of Directors.

[2] Services offered at the Faxton Campus will not move to the new IHC.

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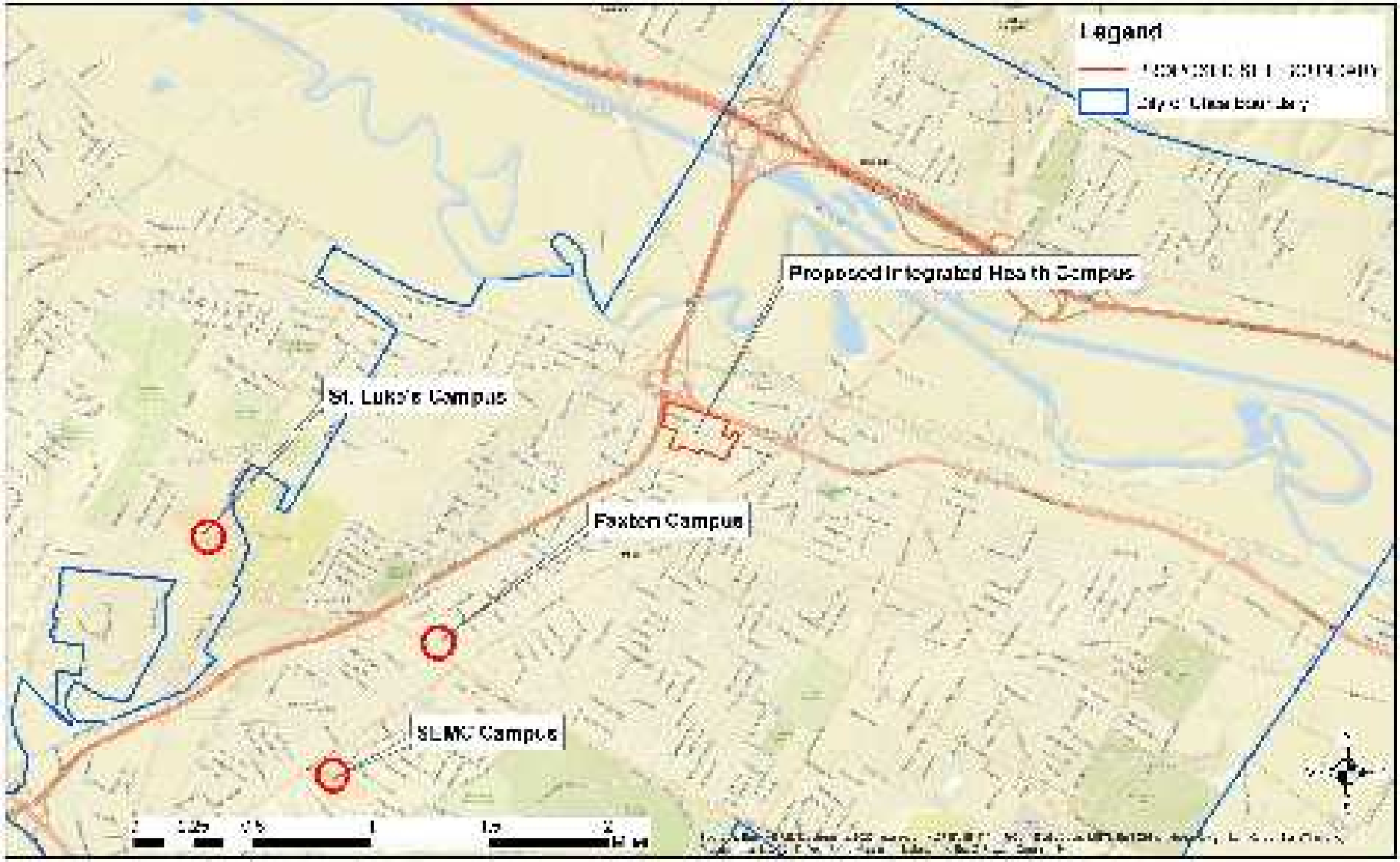

Figure 1. Existing MVHS Campuses

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The project also includes a proposed collaborative affiliation between MVHS and the Masonic Medical Research Laboratory. Research space is proposed within the new IHC that will allow Masonic laboratory researchers working behind the lab bench and MVHS clinicians working at patients' bedsides to collaborate and create new and innovative research and clinical benefits for the Mohawk Valley and beyond. Additional information regarding the public need for the project is included in the Certificate of Need (CON) application provided as Appendix A.

1.1.2 Background and History

Funding for the project will be furnished, in part, by New York State via the Oneida County Health Care Facility Transformation Program, which provided capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care."[3]

The MVHS Board of Directors, with Hammes Company, a healthcare consulting firm, and the Mohawk Valley Economic Development Growth Enterprises Corporation's (Mohawk Valley EDGE or EDGE) engineering and planning professionals, engaged in a process to evaluate alternative sites for the project (see Section 2). Criteria used to evaluate 12 potential sites included: infrastructure (water, sewer, power), access, transportation network, capacity to accommodate hospital operations and parking, and no adverse impact on existing hospital operations.

The MVHS Board unanimously selected the downtown Utica site based on the site-selection criteria (above), as well as its central location, urban revitalization opportunities, and alignment with the NYS legislation that allocated $300 million for projects located in Oneida County's largest population center.

Other factors that support the downtown location (see below) include: regional accessibility with proximity to major highways, public transit systems, and the support of the regional community and government stakeholders.

1.1.3 Project Location

The MVHS IHC will encompass approximately 25-acres (see Figure 2), which will generally be bounded by Oriskany Street (NYS Route 5S) to the north, Broadway to the east, NYS Route 5/8/12 to the west, and Columbia Street, City Hall and Kennedy Apartments to the south. The proposed location is proximal to the City's urban core, as well as the City's proposed "U" District, existing Brewery District, Bagg's Square and Utica Harbor Point.

1.1.4 Project Elements

As illustrated on Figure 3, the MVHS IHC will include the following elements:

- Hospital building
- CUP
- Parking facilities (including one municipal parking garage and multiple surface lots)
- Future medical office building (MOB) (by private developer)
- Campus grounds
- Hospital helipad
- Pedestrian/utility bridge over Columbia Street

To accommodate the proposed MVHS IHC, the proposed project will involve the acquisition of properties and modifications to existing public/private utility infrastructure. Descriptions of the project elements are provided below.

[3] https://www.nysenate.gov/legislation/laws/PBH/2825-B

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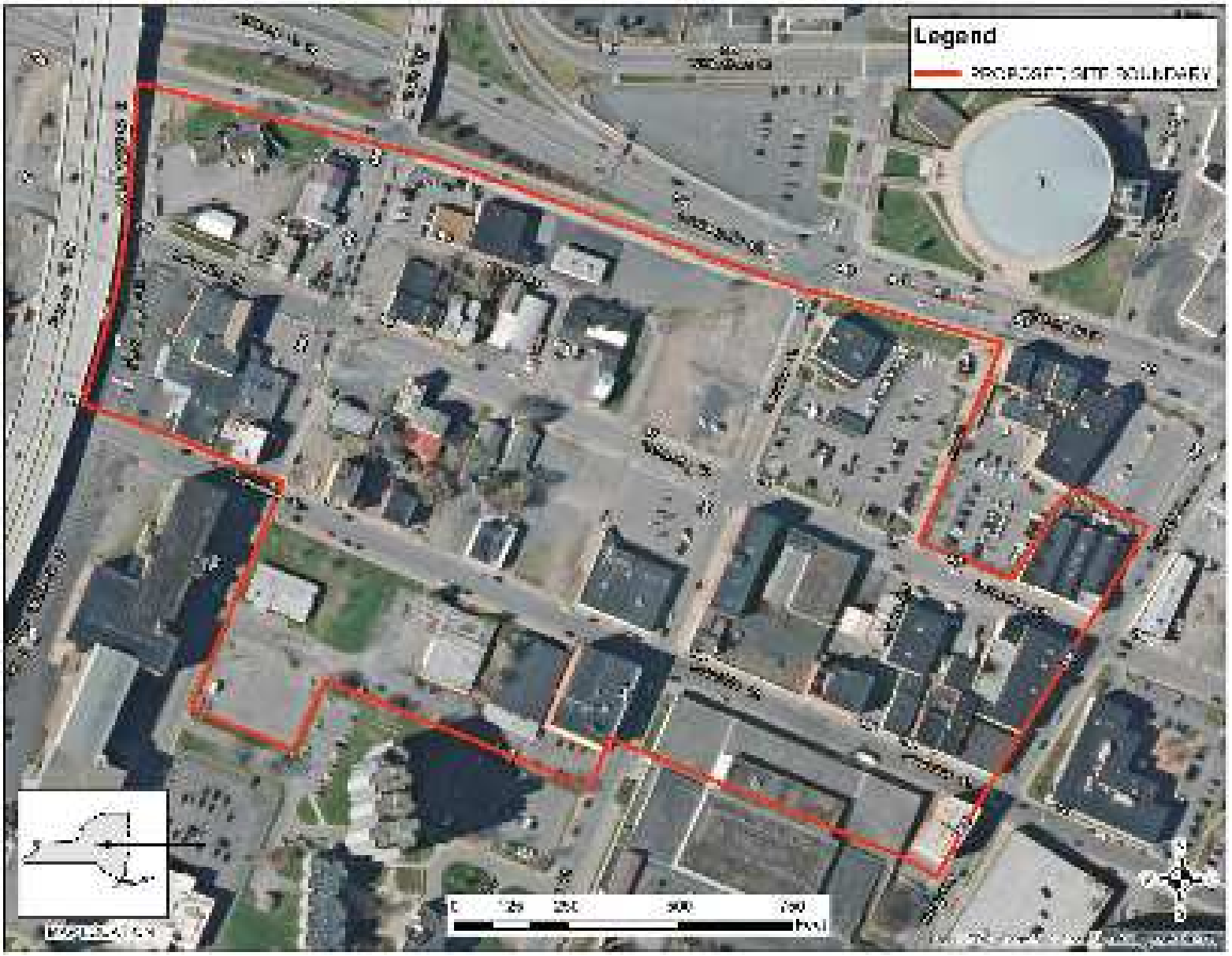

Figure 2. Proposed IHC Boundary

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Figure 3. Integrated Health Campus (IHC)

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Facilities

Hospital Building

The proposed 670,000± square foot (sf) hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a two-story podium and a seven-story bed tower.

Most services currently provided at the St. Luke's and SEMC campuses will be transitioned to the MVHS IHC including 373± inpatient beds (see below). MVHS plans to facilitate the adaptive reuse of the vacated space at the existing facilities (see Section 8).

Central Utility Plant

A one-story CUP will service the hospital. The CUP will adjoin the southeastern portion of the podium of the hospital building via a utility/pedestrian bridge. The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each of which will be fueled by both natural gas and No. 2 Fuel oil. A 50,000-gallon underground storage tank (UST) used to store the No. 2 fuel/diesel oil will be installed east of the CUP in the service yard (for emergency generators). A 30,000-gallon aboveground storage tank (AST) used to store emergency water for fire protection will also be located in the service yard.

Parking Facilities

Parking facilities will consist of a three-story, municipally-owned parking garage and multiple parking lots. The parking garage will provide approximately 1,550 parking spaces and the parking lots will allow for an additional 1,100± parking spaces. These parking facilities will be available for use by patients, visitors, staff, and volunteers, as well as the community for non-hospital related events.

Future Medical Office Building (MOB)

A future MOB is proposed. It is anticipated that the MOB would be owned and operated by a private developer. As illustrated on Figure 3, the proposed location of the MOB is south of Columbia Street and west of Cornelia Street.[4]

Campus Grounds

The campus will be designed as an urban park with enhanced lighting, trees, pedestrian walkways and seating areas. A pedestrian walkway will replace a portion of Lafayette Street. This walkway will extend from the main entrance to the west, terminating at State Street. An additional segment of the walkway will provide access to the Emergency Department (ED) entrance. Outdoor areas will include gardens and other design considerations to create a healing environment.

Hospital Helipad[5]

Similar to existing operations at FSLH and SEMC[6], the IHC will have an emergency helipad. Hospital sites generally like to locate the helipad as close as practical to the emergency/trauma area for ease of patient transport. To facilitate access to the ED, a ground-based (vs. rooftop) hospital helipad, designed to Federal Aviation Administration (FAA) specifications, will be situated to the west of the hospital building, adjacent to the ED ambulance entrance and north of Columbia Street. Use of the helipad will be intermittent; approximately 40±

[4] An alternative MOB location within the footprint is south of Lafayette Street and west of Broadway.
[5] In contrast to a heliport, a helipad (or helistop) is a location designated for helicopters to land and take off without facilities for refueling or repair. A hospital helipad is limited to serving helicopters engaged in air ambulance, or other hospital related functions.
[6] Helipad operations at FSLH and SEMC will cease upon the transfer of operations to the IHC.

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annual emergency flights to the hospital are anticipated.[7] Operating procedures for the existing helipads are summarized in Appendix B; similar procedures will be implemented at the downtown IHC.

Property Acquisition

The project includes the acquisition of the 25± acres of property in an area of Utica that is designated as a Federal "Historically Underutilized Business" (HUB) Zone[8], a distressed area and a New York State Department of Environmental Conservation (NYSDEC) designated "Potential Environmental Justice Area." While it is anticipated that most of the property will be acquired through voluntary negotiation, it is likely that some property may need to be acquired via eminent domain. Many of the existing property owners and businesses will be required to relocate to other parts of Utica or Oneida County. The magnitude of the acquisition of 25± acres will be large, but most of the impacts are expected to be beneficial because it will better position the hospital to serve the largest and most diverse population in Oneida County, as well as creating the potential for secondary economic development opportunities.

Street Closures

As currently proposed, the project would require the following public street closures or changes in designation:

- Lafayette Street from State Street to Broadway will be abandoned by the City
- Cornelia Street from Columbia Street to Oriskany Street will be abandoned by the City
- Carton Avenue, Sayre Alley, and Pine Street will be abandoned by the City
- The former Lafayette Street from Broadway to Cornelia Street will become the main entrance to the IHC
- The former Cornelia Street from Lafayette Street to Oriskany Street will become the entrance to the new public parking garage and an alternate hospital entrance/exit

Access/Egress

The main entrance to the hospital will be located south of Lafayette Street, proximal to Cornelia Street. In addition to the main entrance, ED walk-in and ED ambulance entrances will be located on the western portion of the hospital. Vehicular and pedestrian entries will be marked by canopy systems that provide adequate coverage for public drop off, ED walk-in and loading activities. Ambulance traffic will be provided with a large drive-thru canopy adjoined to the podium.

A service entrance will be located on the eastern portion of the hospital building, which will be accessible via Columbia Street.

As illustrated on Figure 3, the downtown IHC is located adjacent to NYS Route 5S (Oriskany Street), with interchange access to the North-South Arterial Highway (NYS Routes 5, 8 & 12).[9] The New York State

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[7] MVHS does not own or operate medivac helicopters, which is provided by a third-party specialty service. Operations are not scheduled events, but episodic. MVHS' primary use of medevac helicopters is for transfer out of patients to larger tertiary care/specialty hospitals. The example types of transport may be neonates, trauma, and other higher level of care services. Annual cumulative helicopter landings at St. Luke's and SEMC have ranged from 15 to 37 between 2014 and 2017 (MVHS 2018); according to MVHS, approximately 50% of the existing medivac flights are patients leaving the hospital for another facility. No significant increase or decrease in landings at the downtown IHC are anticipated.

[8] HUBZone means a historically underutilized business zone, which is an area located within one or more: (1) Qualified census tracts; (2) Qualified non-metropolitan counties; (3) Lands within the external boundaries of an Indian reservation; (4) Qualified base closure areas; (5) Re-designated areas; or (6) Qualified disaster areas.

[9] The NYSDOT recently completed the Route 5-8-12 North-South Arterial Viaduct Replacement project, which involved the replacement of the viaduct (the elevated portion) of NYS Routes 5, 8, and 12 over Columbia and Lafayette Streets and Oriskany Street (intersection of NYS Routes 5A and 5S).

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Department of Transportation (NYSDOT) is currently coordinating[10] the Route 5S Safety Project, which incorporates intersection and safety improvements from Cornelia Street to Broad Street, including miscellaneous work on the side streets; work is scheduled to be completed in 2020.[11]

Infrastructure

Based on a preliminary assessment of existing utilities and project needs, modifications to the existing infrastructure in the project area are anticipated. A summary of anticipated modifications is provided below.

Sanitary Sewers

The project is anticipated to generate 187,000± gallons per day (gpd), which will be discharged to Oneida County's Water Pollution Control Plant via City sanitary sewers and Oneida County interceptor sewers. Based on the proposed building layout, it is anticipated that the following modifications will be made to the sanitary infrastructure within the proposed project area:

- All existing sewers in Lafayette Street, between State Street and Cornelia Street, will be abandoned/removed, including 12", 15" and 18" diameter sewer piping
- A new 15" diameter sewer on Columbia Street would need to flow in the reverse direction of the existing 15" and tie into the 48" trunk sewer on State Street
- A new section of 18" sewer will divert upstream flow from Cornelia Street to the existing 24" sewer in Columbia Street, discharging to the 33" sewer in Broadway.

Other potential new sewers include a new 15" diameter pipe in Lafayette Street, on the north side of the hospital. The location and size of sanitary laterals and connections will depend on the plumbing/mechanical design of the new hospital buildings. It is assumed each new structure will have its own service lateral(s) connecting to the City mains.

Water Mains

Water mains located within the new building footprint will need to be removed/abandoned. Upgrades to other smaller water mains are also required. Where new supply mains are required, the older mains would be replaced. Fire hydrants will be located along the public streets and private fire hydrants will be located within the IHC campus, as required for fire protection. Each building will be provided with its own backflow prevention device to comply with Mohawk Valley Water Authority requirements.

Water demand for the IHC is estimated at approximately 500 gallons per minute (gpm). Based on the current IHC design configuration, water mains to be replaced or installed will consist of the following:

- Older 6" and 16" mains on State Street will be replaced with a new 16" water main
- A 6"/8" main on Broadway will be replaced with a 12" pipe between Columbia Street and Oriskany Street
- Installation of a 12" water main along Oriskany Street East between State Street and Broadway
- Installation of a 12" water main (private) along Lafayette Street, between State Street and Broadway to serve the hospital
- Potential installation of booster pumps to increase flow rates and pressures necessary for fire protection to the upper floors of the proposed hospital.

[10] The NYSDOT has coordinated efforts with the City of Utica, Oneida County, and MVHS to incorporate downtown IHC related data and access needs.

[11] https://www.dot.ny.gov/route5ssafetyproject

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Electric and Natural Gas

Electric and gas utilities proximal to the proposed IHC are operated and maintained by National Grid. The gas mains and underground electric conductors are owned by National Grid. The underground conduits and vaults are owned by the City of Utica, and leased to National Grid for use.

The peak electrical demand load for the proposed IHC is estimated at 4,304.27 kW (SSR 2018). Although, the existing infrastructure and electrical capacity of the grid will be sufficient to operate the IHC, the potential exists for the hospital to receive dedicated feeders, which would require upgrades to the substation and approximately 1.5 miles of new feeders; however, this option is solely based on MVHS's discretion and is not necessary for service.

The peak natural gas load and annual natural gas usage for the proposed IHC is estimated at 50 mcf/hour and usage of 90,000 mcf/year, respectively (SSR 2018). To meet demand and minimize disturbances to existing customers, an 80 pounds per square inch (psi) gas main would need to be installed and extended back to the existing 80 psi supply main. This would require approximately 2,500 linear feet (lf) of 6" main to be installed, which would also require crossing of the existing railroad to the north.

Stormwater Management

The overall percent impervious surfaces resulting from development of the IHC is anticipated to be less than the amount of coverage under existing conditions. In addition, the buildings and paved impervious surface areas of the MVHS IHC may be further minimized or reduced using "Green Infrastructure" design features such as pervious pavement/pavers, planting beds, and subsurface rainwater detention.

To provide sufficient capacity and drainage for the proposed hospital, sections of existing storm sewers within the project area will be abandoned/removed and new storm sewers will be installed. The modifications will include:

- Abandonment/removal of 12" and 15" pipe on Lafayette Street
- Removal of 36" trunk sewers from Cornelia Street, between Columbia Street and Lafayette Street
- Removal of 12" storm sewer from Columbia Street
- Installation of new 36" diameter storm sewer on Columbia Street, State Street, and potentially along Oriskany Street connecting back to the existing 42" line crossing Oriskany Street West/NYS Route 5S at Cornelia Street, or boring under Oriskany Street to connect to an existing storm sewer on the north side of Oriskany Street.
- Installation of new storm sewer as needed to tie-in catch basins along the route of the new storm sewer mains.

The project is required to meet Chapter 9 of the New York State Stormwater Management Design Manual (including water quality and quantity requirements) for redevelopment projects (NYSDEC 2015). The proposed site plan represents a net reduction in impervious surfaces (compared to existing conditions), which eliminates the requirement for post-construction quantity control. Re-development of the site requires water quality treatment of 75% of the water quantity from disturbed areas with proposed impervious surfaces. The water quality will be treated by Vortech treatment units as approved by NYSDEC, which are placed at each connection point to the City's stormwater system. The conveyance to the proposed treatment units will include curbing and catch basins within each parking area, as well as collection of runoff via building roof drains.

Disposition and Repurposing of Existing MVHS Campuses

Except for certain existing ancillary facilities within which existing operations will be maintained (see below), MVHS' objective is to facilitate redevelopment of the existing St. Luke's and SEMC campuses consistent with the Town of New Hartford's and the City of Utica's long-term development plans so that each site is capable of making an economically positive contribution to each community. In support of this objective, MVHS will be conducting an evaluation of the properties and the potential "as-of-right" redevelopment opportunities concurrent with planning for the proposed IHC (see Section 8.2). In addition to the disposition and

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redevelopment of the primary facilities, existing ancillary facilities will also be reused. A description of the anticipated continued use of portions of the existing campuses is provided below.

FSLH

Most of the inpatient and outpatient services performed at the existing St. Luke's campus will be transitioned to the downtown IHC. However, it is anticipated that 24± physical medical and rehabilitation beds, as well as some outpatient services will remain at this site. Unused medical supplies and certain medical equipment will be brought to the MVHS IHC. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

SEMC

Some of the non-hospital buildings located at the SEMC Campus will be converted into an outpatient extension clinic, while others will maintain their existing use (*e.g.*, St. Elizabeth College of Nursing). Services provided at the clinic may include sleep center services, cardiac and thoracic surgery-related physician offices, primary care services and a laboratory patient service center. Unused medical supplies and certain medical equipment may be brought to the downtown IHC. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

1.1.5 Construction Activities

Implementation of the project will require the physical alteration of land within the project footprint. Generally, construction activities within the 25±-acre footprint will include:

- Installation and maintenance of construction-phase erosion and sedimentation controls (E&SCs)
- Demolition and clearing of existing targeted facilities
- Utility relocations
- Site grading
- Construction of IHC facilities and utility extensions/connections
- Site stabilization and removal of temporary, construction phase E&SCs.

In addition, construction activities will require access and egress to and from the site by construction workers, as well as equipment and materials over the anticipated 40-month construction schedule.

1.1.6 Operation and Maintenance Requirements

The IHC will operate 24-hours per day, 7-days per week, 365-days per year.

1.1.7 Project Schedule (Including Phasing)

A 40-month construction schedule, beginning in 2019, is anticipated. While MVHS is not proposing a phased construction schedule, construction of the parking garage and MOB will be controlled by the City and private developers, respectively.

1.2 REGULATORY REVIEW AND APPROVALS

1.2.1 State Environmental Quality Review Act (SEQRA)

Pursuant to New York State Environmental Conservation Law (ECL) Article 8, SEQRA; and Part 617 of Chapter 6 of the New York Codes, Rules and Regulations (6 NYCRR Part 617), environmental review must be completed for projects that may result in a significant adverse environmental impact so that these impacts can be identified and avoided or mitigated to the maximum extent practicable. This DEIS has been prepared to evaluate potentially significant adverse impacts and reasonable alternatives. Moreover, measures to reduce/mitigate the significant adverse impacts that may potentially result from the construction and operation of the IHC are identified in the DEIS. Steps of the SEQR process are summarized below.

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Coordinated Review. Coordinated review is the process by which involved agencies cooperate in one integrated environmental review. Coordinated review has two major elements: establishing a lead agency (from among involved agencies) and identifying the interests and concerns of involved agencies so that they may be considered by the lead agency in the determination of significance and scoping the content of the DEIS.

Lead Agency coordination. On February 2, 2018, based on its receipt of an application from MVHS requesting certain, discretionary financial assistance[12], and in its role as a potential involved agency, the Oneida County Local Development Corporation (OCLDC) classified the proposed action as a Type I action and initiated a 30-day lead agency coordination process[13] with other identified potential involved agencies to coordinate the designation of a Lead Agency. A copy of the OCLDC letter is included in Appendix C.

As a potential Involved Agency (see Section 1.2.2), the City of Utica Planning Board, by resolution dated February 22, 2018, declared its intent to act as SEQR Lead Agency for the proposed review of the project. The intent of the City Planning Board was relayed to the OCLDC in a letter dated February 23, 2018 from the City of Utica's Department of Urban & Economic Development[14], which provides staff support to the Planning Board. Copies of the resolution and correspondence are included in Appendix C.

Notice of Determination of Significance/Notice of Intent to Prepare an Environmental Impact Statement. A determination of significance is the critical step in the SEQR process in which the Lead Agency decides whether an environmental impact statement must be prepared for an action. The two key considerations in determining significance are "magnitude" (*i.e.*, severity) and "importance" (*i.e.*, in relation to its setting) of impacts. On May 7, 2018, the City of Utica Planning Board, as Lead Agency, issued a "Notice of Determination of Significance (Positive Declaration) indicating its intent to require the preparation of an Environmental Impact Statement to assess potential significant environmental impacts from the project. Copies of the resolution and Positive Declaration are included in Appendix C.

Scoping. Scoping is a process that identifies potential environmental impacts of an action or actions which should be addressed in a DEIS. The purpose of scoping is to narrow issues to be addressed in the DEIS to facilitate the preparation of a concise, accurate and complete DEIS that is adequate for public review. The scoping process is intended to:

- Create consensus among involved agencies
- Provide additional opportunities for public participation by seeking input from the public regarding the content of the DEIS
- Minimize the inclusion and review of unnecessary issues.

On May 17, 2018, the City Planning Board issued a Draft Scoping Document, prepared by MVHS, initiating a 30-day review period to solicit written public and agency review comments. In addition, the Board held a public scoping meeting on June 7, 2018 to solicit oral comments. Based on a review of the comments (written and oral), the Board issued a Final Scoping Document on July 19, 2018. A copy of the Final Scoping Document is provided in Appendix C. The content of this DEIS is based on issues identified in the Final Scoping Document.

Draft Environmental Impact Statement. In addition to issues identified in the final scoping document, SEQR regulations require that the following elements be included in the DEIS:

- Cover sheet

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[12] MVHS' application included a completed Part 1 (Project and Setting) of a Full Environmental Assessment Form (EAF), which is included in Appendix C.
[13] 30-days ending on March 3, 2018.
[14] In a letter to Involved Agencies, dated March 8, 2018, the City Planning Board (via the City's Department of Urban & Economic Development) extended the Lead Agency coordination process from March 3, 2018 to March 23, 2018 (see Appendix C).

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- Table of contents
- Summary of the document
- A concise description of the proposed action, its purpose, public need and benefits, including social and economic considerations
- A concise description of the environmental setting of the areas to be affected, sufficient to understand the impacts of the proposed action and alternatives
- A statement and evaluation of the potential significant adverse environmental impacts at a level of detail that reflects the severity of the impacts and the reasonable likelihood of their occurrence including, as applicable:
  - Reasonably related short-term and long-term impacts, cumulative impacts and other associated environmental impacts
  - Those adverse environmental impacts that cannot be avoided or adequately mitigated
  - Any irreversible and irretrievable commitments of environmental resources that would be associated with the proposed action
  - Any growth-inducing aspects of the proposed action
  - Impacts of the proposed action on the use and conservation of energy
  - Impacts of the proposed action on solid waste management and its consistency with the state or locally adopted solid waste management plan
- A description of the mitigation measures
- A description and evaluation of the range of reasonable alternatives to the action that are feasible, considering the objectives and capabilities of the project sponsor including the "no action"[15] alternative.
- A description of the project's impact on "Environmental Justice"[16] issues
- A list of any underlying studies, reports, EISs and other information obtained and considered in preparing the DEIS.

The DEIS is supported by field and issue-specific studies and evaluations that describe the project's potential impact and methods to reduce/mitigate any potential significant adverse impact on the environment. Information from these supporting studies is relied upon in the document, with the complete reports provided as appendices:

- Hospital Site Selection Process Summary Memorandum (Appendix D)
- Phase 1A Cultural Resource Investigation (Appendix E)
- Phase 1A Architectural Inventory (Appendix E)
- Traffic Impact Study (Appendix F)
- Preliminary Geotechnical Review (Appendix G)
- Preliminary Environmental Due Diligence Review (Appendix H).

[15] Discussion on the "no action" alternative includes an evaluation of the adverse or beneficial site changes that may occur in the absence of the proposed actions.
[16] Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies (http://www.dec.ny.gov/public/333.html).

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Final Environmental Impact Statement (FEIS)/Findings. Upon acceptance of this DEIS by the City Planning Board, it will be made available to the public (see below) and involved/interested agencies[17] for the purposes of soliciting substantive comments. Both written and oral comments will be received, with the latter obtained at a public hearing to be scheduled during the overall comment period.

Following the comment period, a Final Environmental Impact Statement (FEIS) will be prepared. The FEIS will include responses to the substantive agency and public comments raised during the comment period. The FEIS will be used by the involved agencies (including the City Planning Board, as Lead Agency) to make written findings of fact regarding the environmental effects of the proposed actions. In their respective findings, involved agencies weigh and balance the relevant environmental impacts along with social, economic, and other essential considerations to determine whether the action will minimize or avoid environmental impacts to the maximum extent practicable. "Findings" will be based on information presented in the FEIS. Implementation of the action will not proceed until written findings are filed and all other applicable permits and approvals obtained (see below).

Public notice. Notices relevant to this project, including those related to SEQR procedures and filings, will be published in the Utica Observer Dispatch, as well as the NYSDEC's Environmental Notice Bulletin (as appropriate). In addition, SEQR materials will be accessible on the internet at the following address (http://www.cityofutica.com/).

Supporting information. Preparation of this DEIS was aided by the contributions of several agencies that contributed technical information incorporated and referenced in this document. Key contributors by category included:

Infrastructure

- City of Utica
- Mohawk Valley Water Authority (MVWA)
- National Grid
- Oneida County Department of Water Quality and Water Pollution Control (WQ&WPC)

Regulatory Programs

- City of Utica (multiple departments)
- FAA[18]
- NYSDEC
- NYSDOH
- NYSDOT
- NYS Office of Parks, Recreation & Historic Preservation – Field Services Bureau[19]
- Oneida County Department of Emergency Services.

Environmental Setting

- City of Utica Fire Department
- City of Utica Department of Urban & Economic Development

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[17] "Interested Agency" means an agency that lacks the jurisdiction to fund, approve, or directly undertake an action but wishes to participate in the review because of its specific expertise or concern about the proposed action.
[18] The FAA provides design-related guidance in support of the helipad, but has no approval authority. The helipad design will be reviewed by the City of Utica Planning Board in conjunction with the overall site plan.
[19] Also referred to as the State Historic Preservation Office (SHPO).

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- NYSDEC
- NYSDEC Natural Heritage Program (NHP)
- NYSDOT
- United States Fish & Wildlife Service (USFWS).

Information sources are referenced throughout the document; full citations are provided at the end of this document.

1.2.2 Permits and Approvals

Construction and operation of the IHC will require the acquisition of discretionary[20] and ministerial[21] permits and approvals from various state and local jurisdictional agencies. A summary of potential permits and approvals is provided in Table 2.

Table 2. Summary of Potential Permits and Approvals

	Permit/Approval	Activity	Agency
	State		
1	Funding Administration, Certificate of Need (CON), Construction Approval, and Operating Certificate	Joint Administration (with DASNY) of project funding approved by New York State Legislature. Review process, mandated under state law, which governs the establishment, ownership, construction, renovation and change in service of specific types of health care facilities including hospitals.	NYSDOH
2	Operating Certificate	Obtain an operating certificate (license) issued by the NYS Office of Mental Health (NYSOMH) prior to the operation of such facilities and programs that are subject to the regulatory jurisdiction of the Commissioner of Mental Health	NYSOMH
3	Funding Administration	Joint administration (with NYSDOH) of project funding approved by New York State Legislature. Potential conduit debt issuer in connection with any private not-for-profit tax-exempt MVHS bonds issued through DASNY.	DASNY
4	Air Facility Permit[22]	Permit to construct and operate an air emission source.	NYSDEC
5	SPDES General Permit for Storm Water Discharges from Construction Activity (GP-0-15-002)	Storm water discharges from construction phase activities disturbing one-acre or greater.	NYSDEC
6	Petroleum Bulk Storage Registrations	Petroleum bulk storage tanks for boilers and emergency generators	NYSDEC
7	Highway Work Permit	Work within NYS highway right-of-way (ROW).	NYSDOT
8	Consultation (16PR06600)	Compliance with State & National Historic Preservation Acts	SHPO

[20] Discretionary decisions are those where there are choices to be made by the decision makers that determine whether and how an action may be taken.
[21] A ministerial action is an action performed upon a given state of facts in a prescribed manner imposed by law without the exercise of any judgment or discretion as to the propriety of the act (*e.g.*, a building permit); ministerial actions are not subject to review under the SEQRA.
[22] Proposed emissions may be considered "trivial or exempt activities" (see Section 3.4); a permit or registration may not be required.

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	Permit/Approval	Activity	Agency
	Local		
9	Project Funding	Financial benefits & incentive support	Oneida County Local Development Corporation (LDC)
10	Potential Property Condemnation/Eminent Domain	Potential condemnation and acquisition of private property within project footprint.	Oneida County Oneida County IDA City of Utica Urban Renewal Agency
11	Site Plan Review	Review and approval of site plan[23]	Utica Planning Board
12	Multiple	Approval of public property transfers/road closures; funding of parking garage; review and approval of structures located within City rights-of-way (*i.e.*, pedestrian bridges, walkways, canopies, *etc.*)	Utica Common Council
13	Highway Work Permit	Work within highway rights-of-way (road and utility improvements, curb cuts).	Utica Department of Engineering
14	Consolidation & Re-Subdivision	Potential consolidation of parcels within area of potential effect.	Utica Department of Engineering or City Planning Board
15	Special Use Permit/Variances	Medical use in Central Business District (CBD); area variances depending upon location of specific project elements	Utica Zoning Board of Appeals
16	General Municipal Law (GML) § 239-m	County Planning review of activities located within 500-feet of State or County highway, municipal boundary or park.	Oneida County Department of Planning
17	Water and Wastewater System Improvements Approval of Plans	Approval of water and wastewater infrastructure improvements and connections.	Mohawk Valley Water Authority (MVWA) Oneida County Health Department City of Utica Oneida County Department of Water Quality & Water Pollution Control
18	Building & Demolition Permits	Building code compliance.	Utica Codes Department
19	Certificate of Occupancy	Approval to occupy building.	Utica Codes Department
20	Various	Specific hospital operations will require multiple registrations, licensing, notifications, and/or certifications. Such activities are considered nondiscretionary (ministerial) approvals.	Various

1.2.3 New York State Executive Orders and Policies

Environmental Justice

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.[24] In March 2003, the NYSDEC issued policy[25] to guide the incorporation of EJ concerns into the Department's environmental permit review process, as well as in their application of the SEQR process. The policy focuses on the integration of public participation in NYSDEC's permit review process for projects located in potential EJ areas. The policy is written to assist NYSDEC staff, the regulated community and the public in understanding the requirements and review process.

[23] Installation of a utility/pedestrian bridge over a City street (Columbia Street) will require review and approval by the City Engineer.

[24] https://www.epa.gov/environmentaljustice/learn-about-environmental-justice

[25] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/cp29a.pdf

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The IHC project area is located in the City of Utica, which has been identified by the NYSDEC as a "Potential EJ Area[26]." In addition, as identified in Section 1.2.2, implementation of the project may require several approvals from the NYSDEC, which will require conformance with the NYSDEC's EJ policy.

Specifically, CP-29 states that where a Potential EJ area is identified by the NYSDEC, the applicant shall submit a written public participation plan as part of its complete NYSDEC application. At a minimum, the plan must demonstrate that the applicant will:

- Identify stakeholders to the proposed action
- Distribute and post written information on the proposed action and the environmental permit review process
- Hold a public information meeting or meetings to keep the public informed about the proposed action and the permit review process
- Establish an easily accessible document repository or repositories in or near the Potential EJ area
- Provide a report or reports which summarize all progress to-date in implementing the plan, all substantive concerns raised to-date, all resolved and outstanding issues, the components of the plan yet to be implemented and an expected time line for completion of the plan
- Upon completion of the plan, submit written certification that the applicant has complied with the plan and submit a final report detailing the activities that occurred pursuant to the plan.

A summary of MVHS-sponsored public engagement efforts is provided below.

MVHS-Sponsored Public Engagement Efforts

Since 2015, the project sponsor and/or its team has coordinated and participated in over 130 meetings with decision-makers and stakeholders. These efforts have complemented additional public engagement and outreach initiated in conjunction with the on-going SEQR process (see Section 1.2.1). These efforts have included meetings with the following groups:

- Clinton Chamber of Commerce
- St. Elizabeth Medical Center – College of Nursing (Board of Directors)
- St. Elizabeth Medical Center – Neighbors Group
- Greater Utica Chamber of Commerce (Board)
- Local Business Leaders Meeting (with Legislators)
- Patient Advisory Council
- Association of Block Coalitions (Community Group)
- Mohawk Valley Latino Association
- Mohawk Valley Center for Refugees
- Court Street Children's Center
- Bagg's Square Association
- Community Forum
- Utica Common Council
- Genesis Group

[26] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/oneidaej.pdf

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- Resource Center for Independent Living
- Mohawk Valley Regional Economic Development Council
- Mohawk Valley Water Authority
- Westside Senior Center
- Wilcor International
- Oneida County Healthcare Coalition
- Utica Comets/Aud Authority
- Oneida County Board of Legislators
- Mayor, City of Utica
- Oneida County Executive
- Women's Giving Circle
- No Hospital Downtown (Leadership)
- MVHS Foundation (Board of Directors)
- MVHS Patient & Family Advisory Council
- East Utica & Cornhill Neighborhood Members
- Matt Brewing
- Mohawk Valley EDGE
- Keeler In the Morning (Radio)
- Interfaith Coalition
- Talk of the Town (Radio)
- Observer Dispatch Editorial Board
- Retired St. Luke's Nurses
- Partners in Giving
- FSLH Volunteer Association
- South Utica Neighborhood Group
- Community Foundation of Herkimer and Oneida Counties (Community Foundation)
- Office of the Aging Board (Livable Community Steering Committee)

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2. ALTERNATIVES CONSIDERED

2.1 PURPOSE

As stated in the SEQR Handbook (3rd Edition – 2010[27]) published by the NYSDEC, the goal of the alternatives discussion in an EIS is to "investigate means to avoid or reduce one or more identified potentially adverse environmental impacts." The SEQRA implementing regulations (6 NYCRR 617) further require that the alternatives discussion include "a range of reasonable alternatives, which are feasible considering the objectives and capabilities of the project sponsor."

As previously identified in Section 1, the objectives and capabilities of the project sponsor (MVHS) are as follows:

- Consolidation of multiple, existing, licensed health care facilities into an integrated system of care, within the largest population center in Oneida County (as stated in MVHS' CON application; see Appendix A). Within its CON application submitted to the NYSDOH, MVHS indicated that the consolidation will result in the following public benefits:
  - Provision of one integrated location for acute care with greater access to residents of the City of Utica, Oneida County and the region
  - Improvements to operational efficiency, patient satisfaction, and safety for both patients and caregivers
  - Creation of a structured delivery system, ending current service fragmentation, and increasing service integration and coordination of work of the hospitals and other community-based organizations
  - Reduction of gaps/inefficiencies in care coordination, alignment with payment reform and rebalance healthcare delivery through the reduction in the number of hospital beds as care is shifted from an inpatient care model to an outpatient care model focused on population health
- Substantive compliance with the Oneida County Health Care Facility Transformation Program[28], a law enacted by the New York State Legislature in 2015, which provides capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care." (https://www.nysenate.gov/legislation/laws/PBH/2825-B) The location and centralization of the project within the central business district of Utica, can become a catalyst for ongoing and future development of the region (see Section 8 – Growth Inducing Aspects).

Additional information regarding the public need for the project is included in the CON application provided as Appendix A.

Consistent with the Final Scoping Document (Appendix C), the following alternatives are evaluated in this section:

- "No action" alternative
- Alternative sites
- Alternative scale/magnitude
- Alternative design
- Alternative timing

[27] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf
[28] New York Public Health Law § 2825-b.

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2.2 NO ACTION ALTERNATIVE

In accordance with the SEQRA implementing regulations[29], the range of alternatives must include a discussion of the "no action" alternative. The no action alternative discussion evaluates the adverse or beneficial site changes that are likely to occur in the reasonably foreseeable future, in the absence of the proposed action.

The "no action" alternative is included in the DEIS to provide a baseline for evaluation of impacts and comparisons of other impacts (*i.e.*, the likely circumstances at the project site if the project does not proceed). The absence of the proposed action ("no action") is defined as:

- The likely continuation of existing conditions within the project footprint, which includes existing businesses, as well as underutilized, vacant, dilapidated and unsafe properties
- MVHS' continued maintenance and operation of existing aged facilities, despite the State-identified public need for consolidation of, and improvements to, regional healthcare and its associated public benefit
- The forfeiture of project-related funding including $300 million from New York State.

As noted in Section 1, implementation of the project will eliminate the existing operational inefficiencies through the elimination of duplicative and redundant functions between FSLH and SEMC, thereby reducing overall spending. The "no action" alternative is inconsistent with this objective, as well as the additional objectives of MVHS and other stakeholders to provide improved healthcare to the residents of the Mohawk Valley region.

2.2.1 Future Conditions – Downtown Footprint

As indicated in the Phase 1A Architectural Inventory (see Section 3.6), the project site is predominantly characterized by remnant 19th and 20th century buildings vacated during the decline of manufacturing within the City limits. In the late 1950s and 1960s, urban renewal plans led to the demolition of numerous city buildings, which became vacant lots when proposed projects did not materialize. While some of the buildings have been adaptively reused by local businesses, the condition of many other buildings within the project footprint continues to decline due to neglect and vacancy (as illustrated in project photographs; see Appendix E).

Under the "no action" alternative, potential development scenarios range from a continuation of the *status quo* conditions (*i.e.*, continued operation of existing businesses under a no growth scenario and continued deterioration of already vacated and dilapidated buildings and properties) to a maximum build-out scenario consistent with the City's existing zoning designation (Central Business District, CBD[30]).

While the no growth scenario would not necessarily result in any direct significant adverse impacts on the environment, it would likely, over time, result in potentially significant adverse socio-economic impacts due to the need for funding to demolish uninhabitable, vacated and/or abandoned buildings; repair neglected infrastructure; and/or remediate impacted sites/buildings.

The maximum build-out scenario would require public and/or private investment resulting in potential growth of existing operations and/or adaptive reuse or replacement of existing, vacated buildings or vacant lots. The maximum build-out scenario would result in environmental and socio-economic impacts similar in type and magnitude to impacts identified as a result of construction and operation of the hospital including:

- Impacts on Land – Clearing and/or excavation on parcels could expose impacted soils requiring removal and off-site management.
- Impact on Surface Water – Potential to encounter and remediate impacted surface water due to past land use, as well as the need to manage stormwater runoff due to potential increases in impervious surfaces.

[29] 6 NYCRR § 617.9(b)(5)(v)
[30] https://ecode360.com/14015081?highlight=business,central business district, centralized, district#14015081

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- Impact on Groundwater – Potential to encounter and remediate impacted groundwater due to past land use.
- Impact on Flooding – Potential increase in stormwater runoff, which could exacerbate flood potential during storm events.
- Impact on Air – Construction and operation-related impacts associated with construction or expansion of new businesses (*i.e.*, dust; emissions from construction and operations-related equipment; increase in mobile source emissions due to increased traffic).
- Impact on Aesthetic Resources – Temporary construction-related lighting; changes to viewshed due to modifications to existing buildings, demolition of existing buildings, and construction of new buildings; potential increases in site lighting.
- Impact on Historic and Archaeological Resources – Potential impacts on historic properties and/or archaeological resources due to construction-related ground disturbances or demolition/renovation of existing buildings.
- Impact on Transportation – Increases in traffic due to expansion of existing businesses and/or creation of new businesses; associated increase in demand for parking.
- Impact on Utilities – Improvements/modifications to existing utility infrastructure to support growth.
- Impacts on Noise – Temporary, construction-related noise impacts.
- Impact on Human Health – Disturbance of hazardous building materials during demolition activities (*e.g.*, asbestos, lead, *etc.*); potential to encounter impacted soil/groundwater from past land use.
- Consistency with Community Character and Plans – Potential to replace or eliminate existing facilities, structures, or areas of historic importance to the community; potential inconsistencies of new development with the existing architectural style and character of the area.
- Impacts on Solid Waste Management – Increased waste generation during construction and operations.
- Environmental Justice – Potential displacement of affordable or low-income housing in NYSDEC-designated "Potential Environmental Justice Area."

2.2.2 Future Conditions – MVHS Facilities

Under the "No Action" alternative, the existing MVHS facilities would not be consolidated to an integrated health campus and would continue to operate and be maintained as they are at present. Under this scenario, the greatest impact would be to the community, which would not benefit from the transformative, positive impacts on regional healthcare as identified in Section 1 of this DEIS, as well as in the public need section of the CON application (see Appendix A). Anticipated benefits and positive impacts included:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities
- The growing demand for healthcare due to the rapidly increasing and aging population in this region
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community
- The opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability

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2.3 ALTERNATIVE SITES

As described in SEQR guidance materials (*e.g.*, the SEQR Handbook[31]), a discussion of alternative sites is appropriate when:

- A project sponsor has already evaluated alternative sites in developing the proposal for a private action, and desires to include that analysis in the DEIS.
- The suitability of the site for the type of action proposed is a critical issue, in which case a conceptual discussion of siting should be required.

As both those considerations are true for this project, a conceptual discussion of alternative sites is included in this DEIS.

2.3.1 Conceptual Siting Study Approach

A conceptual siting study (Appendix D) was completed in June 2015[32], which consisted of the following four steps:

1. **County-wide Site Search** – Geographic Information System (GIS)-based analysis to identify parcels that could potentially host the IHC; twelve locations were identified for initial evaluation.
2. **Level 1 Analysis** – Using the results of the GIS analysis, initial sites were screened in a "funnel" process to identify potential "fatal flaws" (see Section 2.3.3) that warranted sites be eliminated from further consideration (*i.e.*, "go/no go" decision).
3. **Level 2 Analysis** – With the fatal flaws analysis completed, a site selection matrix was created to complete a detailed screening of the top remaining sites.
4. **Capacity Analysis** – In addition to a detailed evaluation using the site selection matrix, a conceptual capacity analysis[33] for the top three sites was prepared, which included identifying areas for hospital operations, hospital expansion areas, parking facilities (surface and structured), medical office building, and patient towers. An initial capacity concept plan was prepared for all 3 sites and two sites (Downtown and NYS Psych Center) were advanced further to consider circulation and functional entrances.

The study relied on previously completed evaluations prepared for MVHS by the Hammes Company[34] (Hammes), which identified the preliminary program requirements for hospital operations.[35] These requirements consisted of:

- 440 beds proposed (actual reduction of approx. 164 beds for 3 hospitals)
- 884,256 square feet (sf)[36]
- 40,000 sf Medical Office Building to be programmed as part of development
- Estimated Cost: $507.7 M or $527.40/sf

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[31] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf
[32] MVHS coordinated with Mohawk Valley EDGE (EDGE) to complete a conceptual site analysis for the proposed IHC. EDGE contracted with Elan Planning, Design, & Landscape Architecture, PLLC (Elan) of Saratoga Springs, NY to complete these services. O'Brien & Gere Engineers, Inc. (OBG), from its local office in Utica, provided sub-consulting services to Elan relative to infrastructure and environmental considerations. The work was commissioned in February 2015.
[33] The complete capacity analysis, including concept plan illustrations, is provided in Appendix D.
[34] Hammes Company is a healthcare project management firm that provides strategic planning, implementation and development services for capital construction projects such as hospitals.
[35] While the project planning/design has progressed since 2015, several of these preliminary program requirements have been adjusted/updated, but not to a degree that would substantially affect the findings of the siting evaluation.
[36] Current space in the existing three hospitals encompasses approximately 1.3 million square feet.

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- Urban Site Requirements:
  - 433,250 sf
  - Total acreage = 10±[37]
- Suburban Site Requirements:
  - 1,927,500 sf
  - Total acreage = 45±[38]

In addition, sites were evaluated relative to the following key parameters (Hammes 2015):

- **Size** – can the site accommodate MVHS program objectives?
- **Future growth potential** – will the site support future growth and expansion?
- **Accessibility to the region** – Does the location provide better access and will that access support MVHS' role as a regional tertiary care center[39]?
- **Patient experience/convenience** – Will a hospital on this site enhance the patient experience, be convenient to MVHS customers (*i.e.*, staff, patients, and clinicians) and enable MVHS to build a modern, healing environment?
- **Cost** – What is the cost premium of the recommended site?

The study findings were summarized in a report, which is included as Appendix D. Additional details for each of the study steps is provided below.

2.3.2 County-wide Site Search[40]

A GIS-based search was performed to identify sites, which were 50-acres and larger (including multiple, contiguous or adjacent parcels) and could potentially host the new IHC. The search process did not account for: site control, current site build-out, or existing or past land uses (and associated impacts).

Parcels meeting the 50-acre threshold were identified and plotted on a base map, which included: county and municipal boundaries, Oneida County property lines (2011), and topographic relief. To illustrate the location of sites relative to the MVHS service areas, the following socio-economic data was overlaid on the "funnel map":

- MVHS Primary Service Area (PSA)[41]
- MVHS Secondary Service Area (SSA)[42]

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[37] Urban site assumes vertical building construction constrained by street grid; additional land may be necessary for parking, stormwater management, and support facilities.
[38] Suburban site assumes less expensive horizontal construction, not constrained by street grid.
[39] A tertiary care center is a hospital that provides tertiary care, which is health care from specialists in a large hospital after referral from primary care and secondary care.
[40] Although MVHS is a private, not-for-profit healthcare organization, which would typically limit alternative sites to those which the project sponsor owns or has under a purchase option (6 NYCRR § 617.9(b)(5)(v)(g)), the public need for the project, associated support via public funds, and the potential use of eminent domain to acquire property, a County-wide search was conducted. Although MVHS operates in Oneida, Madison and Herkimer Counties, the site search was limited to Oneida County, which was the focus of the Oneida County Health Care Facility Transformation Legislation, approved by the NYS Legislature to consolidate health care services and "support health care facility transformation within the County of Oneida…"
[41] The primary service area is where a majority of MVHS patients originate as determined by patient encounters by zip code.
[42] The secondary service area is further away from the facility and is typically associated with specific health services (*i.e.*, cardiac, *etc.*).

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The following additional radii were overlaid on the funnel map to focus the search by identifying potential sites that might be considered as reasonably central to serve PSA and SSA customers:

- 10-mile radius from the approximate geographic center of Utica
- 5-mile radius from the approximate geographic center of Utica.

Parcels were highlighted on the funnel map, which met the following criteria:

- Parcels ≥50-acres[43]
- Parcels ≥50-acres within the 10-mile radius and within the PSA
- Parcels ≥30-acres and <50-acres within the 10-mile radius and within the PSA (≥30-acre parcels were added to capture additional urban-centric sites)
- Parcels, which substantially meet required geographic parameters, as well as those parcels, which are not characterized by "unfavorable" environmental conditions.

Based on the county-wide search parameters, the following twelve locations, which are illustrated on Figure 4, were identified for additional Level 1 analysis:

1. Yahnundasis Golf Club, Seneca Turnpike, New Hartford, NY
2. Twin Ponds Golf Country Club, Main Street, New York Mills, NY
3. New Hartford Business Park, New Hartford, NY
4. Property adjacent to SUNY Polytechnic Institute, fronting onto Route 12 South, Deerfield, NY
5. Sadaquada Golf Club, Whitesboro, NY
6. Hidden Valley Golf Club, Castle Road, Whitesboro, NY
7. Domenico's Golf Course, Church Road, Whitesboro, NY
8. Downtown - generally bounded by Oriskany Street on the south, Broadway on the east, State St on the west, and City Hall on the north
9. St. Luke's Hospital Campus, New Hartford, NY
10. NYS Psych Center grounds Utica, NY
11. Tect Utica, Whitesboro, NY
12. Faxton Hospital-Murnane Field, Utica, NY.

2.3.3 Level 1 Analysis

The twelve locations were screened in a "funnel" process to identify the potential presence of unfavorable "fatal flaw" characteristics that would warrant a site's elimination from further consideration. Unfavorable fatal flaw characteristics are existing site conditions, which impact the developable acreage and/or increase development costs and schedule. Fatal flaw characteristics included considerations such as:

- Wetlands (New York State[44] and potential federal[45])
- 100-year floodplain
- Steep slopes (>15%; created using USGS 10m Digital Elevation Models [DEMs])
- Lack of infrastructure (sewer/water)
- Access limitations
- Inadequate transportation network
- Other factors, including challenging permitting needs, that could adversely impact, or create major obstacles to, the development potential of the site as a hospital campus.

[43] Including grouping of contiguous or adjacent parcels.
[44] Based on NYS Freshwater Wetland Maps published by the NYSDEC.
[45] Based on National Wetland Inventory (NWI) Maps published by the US Fish & Wildlife Service.

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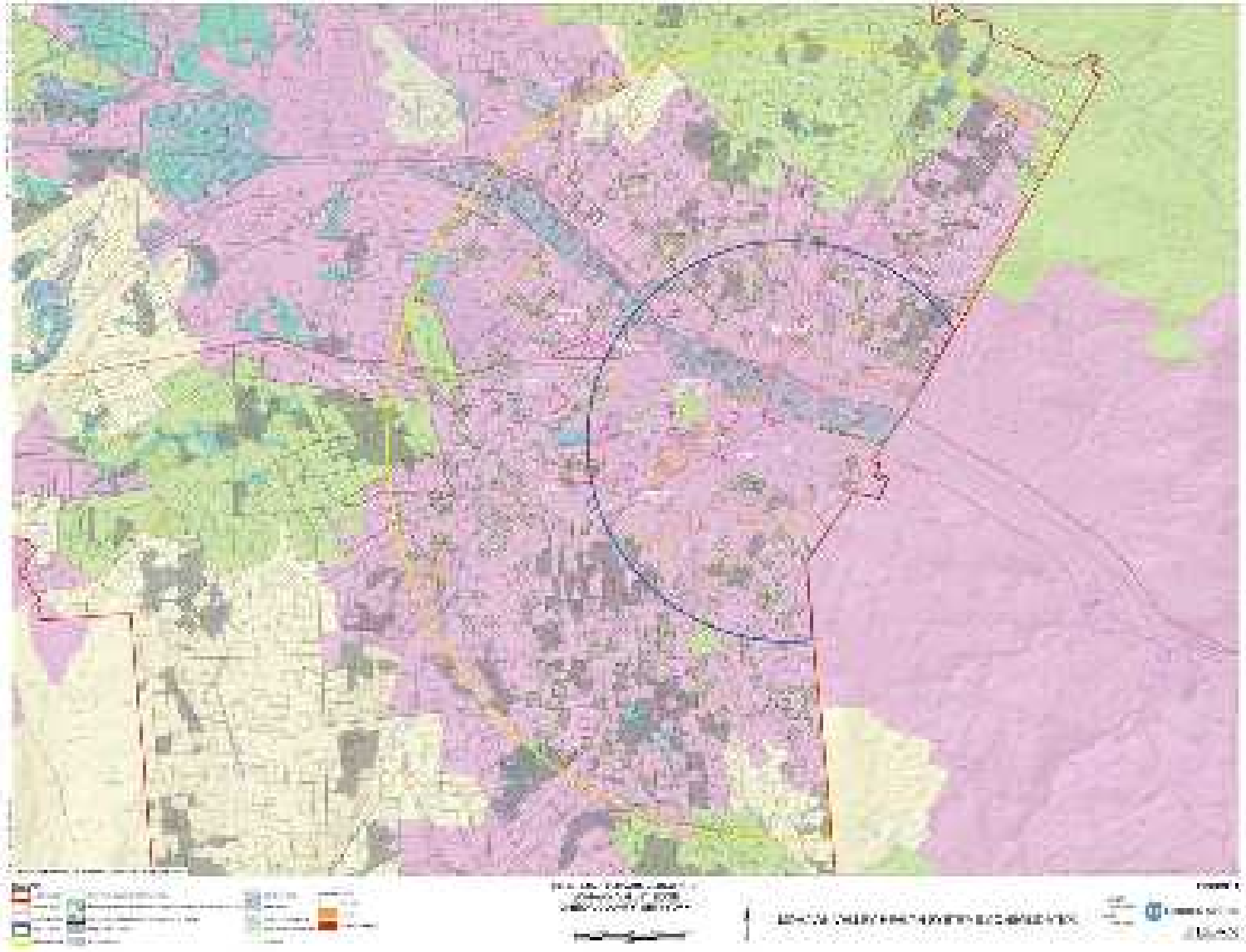

Figure 4. Alternative Locations

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Existing web-based GIS resources, as well as input from utility purveyors and the NYSDOT, were relied upon to provide the requisite environmental, topographic, infrastructure and access related data. The analysis resulted in the Level 1 elimination of eight sites as summarized below.

Yahnudasis Golf Club (Eliminated)

- Access issues:
  - NYSDOT indicates that access would be near the existing entrance from Commercial Drive, but would require a reconfiguration of the NYS Route 12 – Genesee Street/NYS Route 12B/MYS Route 5 intersection
  - The road network has the capacity, but there are potential operational issues with restrictions on the number of options for ingress/egress
  - There is a railroad spur that would need to be crossed, but it has extremely limited use
  - Secondary access from NYS Route 840, NYS Route 12 or Commercial Drive is not feasible
- High tension power lines are present
- Mud Creek with associated wetlands impacts a large portion of the golf course site
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation

Twin Ponds (Eliminated)

- Adjacent to older well-established neighborhoods
- New York Mills planning and permitting process
- Generally hilly site
- Twin Ponds is a 1950's icon – with some associated history
- Access Issues:
  - Main Street and Burrstone Road have capacity issue; three-legged intersection with rail crossing at Main Street, Burrstone Road and Clinton Street creates circulation issues
  - A secondary access from Burrstone Road would require residential property acquisition; capacity concerns about access from Burrstone Road
- No assessment has been made of utility and infrastructure capability and whether additional upgrades would be necessary to serve a hospital use
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation.

New Hartford Business Park (Eliminated)

- Access issues:
  - Operational issues along approach at "Jay – K intersection"
  - Capacity and operational issues along Middle Settlement Road
  - Woods Highway at NYS Route 5 is not a feasible main entrance
  - Creating interchange at NYS Route 840 to allow westbound access to the site would be at a cost of $20 to $30 million
- Power lines cut through site, which reduces available acreage
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation.
- Deerfield Property (SUNY Poly and Route 12 South) (Eliminated)

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- North of NYS Thruway – further from population centroid
- Along a divided highway; traffic from south, west or east would need to travel north on NYS Route 12 and take exit ramp at Mulaney Road to then travel south to enter site
- Only known access to site is through access road off Mulaney Road that extends from Bank of America to site; not clear if access could be provided off service road parallel to NYS Route 12 or through SUNY Poly
- Highest and best use of site is for expansion of the State University of New York (SUNY) Polytechnic Institute
- Improvements would be required to bring power to the site
- No ability to expand site as site is landlocked by NYS Route 12 to east, Bank of America to the north, and SUNY Poly to west and south
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation.

Sadaquada Golf Club (Eliminated)

- Access issues:
  - Henderson Street has operational and capacity issues
  - Approach would be along Commercial Drive which has the highest traffic volumes in the region
  - Clinton Street and Clark Mills Road also have capacity issues
- Utility and infrastructure availability and capacity not assessed
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation.

Hidden Valley and Domeninco's Golf Course Sites (Eliminated)

- Remote site
- Access issues:
  - North Side of NYS Thruway – further from population centroid
  - Access north on NYS Route 840 past Westmoreland Road
  - Lack of secondary access points
- Power lines cut through the site
- No infrastructure at site
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation.

Tect Utica Site (Eliminated)

- Remote site
- Access issues:
  - Halsey Road has capacity issues
  - Clark Mills Road has capacity issues
- Potential wetlands
- Power lines
- Infrastructure upgrades needed – sewer upgrade
- Tect Utica may not be compatible – vibrations and noise
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation.

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Faxton Hospital – Murnane Field (Eliminated)

- Alienation of park lands required with replacement of Murnane Field
- City of Utica School District approval required to acquire Murnane Field
- Access issues:
  - » No access from Burrstone Road
  - » Burrstone Road and Sunset Avenue have existing capacity issues, which would be compounded with development on Murnane and potentially Pin-O-Rama sites
  - » Additional property acquisition would be required – Pin-O-Rama Block
- Site would require overhead connector with Faxton from Murnane
- Would need to consider integration of Faxton campus with new hospital complex to determine whether there is value in maintaining Faxton site and using property at Murnane Field and Pin-O-Rama for expansion.

2.3.4 Level 1 Analysis Findings

Based on the Level 1 analysis, the following sites were advanced to the Level 2 analysis:

- Downtown
- St. Luke's Hospital Campus
- NYS Psych Center

2.3.5 Level 2 Analysis

With the fatal flaw analysis completed, a weighted site selection matrix was created to complete a more detailed screening of the three remaining sites. The matrix format was used to examine a variety of factors necessary for a successful and functioning site that would meet current and future hospital needs. A comparative analysis of the three remaining sites was completed using the seven evaluation categories listed below:

- **Size** – Size evaluation was based on the programming guidelines set forth by Hammes and adjusting for urban and suburban environments
- **Utilities** – The availability and capacity of water, sewer, stormwater, electrical, natural gas, and fiber line utilities were evaluated under this category
- **Accessibility** – Accessibility was reviewed both from the distance to NYS routes and the NYS Thruway
- **Zoning Approvals and Impact Fees** – Basic zoning was reviewed for each site (allowed use, lot coverage, and height requirements, *etc.*) along with fee requirements (sewer use offsets, stormwater mitigation fees, *etc.*)
- **Monetary Factors** – Both cost prohibitive factors (site assemblage, construction phasing, *etc.*) and cost incentive factors (State investment, shared facilities, *etc.*) were evaluated under this category
- **Community Factors, Perception & Sustainability** – existing community policy documents, potential impact on neighborhoods, and sustainability features were reviewed
- **Environmental** – factors evaluated under this category included: 100-year floodplain, cultural resources, wetlands, steep slopes (amount of land with less than 15% slope), and endangered and threatened species.

Criteria and sub-criteria were established for each category. Each sub-criterion was assigned points with the higher values representing more desirable features or development conditions. However, the Level 2 analysis did not weight any of the criteria and sub-criteria based on the Oneida County Health Care Facility Transformation Program found in Section 2825 of the New York State Public Health Law. Rather, all Level 2 sites were deemed equal with regard to their status in terms of the legislation. The findings of the Level 2 analysis are provided below; the complete evaluation is provided in Appendix D.

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Size

Size evaluation was based on the programming guidelines set forth by Hammes (Hammes 2015), which were adjusted for urban and suburban environments. The Hammes report established a minimum lot size of 11 acres for an urban location and 49 acres for a suburban location. The points assigned in this section are based on current available acres for development. Scoring results under the Size category are as follows:

- Downtown – 7 points
- St. Luke's Hospital Campus – 7 points
- NYS Psych Center – 10 points

Utilities

Water, sewer, stormwater, electrical, natural gas, and fiber line utilities were evaluated under this category. Water capacity is sufficient at all three sites. However, static pressures at the Psychiatric Center (approximately 60-70 psi) are less than the static pressures at the other two sites (approximately 90 psi). The Downtown location is also surrounded by older infrastructure that has experienced frequent water main breaks during deep winter frosts. All three sites have good redundancy.

Sanitary and storm sewers are not separated at the Downtown site and the site is not conducive to green infrastructure features. A sewer separation project would need to be planned in advance of hospital construction at this location. The sewer improvement project would need to eliminate stormwater inflow from the combined sewers in this area. Stormwater lines would need to be constructed to separate stormwater flow and direct it under the main rail lines to the north and then to the canal.

None of the sites are in the "downtown electrical network," which would likely prohibit the development of a Combined Heat and Power facility (CHP). Natural gas is likely available near each site at the appropriate capacity for a gas turbine CHP system. However, the level of system improvements necessary to deliver this volume of gas is not yet determined.

The Downtown site has the potential to be the better site among the three for power delivered from the electrical grid. This downtown site is relatively close to National Grid's Terminal substation located to the north at Harbor Point. The Terminal station has two transformers and distribution buses. As a result, it functions in a manner similar to two separate substations. National Grid would need to explore the possibility of running two dedicated 13.2 kV underground cables to the new hospital. This would provide a high level of reliability since the cables would serve only the hospital, be relatively short in distance, and have no exposure to the factors that impact overhead lines. While the other sites (Psych Center and existing St. Luke's campus) can be fed from two 13.2 kV lines, as well, the lines would run aboveground and would not be dedicated; there is also the potential that the existing infrastructure could not handle the required loads. At the St. Luke's site, there are two 46 kV circuits located at the intersection of Main Street, Clinton Street and Burrstone Road in New York Mills; lines could be extended from this intersection to St. Luke's, which would improve the reliability at this location.

Scoring results under the Utilities category are as follows:

- Downtown – 6 points
- St. Luke's – 8 points
- NYS Psych Center – 8 points

Accessibility

The accessibility criterion was based on distances from the site to NYS Thruway and other NYS routes, which consisted of:

- North-South Arterial including NYS Route 840 segment
- Oriskany Street/NYS Route 5A/ NYS Route 5S
- NYS Route 49
- Non-Arterial segments of NYS Routes 5 and 12

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In addition, likely road and signal improvements were reviewed with NYSDOT Region 2 staff. Based on that coordination, it was identified that the Downtown location had the potential benefit of being planned in conjunction with the NYSDOT's Oriskany Street/5S project so that the access needs of the Hospital from Oriskany Street could be incorporated into the project.[46]

To improve access, it is anticipated the Psychiatric Center location would require improvements along the Jason Street and Court Street corridors. For the St. Luke's location, signal improvement would be anticipated at The Burrstone Road and Champlin Avenue intersection.

Travel distance for employees was scored by reviewing zip code data of the employees to identify an approximate centroid of the base employment zone. The intersection of the North-South Arterial and the East-West Arterial (NYS Routes 8 and 840) was used as this centroid.

Based on a preliminary review of incorporating a helipad into the new facility, the 2015 analysis determined there were no significant overriding deficiencies, which would promote one site over another in reference to this criterion. Helicopter access is essentially design-driven including approach and departure procedures, which require two unobstructed flight paths in and out from the helipad. Coordination with municipal planners and zoning commissions are necessary to promote proper zoning, as well as safeguards to prevent future development from interfering with approved flight paths. The design should plan for growth, and account for proximity to sensitive receptors.

In regard to visibility, the downtown site is the only sight with direct sight lines to New York State routes. Scoring results under the Accessibility category are as follows:

- Downtown – 9 points
- St. Luke's – 6 points
- NYS Psych Center – 5 points

Zoning Approvals and Impact Fees

Basic zoning was reviewed for each site to identify if the hospital is an allowed use as-of-right and what the lot coverage and height requirements are. The zoning ordinances for the City of Utica and the Town of New Hartford were reviewed. While there are other components to zoning, these three regulations provide the ability to determine if a zoning change or creation of a Planned Unit Development would be warranted.

Zoning for the Downtown site and the St. Luke's campus are adequate and in place. For the Downtown site, the hospital is an allowed use with a special permit. The allowable lot coverage is 100%, and there are no height restrictions.

The St. Luke's campus is zoned as a planned development district, which allows the hospital use. Site plan approval by the Town of New Hartford would be required.

A hospital on the NYS Psych Center site is an allowed use by special permit. The lot coverage and height restrictions would not be sufficient for the project requirements and a either a zone change or area variance would be required.

The additional sub-criteria relate to sewer offset requirements. Due to stormwater inflow and infiltration issues within the basin, development projects that are in the service area of the Sauquoit Creek Pumping Station (SCPS) require flow credits to be in place before they can proceed. The SCPS basin generally follows municipal borders. The towns of Whitesboro and New Hartford are inside the SCPS basin and the City of Utica is outside the basin.

Flow credits are established by tracking the amount of stormwater removed from the sanitary sewer system during a one-year, 24-hour storm and dividing that volume by 5. The flow credits, assuming they are available from the municipality, are then applied against the anticipated gallons per day of sewer flow of the pending

[46] The NYSDOT project is ongoing.

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development project. In contrast, development within the City of Utica is currently not subject to sewer offset requirements, although it may impose similar restrictions in the future.

Although the St. Luke's site is located in New Hartford, a majority of its sewer discharges enter the City's sewer system. Assuming the connection to the City's system would remain, new development at the St. Luke's site would be viewed as outside the SCPS basin.

Scoring results under the Zoning Approvals and Impact Fees category are as follows:

- Downtown – 8 points
- St. Luke's – 8 points
- NYS Psych Center – 5 points

Monetary Factors

Site assembly was reviewed, in general terms, based on the number of properties involved in land acquisition. Consideration was also given to additional investment potential based on the site location and the project's relation to broader downtown revitalization, neighborhood revitalization, and/or preservation features. These same interests could also result in increased fundraising for the project (in addition to the State-designated allotment of $300 million).

Constructability issues were weighed with regard to demolition, geotechnical, and phasing elements of the project. With regard to demolition, all three sites will require 2 to 4 acres of demolition and judged equal for this level of analysis. Geotechnical conditions are likely preferable at the NYS Psych Center and St. Luke's sites. However, further geotechnical studies will be needed to identify how these conditions will translate to the cost of foundation construction.

The St. Luke's site presents a challenge regarding construction phasing. The existing hospital operations will need to be maintained and protected during the construction of the new facility. If the new hospital were to be located on the current St. Luke's campus, a myriad of issues would need to be explored including:

- Construction and employee access – the need to continue hospital operations during construction increases health and safety concerns regarding potential conflicts between personnel, vehicles and equipment/materials accessing and egressing the site for operations vs. construction
- Circulation – the need to maintain dedicated and unhindered emergency access and site circulation (first responders, ambulances, patients) is mission critical
- Noise, vibrations, and other sensitivities – Noise, vibrations and other sensitivities (*i.e.*, construction lighting and emissions) have the potential to adversely impact on-going surgical and patient recovery activities

The Downtown site has the added benefit of utilizing some percentage of shared public parking, which may offset some operational costs. Sanitary sewer discharges from the St. Luke's site predominately flow into the City of Utica's combined sewer system and are, therefore, not subject to additional sewer fees established under the Sanitary Sewer Overflow (SSO) Mitigation Program to implement improvement projects in the SCPS basin.

Scoring results under the Monetary category are as follows:

- Downtown – 5 points
- St. Luke's – 4 points
- NYS Psych Center – 6 points

Community Factors, Perception & Sustainability

This section of the matrix evaluated the project's consistency with existing community policy documents; whether or not the site was in an existing neighborhood; and if there are sustainability features that could be implemented. For the community policy document review, the sites were examined to identify if they are

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consistent with an existing comprehensive or master plan and if the site is within or adjacent to an existing or proposed Brownfield Opportunity Area (BOA).

Based on a review of available information, all three sites are consistent with a master plan and only the Downtown and NYS Psych Center sites are near proposed BOAs.[47]

The next sub-criterion examined the location of each site in relation to the surrounding neighborhood. The Downtown site was identified as the only site not situated near a residential neighborhood, whereas St. Luke's and the NYS Psych Center sites are located near neighborhoods, although creation of a buffer is possible.

The final sub-criterion examined sustainability features as it relates to the ability to provide an energy microgrid and if it can be considered an urban infill project (vs. greenfield development). The Central Utility Building at the Downtown and NYS Psych Center sites have the potential to serve as microgrid power sources. CHP's are considered a more sustainable option for generating electric power versus relying 100% on the electrical grid. CHP's are more energy efficient and rely on cleaner sources (*i.e.*, gas turbines) reducing emissions of carbon dioxide and other air pollutants in comparison to regional power stations.

Finally, consideration was given to the Downtown and NYS Psych Center sites for re-purposing urban parcels for reuse, which is considered a sustainable initiative as higher densities in the urban environment minimizes the need for energy, allows for non-motorized types of transportation, and increases the efficiency for the delivery of utilities and services. While all three site options would likely comply with the State's Smart Growth Development Policy[48], the Downtown and NYS Psych Center sites would be viewed more favorably if state funds are pursued to assist with the development of either of these urban sites.

Scoring results under the Community Factors, Perception & Sustainability category are as follows:

- Downtown – 10 points
- St. Luke's – 4 points
- NYS Psych Center – 8 points

Environmental

For this portion of the matrix, the following factors were evaluated: 100-year floodplain, cultural resources, wetlands, steep slopes (amount of land with less than 15% slope), and endangered and threatened species.

All three sites are not located in a 100-year floodplain. Only the St. Luke's site is not listed or eligible for listing on the State and/or Federal Registers of Historic Places; it is also not located within an archeologically sensitive area. None of the sites encroach upon state wetlands or the regulated buffer area; St. Luke's does encroach upon a potential federal wetland. All three sites are relatively flat and none of the sites will have restrictions for clearing as it relates to the Indiana Bat and other protected endangered species. Development of the Downtown and NYS Psych Center sites will require coordination with the State Historic Preservation Office (SHPO). Buildings on the NYS Psych Center campus, particularly the building referred to as "Old Main"[49], will be subject to review associated with any renovation and/or reuse of these buildings, and any demolition that may be part of the hospital redevelopment. The capacity analysis shows integration of Old Main into the proposed redevelopment program, which likely would receive favorable support from SHPO. The Downtown site would likely require demolition of all buildings within the defined property boundaries for the hospital. This will also require coordination with SHPO.

[47] Being adjacent or within a BOA can be helpful in obtaining state funding if the project is consistent with the BOA planning document.

[48] http://www.dec.ny.gov/lands/45970.html

[49] https://en.wikipedia.org/wiki/Utica_Psychiatric_Center

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The Downtown site also creates opportunities to catalyze development of key downtown buildings that lie on the periphery of the hospital development (*e.g.*, E. Tudor Williams Building, Utica Paint Buildings, as well as key buildings along the Genesee Street corridor).

Scoring results under the Environmental category are as follows:

- Downtown – 8 points
- St. Luke's – 9 points
- NYS Psych Center – 8 points

2.3.6 Level 2 Analysis Findings

The final Level 2 scoring for the three sites is as follows:

- Downtown – 53 points
- St. Lukes – 46 points
- NYS Psych Center – 50 points

Of these three sites, the Downtown site scored highest. Some of the reasons for this advantage included:

- Water pressure and capacity are very good. Water capacity is such that is not anticipated that onsite storage will be needed to accommodate fire flows.
- The Downtown site is relatively close to National Grid's Terminal Substation located to the north at Harbor Point. The Terminal station has two transformers and distribution buses. Dedicated underground cables can be provided to the new hospital. This would provide a high level of reliability.
- The city street is grid is an asset. Multiple routes can be used to arrive at the hospital.
- The site is less than two miles from the Thruway, less than 0.5 miles from the North-South Arterial (NYS Routes 5, 8 and 12), and located along Oriskany Street (NYS Routes 5A and 5S).
- The Downtown location has the benefit of being planned in conjunction with the NYSDOT's Oriskany Street/5S project allowing the access needs of the hospital to be addressed as part of the original re-design of the roadway.
- The site is readily available to public transit.
- The site has high visibility.
- Sustainability/smart growth – Re-purposing urban parcels is considered a sustainable initiative as higher density in the urban environment minimizes the need for energy, allows for non-motorized types of transportation, and increases the efficiency for the delivery utilities and services.
- The site will not encroach on an existing residential neighborhood.
- The site is part of a broader downtown revitalization vision.

2.3.7 Other Sites

During the Lead Agency coordination process, the City Planning Board received correspondence from the New Hartford Shopping Center Trust (Trust)[50]. The letter is included in Appendix C. The correspondents, which identified themselves as "leaseholders of a certain piece of property known as the New Hartford Shopping Center located in the Village of New Hartford," requested that the site be considered as an alternative site for the proposed IHC project. The Trust offered the following supporting reasons[51]:

[50] Undated letter received February 20, 2018. Based on letter narrative, the Trust is the operator, not the owner of the property.
[51] No additional documentation was provided.

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- The property consists of approximately 42 acres. There are 32 acres of surface parking available, which would eliminate the need for the construction of indoor parking facilities
- The site is environmentally clean
- The site is located at the intersections of NYS Routes 5, 12, 8 and 840, plus has access from Genesee Street giving it access from every corner of the county
- The mandate from New York State is that the hospital must be built in the largest population center in the county. The site abuts City of Utica property, which is across Campion Road from the site, but is arguably centered in and around the largest population in the county
- The Trust would be open to maintaining control of the property and working out a lease agreement with MVHS, thereby keeping the property on the tax rolls. A pilot program could be worked out that would keep all public entities, town, county, city and school districts from suffering the loss, which would result from a not-for-profit hospital being built on tax exempt land
- The tenants currently in the Shopping Center have leases that expire on or before 2029, at which time the center will be vacant. Many leases expire well before then. There is no shortage of vacant retail space in the area into which tenants could be relocated, if necessary. The future of retail is in flux at best thus it seems that highest and best use of the center property may not be retail
- Hospitals could continuously operate without being interrupted by construction. There are no wetland issues here.
- Locating the hospital here would allow the development of the Varick Street-Bagg's Square corridor to continue unimpeded by the uncertainty of the proposed development

An evaluation of the New Hartford site is provided below. The evaluation is based on the same Level 1 parameters upon which the other twelve locations were assessed

New Hartford Shopping Center (Eliminated)

- Site is located substantially contiguous to a residential neighborhood
- Genesee Street in New Hartford is a high traffic volume corridor through a mixed residential and commercial area. Access points from the North-South Arterial, as well as the existing NYS Route 5/8/12 interchange, are antiquated
- Existing at-grade crossing of Campion Road to access site; Campion Road provides access to NYS Route 12 North and NYS Route 8 South
- Site is located outside the major population center as required in the 2015-2016 NYS budget legislation
- See narrative on Yahnudasis Golf Club, which is located adjacent to the New Hartford Shopping Center (Section 2.3.3)

2.4 ALTERNATIVE SCALE/MAGNITUDE

Based on information provided in the NYSDEC's SEQR Handbook, consideration of alternative scales or magnitudes may be reasonable under the following circumstances:

- Some or all potential impacts of the action can be avoided or reduced by a change in project size
- The change in project size does not reduce the project to the point where it will no longer serve its intended function. For example, a communication tower may require a minimum height for effective operation
- The reduction in project size may decrease potential profit, but does not make the project infeasible.

As indicated in the CON application (Appendix A), multiple facility options were analyzed, including:

- Maintaining both hospital sites (FSLH and SEMC)

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- Consolidating one facility into the other facility based upon available land, feasibility with phasing and logistics
- Consolidating both facilities to a new campus.

The IHC will consolidate operations, resulting in a reduction in square footage and the number of beds, while meeting the community's future healthcare needs. In addition, the vertical build (tower) of the hospital and sharing of the parking garage further reduces the IHC footprint.

Based upon its analysis, MVHS decided that the option of consolidating both facilities to a new campus would be the most effective option. First, it would give MVHS the opportunity to improve patient access to serve the County's largest population center, which includes the 4th largest refugee program in the United States. Secondly, consolidating services to a single site would improve operational efficiency and maximize resources (including physicians and employees). Thirdly, a new, consolidated site will enable MVHS to reduce infrastructure and energy cost/consumption for decades to come. The existing SEMC and FSLH facilities were constructed in 1917 and 1957, respectively. A single campus would reduce the overall building square footage from 928,000± sf to approximately 670,000± sf (a 28% decrease).

2.5 ALTERNATIVE DESIGN

Based on information provided in the NYSDEC's SEQR Handbook, consideration of alternative project designs may be reasonable under the following circumstances:

- Some or all potential impacts of the action can be avoided or reduced by a change in project design, such as a change in traffic ingress/egress to direct traffic away from a quiet residential street to a county road, or a change in the facade of a structure to make it more compatible with its surroundings
- The alternative design may increase the overall project costs, but the increase is not prohibitive.

The project sponsor continues to review the project design, which, to date, has resulted in a minimization of the project footprint, modifications to access locations to facilitate access and traffic flow, an increase in greenspace, and addition of architectural elements to increase consistency with the surroundings. These types of design reviews and value-added vetting activities, which would occur regardless of the project site, will continue throughout the design process. No significant modifications, which would substantially change potential impact types and magnitudes, are anticipated.

2.6 ALTERNATIVE TIMING

Based on information provided in the NYSDEC's SEQR Handbook, consideration of timing or phasing alternatives may be reasonable in the following circumstances:

- The timing or phasing are necessary to avoid impacts to seasonal or temporary aspects of environmental resources, such as spawning or nesting seasons for certain fish and wildlife
- The timing or phasing alternative would not delay the start or extend the overall schedule of a proposed action to the point that project feasibility would be threatened.

Neither of those considerations are relevant to the proposed project. If the project is extended beyond the projected 40-month build-out, it is anticipated that the type and magnitude of impacts will not change. However, in an extended schedule scenario, the type and magnitude of impacts assessed within this DEIS would be extended over a longer period.

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3. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

3.1 LAND (GEOLOGY, SOILS, AND TOPOGRAPHY)

The proposed action may have an impact on land. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Physical alteration of >10-acres of land and construction that continues for more than one year or in multiple phases
- Excavation and removal of more than 1,000 tons of material including removal and disposal of unsuitable fill material and/or impacted soil, if encountered
- Increase in erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides)

Operation

- No significant adverse impacts anticipated; proposed post-construction conditions will result in an increase in pervious greenspace

3.1.1 Existing Conditions

Soils. Soil mapping for the proposed project area was obtained using the United States Department of Agriculture – National Resource Conservation Service's (USDA NCRS) Web Soil Survey (WSS).[52] Based on data from the WSS, the major soil component within the project footprint consists of "Urban Land," which is defined as areas where at least 50% of the land surface is covered with impervious materials or buildings, including parking lots, shopping centers, industrial parks, highways, and institutional sites (Soil Survey of Oneida County 2008). Minor soil components existing between buildings and other structures consist of Udorthents (6%), Alton (4%), Honeoye (4%), Castile (3%), Lima (3%), Windsor (3%) and Canandaigua (2%). A soil map of the proposed project area is included as Figure 5, and the properties of the soil units are summarized in Table 3, below.

Table 3. Soil Properties within Proposed Project Area

Soil Name	% Project Area	Depth to bedrock (inches)	Percent Slopes	Depth to Seasonal High Water Table (feet)
Major Soils				
Urban Land	75	---	0-5	---
Minor Soils				
Udorthents	6	>60	0-3	Variable
Alton	4	>60	3-8	>6.0
Honeoye	4	>60	2-8	4.0-6.0
Castile	3	>60	0-3	1.5-2.0
Lima	3	>60	0-3	1.5-2.0
Windsor	3	>60	0-3	>6.0
Canandaigua	2	>60	0-3	0-1.0

Source: USDA NRCS Soil Survey of Oneida County, New York (2008)

Geology. Based on data from the WSS, the bedrock underlying the proposed project site consists of Utica Shale. In May 2017, CME Associates, Inc. (CME) performed a screening level geotechnical study (Appendix G) to characterize the stratigraphy and quality of the surrounding area by examining historic boring logs. Results of the geotechnical screening report are summarized in Table 4.

[52] https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

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Table 4. Generalized Subsurface Profile

Approximate Depth Range (feet)	Approximate Thickness (feet)	Deposit Description/Characterization
0 to 10	0 to 10	**Urban Fill**, existing structures, miscellaneous materials, unsuitable soils, random materials and buried or remnant pre-existing topsoil horizon.
2 to 40	7 to 39	**Natural Overburden** soils consisting chiefly of silts and sands with minor proportions of gravel and clay are generally soft to medium compact. In the northern portion of the site, plastic clays, deposited as sediment from a prehistoric lake, intervenes. These clays are subject to compression and long-term consolidation (volume loss). Overburden soils generally exhibit low bearing capacity which may be limited by settlement tolerance.
12 to 44	0 to 6	**Glacial Till** is discontinuous across the project area and where present consists of a mixture of soils overridden by Glacier. Till is generally firm or compact and exhibits moderate bearing capacity. Till contains shale rock in areas.
12 to 44	unknown	**Utica Shale Bedrock** is poor quality and exhibits moderate bearing capacity. The upper several feet of bedrock may exist as highly weathered rock exhibiting little structure and very poor quality and/or decomposed rock consisting of Residual Soil (*i.e.* silt and clay) and/or interlayered rock-like and soil-like materials. Utica Shale may exhibit expansive characteristics.

Source: CME (May 2017)



Figure 5. Soil Map

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Topography. A topographic survey of the proposed project area was performed by Delta Engineers, Architects & Land Surveyors, DPC (Delta) (Delta 2018). The survey indicates that the site generally slopes from the south to the north towards the Mohawk River, with slopes ranging from 0 to 5% across the site. Elevations range from ±435 feet above mean sea level (amsl) at the southern boundary to ±425 feet amsl at the northern boundary.

3.1.2 Potential Impacts

Precluding implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction[53]

Physical Alteration of Land, Extended Construction, Increases in Erosion

The current foundation design consists of drilled caissons and grade beams, with a non-structural slab; significant adverse impacts on the foundation design from existing geotechnical conditions are not anticipated. Without proper mitigation, construction activities involving the physical alteration of land, such as grading and filling, can drastically reduce soil quality on construction sites, especially over long periods of time. Left unprotected, sites will be further degraded by erosion and begin to adversely affect the surrounding environment both on-site (*e.g.,* loss of topsoil) and off-site (*e.g*., migration of sediments and reduction in water quality).

Excavation of and Disposal of Impacted Soils

Due to the pre-existing urban setting, and information obtained in CME's screening level geotechnical study, it is expected that soils, impacted from past land uses, will be encountered during the construction phase.

Unmitigated, impacted soils can contribute to secondary impacts such as air quality issues, human health consequences to both the construction workers and the public, degradation of surface water and groundwater, and impacts associated with the transport and disposal of such wastes.

Excavation of and Disposal Unsuitable Fill

Excavations from the proposed project area will likely result in the generation of fills (*e.g.,* soils, building ruble and refuse), that are unsuitable for reuse within the project area. In addition to previously described potential erosion and sedimentation impacts, this could potentially require the storage, ultimate removal and disposal of large quantities of fill, leading to: stockpiles of soils and materials and other visual signs of construction that result in longer-term visual changes to the character of the area, use of heavy equipment with high noise levels, generation of truck traffic to and from site, and the influx of fill material and debris to local landfills.

Operation

The buildout of the site is consistent with the pre-existing urban setting; therefore, no significant adverse impacts to the geology or soils are anticipated. Building designs, including foundations, will account for existing subsurface geologic conditions. Proposed post-construction conditions will result in an increase in pervious greenspace.

3.1.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

[53] The potential for construction phase impacts is typically short-term and limited to the project's construction phase.

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Construction

Physical Alteration of Land, Extended Construction, Increases in Erosion

Mitigation measures will be implemented and maintained by the contractor(s) to prevent temporary impacts from soil erosion due to construction-related activities. Project activities requiring site clearing, grading, excavation and trenching operations will include stabilization practices to minimize soil erosion. Coverage under NYSDEC's State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002[54]) will be obtained, requiring the preparation, implementation and maintenance of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will be prepared in accordance with the New York State Standards and Specifications for Erosion and Sediment Control (2005) and New York State Stormwater Management Design Manual (2015). The SWPPP will include E&SC measures as well as Best Management Practices (BMPs) to prevent stormwater pollutants from migrating off-site and impacting down-gradient surface waters. Mitigation measures and BMPs that may be utilized to limit erosion and sedimentation include:

- Installation of temporary and permanent structural and vegetative measures that will be used to control erosion and sedimentation for each stage of the project from land clearing to the finished stage
- Physically marking limits of land disturbances on the site with tape, signs, or fencing, so that workers can see the areas to be protected
- Diversion of off-site runoff from erodible soils and steep slopes to stable areas
- Sequencing construction activities to avoid mass clearings and gradings, and clearing only what is required for immediate construction activity
- Restabilizing disturbed areas as soon as possible after construction is completed
- Utilization of perimeter sediment control systems (silt fencing, hay bales, *etc.*) around stockpile areas, roadway improvements, and areas within 50 feet of buildings under construction
- Use of plastic or geotextile fabric to prevent soil loss in highly exposed disturbed areas, such a construction entrances/exits
- Appropriate management of chemicals (*e.g.*, herbicides) and petroleum products with spill potential (*i.e.*, secondary containment or storage indoors in sealed, non-leaking containers which have appropriate secondary containment)
- Cleaning and/or sweeping of affected roadways daily, or more frequently if otherwise required based on periodic inspections
- Weekly inspections of E&SCs to ensure Contractor's adherence to SWPPP requirements

In addition, after construction activities are completed, the following restoration measures will be implemented:

- Subsoil will be properly graded and scarified before topsoil is added (loosening the soil surface where heavy equipment has been used by contour furrowing, imprinting with dozer, or scarification to facilitate subsequent vegetative growth or plantings)
- Seeding and mulching (site restoration will occur earlier in areas where no further disturbance is anticipated)
- Temporary erosion control devices will be removed from the site upon final site stabilization.

[54] http://www.dec.ny.gov/docs/water_pdf/gp015002.pdf

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Adherence to the General Permit (GP-0-15-002) and associated SWPPP, as well as BMPs identified above should provide sufficient mitigation to eliminate potential significant adverse impacts to land.

Refer to Sections 3.5 – *Aesthetic Resources*, 3.7 – *Transportation*, 3.10 – *Noise and Odor,* and 3.13 – *Solid Waste Management* for further discussion of the mitigation measures associated with physical alteration of land, extended construction and soil erosion.

Excavation of and Disposal of Impacted Soils

Surface and subsurface soils will be sampled and analyzed prior to site disturbance activities. The resulting data will be utilized to prepare soil (and groundwater) management and health and safety plans. The Construction Health and Safety Plan (CHASP) will incorporate measures to protect construction workers and the community from exposure to potential impacted materials. If impacted materials are encountered, they will be removed, transported and disposed at an approved off-site facility in accordance with applicable local, state and federal regulations. Removal of any encountered ASTs and USTs will be conducted in accordance with NYSDEC-regulated PBS and/or CBS closure requirements. E&SCs outlined above will be maintained throughout the construction phase (start-up through site restoration). Adherence to these requirements should provide sufficient mitigation to eliminate potential significant adverse impacts related to land.

Refer to Sections 3.2 – *Surface Waters*, 3.3 – *Groundwater*, 3.4 – *Air,* 3.11 – *Human Health,* and 3.13 – *Solid Waste Management* for further discussion of the mitigation measures associated with impacted soils.

Excavation of and Disposal Unsuitable Fill

An organized, integrated and systematic approach to effectively address spoil management issues during the project will be implemented to mitigate potential impact. Contractor(s) will be required to adhere the following guidelines:

- Spoils generated during the project will be managed in accordance with the hierarchy of avoidance, minimization, reuse, recycling and, ultimately, disposal
- Material, which can be re-used on-site but cannot be directly re-placed, will be stored in designated stockpile areas. Where space is restricted material may require temporary storage off-site prior to re-use
- E&SC measures, as well as BMPs to prevent stockpiles of fill from migrating off-site and impacting down-gradient surface waters, will be utilized, as discussed above.

This approach should provide sufficient mitigation to eliminate potential significant adverse impacts on land from the excavation, management and disposal of unsuitable fill.

Refer to Sections 3.5 – *Aesthetic Resources*, 3.7 – *Transportation*, 3.10 – *Noise and Odor*, and 3.13 – *Solid Waste Management* for further discussion of mitigation measures associated with unsuitable fill.

Operation

No significant adverse operation phase impacts on land are anticipated; therefore, no special mitigation measures are warranted.

3.2 SURFACE WATER

The proposed action may have an impact on surface water. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Potential temporary impacts (sediment-laden runoff) to surface waters from demolition/construction activities including ground disturbances (*e.g.*, excavation or installation of utilities), construction of facilities, grading, and landscaping

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- Potential to encounter impacted surface/groundwater due to past land use(s)

Operation

- Potential impacts on stormwater runoff including existing combined sewer overflows (CSOs)
- Potential impacts from outdoor storage of materials (if any) and runoff from impervious areas (including rooftops and parking lots)

3.2.1 Existing Conditions

Surface Water Features. As indicated on Figure 6, the proposed project area is located in the vicinity of several water bodies. The Mohawk River is located approximately one-third of a mile north of the project site's northern boundary. The Mohawk River serves as one of the primary feed waters for the NYS Barge Canal System, which is located immediately adjacent to the river, and is connected to the river by a series of locks and dams. Surface water runoff from the project site is currently collected in a series of storm sewers and combined CSOs[55], which ultimately convey runoff to the river and canal.

Surface Water Quality. Based on a review of NYSDEC's Final 2016 Clean Water Act (CWA) Section 303(d) List of Impaired/Total Maximum Daily Load (TMDL) Waters56, the Mohawk River Segment H-240 (portion 12), the NYS Barge Canal (portion 12a), and Utica Harbor (portion 12b), located downgradient from the proposed project area, are all listed as impaired water bodies for specific pollutants, as identified in Table 5, below.

Freshwater Wetlands. Based on a review of the NYSDEC-published freshwater wetlands mapping (Figure 6), no New York State (NYS)-jurisdictional freshwater wetlands (and associated check zones/buffers) were identified within or immediately adjacent to (*i.e.,* 100 feet) the project area. Additionally, the National Wetlands Inventory (NWI)[57] mapping, which provides an indication of potential federal wetlands, was reviewed. Based on a review of the NWI maps, which was supported by field reconnaissance by a wetland biologist, no potential federal wetlands were identified within or proximal to the project area (Figure 6).

Floodplains. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the project area (Community Panel No. 36065C0751F effective September 27, 2013, Panel 751 of 926, Suffix F)[58] was reviewed to evaluate flood potential within the project area. Based on the current map (Figure 6), the project area is located near, but not within or contiguous to, the 100-year flood hazard area associated with the Mohawk River and Barge Canal.

While no recent flooding has occurred within the project area, a July 2017 rain event forced the temporary closure of the adjacent North-South Arterial from Oriskany Street to Burrstone Road.

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[55] See Section 3.9 regarding recent City-sponsored infrastructure efforts to decrease CSO events in the vicinity of the project site.

[56] http://www.dec.ny.gov/docs/water_pdf/303dListfinal2016.pdf

[57] NWI mapping is provided by the US Fish & Wildlife Service (USFWS) as an indicator of potential wetlands. Descriptions and boundaries are provided by the USFWS for informational purposes only. Permitting requirements are based on actual field delineations conducted in accordance with the United States Army Corps of Engineers (USACE) guidelines under Section 404 of the Clean Water Act.

[58] https://msc.fema.gov/portal/home

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Figure 6. Surface Water Features

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Table 5. Final 2016 CWA Section 303(d) List of Impaired/TDML Waters

Water Body Name / Segment	Type of Pollutants	Sources of Pollutants
Mohawk River, Main Stem (portion 12)	*Known:* Aesthetics (odors, floatables), Priority Organics (PCBs) Pathogens Metals (copper, other) *Suspected:* Dissolved Oxygen/Oxygen Demand Nutrients Silt/Sediment	*Known:* Combined Sewer Overflow Landfill/Land Disposal (Utica/Leland Ave Landfill) Toxic/Contaminated Sediment *Suspected:* Industrial Urban/Storm Runoff Sanitary Discharges
NYS Barge Canal (portion 12a)	*Known:* Dissolved Oxygen/Oxygen Demand Pathogens *Suspected:* Water Level/Flow Nutrients Priority Organics (PCBs) Silt/Sediment	*Known:* Combined Sewer Overflow *Suspected:* Landfill/Land Disposal Sanitary Discharges Urban/Storm Runoff Agriculture Hydro Modification Streambank Erosion Toxic/Contaminated Sediment
Utica Harbor (portion 12b)	*Known:* Aesthetics (odors, floatables), Priority Organics (PCBs, PAHs, *etc.*) Pathogens *Suspected:* Dissolved Oxygen/Oxygen Demand Metals (copper, other) Silt/Sediment	*Known:* Combined Sewer Overflow Landfill/Land Disposal (Niagara Mohawk/Harbor Point) Toxic/Contaminated Sediment *Suspected:* Urban/Storm Runoff

Source: NYSDEC (2016)

3.2.2 Potential Impacts

Barring implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction

Surface Water Features/Quality

If left unmitigated, demolition/construction activities including ground disturbances (*e.g.*, excavation or installation of utilities), construction of roads and facilities, grading, and landscaping could result in temporary impacts to surface water quality (sedimentation) of downgradient waterbodies (*i.e.*, Mohawk River, NYS Barge Canal, freshwater wetlands).

Excavation of and Disposal of Impacted Soils

As previously discussed in Section 3.1.2, due to the pre-existing urban setting, and information obtained in CME's screening level geotechnical study, it is expected that impacted soils from past land uses will be encountered during the construction phase. If unmitigated, these soils could become exposed to stormwater and conveyed off-site, potentially reaching downgradient surface waterbodies (*i.e.*, Mohawk River, NYS Barge Canal, freshwater wetlands), some of which are currently impaired. This would compound the effects of already

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contributing known and suspected pollutant types (aesthetics, priority organics, pathogens, silt/sediment, metals, nutrients, water levels) and sources (CSO, toxic/contaminated sediment, sanitary discharges, urban/stormwater runoff), which could lead to the further contravention of New York State water quality standards.

Operation

Stormwater Runoff, CSOs

Potential increases in stormwater runoff at full buildout could exacerbate flood potential to downgradient areas during storm events.

As urban development increases, impervious surfaces like concrete and asphalt cover more and more area. These surfaces prevent water from percolating into the ground and disrupt the natural water cycle. The amount of stormwater runoff in areas with these surfaces is much higher than natural, undeveloped areas. Left unmitigated (water quantity and quality), this disruption can have detrimental environmental impacts on the surrounding area and the groundwater table.

Outdoor Storage of Materials

Based on the preliminary design, the IHC will be served by one 50,000-gallon UST containing fuel oil, to serve as a secondary fuel source for the facility's boilers, and a primary fuel source for the facility's emergency generators. Additionally, the hospital will have support equipment and containers (*i.e.,* elevator reservoirs, transformers, emergency generator crank cases, *etc.*) containing petroleum based oils. Left unmitigated, spills or leaks from these facilities could negatively affect stormwater quality.

3.2.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

Surface Water Features/Quality

As previously described in Section 3.1.3, it is anticipated that coverage under the General Permit (GP-0-15-002) will be required. Therefore, a SWPPP (and E&SC Plan) will also be prepared and implemented in accordance with the General Permit as well as New York State guidance documents. Preparation and implementation of the SWPPP will include stormwater management practices and components to control the post-construction rate and quality of runoff, as well as measures to minimize sedimentation to downgradient surface waters during construction.

Adherence to the requirements of the General Permit (GP-0-15-002) and associated SWPPP should provide sufficient mitigation to eliminate potential significant adverse impacts related to adjacent surface waters.

Excavation and Disposal of Impacted Soils

If impacted materials are encountered they will be promptly removed and disposed of at an approved off-site facility in accordance with applicable local, state and federal regulations. If it is not possible to remove all contaminated soils at one time, BMPs identified in the site-specific SWPPP will be utilized to prevent the materials from being exposed to stormwater.

Adherence to these requirements should provide sufficient mitigation to eliminate potential significant adverse impacts related to adjacent surface waters.

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Operation

Stormwater Runoff, CSOs

Due to the existing urban nature of the proposed site, the majority of the land is already covered with impervious materials with few exceptions. The project proposes to increase the amount of pervious area in comparison to existing conditions (*i.e.*, an increase in greenspace). Consequently, the amount of runoff is expected to decrease under the proposed buildout. However, the project sponsor will still be required to control the rate of runoff, as well as the quality of runoff, from the site as indicated below.

To mitigate impacts on the rate of and quality of stormwater runoff from the site during operations, the following practices, designed in accordance with Chapter 9 of the NYS Stormwater Design Manual for redevelopment projects, will be implemented:

- Treatment of 75% (at minimum) of stormwater from disturbed areas with proposed impervious surfaces.
- The water will be treated by Vortech Treatment Units (see Appendix I) as approved by NYSDEC, which will be placed at each connection point to the City's existing stormwater system. The proposed Vortech Treatment Units provide treatment by a swirl concentrator that separates trash, sediment, and hydrocarbons from the stormwater runoff. The units provide a sump for cleanout, which becomes part of the site-specific Operations and Management (O&M) plan. The units are placed inline on the outlet of each stormwater conveyance system prior to connection with the City of Utica's stormwater system. The unit is installed below grade and provides access for inspection and cleanout.

In addition to project-specific efforts to mitigate potential project-related impacts on and from stormwater runoff, the City of Utica is implementing a program to reduce CSOs within the City system; these efforts are summarized in Section 3.9.

Outdoor Storage of Materials

Based on anticipated project fuel storage needs, MVHS could be subject to both federal and state regulations governing the design and registration of underground storage tanks (USTs) and other oil containers. The following regulations could apply:

- United States Environmental Protection Agency (USEPA) Underground Tank Regulations - 40 CFR Part 280
- USEPA Oil Pollution Prevention – 40 CFR Part 112
- NYS Petroleum Bulk Storage (PBS) – 6 NYCRR Part 613

Installation and operation of tanks will be conducted in accordance with applicable NYSDEC regulations, including design requirements. Stationary fuel tanks and associated unloading areas will be designed with secondary containment specifications in accordance with federal and state regulations to minimize the potential for release, including the preparation of a Spill Prevention, Control & Countermeasure (SPCC) Plan, and PBS registrations.

Adherence to federal and state regulations should provide sufficient mitigation to eliminate potential significant adverse impacts related to adjacent surface waters.

3.3 GROUNDWATER

The proposed action may have an impact on ground water. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Potential impacts to groundwater associated with dewatering during construction activities
- Potential to encounter aboveground and/or underground storage tanks (ASTs and USTS, respectively) during demolition/excavation activities, as well as, impacted soil/groundwater from past land use(s)

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Operation

- Potential impacts relating to the bulk storage of oil/fuel and/or chemicals

3.3.1 Existing Conditions

Groundwater Elevation. Groundwater elevations within the project area were obtained from both the Soil Survey of Oneida County (NRCS *et al.*, 2007), and CME's 2017 screening level geotechnical investigation (Appendix G). Data from both resources indicated that the water table varies throughout the project area. As shown in Table 3, approximate depths to groundwater based on the soil survey range from the surface to greater than 6 feet, depending on the soil type. Results of the geotechnical screening report regarding groundwater observations are as follows:

- The historic groundwater observations indicate a hydraulic gradient oriented approximately northerly at 10 feet to 20 feet below existing grade. The groundwater table may be a confined aquifer in areas, and if the upper confining layer is removed or penetrated, artesian conditions may be exposed. At the City Courthouse, once the confining layer was removed to accommodate a basement level, groundwater flowed vertically upward inside parts of the sheeted excavation creating a quick-sand condition. At the City Hall Project, construction delays and difficult dewatering conditions were reported by the inspecting engineer during drilled pier foundation construction (Appendix G).

Groundwater Quality. The project is located in an existing urban environment with a history of prior industrial use (see Section 3.6). Although the existing quality of the groundwater within the project area is uncertain, it is anticipated, based upon information obtained in CME's screening level geotechnical study, as well as records of past industrial land uses, storage tanks, and spills, that soils and/or groundwater adversely impacted from past land uses will be encountered during the construction phase.

Sole Source Aquifers. According to the USEPA's interactive map of Sole Source Aquifers[59], no Sole Source Aquifers exist within the vicinity of the project area. In addition, based on NYSDEC-published data, no primary aquifers[60] exist within the project area.[61]

3.3.2 Potential Impacts

Precluding implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction

Dewatering

Based upon CME's screening level geotechnical investigation, groundwater will likely be encountered during construction activities, which may require dewatering to accomplish the work. Dewatering can lead to a multitude of impacts including geotechnical impacts, contamination, and water dependent impacts. Geotechnical impacts include ground settlements, potentially resulting in distress or damage to surrounding structures. Contamination can occur by drawing groundwater through contaminated soils, or if the existing groundwater is already contaminated, creating a waste that must be managed. Water dependent feature impacts can result from depleting or drawing down aquifers that serve as sources to surface waterbodies such as wetlands, rivers and streams, or that are used as drinking water supplies.

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[59] https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b

[60] Primary aquifers are defined in the NYSDEC's Division of Water Technical & Operational Guidance Series (TOGS) 2.1.3 as "highly productive aquifers presently utilized as sources of water supply by major municipal water supply systems." (http://www.dec.ny.gov/docs/water_pdf/togs213.pdf)

[61] http://www.dec.ny.gov/docs/water_pdf/primary.pdf

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Impacted Soils/Groundwater

As previously discussed in Section 3.1.2, the potential exists to encounter impacted soils caused by past industrial land uses, such as leaking ASTs and USTs. If dewatering is required, groundwater could be exposed to such soils, thereby impacting the water. Additionally, groundwater that was previously impacted could be drawn to the surface. Impacted groundwater could result in secondary impacts including air quality issues, human health consequences, and creation of a waste stream that must be managed off-site.

Operation

Bulk Storage of Oil/Fuel and/or Chemicals

As previously discussed in Section 3.2, potential exists that the hospital may require the storage of fuels to support facility operations, which could potentially impact groundwater resources in the event of a leak or spill. Based on the preliminary design, the IHC will be served by one 50,000-gallon UST containing fuel oil, to serve as a secondary fuel source for the facility's boilers, and a primary fuel source for the facility's emergency generators. Additionally, the hospital will have support equipment and containers (*i.e.,* elevator reservoirs, transformers, emergency generator crank cases, *etc.*) containing petroleum-based oils. These equipment/ tanks/containers could negatively affect groundwater quality in the event of a spill or leak.

3.3.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

Dewatering

Prior to commencing the work, a geotechnical investigation will be completed to assess and identify the most significant potential groundwater impacts that could result from the proposed dewatering. The geotechnical investigation will address the following:

- The types of groundwater aquifers and potential vulnerability to groundwater impacts
- The depth and extent of excavation, and proposed method(s) of groundwater control
- The presence of any nearby sensitive groundwater receptors (*e.g.*, third party wells, *etc.*)
- The geotechnical properties at the site (existing fills, compressibility of the strata, *etc.*)
- The presence of any groundwater contamination in the vicinity of the site.

If it's determined that the volume of groundwater to be withdrawn will be greater than an average of 100,000 gallons per day (GPD) in any consecutive thirty-day period (*i.e.,* 3 million gallons during a 30-day period), a water withdrawal permit will be obtained through the NYSDEC in accordance with 6 NYCRR Part 601. If the quantity of water to be withdrawn is less, the project will be exempt from NYSDEC water withdrawal permitting; however, management of groundwater will still be controlled by appropriate measures in accordance with the General Permit (GP-0-15-002) and associated SWPPP (as discussed in Section 3.1.3 and 3.2.3), in addition to site-specific engineering practices.

The following site-specific engineering measures could be applied as needed to minimize the impacts associated with dewatering:

- Artificial Recharge – Groundwater from the pumped discharge can be re-injected back into the ground either to prevent lowering of groundwater levels and corresponding ground settlement, or to prevent depletion of groundwater resources. This will prevent the possibility of depleting groundwater resources and will avoid any geotechnical issues associated with lowering the groundwater table

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- Temporary or Permanent Barriers – Sheet steel piles or grout curtains can temporarily or permanently be installed to prevent groundwater from entering construction areas

Adherence to NYS requirements for groundwater withdrawals, adherence to the General Permit (GP-0-15-002) and associated SWPPP, and site-specific engineering practices should provide sufficient mitigation to eliminate potential significant adverse impacts related to groundwater from dewatering activities.

Impacted Soils/Groundwater

Surface and subsurface soils and encountered groundwater will be sampled and analyzed prior to the initiation of site disturbance activities. The resulting data will be utilized to prepare construction phase soil and groundwater management pans, as well as the CHASP. If groundwater is encountered, it will be characterized to identify the appropriate method of management. If determined to be impacted, it will be managed and disposed of off-site in accordance with applicable local, state, and federal requirements. If deemed clean, the groundwater will be managed in accordance with standard dewatering practices identified in the General Permit and site-specific SWPPP, as previously discussed in Sections 3.1.3 and 3.2.3.

Refer to Sections 3.4 – *Air*, 3.11 – *Human Health*, and 3.10 – *Solid Waste Management* for further discussion on mitigation measures related to impacted soils and/or groundwater.

Operation

Bulk Storage of Oil/Fuel and/or Chemicals

Design, installation and operation of bulk storage tanks will be conducted in accordance with applicable NYSDEC regulations. Stationary fuel tanks and associated unloading areas will be designed with secondary containment specifications in accordance with federal and state regulations to minimize the potential for release, including the preparation of an SPCC Plan and PBS registration, if regulatory quantity thresholds are met or exceeded.

Adherence to federal and state regulations should provide sufficient mitigation to eliminate potential significant adverse impacts related to groundwater.

3.4 AIR

The proposed action may have an impact on air. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Dust generation during construction (including demolition activities)
- Short-term emissions from construction equipment
- Excavation and management of impacted soils/groundwater (potential secondary impacts from Sections 3.1 – *Land*, 3.2 – *Groundwater*, and 3.3 – *Surface Waters*)

Operation

- Operation phase emissions including combustion sources (*e.g.*, boilers, emergency back-up generators) and process sources (*e.g.*, sterilizers, refrigeration equipment)
- The proposed action will include state regulated air emission sources
- Potential increase in mobile source emissions due to project-related increases in traffic and road closures

3.4.1 Existing Conditions

In New York State, air quality is regulated by the NYSDEC. Pursuant to the 1970 Clean Air Act and the 1977 and 1990 Clean Air Act Amendments, the USEPA has established National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. Currently, NAAQSs exist for six criteria pollutants: particulate matter (PM_{10} and $PM_{2.5}$), carbon monoxide (CO), sulfur oxides (SO_x), nitrogen dioxide (NO_2), ozone (O_3) and lead (Pb). Primary

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standards were established to protect more "sensitive" groups (*e.g.,* children), while secondary standards were developed to protect public welfare (*e.g.,* crops, vegetation).

A summary of NAAQS is provided below:

Table 6. NAAQS

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide		Primary	8-hour	9 ppm	Not to be exceeded more than once per year
			1-hour	35 ppm	
Lead		Primary and Secondary	Rolling 3-month average	0.15 μg/m^3	Not to be exceeded
Nitrogen Dioxide		Primary	1-hour	100 ppb	98th percentile, averaged over 3 years
		Primary and Secondary	Annual	53 ppb	Annual Mean
Ozone		Primary and Secondary	8-hour	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particulate Matter	**$PM_{2.5}$**	Primary	Annual	12 μg/m^3	annual mean, averaged over 3 years
		Secondary	Annual	15 μg/m^3	annual mean, averaged over 3 years
		Primary and Secondary	24-hour	35 μg/m^3	98th percentile, averaged over 3 years
	PM_{10}	Primary and Secondary	24-hour	150 μg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide		Primary	1-hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year

ppm - parts per million
ppb - parts per billion
μg/m^3 - micrograms per cubic meter
Source: USEPA (www.epa.gov/criteria-air-pollutants/ naaqs-table)

Revisions to the Clean Air Act (1990) recognized the importance of regulating upwind from non-attainment areas and set out specific requirements for a group of northeast states that make up the Ozone Transport Region (OTR), which includes New York State (NYS). Nitrogen oxides (NO_X) and volatile organic compounds (VOC) are considered precursors to ozone. Consequently, in New York State, emissions of NO_x and VOC are limited to 100 tons per year (tpy) NO_x and 50 tpy VOC. Oneida County is in attainment or considered unclassifiable (and, therefore, considered in attainment) for other criteria pollutants.

Ambient air quality standards. The NYSDEC (2018) provides summary tables of annual ambient air quality as well as real-time air quality data for criteria pollutants[62] separated by region within New York. State monitoring is conducted at several stations[63] located within the Western Adirondacks/Upper Mohawk Valley/Eastern Lake

[62] The USEPA uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). The six criteria pollutants are Ozone (O_3), Carbon Monoxide (CO), Nitrogen Dioxide (NO_2), Sulfur Dioxide (SO_2), Particulate Matter (PM, 10 and 2.5 micrometers), and Lead. The NYSDEC has established corresponding State Ambient Air Quality Standards (6 NYCRR Part 257).
[63] The nearest monitoring stations within the abovementioned Air Quality Control Region are located in Perch River (Ozone), Utica (PM2.5), Nick's Lake (Ozone, SO2,).

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Ontario Air Quality Control Region, which includes Herkimer County Jefferson County, Lewis County, Oneida County, and St. Lawrence County. Impairment of air quality is based on comparison with State and National Ambient Air Quality Standards (NAAQS). Based on a review of data available during the preparation of this document, there were no exceedances of these standards at the monitoring stations, indicating that existing air quality in these areas are not impaired for the monitored constituents. Regional data is summarized in Table 7.

Table 7. Existing Air Quality Data

Pollutant		Primary/ Secondary	Averaging Time	NAAQS Level	2017 Observations (Averaging Time)
Carbon Monoxide		Primary	8-hour	9 ppm	No data
			1-hour	35 ppm	No data
Lead		Primary and Secondary	Rolling 3-month average	0.15 µg/m^3	No data
Nitrogen Dioxide		Primary	1-hour	100 ppb	No data
		Primary and Secondary	Annual	53 ppb	No data
Ozone		Primary and Secondary	8-hour	0.070 ppm	0.066 ppm
Particulate Matter	**$PM_{2.5}$**	Primary	Annual	12 µg/m^3	6.0 µg/m^3
		Secondary	Annual	15 µg/m^3	6.0 µg/m^3
		Primary and Secondary	24-hour	35 µg/m^3	16.7 µg/m^3
	PM_{10}	Primary and Secondary	24-hour	150 µg/m^3	No data
Sulfur Dioxide		Primary	1-hour	75 ppb	2.5 ppb
		Secondary	3-hour	0.5 ppm	No data

ppm - parts per million
ppb - parts per billion
µg/m^3 - micrograms per cubic meter

Source: NYSDEC 2017 (http://www.dec.ny.gov/docs/air_pdf/2017airqualreport.pdf)

Based on available data summarized in Table 7, ambient air monitoring conducted by the NYSDEC indicates that there have been no violations of the State or National Ambient Air Quality Standards (NYSDEC 2017).

Sensitive receptors. The following sensitive receptors (*i.e.*, churches/synagogues/mosques, schools, senior homes, public access areas, *etc.*) were identified proximal to the project area:

Proximal to Proposed Project[64]

- Westminster Moriah Olivet Presbyterian Church (730 Broadway)
- Bosnian Islamic Association of Utica (306 Court Street)
- Beit Shalom (49 Franklin Square)
- Mohawk Valley Montessori, LLC (714 Washington Street)
- Marlon's Daycare (Kennedy Plaza)
- The Children's Center (415 Court Street)

[64] Several sensitive receptors are located within the project footprint, but would be relocated as part of the IHC project. Facilities to be relocated consist of: Turning Point Church (438 Columbia Street), and John Bosco House (closed; 425 Lafayette Street). A few residences will also be relocated.

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3.4.2 Potential Impacts

Precluding implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction

Dust generation during construction (including demolition activities)

- Dust generation associated with demolition and construction activities within the project footprint
- Dust generation associated with access and egress to and from the site by construction workers, as well as equipment and materials over the 40-month construction schedule

The potential for dust-related impacts is considered short-term; limited to the construction phase when bare soils are exposed.

Short-term emissions from construction equipment

- Release of exhaust from the combustion of fossil fuels in construction vehicles and equipment and workers accessing and egressing the project area

Fugitive emissions from regulated materials/impacted soils

Due to the age of existing buildings within the project footprint, it is likely that building materials will contain hazardous materials such as asbestos-containing materials (ACMs) and lead-based paint (LBP), which would need to be identified and managed prior to initiation of demolition activities.

In addition, as previously stated in Section 3.1, soils and other substrates may have been adversely impacted by prior or existing land uses. Cumulatively, these existing conditions have the potential to result in the following impacts during construction:

- Dust generation and migration during project-related demolition activities (*i.e.,* ACM, LBP), as well as from soils, which may have been impacted by prior or existing land use

Operation

Operation phase emissions

New York's air permitting program identifies and controls sources of air emissions. The air permitting program is required by the Clean Air Act and under New York State law and regulation, most notably 6 NYCRR Part 201. The program is administered by the NYSDEC's Division of Air Resources, which evaluates the type and magnitude of proposed emissions to identify permit applicability. Permitting options consist of:

- **Title V facility permits** – Title V permits are issued to facilities that are judged to be major emission sources under the department's regulations, or that are subject to New Source Performance Standards (NSPSs), to a standard or other requirement regulating hazardous air pollutants or to federal acid rain program requirements.
- **State facility permits** – State facility permits are issued to facilities that are not considered to be major (as defined in the department's regulations), but are generally large facilities with the following characteristics:
  - Their actual emissions exceed 50 percent of the level that would make them major, but their potential to emit as defined in 6NYCRR Part 200 does not place them in the major category
  - They require the use of permit conditions to limit emissions below thresholds that would make them subject to certain state or federal requirements
  - They have been granted variances under the department's air regulations
  - They are new facilities that are subject to New Source Performance Standards (NSPS) or that emit hazardous air pollutants

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- **Registrations** – Non-major facilities that meet the criteria of Subpart 201-4 can register under the department's permitting program, rather than obtain a permit. Registrations are ministerial in nature and have no formal notice requirements.
- **Permit exempt and trivial activities** – The owner or operator of an emission source listed as an exempt or trivial activity[65] is exempt from the NYSDEC registration and permitting provisions.

IHC operations will result in air emissions from boilers, emergency generators, and additional minor sources. In accordance with New York State regulations[66], the proposed emission sources are exempt from permitting (*i.e.*, exempt and trivial activities). In addition, the annual potential to emit (PTE) is below the Title V major source thresholds. Based on the expected air emission sources, it is likely that the proposed hospital will not require an air permit or registration.[67] MVHS-IHC will still be required to meet the requisite air quality standards regardless of the need for permitting. Adherence to these standards will mitigate potential significant adverse impacts.

Mobile Sources

- The project will generate vehicular emissions from employees and visitors accessing and egressing the IHC. Carbon monoxide (CO) is the major pollutant emitted by motor vehicle exhaust systems
- Potential increase in mobile source emissions due to project-related increases in traffic and road closures and its potential adverse impact on traffic flow within the local road network

3.4.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

Dust generation during construction (including demolition activities)

The potential for dust generation will be minimized by E&SCs identified in Section 3.1. Based on regular inspections, the contractor(s) will also implement, as necessary, dust suppression measures throughout the construction phase. Means and methods may include:

- Water truck(s)
- Cleaning and/or sweeping of affected roadways
- Stabilized construction entrances, tracking pads and/or tire wash systems.

Short-term emissions from construction equipment

The contractor(s) will be required to implement the following measures to minimize impacts:

- Preparation and implementation of a maintenance and protection of traffic plan in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways[68] (see Section 3.7) to minimize traffic delays and queued vehicle exhaust emissions
- Proper maintenance of vehicles and equipment including mufflers and other required emissions control devices

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[65] 6 NYCRR Subpart 201-3 (Permit Exempt and Trivial Activities).
[66] Title 6 of the New York Code, Rules and Regulations (6 NYCRR) Section 201-3.2.
[67] The proposed individual air emissions sources are expected to be exempt from permitting pursuant to 6 NYCRR 201-3.2 (1)(i), (6), (7) and (21). The facility-wide potential emissions are less than the Title V major source thresholds and the projected facility-wide actual emissions are less than 50% of the major source threshold. As such, the facility is not expected to be required to obtain an air facility registration or permit.
[68] https://mutcd.fhwa.dot.gov/kno-overview.htm

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- Use of low sulfur diesel fuel
- Best available technology to achieve the greatest reduction in particulate emissions
- Adherence to New York State ECL, which prohibits heavy duty vehicles, including diesel trucks, from idling for more than five minutes at a time.[69]

Fugitive emissions from regulated materials/impacted soils

Prior to the initiation of construction activities, a hazardous building materials survey will be conducted to identify the potential presence of hazardous materials such as ACM and LBP in buildings to be demolished. In addition, an additional environmental subsurface investigation will be conducted (including soil and groundwater sampling) to evaluate potential impacts from past or existing land use, if any, that would require special handling and disposal during construction activities. Samples will be analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), Target Analyte List (TAL) metals and total petroleum hydrocarbons (TPH). Soil sampling results will be compared to NYSDEC Part 375 Soil Cleanup Objectives (SCOs) for Unrestricted Use and for Restricted Commercial Use; groundwater sampling results will be compared to NYSDEC Division of Water Technical and Operational Guidance Series (TOGS 1.1.1[70]) Ambient Water Quality Standards and Guidance Values for Class GA waters.

Based on the data, wastes will be removed, stockpiled, handled, transported and disposed in accordance with applicable local, state[71] and federal regulations. Waste management protocols (including reporting and manifesting) will be implemented in addition to E&SCs and dust suppression measures previously identified.

Operation

Operation phase emissions

As noted above, the type of proposed emissions currently contemplated from the IHC are considered trivial and/or exempt activities; no air permit or registration is required. As design activities continue, proposed combustion operations may trigger additional the need for a permit and/or emission controls. The need for emission controls, if any, will be identified through continued consultation with the NYSDEC.

Mobile Sources

The following measures will be implemented to mitigate or avoid potential impacts from mobile sources:

- Optimization of signal timings at the following intersections to facilitate the adequate flow of traffic adjacent to the project area (see also Appendix F):
  - State Street & Lafayette Street/Emergency Department Access (PM)
  - State Street & Court Street (PM)
  - Cornelia Street & Oriskany Street (AM & PM)
  - Broadway & Oriskany/Liberty Street (AM)
  - Oriskany Street & Genesee Street (PM)

[69] 6 NYCRR, Subpart 217-3.
[70] http://www.dec.ny.gov/docs/water_pdf/togs111.pdf
[71] For ACM abatement projects, the New York State Department of Labor's Code Rule 56 requires that all work that disturbs ACM be done by trained workers following special procedures and engineering controls (including air monitoring) to prevent the spread of asbestos into the air and ensure ACM has been properly removed.

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- The locations of heating, ventilation and air conditioning (HVAC) systems, as well as the direction of prevailing winds, will be identified. Helipad operations will be located sufficiently away from ventilation systems to prevent impacts from helicopter engine exhaust fumes and rotor-wash.[72]
- The helipad and adjacent area will be kept free of debris to prevent flying objects and significant dust from the high winds created by rotor-wash. Landscape mulch will not be utilized in the area surrounding the helipad.

Based on implementation of construction and operation phase mitigation measures described above no significant adverse impacts to air quality associated with construction activities or operations are anticipated.

3.5 AESTHETIC RESOURCES (INCLUDING LIGHT)

The proposed action may have an impact on aesthetic resources. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Temporary construction-related lighting impacts from mobile sources (*e.g.*, trucks, heavy machinery)
- Visible signs of construction (secondary impact from Section 3.1 – *Land*)

Operation

- Outdoor lighting will include signage, lamp posts and building-mounted fixtures in exterior parking areas, walkways and entrances to the hospital, hospital helipad operations, and other project-related facilities, as applicable, which may result in light shining onto adjoining properties and creating sky-glow brighter than existing area conditions
- Potential impacts on viewshed due to the proposed height of the building

3.5.1 Existing Conditions

The proposed IHC will be constructed in the northwest corner of the City's Central Business District (CBD), which has also been designated as a Federal "Historically Underutilized Business" (HUB) Zone. Land uses within this district are subject to the applicable standards codified in the City of Utica's Zoning Code (Section 2-29-193).

The existing building scale within the CBD and the surrounding area is a diverse mixture of building heights, consisting of mostly low rise (1-4 stories) and mid-rise (5-10 stories) buildings, with a few high-rises (11+ stories) buildings located to the east of Genesee Street. The area is gently sloping (~5%). While the project area is characterized by buildings greater than 50+ years in age, many of them have undergone 20th and 21st century modifications (see Section 3.6; including Appendix E, which contains a photolog of existing buildings).

The project footprint contains approximately 80± tax parcels and a diversity of property types including mixed use, commercial, offices/warehouses and parking; some properties are vacant/abandoned. The property types are further broken down as summarized in Figure 7.

[72] Rotor-wash is a column of downward moving air produced by helicopters during the approach or departure phase of a flight. Rotor-wash can carry dust and exhaust several hundred feet and can also be influenced by air currents and building architecture (NEMSPA 2010; http://slideplayer.com/slide/1422568/).

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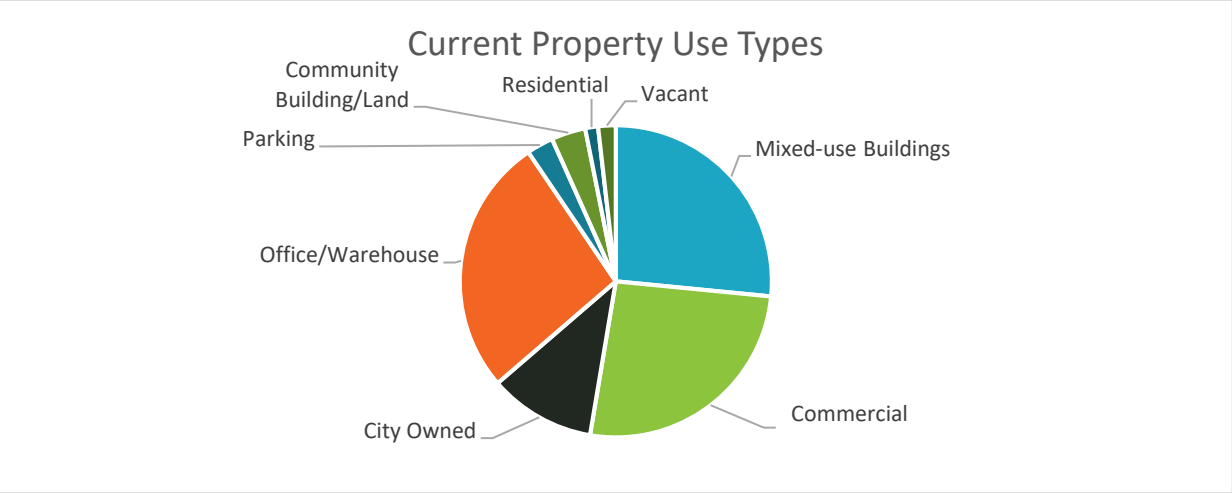

Figure 7. Current Property Use Types

Exterior lighting within and adjacent to the project area is currently used for safety and security along streets, parking areas and buildings. The City has enacted a municipal glare standard (§ 2-29-526 of the City Code[73]). An excerpt from the ordinance, which summarizes the glare standards by zoning districts, is provided below.

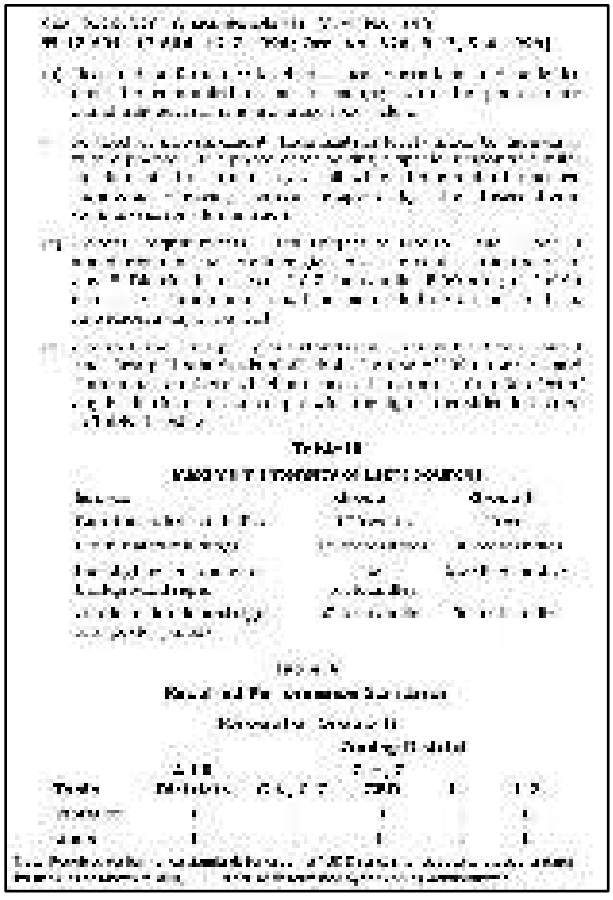

Figure 8. Glare Standards (City of Utica)

[73] https://ecode360.com/ut2994#ut2994

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3.5.2 Potential Impacts

Precluding implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction

Construction-related Lighting

Lighting needed during the project construction-phase has the potential to generate light spillover to off-site land uses within the Project vicinity, including the residential apartment complex to the south, and hotel uses to the east of the project area.

Visible Signs of Construction

As identified in Section 3.1 – *Land*, extended periods of construction can result in excavated areas, stockpiled soils, and other materials, as well as heavy equipment and other visual signs of construction that could temporarily impact the visual character of the area.

Operation

Light and Glare

Outdoor lighting will be provided for on-site safety and security. Outdoor lighting will include signage, building-mounted fixtures and lamp posts to promote safe and secure access/egress to buildings, parking areas and other IHC and MOB project elements/operations, as well as connectivity to adjacent communities. If unmitigated, lighting has the potential to spillover to adjacent properties and contribute to urban glare (see Section 3.5.3).

Viewshed

The proposed action will replace the predominant 19th and 20th century architectural building styles, which currently characterize the project footprint. While the IHC will replace these existing styles, the current design[74] is consistent with recent City-approved and completed modifications to the Utica Memorial Auditorium (Aud) and Landmarc buildings, as well as styles proposed for the Utica Inner Harbor Redevelopment and NEXUS projects.

Architectural renderings illustrating the proposed viewshed from various adjacent vantage points are provided below (Figure 9 through Figure 11).

[74] The design of the "podium" (1st and 2nd floors) will emulate the masonry paradigm of the local architecture.

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Figure 9. View of the Proposed IHC from the Northeast
(Source: NBBJ 2018)



Figure 10. View of the Proposed IHC from the Northwest
(Source: NBBJ 2018)

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Figure 11. View of the Proposed IHC from the Southeast
(Source: NBBJ 2018)

3.5.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

To reduce or eliminate construction phase aesthetic impacts, the following measures may be implemented:

Construction-related Lighting

Construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the project site boundary.

Visible Signs of Construction

To mitigate the visual effects of construction and provide for site safety, contractor(s) may implement means and methods to shield direct views of, and to minimize potential pedestrian and vehicular distractions from, on-going construction activities. Following the completion of construction activities, disturbed pervious areas will be graded, seeded and landscaped.

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Operation

To reduce or eliminate post-construction aesthetic impacts, the following measures may be implemented:

Light and Glare

To mitigate light migration and glare, the project will be designed to conform with City Code requirements (City Code Section 2-29-387), which require the following:

- The illumination of off-street parking facilities shall be designed so that the light from lighting fixtures in such facilities does not reflect direct rays or spill over into adjacent residential districts. Lighting arrangements for all off-street parking facilities shall be approved by the City
- Lighting fixtures shall not be placed higher than 12 feet above the finished grade, except that in business districts the Planning Board may approve lighting fixtures of a greater height, but not exceeding 25 feet above the finished grade
- Fixtures shall be of the non-spill type, hooded/shielded with reflective cut-offs to reduce glare
- Candle power per fixture shall not exceed 3 foot-candles measured at grade level directly under the fixture.

Outdoor site lighting for the proposed IHC will consist of a combination of pole-mounted, bollard-mounted, or wall-mounted LED lighting. Lighting of the surface parking lots and access roadways will be accomplished using approximately 127-watt LED fixtures mounted on 25-foot high poles. The poles will be spaced appropriately to provide acceptable lighting levels, no greater than 3 foot-candles measured at grade directly under the fixture. The fixtures will be hooded to reduce glare, and direct light downward to the parking lot surface.

Walkways will be lit using both bollard and pole mounted LED light fixtures. Pole mounted walkway lighting will be approximately 66-watt fixtures on 12-foot poles, and bollard lighting will be 28-watt fixtures.

To further minimize light or glare impacts, the following additional measures will be considered:

- Building design would use low-reflective glass and other materials, window recesses and overhangs, and façade modulation
- The amount of reflective surfaces may be limited
- Landscaping, screens, and “green walls” may obstruct light from shining to off-site locations
- Nighttime illumination of the site and selected buildings may be restricted and provided only when function or safety requires it
- Interior lighting, if appropriate, would be equipped with automatic shut-off times. Automatic shades may be installed where lighting is required for emergency egress
- Parking lots and structures may include screens or landscaping to obstruct glare caused by vehicle headlights.

Adherence to New York Building Code requirements for outdoor lighting, as well as the use of the mitigation measures described above should provide sufficient mitigation to eliminate potential significant adverse impacts related to aesthetics from light and glare. Specific information relative to stationary building fixtures and signage would be provided as part of the construction level plans associated with the City’s Building Permit process.

Viewshed

The project will require City Planning Board approval of the IHC site plan, as well as City issuance of building permits based on compliance with the New York State Building Code. As provided above, preliminary architectural renderings were prepared by MVHS to illustrate future views from various vantage points

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surrounding the proposed IHC. MVHS's objective is to provide a campus-like setting, which is consistent with, and provides connectivity to, existing, adjacent land uses. The design also considers:

- Scale-reducing elements, particularly at areas exposed to people activity (*e.g.*, building entrances, adjacent to walkways, places of high visibility)
- Pedestrian amenities such as wayfinding, benches, historic markers, and bike racks
- A landscape design, which promotes pedestrian interest, scale, partial building screening and building contrast
- The long-term maintenance of landscaped areas.

3.6 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The proposed action may have an impact on cultural and/or archaeological resources. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Potential impacts to archaeological resources due to ground disturbances

Operation

- Potential impacts to historic properties located within or substantially contiguous to the project area including:
  - parcels listed or eligible for listing on the State or National Registers of Historic Places
  - parcels located in the Upper Genesee Street Historic District
- The proposed action will result in the destruction or alteration of all or part of the site or property
- The proposed action may result in the introduction of visual elements, which are out of character with the site or property, or may alter its setting (see Sections 3.5 and 3.12)

3.6.1 Existing Conditions

Phase 1A Archaeological Investigation

Purpose

In September 2016, OBG provided the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) – Field Services Bureau (also known as the State Historic Preservation Office or SHPO) with preliminary information for the proposed project. An OPRHP Project Review Cover was submitted in October 2016 and assigned an OPRHP/SHPO Project Review Number (16PR06600). In their October 2016 correspondence (see Appendix E), OPRHP indicated that:

> *Based on available information, your project is located in an archaeologically sensitive area. Because of the size of the proposed project, the hypothesized intersection of the Erie and Chenango Canals within your project area, the presence of a previously identified archaeological site (06540.001655), and the potential for cultural resource deposits to be intact within the subject parcels, OPRHP recommends that a Phase IA Archaeological Survey is warranted for all portions of the project that will involve ground disturbance. A Phase IA survey is a literature search and sensitivity study, designed to systematically assess the significance of, and overall sensitivity for cultural resources within your project area's Area of Potential Effect (APE). This study will subsequently be used to make recommendations regarding whether or not any further, subsurface investigations are warranted.*

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In April 2018, Panamerican Consultants, Inc. (Panamerican) conducted a Phase 1A[75] Archaeological Investigation of the APE (project area) (Appendix E). The study was conducted to assess the APE for:

- Archaeological sensitivity
- The presence of any existing State or National Register of Historic Places-listed or -eligible resources (individual and historic districts).

The purpose of the Phase 1A investigations were to identify previously recorded cultural and archaeological resources and that may be impacted by the proposed project and to assess the likelihood that unrecorded resources may be present within the APE of the proposed project (New York Archaeological Council NYAC] 1994). The investigations included preparation of prehistoric and historic contexts of the project area; a site file and literature search, documentary and historical map search, as well as the examination of properties listed in the New York State and National Registers of Historic Places (S/NRHP), each of which are summarized below.

Prehistoric and Historic Contexts

The major cultural traditions manifested in central New York State during the Prehistoric Period through the Twentieth Century are described in full report provided as Appendix E. Excerpts from the report are provided below:

- **Prehistoric (Precontact) Period** - The three major cultural traditions in central New York State during the prehistoric era were the Paleo-Indian (ca 12,000-8000 BC), Archaic (ca 8000-1000 BC), and Woodland (1000 BC-AD 1500). Cultural development of the area can be summarized as a gradual increase in social complexity, marked by several important cultural or technological innovations.
- **Contact Period (AD 1500-1650)** – During the late prehistoric and Contact periods, tribal clusters of Iroquoian-speaking peoples were distributed throughout New York State and lower Ontario. Comprising several thousand people in at least one, and usually several, villages in proximity to one another, each tribal cluster was separated from the others by extensive and widespread hunting and fishing areas. Native American groups in central New York were profoundly affected by the introduction of the fur trade, long before the arrival of a permanent European-American population in the area. This period dates the beginning of the end of traditional native cultural patterns due to ever-increasing political, military, religious and economic interactions with Europeans.
- **Historic Period** – As a result of the increasing supply of workers, factories in Utica flourished between ca. 1890 and 1950. Textile mills and knitting factories were especially robust. Industry expansion included the emergence of Oneida Mills, Frisbie-Stansfield Knitting Company, and Utica Knitting Company as national leaders in the knit goods industry. Other large companies included the Mohawk Valley Cotton Mill which merged with the Utica Steam Cotton Company in 1901. The height of the Utica textile industry was 1910 when nearly two-thirds of the city's inhabitants worked in textile-related industries. Transportation changes facilitated the industrial development as establishment of the textile industry emerged with the completion of the Erie and Chenango canal. Beginning in 1886 streets of the city began to be paved with asphalt, beginning with Rutger Street. In 1887, the Utica Electric Light Company began to provide street lighting, "starting in the business section, although lighting for residential districts…soon followed". The electric streetcar was introduced in the 1890s and an interurban electric line, Utica & Mohawk Valley, ran between Rome and Little Falls during the early twentieth century. The Utica Belt Line Railroad system ran along Lafayette, Columbia, and State streets. With the closure of the Chenango canal, the northern end of the former

[75] The Phase I survey is designed to determine the presence or absence of cultural resources in the project's potential impact area. A Phase 1A study is the initial level of survey and is carried out to evaluate the overall sensitivity of the project area for the presence of cultural resources, as well as to guide potential future field investigation. The Phase IA work includes a literature search and an initial field inspection. The field inspection is conducted to assess previous disturbance and the level of testing which may be necessary. The resulting document contains a cultural history of the project area, and an evaluation of the area's known and potential sensitivity for cultural resources which might be affected by possible construction impacts.

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canal was gradually turned into a reservoir for the Erie canal. The abandoned canal channel was ultimately filled, although it was still depicted as open in 1888. As noted the canal system was reimagined and modernized during the early twentieth century and the subsequent Barge Canal was completed in 1917 through Utica. Gradually filled, the former Erie Canal channel was leveled through the city by 1923 and became Oriskany Street. The North Genesee Arterial was completed in the 1970s.

The textile industry began a slow decline after World War I as the industry was plagued by over supply and northern textile operations shifted work to mills in the South. While Utica supported more than 40 mills in 1910, only six survived in 1922. Further, transportation improvements like the trolley and later the automobile freed workers from living in proximity to their places of employments. This freedom resulted in workers, especially the better paid, seeking to find living arrangements in less crowded and noisy places and gave rise to suburban housing areas. By 1940 the city had a population of 100,518. After the war, General Electric opened a factory in Utica which expanded during the 1950s as the Cold War intensified. This factory helped offset the loss of textile jobs as GE employed more than 5,800 people at the close of the 1950s. During this period large infrastructure projects like the construction of the North- South Arterial (NYS Route 12), the East-West Arterial (NYS Route 5S), and the Sauquoit Valley Arterial (NYS Route 8) helped speed the development of residential suburbs and draw residents from the central city. In addition, the completion of the New York State Thruway (Interstate-90) north of the city in the mid- 1950s helped commerce bypass the area. During the late 1950s and 1960s, urban renewal plans led to the demolition of numerous city buildings, which became vacant lots when proposed projects did not materialize. In 2006, structures in the area were demolished for a police support facility. A major economic development in the area during the twentieth century was the construction of the U.S. Air Force repair and maintenance depot, which served the entire northeastern section of the nation. This facility would develop into Griffiss Air Force Base, northeast of the City of Rome. The base closed in the late 1990s, although Rome Laboratories (now the Air Force Research Laboratory) continued to utilize buildings within the facility, which has become the Griffiss Business and Technology Park. The City of Utica had a population of 62,235 in 2010.

Site File and Literature Search

A review of archaeological site files on the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP)/New York State Historic Preservation Office's (SHPO) Cultural Resource Information System (CRIS) (https://cris.parks.ny.gov) was performed. Early archaeological surveys by Beauchamp (1900) and Parker (1922) were consulted. Later archaeological investigations by Ritchie (1980) and Ritchie and Funk (1973) do not report the presence of archaeological sites in the project area. One archaeological investigation (PIN 2134.41.121, New York State Routes 5, 8, and 12) was conducted within the APE according to the OPRHP/SHPO CRIS, which resulted in the identification of one archaeological site previously reported within the project's APE. The site is summarized below. Additional sites (48) were identified within one-mile of the APE.

- **442 Lafayette Street** – The archaeological site reported within the APE is a historic period site (NYSM 12153; USN A06540.001655). A scatter of historic materials (*e.g.*, ceramics, glass, nails, and bricks) was found at the site. National Register eligibility of the site is undetermined. Based on field reconnaissance, the site is located within the yard of the extant building. Access was not available during the Phase 1A field reconnaissance, but aerial imagery and site photographs show this to be a small grass yard. A view toward the site from outside the property limits is presented in Appendix E, Photograph 18).

Precontact Archaeological Sensitivity

The former natural setting of the project area in proximity to the Mohawk River indicates that the APE is sensitive for precontact archaeological sites. Three precontact archaeological sites (or sites with a precontact component) were previously found within one mile of the APE including: 617 Cooper Street Historic & Precontact Site (USN A06540.001660; NYSM 12158); 613 Court Street Historic and Precontact Site (USN A06540.001668; NYSM 12166); and 613 Court Street Historic and Precontact Site (USN A06540.001668; NYSM 12166).

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However, years of urban development very likely disturbed or destroyed any precontact sites if any are or were present. The overlay comparison of historic maps identified only four small locations where no structures were ever recorded and thus are presumably the least disturbed (see Appendix E, Figure 15). It is possible that archaeological sites could be covered by fill and pavement but due to the size of the APE, mechanical removal of fill/pavement is not logistically practical. The possibility of finding archaeological sites beneath fill is too low to warrant the level of effort required to conclusively determine their presence or absence. The most practical approach to assess the extent of soil disturbances and archaeological sensitivity would be the review of soil-boring data which recorded the depth of fill and stratigraphy.

Historic Archaeological Sensitivity

The project area is sensitive for the presence of a variety of historic archaeological resources associated with, but not exclusive to, urban centers. As noted above, an historic site identified as 442 Lafayette Street Historic Site (NYSM 12153; USN A06540.001655), is within the APE. The site's National Register eligibility is presently undetermined and, therefore, the site will likely require Phase 2 investigation to assess its significance. Although it's possible that historic structural foundations and other cultural features could be present beneath pavement and/or fill, the likelihood of intact historically significant cultural resources is considered low.

Phase 1A Architectural Inventory

Purpose

In addition to the Phase 1A Archaeological Investigation (Appendix E), Panamerican conducted a preliminary architectural survey of existing buildings within the APE. The purpose of the Phase 1A architectural inventory (Appendix E) was to identify if any existing State/National Register of Historic Places-listed or -eligible resources (individual and historic districts) are present within the APE for the project and to provide an inventory of architectural resources (structures) in the Project APE as per the request of the ORHP. Building information provided in this report will assist the OPRHP with their evaluation of the historic significance of all buildings/structures/historic districts within or adjacent to the project area. The Phase 1A Architectural Inventory included the following:

- Documentary and historical map research
- An online search of the SHPO's CRIS
- Identification of properties listed or eligible in the New York State and National Registers of Historic Places (S/NRHP) in the APE
- A pedestrian survey[76] of buildings in the project area

The inventory included photographic documentation of the existing conditions characterizing the APE (see Appendix E).

Findings

A tabular list of all buildings in the Project APE and their current S/NRHP eligibility information was presented in the Panamerican report (see Appendix E, Table 4.1). The building inventory includes an annotated list arranged in alpha-numerical street address order. Building descriptions and current photographs are included in the inventory. The locations of documented buildings are identified by street address on a project map included in the report (see Appendix E). Recommendations of S/NRHP eligibility were not provided in this Phase 1A inventory.

[76] A pedestrian survey limited to visual inspection of the exterior of buildings from public rights-of-way in the APE was conducted in March 2018. All buildings in the Project APE were photographed with a digital camera. Information gathered for each building included the following: location, approximate date of construction (*i.e.*, circa date); architectural style; physical characteristics; building materials; integrity of the resource; and other defining features.

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Forty-nine architectural resources were identified in the Project APE; 43 buildings older than 50 years of age and six buildings less than 50 years of age (see Appendix E, Table 4.1). Three contributing resources to the State/National Register-Listed Downtown Genesee Street Historic District are also located in the Project APE:

- 301 Columbia Street (USN 06540.002010)
- 608 Broadway (building section in APE at 335 Columbia Street per parcel data [USN 6540.002007])
- 401-407 Columbia Street (USN 6540.002011)

Four existing National Register-eligible architectural resources are in the Project APE:

- 440 Lafayette Street (USN 06540.001491)
- 442 Lafayette Street (USN 06540.001490)
- 444 Lafayette Street (USN 06540.001489)
- 506 Columbia Street (shares address with 509 Lafayette Street (USN 06540.001555])

The survey documented thirty-four resources that are not presently in the OPRHP historic resource database (CRIS). The locations of all documented buildings are identified on the survey map included in Appendix E (Figure 4.1).

The report (and inventory) was subsequently submitted to SHPO via CRIS to obtain recommendations as to each building's S/NRHP eligibility. In correspondence dated July 17, 2018 (see Appendix E), SHPO indicated that the project area includes a portion of the Downtown Genesee Street Historic District, which is listed in the New York State and National Registers of Historic Places. The project area also includes 10 other buildings, which have been identified by SHPO as eligible for inclusion in the registers. The properties are summarized in Table 8, below.

Table 8. List of Historic Resources

SHPO USN	Address	Property Name	SHPO Determination of Eligibility
06540.002010	301 Columbia Street	Brick Commercial	NR Listed in the Downtown Genesee Street Historic District
06540.002095	326-334 Columbia Street	Haberer Building	S/NR Eligible
06540.002011	401 Columbia Street	Brick Commercial	NR Listed in the Downtown Genesee Street Historic District
06540.002107	460-464 Columbia Street	Witzenberger Building	S/NR Eligible
06540.000101	300 Lafayette Street	Former Utica & Mohawk Valley Railway Car Barn/Electric Express/Girrard Chevrolet Service Garage	S/NR Eligible
06540.02114	333 Lafayette Street	Childs Building	S/NR Eligible
06540.002119	437 Lafayette Street		S/NR Eligible
06540.001489	440 Lafayette Street	L. Snyder House	S/NR Eligible
06540.001490	442 Lafayette Street	S. Isele House	S/NR Eligible
06540.001491	444 Lafayette Street	C & A Eichmeyer House	S/NR Eligible
06540.001555	509 Lafayette Street	Utica Turn Hall/Utica Turnverein	S/NR Eligible

Source: SHPO (July 2018)

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3.6.2 Potential Impacts

Implementation of the IHC project would result in substantial demolition and new construction within a majority of the APE, as well as the elimination of several city streets (or portions thereof) (see Figure 3). In the absence of appropriate mitigation measures, the following adverse impacts could occur from construction of the project.

Archaeological Sensitivity

In correspondence dated June 18, 2018 (Appendix E), SHPO identified the following potential project-related impacts on archaeological resources:

- Disturbance of a known archaeological site – 442 Lafayette Street (NYSM 12153; USN A06540.001655)
- Potential impacts to sections of the Chenango Canal and associated Huntington Basin, which may remain intact with the project's APE (possibly deeply); the area includes the following properties within the APE:
  - Chenango Canal: 318-333 Oriskany Street, 402 Oriskany Street, 514-524 Lafayette Street, 506 Columbia Street, and depending on the degree of disturbance related to recent arterial construction, possibly 509 Lafayette Street
  - Huntington Basin: 401 & 402 State Street, and the section of State Street between these addresses.
- Potential site disturbance impacts to parcels deemed archaeologically sensitive by SHPO, which recommended further testing:
  - 437 Lafayette Street
  - 458 Columbia Street
  - Witzenberer Building (460-464 State Street)
  - 450-454 State Street (SHPO notes that a foundation associated with a structure on this property was previously partially exposed during some sidewalk related impacts).

Architectural Inventory

Based on information provided above and in Appendix E, at least two contributing buildings within the listed district and ten eligible historic resources may be demolished during implementation of the project. These resources are identified in Table 8; resource locations are illustrated on Figure 4.1, Appendix E.

3.6.3 Mitigation Measures

To mitigate, minimize or eliminate the potential for, and/or significance of, potential adverse impacts, the Dormitory Authority of the State of New York (DASNY)[77], OPRHP and MVHS have commenced the consultation process as required by the State Historic Preservation Act ("SHPA"). The first step in that process involved the preparation and submission of the surveys prepared by Panamerican (Appendix E). OPRHP, DASNY and MVHS are now in the process of developing a Letter of Resolution (LOR) that will set forth the mitigation measures that minimize the effects on known and as of yet unknown historic properties. It is anticipated that some of the mitigation measures will include the following:

<u>Buildings</u>

- Once site control of the project's Project Impact Area (PIA) is secured, MVHS will complete an assessment of the conditions of each of the buildings identified as historic and listed in the LOR (see Table 8 and Appendix E) that will be proposed for removal

[77] DASNY administers grant funding for construction of the IHC (see Section 1.2.2).

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- The assessment will include photographs of exterior and interior conditions. Sufficient (10 to 20) images should be prepared to provide OPRHP with a general understanding of the state of the resource. These images along with a written assessment of the general condition of the building will be submitted to OPRHP via the CRIS program

Archaeology

- Archaeological testing, as previously requested by OPRHP (see Section 3.6.2 and Appendix E), will commence once MVHS obtains site control
- No ground disturbing activities in the PIA will commence until all archaeological testing has been completed at each identified site and the results of the testing have been reviewed by OPRHP
- Associated archaeological survey reports must be filed with OPRHP in a timely manner and must meet New York State Archaeological Standards
- Unanticipated discoveries, including the discovery of human remains during construction, will follow the protocol outlined in Appendix E

Treatment Measures (Buildings)

In accordance with Section 14.09, efforts that would avoid or minimize impacts to historic buildings should be explored and documented. An alternatives analysis relating to the disposition of historic buildings in the PIA will be submitted to OPRHP for review and comment prior to any activity on the site that might damage the resources. This analysis should explore the following opportunities:

- ***Avoidance***: If practicable, efforts to avoid the removal or direct impacts to buildings identified as historic (see Table 8 and Appendix E) will be explored. Documentation outlining this exploration of alternatives will be provided to OPRHP prior to any action that would directly impact the involved resource(s)
- ***Minimization***: If practicable, efforts that would include options to lessen the overall, as of yet to be fully documented, impacts to historic resources will need to be explored. This assessment should include efforts to retain some or all of the historic resources in situ as part of the development planning
- ***Mitigation Options***: Where it has been determined by the parties that some or all of the historic resources must be removed from the site, with appropriate justification and documentation as noted above, the following mitigation measures may be applied:
  - MVHS will follow OPRHP's standard resource documentation process outlined in Appendix E
  - Other appropriate mitigation for the loss of historic resources as agreed to by the parties

3.7 TRANSPORTATION

The proposed action may have an impact on transportation. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Temporary road and/or sidewalk closures
- Construction vehicle & equipment/material staging
- Impacts to bus service (routes, stops)
- Increased demand for parking (construction workers)

Operation

- Increased traffic flow and operating conditions, which may exceed capacity of existing road network
- Impacts to bus service (routes, stops, capacity)

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- Impacts to pedestrian facilities (sidewalk, crosswalks)
- Increased demand for parking (employees, patients) resulting in the construction of parking area/garage for 500 or more vehicles
- Alterations to the present pattern of movement of people or goods (including road closures)

3.7.1 Existing Conditions

A traffic impact study (TIS) was prepared by C&S Engineers, Inc. (C&S) to evaluate the existing traffic conditions within and adjacent to the project area, and to assess the potential transportation impacts to the highway system from implementation of the IHC project. A summary of the TIS is provided below; the complete report is included as Appendix F.

Roadway & Intersection Characteristics

The study area limits were defined based on discussions with NYSDOT Region 2 staff. Information for the roadway and intersection characteristics within and adjacent to the proposed IHC was provided by C&S via a field visit, desktop analysis in Google Maps, and the NYSDOT Functional Class Viewer[78]. Existing roadways are summarized in Table 9, and key intersections within the study area are shown on Figure 12.

Table 9. Existing Study Area Roadways

Road Name	Description
Bank Place	An urban local street situated at the eastern edge of the study area. Bank Place is a one-way road running southeast from Genesee Street to outside of the study area onto Union Street. Curb-cut buffered parking is provided on the southern side of Bank Place.
Blandina Street	An urban local street situated on the eastern edge of the study area that becomes Washington Lane at its intersection with Genesee Street. This one-lane road runs southeast from Genesee Street towards Charlotte Street (located outside of the study area). Street parking is available on both sides of the street.
Bleecker Street	An urban major collector. This two-way roadway has one travel lane in each direction and runs east/west. This roadway becomes Lafayette Street west of Genesee Street and eventually becomes County Road 241 to the east, outside of the city limits. On-street parking is available on both sides of the street within the study area. Bleecker Street includes bus stops for the CENTRO[79] UT 12 and UT 14 bus lines outside of the study area.
Broadway	A two-way urban local street. Broadway has one travel lane in each direction and runs northeast/southwest, terminating at Court Street and Whitesboro Street (outside of the study area). Broadway provides direct access to NYS Route 5S, an urban arterial.
Columbia Street	An urban major collector. Columbia Street runs southeast/northwest from Whitesboro Street and Genesee Street (both outside of the study area). It is a two-way roadway with one travel lane in either direction. On-street parking is available on both sides of the street and has bus stops for the CENTRO UT 20, UT 11, and UT 111 bus lines.
Cornelia Street	A two-way urban street that cuts through the center of the study area. Cornelia Street runs southwest/northeast and terminates at Oriskany Street and Mandeville Street (both outside of the study area). On-street parking is available on portions of the street.
Court Street	An urban minor arterial. Within the study area, it is a two-way street with two travel lanes in each direction. This street terminates at Whitesboro Street (outside of the study area) and Genesee Street, east of which it becomes Hopper Street. Within the study area, there are no bus lines on this street or on-street parking.

[78] https://www.dot.ny.gov/gisapps/functional-class-maps
[79] https://www.centro.org/service_schedules/schedules-utica

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Road Name	Description
Elizabeth Street	An urban major collector that becomes Columbia Street west of Genesee Street. Elizabeth Street runs southeast/northwest, terminating at Genesee Street and Nichols Street (outside of the study area). It is a two-way road with a travel lane in both directions. There is on-street parking available on both sides of the street and the street is serviced by the CENTRO UT 12 bus line outside of the study area.
Genesee Street	An urban principal arterial. It has two travel lanes that run northeast through the study area and feeds into Oriskany Street (an urban arterial) after which it becomes North Genesee Street and feeds into I-790/I-90 (principal arterial-interstates) north of the study area. It also has two travel lanes that run southwest through the study area towards NYS Route 8 (a principal arterial expressway) and eventually terminates at NYS Route 12/Seneca Turnpike (a principal arterial) and Highway 5 (a principal arterial expressway) outside of the study area. There is on-street parking on both sides of the street throughout the study area. CENTRO bus lines that service this street include UT 15, UT 22, UT 24, UT 40, and UT 31.
Hopper Street	An urban minor arterial. Hopper Street has two travel lanes in either direction and runs northwest/southeast, connecting Steuben Park (outside of the study area) to Genesee Street. West of Genesee Street, Hopper Street becomes Court Street. On-street parking is available on both sides of Hopper Street and it is serviced by the CENTRO bus line UT 22 outside of the study area.
Lafayette Street	An urban major collector. It becomes Bleecker Street east of Genesee Street and also terminates at Whitesboro Street (west of the study area). Lafayete Street is a two-way street with one travel lane in each direction. There is on-street parking available on both sides of the street. CENTRO bus stops on this street are for the following routes: UT 11, UT 20, and UT 111 lines.
NYS Route 5S	Also known as Oriskany Street West, Oriskany Street East, and Liberty Street. Oriskany Street West begins in Yorkville and ends at the Genesee Street Intersection. Oriskany Street East begins at the Genesee Street Intersection and ends at the Broad Street Intersection. Liberty Street begins adjacent to the northern portion of Genesee Street and extends to Broadway along the one-way westbound portion of NYS Route 5S (Oriskany Street West). Although this street is not located in the study area, it is located directly to its north and runs east/west, so many of the streets running north/south in the study area do feed into it. It is an urban principal arterial and contains two travel lanes in each direction with a dividing barrier.
NYS Routes 5/8/12	NYS Routes 5/8/12 (also known as the North-South Arterial), is located on an elevated roadway west of the study area. It is an urban principal arterial other, running north/south that connects to Oriskany Street/NYS Route 5S and eventually I-790 and I-90 (all north of the study area). This road has two travel lanes in both directions with a dividing barrier.
Sayer Alley	A one-way local alley that connects Lafayette Street with Columbia Street. Sayer Alley has a bi-directional single travel lane.
Seneca Street	A two-way urban local street that dead-ends mid-block south of Lafayette Street to provide on-street parking to local businesses. North of Lafayette Street, Seneca Street is a two-way urban street with on-street parking available on both sides. This portion of the street provides access to Oriskany Street outside of the study area before becoming Water Street. It has one travel lane in each direction.

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Road Name	Description
State Street	An urban minor arterial. State Street runs along the western edge of the study area and terminates outside of the study area on Genesee Street to the south and Oriskany Street to the north where it provides the only direct access to I-790 and I-90 via NYS Routes 5/8/12 since the northbound access at Court Street was eliminated. Within the study area, it has two travel lines in each direction. On-street parking is only available on the 700-block of the street.
Washington Street	An urban local street located in the northern portion of the study area. This two-way street has one travel lane in each direction to provide access from Lafayette Street to Oriskany Street. It terminates to the north of the study area on Whitesboro Street. Within the study area, parking is available on the western side of the street.
Washington Lane	A two-way, one-block urban local street. East of Genesee Street, Washington Lane becomes Blandina Street. At its termination to the west, it becomes Washington Street. Washington Lane mainly provides access to the Washington Street Parking Garage and does not have on-street parking available.

Source: C&S (TIS, Appendix F)



Figure 12. Study Intersections
Source: C&S (TIS, Appendix F)

Existing traffic and pedestrian data was collected during peak commuter travel periods at key intersections within the study area on July 18th and 19th, 2018. While peak hours for individual intersections varied, the overall study peak morning and evening hours were determined to be from 7:45 am – 8:45 am and 4 pm – 5 pm, respectively. The highest pedestrian volumes were noted along the Genesee Street intersections, as well as along Columbia Street at Cornelia Street and State Street. There were very few bicyclists observed during the peak hours. The existing AM and PM peak hour traffic and pedestrian volumes for the study area intersections are shown on Figures 2.2 and 2.3 of Appendix F, respectively.

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The study intersections were analyzed using SYNCHRO 10[80], a computer program that implements the methods presented in the Highway Capacity Manual[81] (HCM). SYNCHRO determines the level of service (LOS[82]), which is defined in terms of delay, as well as anticipated queue lengths. The LOS for both signalized and unsignalized intersections are defined in terms of control delay. Control delay is a measure of the total travel time lost and includes slowing delay, stopped delay, queue move-up time, and start-up lost time. LOS thresholds are defined as average delay in seconds per vehicles over a fifteen-minute analysis period and range from LOS A to F for both signalized and unsignalized intersections. An overall intersection LOS D or better is generally considered acceptable at a signalized intersection. An overall intersection LOS E or better is generally considered acceptable at an unsignalized intersection. The following table provides a summary of the LOS thresholds as defined in the HCM (2010).

Table 10. Intersection Level of Service Criteria

Level of Service (LOS)	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)
A	0-10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	over 80	over 50

Source: HCM 2010

The SYNCHRO 10 capacity analysis for the existing intersections within the study area, showed that each of the intersections operate as a LOS C or better during the peak hours, with a few exceptions noted below.

- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (96.2 sec)
- 17 – Seneca Street & Liberty Street (AM)
  - Northbound LT/THRU/RT = LOS E (38.2 sec)

The complete results of the existing condition capacity analyses are included in Appendix B of the TIS (Appendix F).

Accident Analysis

According to data extracted from the NYSDOT Accident Location Information System (ALIS) for Oneida County, New York for the period between March 1, 2015 and February 28, 2018, there have been 75 vehicular accidents

[80] SYNCHRO 10, Traffic Signal Coordination Software, Version 10.1, Trafficware LLC, Albany, California, 1993-2017.
[81] The fifth edition of the Highway Capacity Manual is a publication of the Transportation Research Board of the National Academies of Science in the United States. The HCM contains concepts, guidelines, and computational procedures for computing the capacity and quality of service of various highway facilities, including highways, freeways, arterial roads, roundabouts, signalized and unsignalized intersections, rural highways, and the effects of mass transit, pedestrians, and bicycles on the performance of these systems.
[82] Level of service (LOS) is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures (i.e., vehicle speed, density, congestion, etc.). The following LOS grades are based on North American highway LOS standards as identified in the Highway Capacity Manual (HCM) and AASHTO Geometric Design of Highways and Streets ("Green Book"), using letters A through F, with A being the best and F being the worst, similar to academic grading: A = free flow; B = reasonably free flow; C = stable flow, at or near free flow; D = approaching unstable flow; E = unstable flow, operating at capacity; and F = forced or breakdown flow. An overall intersection LOS D or better is generally considered acceptable at a signalized intersection. An overall intersection LOS E or better is generally considered acceptable at an unsignalized intersection.

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reported within the study area, not including NYS Route 5S, which was analyzed separately by the NYSDOT. Accident occurrence by street location during this period are summarized in Table 11.

Table 11. Accident Occurrence

Street	# of Accidents	% of Total
Bleeker St.	2	2.67%
Broadway	2	2.67%
Columbia St.	4	5.33%
Cornelia St.	4	5.33%
Court St.	12	16.00%
Devereau St.	3	4.00%
Elizabeth St.	3	4.00%
Genesee St.	17	22.67%
Hopper St.	4	5.33%
Kennedy Plz.	2	2.67%
Lafayette St.	6	8.00%
Seneca St.	3	4.00%
NYS Route 5S	1	1.33%
State St.	9	12.00%
Washington St.	3	4.00%
Total	75	100%

Source: NYSDOT ALIS, Oneida County for 3/1/15-2/28/18
Compiled by C&S (TIS, Appendix F)

Of the accidents presented, approximately 23% occurred during inclement weather conditions (rain, snow, sleet, hail, or freezing rain) and approximately 17% occurred during non-daylight conditions (dusk or dark road/lighted conditions). In addition, 76% of these accidents occurred on roads that were straight and level, as opposed to those that occurred on curved or graded roads. Overall, this is indicative that the majority of accidents that occurred within the study area were under weather and visibility conditions not conducive to vehicular accidents.

As indicated by the NYSDOT ALIS data, 69% of the accidents reported in the study area occurred at intersections. Of the accidents that occurred at intersections, 64% occurred in the same exact geographic location as another reported accident. Intersection "hot spots" where accidents have occurred more than once are indicated on Figure 2.4 of Appendix F.

Accident data was also analyzed by collision type. As indicated by Figure 2.5 of Appendix F, approximately 24% of recorded accidents were rear ends, 23% were collisions from right angles, 19% were collisions from overtaking, and 17% were from other causes.

Traffic control types were associated by collision type. For rear end collisions, 50% occurred in association to traffic lights and 39% occurred when there was no traffic control type present. The remaining rear end collisions occurred at stop signs and flashing lights. Right angle collisions followed similar trends, with 53% occurring at traffic lights, 35% under no traffic control type, and the remaining from stop signs and flashing lights. Accident type information was also associated with the NYSDOT ALIS data:

- A majority (88%) of accidents documented were from collisions with other vehicles.
- Three (4%) of accidents were collisions with pedestrians and occurred under traffic signal control conditions.
- Six accidents (8%) occurred from collisions with fixed objects, fire hydrants, and guide rails.
- No accidents were reported with bicyclists.

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Overall, the data indicated that vehicle accidents are less likely to occur on the weekend than on a weekday. In addition, 89% of accidents within the study area resulted in zero injuries (18 resulted in an injury). No accidents within the study area for this set of data resulted in fatalities.

3.7.2 Potential Impacts

Construction

Construction of project elements will require the use of local roads by construction worker vehicles and equipment for the duration of the construction phase. Construction activities are expected to temporarily increase traffic volumes within and adjacent to the project area. The need for equipment and vehicles (including material flow from staging/laydown areas to project sites and transportation of C&D from the project area) to access and egress sites may cause temporary, short-term delays in traffic flow on local roads. With the implementation of appropriate mitigation (see Section 3.7.3), such impacts are not anticipated to be significant.

Operations

Increased Parking Demand

Using the Institute of Engineers (ITE), Parking Generation Manual, 3rd Edition, the anticipated parking supply and demand associated with the proposed MVHS IHC was estimated. Land use codes 610 – Hospital and 720 – Medical-Dental Office were used to estimate the parking supply needed and anticipated peak (weekday) parking demand. Based on the anticipated number of employees for the hospital and size of the MOB, the parking supply and demand is estimated as shown in the table below:

Table 12. Parking Supply and Demand

ITE Land Use Code	Description	Unit	Urban Supply/ Unit	Urban Peak Demand/ Unit	MVHS Unit	Urban Supply	Urban Peak Demand
610	Hospital	Employees	0.72	0.6	2,400	1,728	1,440
720	Medical-Dental Office	GFA (kSF)[1]	3.9	3.53	80	312	283
					Totals	**2,040**	**1,723**

1. GFA – gross floor area kSF – thousands of square feet

Source: C&S (TIS, Appendix F)

While the calculation for the hospital is based on the total number of employees, it takes into account all parking demand associated with the land use such as patients, visitors, as well as staff in an urban setting. This analysis indicates that hospitals with 2,400 employees along with an 80,000± sf MOB typically provide approximately 2,000 parking spaces to accommodate their demand. The peak demand for the IHC project is estimated at just over 1,700 spaces for a typical weekday.

The proposed development proposes a total of 1,830 spaces. While it is less than the ITE demand, it is more than is anticipated to be needed for their peak demand. Table 13 summarizes how the proposed parking supply and estimated demand compare for the MVHS IHC development. Based on this analysis, the hospital could consider allocating some hospital employees to the parking lot adjacent to the MOB to more equally distribute demand amongst the MVHS IHC facilities.

Table 13. Parking Summary

	Proposed Supply	Anticipated Peak Demand	Estimated Surplus
Hospital	1,455	1,440	15
MOB	375	283	92
Total	**1,830**	**1,723**	**107**

Source: C&S (TIS, Appendix F)

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Bus Services

As previously indicated, bus service stops are located within and adjacent to the project area, as follows:

- Bleecker Street – Bus stops for CENTRO UT 12 and UT 14
- Columbia Street – Bus stops for CENTRO UT 20, UT 11, and UT 111
- Elizabeth Street – Bus stops for CENTRO UT 12
- Genesee Street – Bus stops for CENTRO UT 15, UT 22, UT 24, UT 40, and UT 31
- Hopper Street – Bus stops for CENTRO UT 22
- Lafayette Street – Bus stops for CENTRO UT 11, UT 20, and UT 111

Street closures associated with implementation of the project will require coordination with CENTRO to provide for route adjustments necessary to account for the changing street grid. MVHS' goal is to coordinate with CENTRO to maintain sufficient service (routes, stops, capacity) during the construction and operation phases.

Pedestrian Facilities

As previously indicated, the highest existing pedestrian volumes within the study area occur along the Genesee Street intersections, as well as along Columbia Street at Cornelia Street and State Street. Without proper mitigation, pedestrian flow could be impeded by the changing street grid and building layout.

Traffic Flows and Operating Conditions

The TIS included analyses to assess the additional traffic flow anticipated to be generated due to the proposed development as well as changes in traffic distribution.

The 10th Edition of ITE's Trip Generation Manual was used to estimate the traffic that will be generated by the proposed development during the typical weekday AM and PM peak hours. Using the same land use codes and variables as the parking analysis (hospital employees and square footage of the MOB), the trip generation for the IHC is summarized below:

Table 14. Trip Generation

ITE Land Use Code	Description	Unit	AM Peak Hour			PM Peak Hour		
			Entering	Exiting	Total	Entering	Exiting	Total
610	Hospital	Employees	476	176	652	185	500	685
720	Medical Office	GFA (kSF)[1]	143	40	183	76	197	273
		Totals	619	216	835	261	697	958

Source: C&S (TIS, Appendix F)

The proposed project includes the acquisition of parcels within the study area. These properties currently, or have in the recent past, generated traffic in the study area that will be removed when the properties are acquired. To be conservative, the current traffic associated with these properties was not included in the TIS.

As previously discussed, the NYSDOT is currently coordinating the "Route 5S Safety Project", which incorporates intersection and safety improvements from Cornelia Street to Broad Street, including miscellaneous work on the side streets; work is scheduled to be completed in 2020.

As part of the analysis included for the NYS Route 5S project, an initial trip generation and distribution for the proposed MVHS IHC project was developed to be incorporated in their future conditions modeling. A letter memo was developed by GTS Consulting in March 2016 that used initial development assumptions and data provided by the MVHS regarding employee and patient zip code information to determine peak hour regional distributions. While the project information has changed since the memo was developed, the employee and patient information and routing assumptions are still valid. Therefore, the regional distribution from that memo was used for the TIS. Figure 13 illustrates the regional trip distribution to the study area.

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The local distribution of project-generated trips within the study area is based on the most logical routing to/from the larger/busier highways and roadways to/from each individual parking facility access. The future AM and PM peak hour trips associated with the proposed development are shown on Figures 4.3 and 4.4 of Appendix F, respectively.



Figure 13. Regional Trip Distribution
Source: C&S (TIS, Appendix F)

Alterations to Present Pattern of Movement

A future build capacity analysis was performed to compare the transportation settings resulting from the future IHC operations to the existing (baseline) conditions. When analyzing the AM and PM peak hour future condition LOS, all of the study intersections operate at LOS C or better except for the following intersections (both during the PM peak hour):

- State Street & Lafayette Street /Emergency Department Access (average intersection LOS F [85.6 sec] previously LOS D [43.8 sec])
- Cornelia Street & Oriskany Street (average intersection LOS D [42.4 sec] previously LOS C [21.8 sec])

Under proposed conditions (IHC build-out), the following movements are expected to operate at a LOS E or F:

- State Street & Lafayette Street/ED Access (PM)
  - » Northbound THRU/RT = LOS F (101.4 sec) previously LOS F (84.1 sec) when Lafayette Street continued eastbound through State Street
  - » Southbound THRU/RT = LOS F (91.9 sec) previously LOS B (19.5 sec)

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- State Street & Court Street (PM)
  - Northbound LT = LOS E (63.9 sec) previously LOS C (22.1 sec)
- Cornelia Street & Oriskany Street (AM)
  - Northbound LT/THRU/RT = LOS E (72.2) previously LOS D (53.4 sec)
- Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (176.3) previously LOS E (63.9 sec)
- Broadway & Oriskany/Liberty Street (AM)
  - Southbound LT = LOS E (55.9 sec) previously D (52.7 sec)
- Oriskany Street & Genesee Street (PM)
  - Northbound THRU = LOS E (74.1 sec) previously D (52.8 sec)

In addition, there is expected to be some delay during the PM peak hour for vehicles exiting the new parking garage onto State Street (LOS F [79.2 sec]). It is not anticipated that this delay, internal to the garage, will impact operations of the adjacent roadways. The future build condition model reports are included in Appendix B of the TIS (Appendix F).

3.7.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

To minimize impacts on traffic flow (including delays and queued vehicle exhaust emissions) from project-related activities within road rights-of-way (*i.e.*, off-site utility work), and project-related vehicles, equipment and materials accessing and egressing the site, the contractor(s) will be required to prepare, implement and maintain a maintenance and protection of traffic plan.

The maintenance and protection of traffic plan would be prepared to mitigate project-specific impacts. The plan would be developed to conform to highway work permits, local guidelines, and the MUTCD for Streets and Highways. As applicable, mitigation measures may include the use of:

- Post mounted traffic control and informational/work zone warning signs – As necessary, traffic signs in conformance with Part 201 of the MUTCD will be installed at crossroads, detours, parking areas, and elsewhere, as needed, to direct construction and affected public traffic. Signs will be relocated as work progresses to maintain effective traffic control
- Traffic cones and drums, flares and lights – As specified in the MUTCD, contractors will be required to use flares and lights during hours of low visibility to delineate traffic lanes to guide traffic
- Flag persons – Construction contractors will be responsible for providing trained and equipped flag persons to regulate traffic when construction operations or traffic encroach on public traffic lanes and shoulders
- Staging/laydown areas – Construction contractors will be responsible for identifying material staging and laydown areas proximal to the work area. Material staging and laydown area locations will be incorporated into the maintenance and protection of traffic plan.

The contractor(s) will be required to repair roads including the replacement of subbase and new asphalt where the original road is impacted by utility work (including entrances and exits). Work will be coordinated with both the City and NYSDOT and performed in accordance with the highway work permits and the project SWPPP.

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Construction-phase access to the project area will be controlled. Figure 14 illustrates the primary path proposed for material deliveries. Project engineers will coordinate with contractors to utilize the North-South Arterial Highway to avoid traffic through the downtown area. Excess materials (including spoils and Construction and Demolition [C&D] debris) will be removed from the site from staging areas along State and Columbia Streets; with quick access to the North-South Arterial Highway.

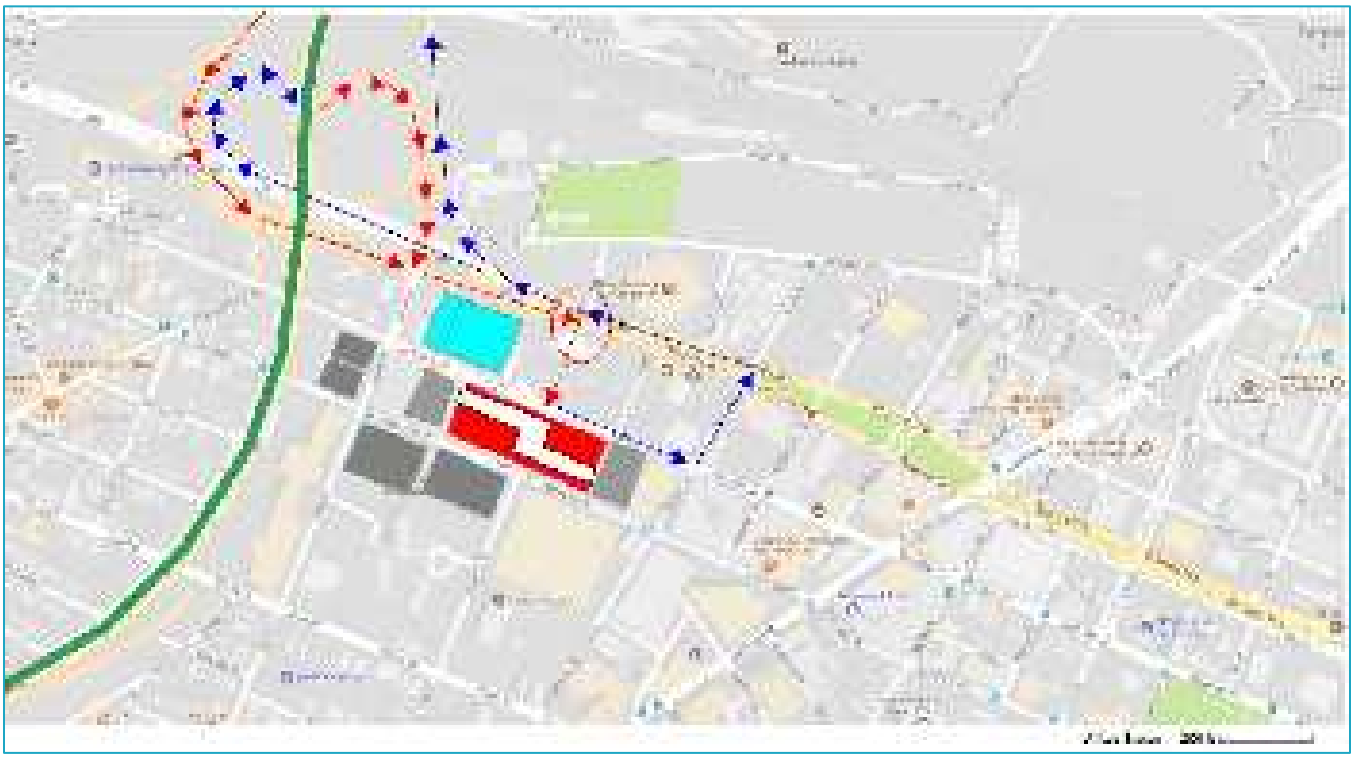

Figure 14. Construction-Phase Access and Egress
(Source: Turner Construction)

Vehicular parking allocated to construction workers will be limited to project staging and laydown areas. Contractors will be responsible for controlling construction-related parking to prevent interference with public traffic and parking, and access by emergency vehicles. Parking on or adjacent to entrance roads or in non-designated areas will be prohibited. Contractors will be required to remove equipment and devices no longer required for construction purposes from the project area.

Operations

Based on the analysis provided in the TIS (Appendix F), it was determined that the proposed development will not have a significant adverse impact on the adjacent transportation network with the following mitigation measures implemented beyond what is expected as part of the development plan for the project:

- Coordination with CENTRO Utica to accommodate any necessary changes in bus services (routes, stops, capacity) within the project area, as a result of the IHC project
- Ensure adequate pedestrian facilities are available from each proposed parking area to the access points of the main hospital building
- Construction of a pedestrian/utility bridge over Columbia Street
- Incorporation of a pedestrian walkway to replace a portion of Lafayette Street; this walkway is proposed to extend from the main IHC entrance to the west, terminating at State Street
- Incorporation of sidewalks and crossings along the reconfigured city streets

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- Implementation of optimized signal timings at the following intersections (to be coordinated with the City and NYSDOT):
  - State Street & Lafayette Street/Emergency Department Access (PM)
  - State Street & Court Street (PM)
  - Cornelia Street & Oriskany Street (AM & PM)
  - Broadway & Oriskany/Liberty Street (AM)
  - Oriskany Street & Genesee Street (PM)

3.8 ENERGY

The proposed action may have an impact on energy. The following potential impacts, identified in the scoping process, are evaluated in this section (also see Section 4 – Effects on the Use and Conservation of Energy):

Construction

- Significant adverse impacts to energy are not anticipated.

Operation

- The peak electrical demand load for the proposed MVHS IHC is estimated to be 4.2 Megavolt-Amperes ("MVA"). Although upgrades to the exiting electrical distribution system may be required to adequately service the IHC, the electrical demand is not anticipated to significantly impact the grid
- The proposed action will involve heating and/or cooling of more than 100,000 sf of building area when completed
- Diesel-fueled emergency generators will also be used at the proposed MVHS IHC

3.8.1 Existing Conditions

Electrical and Natural Gas Service

Electric[83] and natural gas utilities exist extensively within and adjacent to the project area and are operated and maintained by National Grid. The gas mains and underground electric conductors are owned by National Grid. The underground conduits and vaults are owned by the City of Utica, and leased to National Grid for use.

Existing Electric and Natural Gas Demand

Energy use within and proximal to project area is primarily driven by the need for heat and electrical power for the current property owners and businesses.

3.8.2 Potential Impacts

Construction

Construction-related activities will require the use of electricity, as well as fuels to power equipment and vehicles. Construction vehicles are typically powered by diesel fuel; however, potential alternatives include natural gas (CNG and LNG), biodiesel, or LPG (propane). Consumption activities are expected to continue throughout the construction phase, but are not expected to significantly impact existing reserves.

To service the project, existing electric and natural gas infrastructure will be relocated out of the IHC footprint, into public rights-of-way. Locations will be identified through on-going coordination between MVHS, National Grid and the City. Impacts will be short-term; extending through a portion of the construction phase.

[83] Includes a 13.2 kV underground feed in Cornelia and Lafayette Streets, as well as an electrical substation located at National Grid's Harbor Point site (Terminal Substation).

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Operation

Electrical Demand

Based on preliminary calculations (SSR 2018), the peak electrical demand load for the proposed IHC is estimated at 4,304.27 kilowatts (kW). An estimated electrical demand load summary is provided below (Table 15). The summary is based on a 685,000-sf facility utilizing a chilled water plant that will maintain 68-degree air in most of the facility. Electric heating load is minimal, consisting primarily of electric heat tracing cable. The demand summary was produced using estimated power density values, which is consistent with the current level of project design development.

Table 15. Estimated Electrical Demand Load Summary

Load Category	Load (kW)
Lighting (100% LED)	479.50
Receptacles	1,027.50
Miscellaneous Equipment	274.00
Electric Heating	68.50
Motors (Chillers, Pumps, Cooling Towers, HVAC)	2,218.50
Fire Pump (assumed 250 HP)	236.27
Total Estimated Demand Load	**4,304.27**

Source: Smith Seckman Reid, Inc. (SSR)

Two 15 kV utility electric services will enter the CUP and be distributed to four switchgear rooms on the hospital roof, where the service will be transformed down to 480 and 120-volt distribution branches.

National Grid has verbally indicated, in consultation with the design team, that existing infrastructure proximal to the project site (*e.g.*, substation, transformers, and feeders) are adequate to support the hospital's proposed electrical demand, and will have no adverse impact to current capacity or service levels to others in the network.

Although, the existing infrastructure and electrical capacity of the grid will be sufficient to operate the IHC and supporting elements, the potential exists that the hospital will receive dedicated feeders, which would require upgrades to the existing National Grid substation and approximately 1.5 miles of new feeders; however, this option is solely based on MVHS's discretion and is not necessary for service.

Natural Gas Demand

The peak natural gas load and annual natural gas usage for the proposed IHC is estimated at 50 mcf/hour and 90,000 mcf/year, respectively (SSR 2018). To meet demand and minimize disturbances to existing customers, an 80 psi, 6-inch diameter gas main will be installed and extended approximately 2,500 lf to the site from National Grid's existing 80 psi supply main[84]; no significant adverse impacts to the capacity or service levels to others in the network are anticipated.

Heating/Cooling

The hospital HVAC system consists of roof-mounted central air handling units, which supply conditioned and filtered air to variable volume terminal reheat boxes. Return air is ducted back to the unit. Sound attenuating elbows will be located at strategic locations in the ductwork. Roof-mounted exhaust fans remove air from restrooms, kitchen and laboratory hoods. Water chillers provide chilled water to the air handling units and gas-fired (with fuel oil-backup) condensing boilers provide hot water to the terminal reheat boxes. Chillers, boilers and associated equipment will be located in the CUP. Natural gas for the boilers will be piped in from the existing utility grid located within the street.

[84] Extension of the gas main may require crossing underneath an existing railroad. If necessary, National Grid will coordinate the crossing with CSX.

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Emergency Generators

In accordance with code requirements, the IHC will be served by two 2,500 kW diesel-fueled emergency generators with automatic transfer (located in the CUP) supplied by a 50,000-gallon UST (installed adjacent to the CUP). The generators will have sufficient capacity to power the hospital in the event of a power failure[85]. The generators will be housed within noise-attenuating enclosures; and will be regularly tested, maintained, exercised, and inspected in accordance with code and manufacturer specifications. Use of the generators will not adversely impact energy supplies.

3.8.3 Mitigation Measures

The proposed project would be constructed in accordance with the New York State Energy Conservation Code, which is also the basis for the State and City energy policy. The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

While no significant adverse impacts on existing energy resources/capacities are anticipated from construction-phase activities, contractors can select and implement alternative options and methodologies to reduce/minimize energy use. Measures include:

- Implementation of a maintenance and protection of traffic plan including the scheduling of activities to reduce traffic delays and associated fuel consumption
- Use of alternative fuels or energy-saving equipment
- Evaluation of material selection for interior and exterior building materials for recycled content and local material
- Evaluation of interior material selection for indoor air quality impacts
- Diversion of construction and land clearing debris from landfill disposal
- Redirecting recyclable-recovered resources back to the manufacturing process
- Redirecting reusable materials to appropriate sites (other projects)
- Buying and hiring locally to avoid or minimize delivery and travel costs.

Reuse and recycling of materials will result in a further reduction in energy use that might otherwise be expended to produce new materials.

Mitigation related to secondary impacts resulting from the extension of electric and/or natural gas lines within road or railroad rights-of-way is identified in Section 3.7.

Operation

No significant adverse impacts on energy are anticipated as a result of project-related operations. Energy requirements will be consistent with energy policy recommendations established in the New York State Energy Conservation Construction Code.[86] Additional BMPs could include:

- Promotion of "green" product purchases including the use of recycled and reusable materials

[85] 72-hours of operation for the boilers in case of interruption of the natural gas service.
[86] https://www.dos.ny.gov/DCEA/pdf/2016%20EC%20Supp-Revised-2016-08-12-approved%20bycouncil%20V-A.pdf

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- Building design and efficiency
  - Facilities include energy-efficient lighting (including spacing) and other equipment
  - Purchase of equipment based on life-cycle costs rather than initial costs of equipment
  - Proposed facility designs which promote sustainable building practices using the United States Green Building Council's "Leadership in Energy and Environmental Design" (LEED) program or a similar system; elements currently proposed include:
    - Heat recovery chiller that puts "waste" heat to use year-around (in CUP)
    - Low temperature hot water heating system with high efficiency (condensing) hot water boilers (in CUP)
    - Green islands within the parking areas
    - Use of energy efficient mechanical, electrical and plumbing systems
- Urban forestry
  - Promote tree planting to increase shading and to absorb CO_2 (*i.e.*, creation of GHG emission offsets at facilities)
- Energy conservation measures (construction and operation phases).
  - Purchase of electricity generated from renewable resources
  - Implementation of "plug-load" audit recommendations to identify operation-phase power management strategies (*i.e.*, automatic turn-off of computers during non-business hours or into "sleep" mode when not in use for a certain period of time during normal work hours)
  - Energy conservation employee training
  - Optimization of vehicle usage (*i.e.*, promotion of carpooling, access to and use of mass/public transit, encouragement of efficient driving techniques, use of active modes of transportation including walking, bicycling, *etc.*).

3.9 UTILITIES

The proposed action may have an impact on utilities. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Temporary impacts due to the abandonment/removal; and installation of utilities (*e.g.*, sanitary and storm sewer, water, electric and natural gas). Specific construction-related impacts are identified elsewhere in this scoping document

Operation

- Although improvements/modifications to the existing utility infrastructure will be necessary to provide adequate services to the IHC, the utility systems themselves currently have sufficient capacity to service the IHC. Therefore, no significant adverse impacts on utility infrastructure capacities are anticipated

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3.9.1 Existing Conditions

Sanitary Sewers – Existing

The proposed project area is currently served by the City of Utica's sanitary sewer system. The City of Utica is a member of the Oneida County Sewer District (OCSD). The OCSD is administered through the Oneida County Department of Water Quality and Pollution Control (WQ&PC). The City of Utica is responsible for operation and management of the collection system sewers within the City, while WQ&WPC is responsible for the operation and management of the sewer district infrastructure, including approximately 45 miles of interceptor sewers, the Sauquoit Creek and the Barnes Avenue Pumping Stations, and the Oneida County Water Pollution Control Plant (WPCP) (Shumaker *et al*. 2012). Sanitary sewers servicing the project area are shown on Figure 15, below.

Storm Sewers – Existing

Many of the storm sewers within the City of Utica, including some within the proposed project area are combined with the sanitary sewage system. During times of heavy rainfall or snow melt, the combination of wastewater and stormwater surpasses the capacity of the sewers. The excess flow then overflows and discharges into surface water bodies (*e.g.*, Mohawk River) via NYSDEC-permitted outfalls. This type of occurrence is known as a CSO, and is a major contributor of pollution to surface water bodies across the country. In response, the City of Utica is implementing a NYSDEC-approved Long Term Control Plan requiring the City to increase its percent capture of CSO to 85% (Shumaker *et al*. 2012).

To achieve its CSO capture goal, the City is replacing its combined infrastructure with separate storm and sanitary sewer systems through a series of CSO Control Projects. Currently, CSO Control Project A9.1, which is being conducted in the vicinity of the project, is in the early planning stages. The CSO project includes the construction of a new outfall under the existing CSX railroad, downstream from the existing 42-inch diameter storm sewer currently located in Cornelia Street (at Oriskany Street). The new outfall will increase the amount of stormwater that can be routed through this existing storm sewer, as the new outfall will bypass a known hydraulic limitation at the CSX bridge over Nail Creek. These proposed improvements, as well as the existing storm sewers within the project area are shown on Figure 16.

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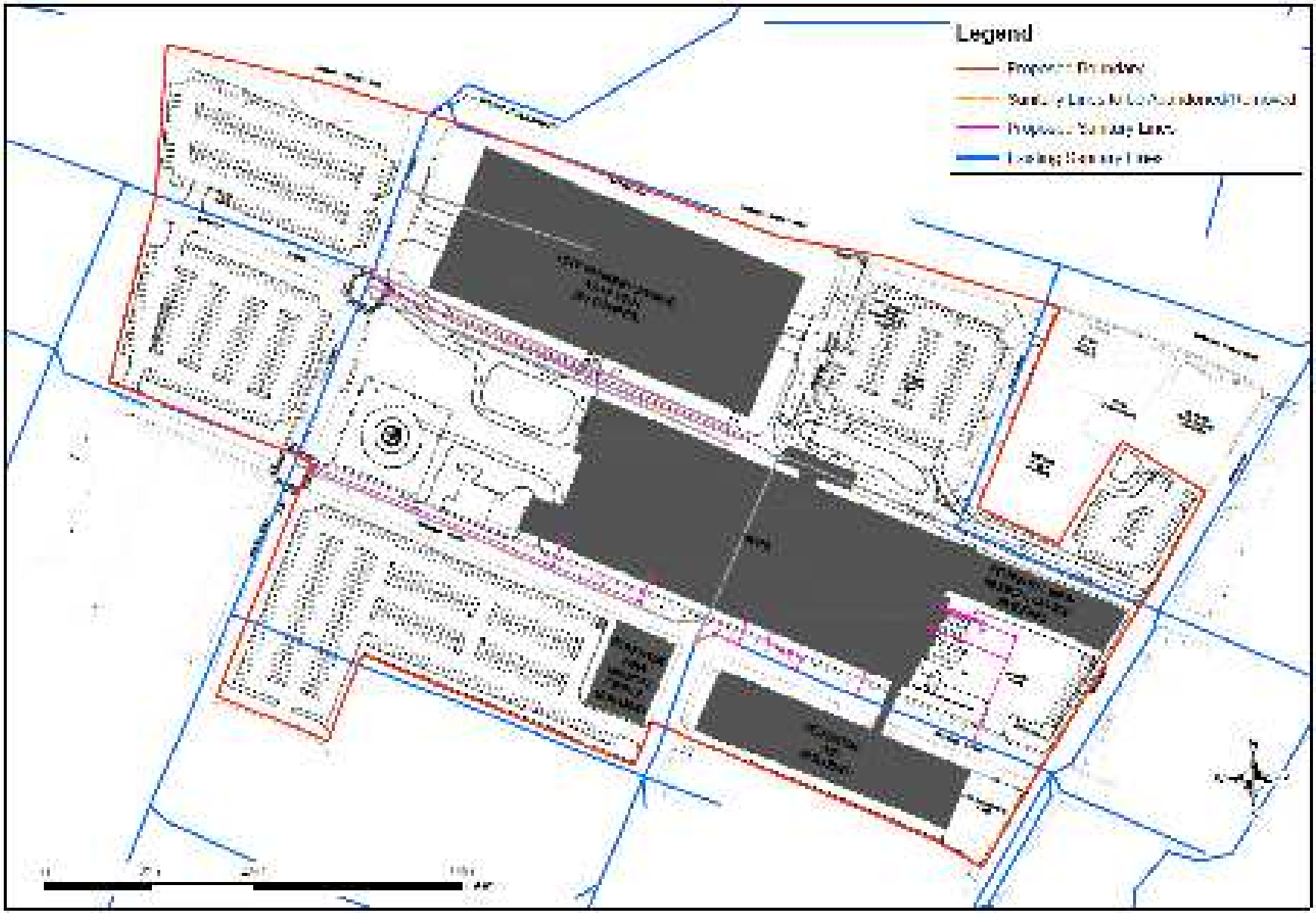

Figure 15. Existing and Proposed Sanitary Sewers

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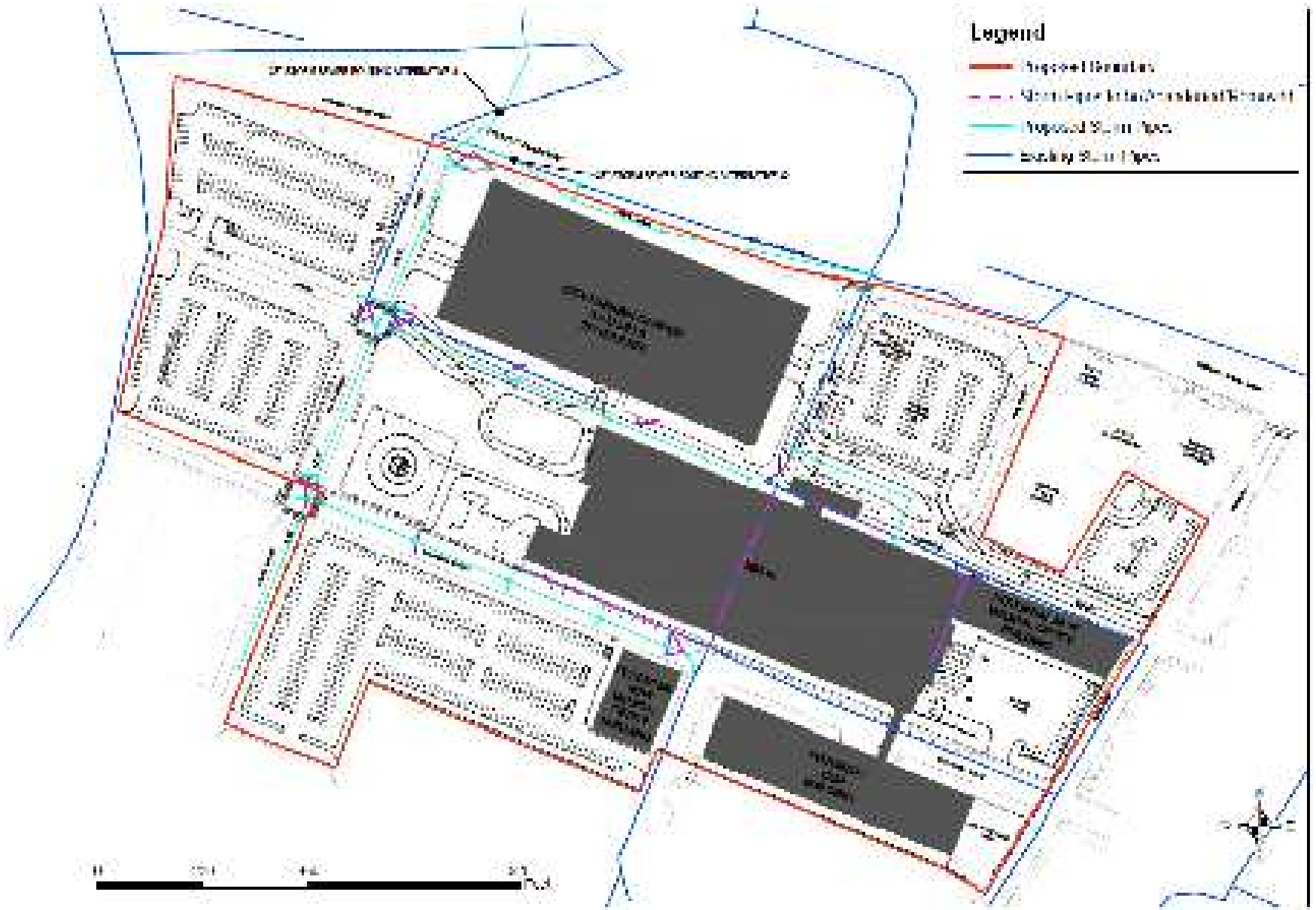

Figure 16. Existing and Proposed Storm Sewers

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Water – Existing

According to the Mohawk Valley Water Authority (MVWA), water is supplied to the downtown area by a 16" primary feed, which extends west along Oriskany Street, south on State Street to Lafayette Street. A secondary feed with a strong flow is the 10" main on Columbia Street that is fed by a 20" main on Genesee Street. According to the MVWA, both feeds can supply large amounts of water. Existing static pressure in the area is approximately 88 psi, which varies with the area surface elevation between 426 and 434 feet. Redundancy is provided for the Genesee Street main fed by the Deerfield Reservoir. If a system break occurs, a pressure regulating valve in Yorkville can open to supply water to a 20" main coming down Erie Street to the 16" primary on Oriskany Street. Locations of existing water mains are illustrated on Figure 17.

Telecommunications – Existing

Existing telecommunications (*i.e.*, phone, fiberoptic/cable, and high-speed internet) are currently available within the proposed project area, and are serviced by a variety of providers including Verizon, Spectrum and Northland Communications.

3.9.2 Potential Impacts

Precluding implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction

Sanitary Sewers – Proposed Improvements

Wastewater associated with hospital operations is anticipated to be 187,000± gallons per day (gpd) and will be discharged to the WPCP via City sanitary sewers and Oneida County interceptor sewers. Based on the proposed building layout, it is believed that the following modifications will be made to the sanitary infrastructure within the proposed project area, as shown on Figure 15:

- All existing sewers in Lafayette Street, between State Street and Cornelia Street will be abandoned/removed, including 12", 15", and 18" diameter sewer piping
- A new 15" diameter sewer on Columbia Street would need to flow in the reverse direction of the existing 15" and tie-into the 48" trunk sewer on State Street
- A new section of 18" sewer will divert upstream flow from Cornelia Street to the existing 24" sewer in Columbia, discharging to the 33" sewer in Broadway

Other potential new sewers include new 15" diameter pipe in Lafayette Street, on the north side of the hospital. The location and size of sanitary laterals and connections will depend on the plumbing/mechanical design of the new hospital buildings. It is assumed each new structure will have its own service lateral(s) connecting to the City mains.

Storm Sewers – Proposed Improvements

To provide sufficient capacity and drainage for the proposed project, sections of existing storm sewers within the project area will be abandoned/removed and new storm sewers will be installed, as shown on Figure 16. The modifications will include:

- Abandonment/removal of 12" and 15" pipe on Lafayette Street
- Removal of 36" trunk sewers from Cornelia Street, between Columbia Street and Lafayette Street
- Removal of 12" storm sewer from Columbia Street

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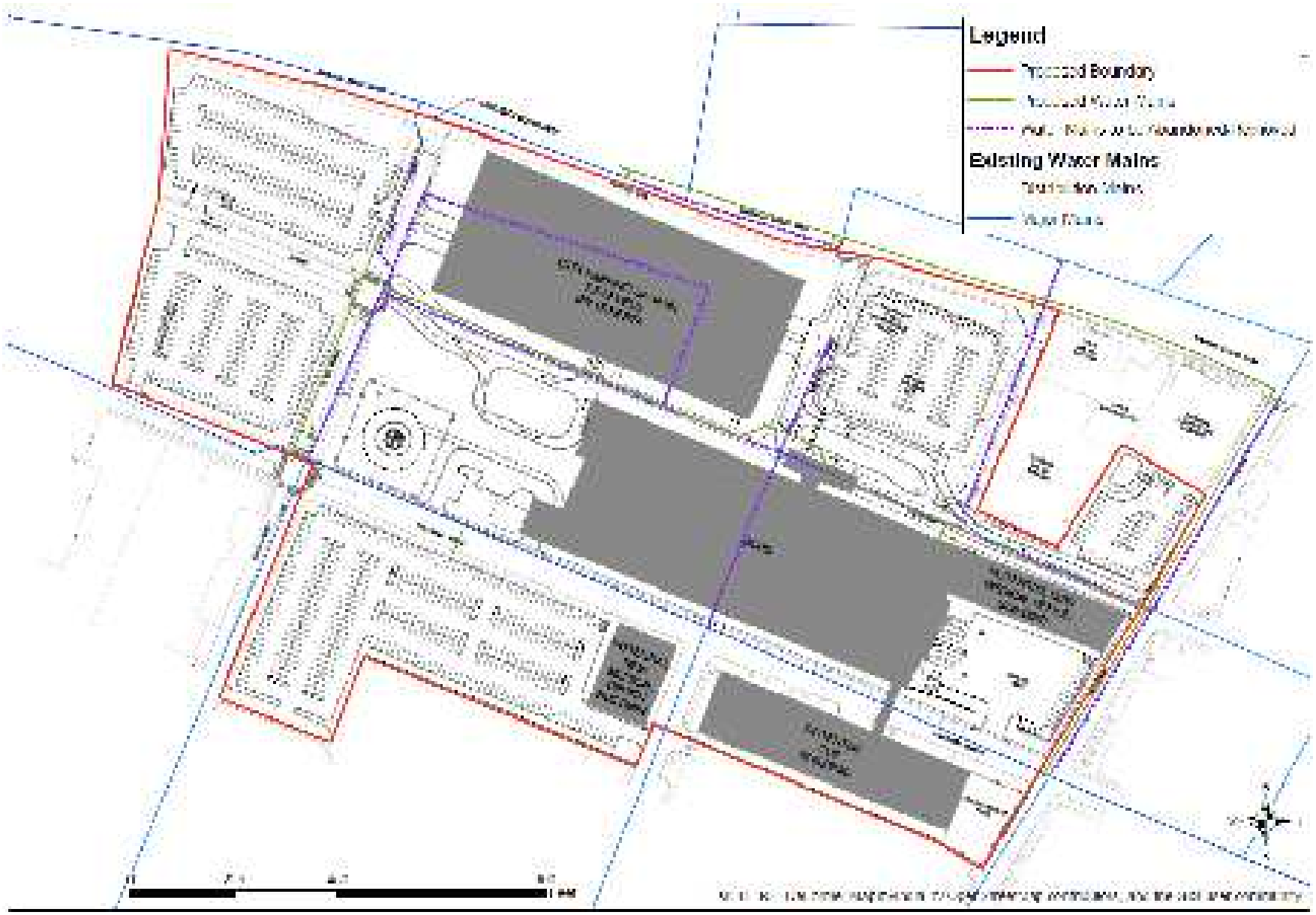

Figure 17. Existing and Proposed Water Mains

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- Installation of new 36" diameter storm sewer on Columbia Street, State Street, and potentially along Oriskany Street connecting back to the existing 42" line crossing Oriskany Street West/Route 5S at Cornelia Street, or boring under Oriskany Street to connect to an existing storm sewer on the north side of Oriskany Street.
- Installation of new storm sewer, as needed to tie-in catch basins along the route of the new storm sewer mains.

Water – Proposed Improvements

Water demand for the IHC is estimated at approximately 500 gallons per minute (gpm). Due to the configuration of the hospital in regard to current infrastructure, the abandonment and rerouting of some water mains will be required. Water mains to be replaced or installed are shown on Figure 17 and proposed improvements will consist of the following:

- Older 6" and 16" mains on State Street will be replaced with a new 16" water main
- A 6"/8" main on Broadway will be replaced with a 12" pipe between Columbia Street and Oriskany Street
- Installation of a 12" water main along Oriskany Street East between State Street and Broadway
- Installation of a 12" water main (private) along Lafayette Street, between State Street and Broadway to serve the hospital
- Potential installation of booster pumps to increase flow rates and pressures necessary for fire protection, as well as domestic water, to the upper floors of the proposed hospital.

Telecommunications – Proposed Improvements

Utility purveyors will extend connections to facilities within the project footprint. Potential impacts will be limited to construction-related impacts associated with extending service connections to proposed project facilities; these short-term impacts are not considered significant and can be mitigated consistent with other work within road rights-of-way (ROWs).

Utility Installations/Removals

Potential secondary impacts, which may occur during utility-related construction consist of:

- Potential to encounter groundwater during below-grade construction activities (*e.g.,* utility trenching), which will require temporary dewatering (as discussed in Section 3.3 – *Groundwater*).
- Potential to encounter impacted soil/groundwater from past land use(s) (as discussed in Sections 3.1 – *Land*, and 3.3 – *Groundwater*)
- Potential temporary impacts (sediment laden runoff) to downgradient waterbodies (*i.e.*, Mohawk River, NYS Barge Canal) resulting from disturbances to the soil profile, and exposure of bare soils, from construction activities (as discussed in Section 3.2 – *Surface Water*)

Operation

Utility Capacities

- **Sanitary Sewers** – In correspondence dated September 28, 2018 (see Appendix J), the Oneida County Department of WQ&PC indicated that:

  > *"Current County facilities can accommodate the estimated sanitary sewage design flow of 360 gallons per minute from the proposed healthcare facility. The proposed healthcare facility operations can be supported with no adverse impact on utilities or expansion of existing infrastructure."*

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- **Storm Sewers** – The project will result in a net decrease in impervious surfaces in comparison to existing conditions (15±% decrease). The stormwater management system for the project will be designed to control the rate of runoff from the site to at, or below, the rate of runoff during existing conditions. In addition, the system will manage the quality of runoff to eliminate any potential impacts on receiving water bodies. The stormwater system will be designed in accordance with local, state and federal requirements as described in Section 3.2; and, so, no significant adverse impacts are anticipated.
- **Water** – In correspondence dated August 8, 2018 (see Appendix J), the MVWA indicated that they can meet the water demands of the project. The MVWA summarized that:

  > *"…the average water demands of 500 gpm can be met with existing water system delivery capacity and storage reserves. There will be no adverse impact on current capacity or service levels to others. Final Campus configuration will require abandonment and rerouting of some water mains. Furthermore, fire quantity demands can be supported in terms of water storage capacity however, the required flow rates and pressures may require booster pumping dependent upon the final demand.*

- **Telecommunications** – IHC operations will result in additional demand for telecommunications and fiber optic services. The proposed improvements would utilize capacity for phone, cable, and internet services; additional capacity needs would be off-set by the termination of services to existing facilities, which will be relocated. No significant adverse impacts on existing capacities are anticipated.

3.9.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

- If groundwater is encountered during utility removal or installation, it will be characterized to identify the appropriate method of management. If determined to be impacted, it will be managed and disposed of off-site in accordance with applicable local, State, and Federal requirements. If deemed clean, the groundwater will be managed in accordance with standard dewatering practices identified in the General Permit and site-specific SWPPP, as previously discussed in Sections 3.1 and 3.3.
- If impacted soils are encountered they will be removed and disposed of at an approved off-site facility in accordance with applicable local, state and federal regulations.
- Measures will be put in place to prevent temporary impacts to soil erosion and downgradient water bodies (sediment laden runoff) due to excavation and trenching operations associated with utility installations or removals. E&SC measures and BMPs identified in the General Permit and site-specific SWPPP will be employed, as previously discussed in Section 3.1.

Adherence to these measures should provide sufficient mitigation to eliminate potential significant adverse impacts related to utility removal/installations.

Operation

No significant adverse impacts to the capacity or service levels to others in the network are anticipated from hospital operations., therefore no mitigation measures relative to utility service and capacities are warranted. Service connections will be coordinated with respective purveyors. Stormwater management measures, designed in accordance with local, state and federal requirements, will be implemented as described in Section 3.2.

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3.10 NOISE AND ODOR

The proposed action may have an impact on noise and odor. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Temporary construction-related noise impacts from the following:
  - Equipment necessary to prepare the project area (including demolition) and construct the proposed MVHS IHC
  - Vehicles and equipment accessing and egressing the site including trucks hauling C&D debris for off-site management
  - Temporary power generators
- Significant adverse odor impacts are not anticipated.

Operation

- Sporadic noise in excess of existing ambient levels during operation may be generated by incoming ambulances and helicopter flights
- Significant adverse odor impacts are not anticipated.

3.10.1 Existing Conditions

Noise

For the purposes of this assessment, noise is defined as "unwanted sound." Some noise (*e.g.,* police sirens, garbage trucks) are essential to the health, safety and well-being of the city. Other noise emanates from many different sources including traffic, businesses, residences, construction, people and animals. Existing noise sources in the proposed project area include traffic, businesses, residences and humans.

Many factors impact the perception of sound. These include the level of sound, the frequencies involved, the duration of exposure, and the variations in noise level during exposure. Levels of noise are measured in units called decibels (dB). A-weighted decibels (dBA) refers to noise and its effects on humans and other animals. Based on information from the USEPA, existing ambient day-night sound levels may be expected to range from 70 (urban row housing on major avenue) to 80 dBA (downtown with some construction activity.[87] In addition, a significant portion of the project is located near Oriskany Street and the North-South Arterial Highway, which are influenced by noise generated from vehicular traffic and local businesses.

Sensitive receptors within or proximal to the project area (*i.e.,* residences, churches/synagogues/mosques, schools, senior homes, schools, *etc.*) were identified in Section 3.4.

The City of Utica has enacted a municipal noise ordinance (§ 2-15-63 of the City Code, Permissible Noise Levels in Zoning Districts). An excerpt from the ordinance, which summarizes City noise limits, as presented in Figure 18.

[87] http://www.nonoise.org/library/levels/levels.htm (USEPA 1979)

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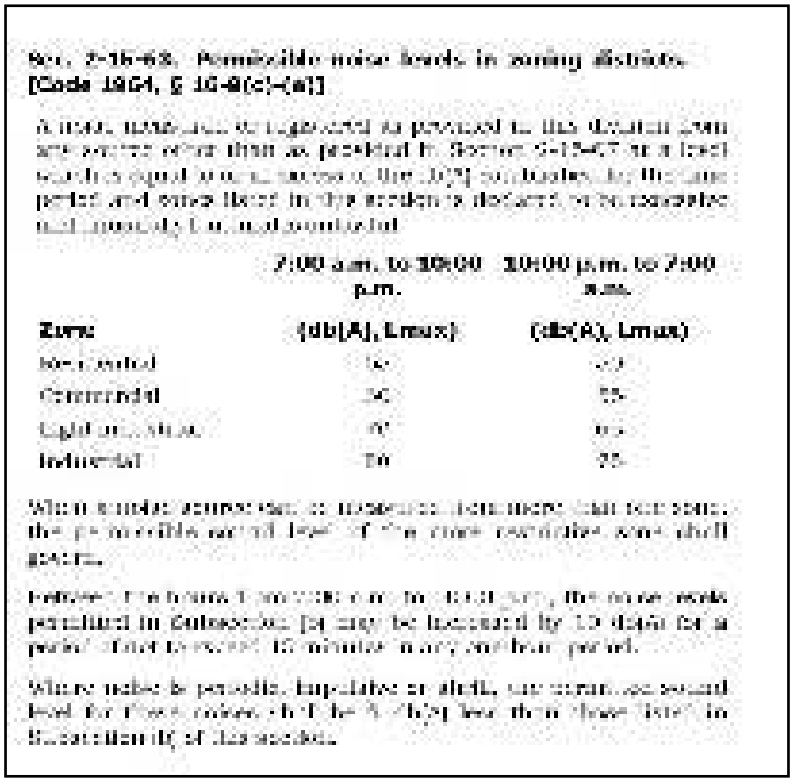

Sec. 7-16-62. Permissible noise levels in zoning districts.
[Code 1961, § 10-8(c)–(e)]

A noise measurement as required in this division shall not exceed the following limits as provided in Section 7-16-67 at a point at the boundary line of the property on which the noise is generated when measured at the nearest point of any other property or at the nearest point on the opposite side of a public street or highway:

Zone	7:00 a.m. to 10:00 p.m. (dB(A), Lmax)	10:00 p.m. to 7:00 a.m. (dB(A), Lmax)
Residential	65	55
Commercial	70	55
Light industrial	75	65
Industrial	80	75

When a noise source can be identified and its noise can be measured in more than one zone, the permissible sound level of the more restrictive zone shall govern.

Between the hours of 10:00 p.m. and 7:00 a.m., the noise levels permitted in residential districts may be increased by 10 dB(A) for a period not to exceed 15 minutes in any one-hour period.

Where noise is periodic, impulsive or shrill, the maximum sound level for these noises shall be 5 dB(A) less than those listed in subsection (1) of this section.

Figure 18. Permissible Noise Levels in Zoning Districts (City of Utica)

Odor

No significant or long-term sources of odor currently exist within the project area.

3.10.2 Potential Impacts

Precluding implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction

Construction-related Noise

Noise will be generated during demolition and construction activities associated with the proposed project. Construction-related noise will be short-term, intermittent and limited to the construction phase. Common construction equipment sound levels may be expected to range from 70 to 90 dBA at a distance of 50 feet (NYSDEC 2001[88]). Off-site noise will be generated by construction-related traffic accessing and egressing the site, and traveling on local roads.

Construction-related Odor

No significant construction-related odors are anticipated. Short-term impacts from construction-related emissions and soil disturbances were previously addressed in Sections 3.4.

[88] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/noise2000.pdf

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Operation

IHC, MOB and Parking Garage Operations

Operation phase activities associated with the project are not anticipated to result in noise levels substantially different than existing noise sources and levels generated from existing operations within the project area. The primary sources of noise will be vehicular traffic entering and egressing project elements (*i.e.*, IHC, MOB, parking garage). Normal operations (including facility mechanical equipment) will be required to comply with the City's noise ordinance; no significant adverse noise impacts are anticipated. Periodic, episodic events such as helicopter arrivals and departures (*i.e.*, 40/year) and ambulances are described below.

Helicopter/Ambulance Noise

Maximum sound levels from individual helicopter operations are expected to be short in duration. As with some existing community noise sources, helicopter arrivals and departures would have the potential to affect speech intelligibility for short periods of time. Lower ambient levels at night could make the helicopter noise more prominent. The community will hear the helicopter operations just as they currently hear buses and trucks on the local roads, but since helicopters (and ambulance sirens) have a unique sound and are episodic, the community will perceive the sound source as unique.

Noise generated from helicopter and ambulance operations are episodic. Episodic noise is infrequent and short-term, with durations lasting only as long as the arrival and departure duration of the equipment. Significant adverse long-term impacts are not anticipated.

Odor

No significant operations-related odor sources were identified.

3.10.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

Construction-related Noise

To mitigate construction-related noise, the following mitigation measures may be implemented:

- Contractors will be responsible for using appropriate mufflers on machinery to mitigate potential construction-related noise impacts
- Limiting workday construction activities to normal hours (the NYSDEC program policy suggests that limiting activity to normal workday hours is an effective mitigation [NYSDEC 2001])
- Compliance with the requirements identified in Chapter 2-15 of the City of Utica's Municipal Code and Ordinances

Construction-related Odor

No significant adverse odor impacts are anticipated during the construction phase. Short-term construction-related emissions from equipment and vehicles will be mitigated as indicated in Section 3.4. If petroleum-impacted soils are encountered during excavations, they will be managed in accordance with state and federal regulations, as outlined in Sections 3.1, 3.2, and 3.3.

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Operation

IHC, MOB and Parking Garage Operations

To mitigate operations-related noise, the following mitigation measures may be implemented:

- Use of noise attenuation devices/building materials, as necessary (acoustic panels and fully grouted concrete masonry units to attenuate sound transmission through facility walls)
- The housing of roof-top or externally located HVAC system elements in noise attenuating enclosures, as necessary; sound attenuating elbows will be located at strategic locations in the ductwork
- Sound attenuation will be provided at the emergency generator discharge louvers
- Utilization of engineering controls that minimize noise generation and allow employees to work in designated areas without hearing protection (designed to an occupational exposure limit <85 dBA)
- Maintaining day and night time operation phase sound levels at the nearest sensitive receptor (*i.e.*, the property line) in accordance with local code
- Use of landscaping and/or berming for noise abatement.

Helicopter/Ambulance Noise

To mitigate intermittent, episodic noise from periodic helicopter and ambulance operations, the following mitigation measures and best practices may be implemented:

- MHVS will coordinate with helicopter companies to identify optimum arrival and departure flight procedures and paths to minimize episodic noise impacts.

Operations-related Odor

No significant or long-term sources of odor are anticipated from long-term operations within the IHC. Solid waste management practices (see Section 3.13) will incorporate good housekeeping and best management practices including proper storage (*i.e.*, covered receptacles, bins, and dumpsters), transport and off-site management of waste materials.

In addition, the project will adhere to the City's zoning code, which indicates that "no emission shall be permitted of odorous gases or other odorous matter in such quantities as to be readily detectable without instruments at the property line of the zone lot from which they are emitted" (§ 2-29-529 of the Utica City Code).

3.11 HUMAN HEALTH

As noted in Section 1, implementation of the project is based on a desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities. Attainment of this objective will have a significant beneficial impact on human health. As identified in the scoping process, construction and implementation of the project could also result in the following impacts, which are evaluated in this section:

Construction

- Vehicles and equipment accessing and egressing the project site
- Disturbance of hazardous building materials during demolition activities (*e.g.*, asbestos, lead, *etc.*)
- Potential to encounter impacted soils/groundwater (from past or existing land use).

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Operation

- Impacts on sensitive receptors (*i.e.*, proximity to three licensed daycare centers and religious centers)
- Proximity to existing impacted sites (*i.e.*, completed or on-going remediation or spill response)
- Increase in the rate of disposal or processing of solid and other types of waste
- Use of pesticides or herbicides.

This section also evaluates "reasonably foreseeable catastrophic impacts" (even if the probability of such an occurrence is small). During the public scoping process, several commenters identified concerns relative to the proposed project site's proximity to the existing CSX railroad, including the potential impacts resulting from a train derailment. This section includes a general discussion of the likelihood that the catastrophic impact would occur.

3.11.1 Existing Conditions

Preliminary Environmental Due Diligence Review

Existing and past land uses were previously described in Sections 3.5 and 3.6, respectively. Existing and past operations, including activities conducted in accordance with prior regulations and acceptable practices, may have resulted in environmental impacts (Recognized Environmental Conditions, RECs[89]) within and adjacent to the project footprint. These RECs could be encountered during construction phase activities (see Sections 3.1, 3.2, and 3.3).

To provide a preliminary environmental review of the project area, OBG obtained an environmental database search package (see Appendix H) in 2016 to identify potential RECs associated with past and existing land uses; the following records were reviewed:

- Sanborn® Maps
- Aerial Photos
- Historical Topographic Maps
- Federal and state environmental databases:
  - National Priority List (NPL) – identified priority cleanup sites within the Superfund Program
  - Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) – releases, clean-ups and enforcement activities under the Superfund Act of 1980
  - Resource Conservation and Recovery Act (RCRA) Generators List – generators of hazardous waste
  - LTANKS – Leaking storage tanks
  - UST Registry – for both petroleum and chemical bulk storage
  - AST Registry – for both petroleum and chemical bulk storage
  - BROWNFIELDS – New York State Brownfields sites

[89] The American Society of Testing and Materials defines a REC as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject to an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs.

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- NY SPILLS – Records of emergency release reports and subsequent remedial actions
- NY DRYCLEANERS – Records of dry cleaning businesses.

The 2016 literature search resulted in the following potential RECs:

- Spills – The database records indicate 10 spill numbers issued by the NYSDEC within the project area. Nine of those numbers are listed as closed and one number remains open. The one active spill number is associated with 401 State Street, owned by the City of Utica. The spill was reported as a tank test failure during the removal of a gasoline UST registered to B&G Diversified, Inc. in June 1993. Notes within the NYSDEC file indicate that 100 cubic yards of contaminated soil was removed with the tanks and "may have been disposed of at an unapproved site." The file also noted that a subsurface investigation is needed to define contamination in groundwater and soils, and that the site has been paved over and is no longer an active managed spill.
- USTs – The NYSDEC PBS database identifies 7 registered PBS facilities within the study area. All 7 of the facilities are closed and all registered USTs were removed. The former locations of the facilities are summarized in Appendix H. It should be noted that USTs may still be present at locations that pre-date registration requirements.
- Cleaners – Historical cleaning operations are identified in the NY DRYCLEANERS database. One property at 432 Lafayette Street was identified by the database search: Mutchlers Chem Dry Carpet & Upholstery; cleaning is the business type reported with the record. Cleaners historically used solvents that, if released to the environment can impact soil and groundwater. The presence of volatile organic compounds in soil and groundwater resulting from chemical or petroleum spills can potentially create a vapor intrusion concern. Vapor intrusion occurs when soil vapors migrate into a building through foundation cracks and penetrations, potentially creating nuisance odors or exposure to building occupants. No known spills were identified at this property or in relation to the business name noted above.
- Sanborn® Map Review – Sanborn® Maps were ordered as part of the environmental database search package. Coverage was available for the subject area for 1884, 1888, 1899, 1925, 1950, 1952, 1970, 1973, and 1986. The maps were reviewed for environmental indicators such as past industrial use and the presence of gasoline tanks. The findings of the map review are summarized in Table 16, below.

Table 16. Summary of Sanborn® Map Review

Address	Parcel	Map Date	Observations
501 Lafayette St.	318.033-3-14	1884	Lumber, Coal Shed, dwellings
		1888	Coal shed, dwellings
		1899	Blacksmith Shop, Stable, dwelling
		1925	Auto storage and Radiator shop Gas Tank depicted in State Street east of parcel
		1950	Paints in southern buildings Gasoline filling station northern portion Gas Tank seen in 1925 map not depicted
		1952	Image not legible, appears similar to 1950
		1970 1973	Paints in southern buildings Building on northern portion – no longer labeled filling station
		1986	Southern building remains – no label Firmer filling station building no longer present – area labelled as parking

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Address	Parcel	Map Date	Observations
502 506 Lafayette St.	318.033-3-15	1884 to 1899	Furniture, Warehouse
		1925	Auto top factory
		1950	No buildings or use depicted
		1952 to 1973	Auto Sales – no buildings depicted
		1986	Parking– no buildings depicted
402 State St.	318.033-3-16	1884 1888	Coal storage (no structures depicted)
		1899	Star Coal & Wood Yard – W. H. Everts & Co.
		1925	No structures depicted, no labels
		1950 1952	Auto wrecking
		1970 to 1986	Building on western half of parcel – Auto repair
514 Lafayette St. **524 Lafayette St.** **524 Lafayette St.**	318.033-3-17 318.033-3-17.1 318.033-3-17.2	1884 1888	Coal storage shed & silos present Chenango Canal present
		1899	Coal & wood yard Chenango Canal has been filled on parcels Paints shop on eastern side of parcel
		1925	Gas tanks (3) depicted on eastern edge of parcel Cleaning & Dyeing
		1950	N0 gas tanks depicted on parcels Structure only on eastern portion – labeled as welding
		1952	Sign Painting – northern portion of parcel Structure on eastern portion labeled as warehouse
		1970 1973	Sign Painting – northern portion of parcel Structure on eastern portion labeled as auto body repair
		1986	Sign Painting – northern portion of parcel Structure on eastern portion not labeled Used Auto Sales on southeast corner
510 512 Lafayette St.	318.033-3-18	1925	Auto Repair
		1950 to 1973	Auto Topping
		1986	Building remains – no label
508 Lafayette St.	318.033-3-19	1925	Taxi Garage, auto service
		1950 1952	Mission
		1970	Building no longer present
		1986	Parking
506 Columbia St.	318.033-3-9	1884	Chenango Canal on parcel along with canal barn, lumber yard, and coal shed
		1888	Chenango Canal – Abandoned; canal barn, coal shed
		1899	Chenango Canal – Abandoned; canal barn, coal shed; Photo
		1925	Former canal labelled as “Spray Pond” Auto truck body manufacturing – northeast portion

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Address	Parcel	Map Date	Observations
		1950	Former canal labelled as "Parking" Electric Motor Repair – northeast portion
		1952	Image poor, appears similar to 1950
		1970 to 1986	Northern half of former canal covered with building Electric Motor Repair – north portion Storage and machine shop – southern portion
501 Oriskany St.	318.034-1-21	1884	Russell Wheeler & Co. woodworking
		1888 1899	Utica Electric Light Co. Tin shop
		1925	Utica Gas & Electric Company Eastern portion is an electrical sub-station
		1950	Niagara Mohawk Power Corp. – Same as 1925, but portion of the building labeled as Transformer room
		1952	Niagara Mohawk Power Corp – Buildings no longer depicted. Sub-station on eastern portion remains
		1970 to 1986	Niagara Mohawk Power Corp – Buildings no longer depicted. Sub-station on eastern portion remains Transformer Yard noted just west of sub-station
Source: EDR (2016) (Appendix H)			

Prior Phase 1 Environmental Site Assessments (ESAs)

The following prior Phase I ESA and environmental reports, prepared by others, were identified and reviewed[90] (Appendix H):

- Prior Phase I ESA (401-407, 409 Columbia Street) (2002)
- Mold Report (409 Columbia Street) (2014).

Conclusions relative to the Columbia Street properties are summarized below:

- Potential RECs associated with past land use at 401-407 Columbia Street, which reportedly included oil cloth factory operations during the late 19th century; car sales and services at 409 Columbia Street during the first half of the 20th century
- Potential RECs associated with the storage and subsequent removal of up to 30 drums in the basement of 401-407 Columbia Street. A spill report was filed; a follow-up inspection by the NYSDEC documented the removal and noted no evidence of spillage
- Indoor air quality issues at 401-407 Columbia Street reported by building employees in 1987 and mid-1990s
- Potential presence of ACM and LBP
- Indoor mold growth (409 Columbia Street)

[90] These prior assessments (2002, 2014) are associated with the facility currently owned by the Resource Center for Independent Living (RCIL).

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3.11.2 Potential Impacts

Precluding implementation and maintenance of appropriate mitigation measures, the following adverse impacts could occur from construction and operation of the project.

Construction

Vehicles and Equipment Accessing and Egressing the Project Site

Vehicles and equipment accessing and egressing the construction zone could contribute to human health consequences related to pedestrian safety, exposure to air emissions from vehicle exhaust and nuisance dust, as well as from noise.

Disturbance of Hazardous Building Materials During Demolition Activities

Based on the urban setting, age of existing structures, prior land uses, and known RECs, it is likely that ACM, LBP, and other regulated substances will be encountered during the project's demolition and construction phases. Management of these materials will require conformance with applicable state and federal regulations.

Potential to Encounter Impacted Soils/Groundwater

As previously discussed in Sections 3.1, 3.2, and 3.3, it is expected that impacted soils and/or groundwater from existing or past land uses will be encountered during the construction phase. Management of these materials will require conformance with applicable state and federal regulations.

Operations

Impacts on Sensitive Receptors

Sensitive receptors located proximal to the project site were previously identified in Section 3.4. The IHC is also a sensitive receptor. Based on information provided in other sections (3.4, 3.7, 3.10), it is not anticipated that project-related operations will result in significant adverse impacts on remaining sensitive receptors.

Proximity to Existing Impacted Sites

State and/or federally sponsored remediation activities are on-going at various locations in the Mohawk Valley, including National Grid's Harbor Point site[91]; remediation activities are coordinated with oversight by the USEPA and/or NYSDEC. Based on site distances and topography (including available data), it is unlikely that conditions at these sites would adversely impact the project.

Increase in the Rate of Disposal or Processing of Solid and Other Types of Waste

Once operational, the proposed hospital will generate solid waste, RMW and other specialty wastes. As described in Section 3.13, quantities are not expected to exceed current waste production at the existing MVHS facilities and will be managed in accordance with applicable state and federal regulations. Based on this information, no significant adverse impacts on human health are anticipated from the management of these wastes.

Use of Pesticides or Herbicides

The IHC will be required to maintain healthy and sanitary conditions. Consequently, it is likely that pesticides and/or herbicides will be utilized to control vectors, nuisance animals and insects, as well as to maintain landscaping.

3.11.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

[91] http://www.harborpointsite.com/

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Construction

To provide for human health and safety during construction activities, the following mitigation measures (also identified in other sections) will be implemented:

- Performance of due diligence evaluations to identify the potential presence of ACM[92], LBP and other regulated materials, which could be encountered during construction phase activities
- Preparation, implementation, and maintenance of a "Maintenance and Protection of Traffic Plan" including provisions and measures to accommodate pedestrians and adjacent vehicular traffic surrounding the work zone
- Compliance with state and federal regulations regarding the handling, transportation and disposal of ACM, LBP, and other regulated materials encountered during construction phase activities
- Adherence to construction schedule restrictions (days and hours)
- Proper maintenance of vehicles and equipment including mufflers and other required emissions control devices (including adherence to state-mandated vehicle idling restrictions)
- Proper storage and handling of petroleum and chemical products
- Implementation of a site security plan (*i.e.*, fencing, lighting, use of secure material storage containers, monitoring of site during off-hours)
- Preparation and implementation of a CHASP to protect construction workers and the community from exposure to potentially impacted materials
- Spill response measures, training and reporting
- Compliance with City Code requirements

Operation

To provide for human health and safety during operational activities, the following mitigation measures (also identified in other sections) will be implemented:

- Provision of safe access/egress (vehicles and pedestrians) to and from the IHC and other project elements (see Section 3.7 and Appendix F)
- Compliance with the City's noise ordinance
- Proper storage, handling, transportation and disposal of wastes generated from project operations
- Storage, application (including proper licensing) and disposal of pesticides/herbicides in accordance with applicable local, state and federal requirements
- Proper storage and use of chemicals, medicines, and other regulated materials and substances including conformance with applicable state and federal requirements
- Compliance with petroleum bulk storage requirements including the preparation and implementation, as necessary, of a Spill Prevention, Control and Countermeasure (SPCC) Plan.

[92] As previously stated in this DEIS, for ACM abatement projects, the New York State Department of Labor's Code Rule 56 requires that all work that disturbs ACM be done by trained workers following special procedures and engineering controls (including air monitoring) to prevent the spread of asbestos into the air and ensure ACM has been properly removed.

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3.11.4 Reasonably Foreseeable Catastrophic Impacts

As defined in the SEQR Handbook[93], a catastrophic impact is "one which is life threatening to a number of individuals; would cause extreme hardship to their physical well-being; or would cause widespread destruction of natural resources as a result of a proposed action."[94] The handbook, developed by the NYSDEC, further states that an impact is "reasonably foreseeable" if it could occur as a result of the action, even if the probability of such an occurrence is small.

It is important to note that potential extreme hazards are not inherent to the nature of the proposed action. While hospital-related activities can result in hazards (*i.e.*, lifting and moving patients; needle sticks; slips, trips, and falls; and the potential for agitated or combative patients or visitors), they do not, regardless of their location, typically include activities, which would reasonably result in catastrophic impacts.

Consistent with the Final Scoping Document (Appendix C), the issue addressed in this section focuses on potential secondary impacts associated with the proximity of the project to the existing, active CSX railroad located approximately 1,400± lf northeast and downgradient (20± feet) of the project area, including its use to provide for periodic pass-through transport of Bakken oil[95] and other hazardous substances. During the scoping process, commenters, expressed concerns relative to the proximity of the hospital to the railroad, and potential impacts associated with a derailment and release of chemicals, oils or other hazardous substances.

Overview

Site access is an important consideration for critical facilities such as hospitals. The ability for emergency medical service (EMS) personnel, patients, medical personnel, staff and visitors to quickly access the site often places hospitals proximal to the cross-roads of municipal highway systems (*i.e.*, Utica's North-South and East-West Arterials). Highways are also used daily to advance commerce, which often depends on multiple transportation modes including highway and rail (*i.e.*, multi-modal corridors of commerce) to bring goods and services to customers. Consequently, the proximity of rail and highway systems and their use in transporting goods (including hazardous substances) is a common occurrence through the United States.

While the location of hospitals adjacent to highways and railroads, which are utilized for interstate commerce, are common[96], it does not preclude the need for planners and decision-makers to be diligent in implementing measures to prevent adverse impacts, even if the probability of such an occurrence is small.

Consistent with SEQR implementing regulations regarding the content of an EIS (6 NYCRR § 617.9), this section will provide for an evaluation of the potential secondary impact, limited to:

- A general discussion of the likelihood that the catastrophic impact would occur
- The consequences of the potential impact
- A discussion of alternatives and mitigation measures intended to prevent such catastrophic impacts

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[93] The SEQR Handbook provides agencies, project sponsors, and the public with a practical reference guide to the procedures prescribed by the SEQRA – Article 8 of the Environmental Conservation Law (http://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf).

[94] https://www.dec.ny.gov/permits/55215.html

[95] Bakken oil is a type of 'light sweet crude," a relatively high quality oil, which is produced and transported, predominantly by rail, from North Dakota. Trains transporting Bakken oil pass through Utica on their way to the Port of Albany. The Material Safety Data Sheet (MSDS) for Bakken oil is available at https://www.msdsdigital.com/bakken-crude-oil-sweet-msds.

[96] Proximity to active railroads: St. Johns Riverside Hospital (Yonkers, NY) – 1,000± lf; Rochester Regional Health (St. Mary's Campus) (Rochester, NY) – 1,500± lf; St. Joseph's Medical Center (Yonkers, NY) – 1,500± lf).

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The assessment was based on coordination with the following agencies:

- Oneida County Department of Emergency Services[97]
- City of Utica Fire Department

In addition, the following plans were reviewed:

- New York State Comprehensive Emergency Management Plan (CEMP)[98]
- Oneida County CEMP (2017)[99]
- Emergency Response Guidebook (2016)[100]
- Executive Order (EO) 125 (2014)[101]
- MVHS Emergency Operations Plan (EOP)[102]

The resultant evaluation is provided below.

Likelihood the Impact Would Occur

Freight train accident statistics are compiled by the USDOT's Federal Railroad Administration (FRA). The primary role of the FRA is to strategically monitor, inspect, and assess track conditions to determine whether a railroad is complying with federal safety standards (40 CFR Part 213). Investments in infrastructure and equipment, new technologies, safety training, and stringent FRA oversight have significantly improved the safety record of America's freight railroads. Figure 19 illustrates historical trends in national train accidents per 1

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[97] The Oneida County Department of Emergency Services is responsible for implementing the County's Comprehensive Emergency Management Plan (CEMP), which is recognized by local governments as a fundamental strategy for community disaster preparedness and response, and is endorsed by the State of New York and the federal government as an essential policy for effective public safety. The Department coordinates with local, regional, state and federal emergency management stakeholders to provide for the region's emergency preparedness and response. Department staff anecdotally indicated that their largest emergency response concern (*e.g.*, most likely to occur) in the region is an ice storm.

[98] http://www.dhses.ny.gov/planning/cemp/

[99] http://www.ocgov.net/sites/default/files/E911/CEMP/911%20-%20CEMP%20-%202017.pdf

[100] Published by the United States Department of Transportation (USDOT), the guidebook (USDOT 2016) is intended for use by first responders during the initial phase of a transportation incident involving dangerous goods/hazardous materials.

[101] In 2014, at the direction of Governor Cuomo, New York State agencies conducted a coordinated review of safety procedures and emergency response preparedness related to increased shipments of Bakken oil across nearly 1,000 miles of the State. A report containing 27 recommendations for state government, federal government and industry to take to reduce risks and increase public safety in the transport of crude oil was subsequently released (http://www.dhses.ny.gov/crude-oil/preparation.cfm). State implemented actions include: preparing and training first responders, establishment of a New York State Foam Task Force, provision of spill response equipment, updating and enhancing response plans, and creation of an interagency (local, state and federal) work group to further integrate emergency response plans across all levels of government.

[102] MVHS' EOP is activated during a situation/disaster and provides the necessary tools for Hospital Incident Command (HIC) to manage the incident. The EOP establishes full compliance with applicable provisions of the National Integrated Accreditation for Healthcare Organizations (NIAHO) accreditation requirements for emergency management systems, the elements of National Incident Management Systems (NIMS) implementation for hospitals, and National Fire Protection Association (NFPA) Standard 1600 (*Standard on Disaster/Emergency Management and Business Continuity Programs*). Plan review and evaluation is performed through the MVHS Emergency Preparedness Committee meetings, quality management performance improvement reviews, periodic emergency operations drills and exercises, and through response to actual events. The EOP includes a facility-specific vulnerability assessment as a comprehensive assessment of preparedness for naturally occurring, technological, human, and hazardous materials events.

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million train-miles from 1980 to 2017[103]. In general, train accidents have decreased from over 11 accidents per 1 million train-miles in 1980, to approximately 2.3 train accidents per 1 million train-miles in 2017; a 79% decrease. Extrapolating this latest national safety data, the likelihood of a train accident occurring along the one-mile stretch of railroad northeast of the project area (or along any one-mile stretch of railroad between North Dakota and the Port of Albany) would be negligible.[104] The probability of a train accident involving Bakken oil is less. The probability of a train accident involving Bakken oil and a fire is even less, and so on.[105] The likelihood that such an event would impact the hospital is further influenced by additional variables including:

- Weather (*i.e.*, wind direction, wind speed, *etc.*)
- Nearby construction material/density
- Natural and man-made barriers (*i.e.*, highways, topography, *etc.*)
- Other local variables (training, preparedness, pre-positioning of fire suppression/response assets, *etc.*; see below).

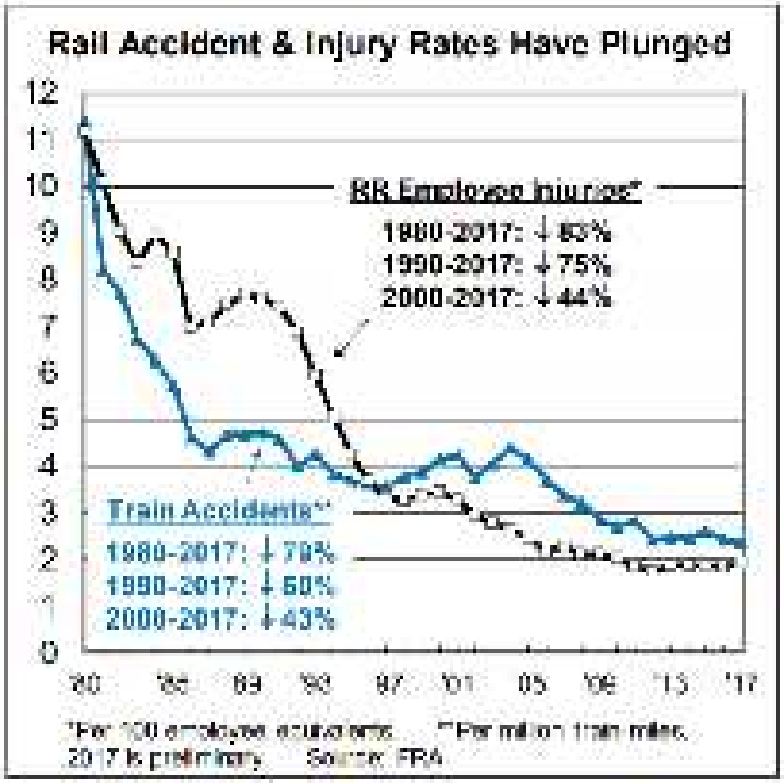

Figure 19. Historical Trends in National Train Accidents

[103] https://www.aar.org/wp-content/uploads/2018/05/AAR-Railroads-Moving-America-Safely.pdf
[104] 2.3 train accidents per 1 million train-miles equates to $2.3X10^{-6}$ train accidents per 1 train-mile.
[105] The NFPA compiled statistics of rail vehicle fires in the United States from 2003-2007. On average, tank cars only accounted for 2% of total fires involving rail vehicles (NFPA 2010, https://www.nfpa.org/-/media/Files/News-and-Research/Fire-statistics-and-reports/Fact-sheets/railvehiclefires.ashx?la=en).

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Consequences of the Potential Impact

While the likelihood of an impact is negligible, due diligence and preparedness are prudent and necessary. Consistent with the USDOT's ERG and New York States' EO 125, the IHC will be identified as a special receptor within the site-specific Geographic Response Plan (GRP). GRPs are planning documents and spill response tools, prepared by the NYSDEC, in consultation with the New York State Division of Homeland Security and Emergency Services, NYSDOH, and local, regional and federal stakeholders, that are used to guide initial emergency response efforts associated with a major oil spill. The GRP for railroad mile-mark "QC 238" represents the area surrounding the existing railroad inclusive of the project area. To facilitate planning and training, the proximity of IHC operations will be accounted for in future training, preparedness and asset management activities guided by the County's CEMP. MVHS will coordinate with Oneida County to update and implement appropriate sections of the MVHS' EOP and the County's CEMP, respectively.

Alternatives and Mitigation Measures

While no alternatives were identified, the following mitigation measures have been or will be implemented:

- USDOT identified Bakken oil transport measures[106] agreed to, and implemented by, railroad companies including:
  - Lowering speed limits for oil trains
  - Increasing the frequency of track inspections
  - Adding more brakes on trains
  - Improving the training of emergency medical workers
- Continuation of regular, coordinated training programs[107] including:

  Oneida County Department of Emergency Services CEMP Emergency Response Training/Hazmat Drills
  - Coordinated with other local, regional, state and federal stakeholders

  U.S. National Response Team (NRT) Training[108]
  - Emerging Risks Responder Awareness Training: Bakken Crude Oil
  - Transportation Rail Incident Preparedness & Response Training
  - Transportation Emergency Response Preparedness Training
  - Office of Response and Restoration Hazardous Materials Training

  New York State Office of Fire Prevention and Control (OFPC) Training Programs
  - Flammable and Combustible Liquid Emergencies
  - Foam Trailer Training
  - Live Fire Class B Foam Operations

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[106] https://www.transportation.gov/briefing-room/us-dot-announces-comprehensive-proposed-rulemaking-safe-transportation-crude-oil

[107] The New York State Division of Homeland Security and Emergency Services operates the State Preparedness Training Center (SPTC) at the former Oneida County Airport. The mission of the SPTC is to "Provide first responders and governmental officials with the very best knowledge, skills and abilities necessary to safely and effectively prevent, prepare for, respond to and recover from terrorist acts and other man-made and natural disasters."

[108] The NRT is made up of 15 agencies including the USEPA (https://www.nrt.org/).

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- Hazardous Materials Technician
- Hazardous Materials Incident Command

Private Industry Training Programs

- CSX Safety Train: Mobile classroom for first responders
- The Association of American Railroads (AAR) Training[109]

- Incident response measures including:

Federal Responders and Support Organizations

- Federal Emergency Management Agency (FEMA)
- U.S. Public Health Service
- Federal Centers for Disease Control (CDC)
- Federal Bureau of Investigation (FBI)
- U.S. Army Corps of Engineers (USACE)
- USEPA

State Responders and Support Organizations

- NYS Division of Homeland Security and Office of Emergency Services
- OFPC
- NY State Police
- NYSDOH
- NYSDEC
- NYSDOT
- NYS Disaster Human Needs Task Force

County and Local Responders and Support Organizations

- Oneida County Department of Emergency Services
- City of Utica Fire Department (and Mutual Aid Departments)
- Area EMS
- Area Law Enforcement
- Oneida County Health Department
- Area Hospitals and Medical Providers
- Private Industry
- CSX Hazardous Materials Response Team

Other Support Services

- American Red Cross

[109] Provides member railroads, fire service and emergency responder training (at no cost) at their Transportation Technology Center (http://www.aar.com/).

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  - Salvation Army
  - Volunteer Organizations Active in Disaster (VOAD)
- Pre-Positioned Emergency Response Assets[110] within GRP including:
  - High Volume Class B Foam Trailer
  - Utica Fire Department (552 Bleecker Street)

3.12 COMMUNITY CHARACTER

The proposed action may have an impact on community character. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Acquisition (via voluntary negotiation and eminent domain) and demolition or alteration of properties in the proposed project area

Operation

- Land-use components will be different from current surrounding land use pattern(s); impact on City-owned and privately-owned lands within the project footprint
- Potential to result in secondary economic development impacts[111] (*e.g.*, residential or commercial development)
- Potential to replace or eliminate existing facilities, structures, or areas of historic importance to the community
- Potential to displace affordable or low-income housing
- Potential secondary impacts resulting from the relocation and/or displacement of existing businesses/services (at proposed downtown and existing FSLH and SEMC locations)
- The proposed action may be inconsistent with the predominant architectural style and character of the area

3.12.1 Existing Conditions

The MVHS IHC will encompass approximately 25-acres within the City's CBD. The proposed location is proximal to the City's urban core, as well as the City's proposed "U" District, existing Brewery District, Bagg's Square and Utica Harbor Point. Land uses within this district are subject to the applicable standards codified in the City of Utica's Zoning Code (Section 2-29-193). As stated in Section 3.5, the project footprint contains approximately 80± tax parcels and a diversity of property types including mixed use, commercial, offices/warehouses, vacant/abandoned buildings, and parking. The existing building scale within the CBD and the surrounding area is a diverse mixture of building heights, consisting of mostly low rise (1-4 stories) and mid-rise (5-10 stories) buildings, with a few high-rise (11+ stories) buildings located to the east of Genesee Street. While the project area is characterized by buildings greater than 50+ years in age, many of them have undergone 20th and 21st century modifications (see Section 3.6; including Appendix E, which contains a photolog of existing buildings).

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[110] According to the Oneida County Department of Emergency Services, the first responders also have access to 3 hazmat trailers (2 County, 1 State).

[111] The DEIS will address the potential, non-speculative, decrease or increase in tax revenue resulting from the project only as it relates to the City's ability to continue to provide socio-economic services and infrastructure support. Disposition of City-owned land, as it relates to the project, will also be identified. Potential effects that a proposed project may have in drawing customers and profits away from established enterprises, possible reduction of property values in a community, or potential economic disadvantage caused by competition or speculative economic loss, are not environmental factors and will not be addressed in the DEIS.

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3.12.2 Potential Impacts

The proposed healthcare related land use is consistent with allowable uses designated for the CBD. In addition, the design character of the project is consistent with other community projects under development in the area (*i.e.*, "U" District and Utica Harbor Point redevelopment). To accommodate the proposed MVHS IHC, the proposed project will involve the acquisition of properties, modifications to existing public/private utility infrastructure, and closure of city streets. As stated in Section 1.1.4, it is anticipated that most of the property will be acquired through voluntary negotiation. However, it is likely that some property may need to be acquired via *eminent domain*. Many of the existing property owners and businesses will be required to relocate to other parts of Utica or Oneida County. The magnitude of the acquisition of 25± acres will be large, but most impacts are expected to be beneficial because it will better position the hospital to serve the largest and most diverse population in Oneida County, as well as creating the potential for secondary economic development opportunities, in a historically underutilized section of the city.

3.12.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts:

- MVHS, with the assistance of Mohawk Valley EDGE, obtained appraisal reports for each of the properties that would need to be acquired for the project. These appraisal reports provided the basis for MVHS to make offers to acquire the needed properties that were based on fair market value. Offers were sent to property owners between December 2017 and February 2018. Each property owner was afforded the opportunity to discuss their individual needs and concerns with MVHS or its representatives. In addition, representatives from the City of Utica, Oneida County and EDGE reached out to the property owners to discuss relocation needs and to offer assistance. MVHS, together with the City, the County and EDGE, worked with the Community Foundation of Herkimer and Oneida County to fund a position dedicated to assisting property owners with relocation. This individual immediately began coordinating the efforts between the City, County, EDGE and the property owner including: one on one meetings with owners to determine specific needs and to review potential alternate locations, creation of a catalog of available properties within the City and County to streamline the assessment of alternate properties. Finally, MVHS committed an additional $1 million to the project dedicated for relocation assistance and has been negotiating relocation assistance payments with each of the owners. As a result, many of the property owners have agreed to sell their property(ies) to MVHS and the amount of property that will need to be acquired by eminent domain has been minimized
- Potential visual impacts will be mitigated as discussed in Section 3.5
- Potential cultural resource impacts will be mitigated as discussed in Section 3.6
- Growth-inducing aspects of the project will be managed as discussed in Section 8

3.13 SOLID WASTE MANAGEMENT

The proposed action may have an impact on solid waste. The following potential impacts, identified in the scoping process, are evaluated in this section:

Construction

- Temporary increase in the rate of disposal or processing of solid waste from construction/demolition activities
- The need to manage impacted soils/groundwater and/or hazardous building materials

Operation

- Waste generation, handling, transportation, and disposal (solid waste, hazardous waste and regulated medical waste [RMW])

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3.13.1 Existing Conditions

Solid Waste Management – Oneida County

Solid waste management within the City of Utica is controlled by the Oneida-Herkimer Solid Waste Authority (OHSWA). The OHSWA Planning Unit is 2,708 square miles comprised of all towns, cities and villages within Oneida and Herkimer Counties, and consists of the following disposal facilities:

- The Oneida-Herkimer Recycling Center
- Green Waste Compost Facility
- Household Hazardous Waste Collection Facility
- Three transfer stations located in Webb, Utica, and Rome
- Two land clearing debris landfills located in Utica and Rome
- A wood pallet processing facility located in Utica
- A brush processing facility in Rome, NY
- A regional landfill in Ava, NY

Oneida and Herkimer County's Local Law No. 1 of 1990 establishes regulations for the collection and disposition of solid waste and recyclables within the two-county region. The laws mandate the separation of residential and commercial/industrial recyclable material from the waste stream, and requires all entities engaged in waste and/or recyclables collection to obtain a permit from OHSWA. The laws also have flow control provisions requiring waste generated within the county to be disposed of within the county.

Commercial/Industrial Waste

According to the Final 2010 Local Solid Waste Management Plan[112], there are approximately 20,000 operating businesses, industrial enterprises and commercial entities within the Planning Unit, which collectively make up approximately 50% of the region's waste. Businesses typically pay a hauler on an as needed or contract basis for waste and recyclables transportation to an OHSWA facility or private recycling center.

Recycling is also mandatory for local businesses and industries within the OHSWA service area. The local plan states that local industries and commercial establishments have been recycling their discards and benefiting financially from it for years; these entities are free to market their own materials, with OHSWA acting as the market of last resort for these generators during market down turns.

To promote recycling and waste reduction from local businesses, OHSWA established a no charge, comprehensive on-site waste characterization, reduction, and recycling evaluation program. Upon request, the Authority performs waste assessment/audits, which evaluates current solid waste and recycling practices, identifies waste generator points, assesses participation and compliance rates, and identifies potential opportunities for increasing recyclable material recovery.

Current & Future Projections

OHSWA projections indicate a continued decrease in solid waste generation through 2020. Estimates are based on census data, which indicates decreases in the region's population; as well as success through OHSWA's waste reduction and recycling programs. These programs have also decreased the rate at which landfill capacity is consumed at the Ava Landfill, which currently has a NYSDEC permit to receive solid waste into March 2019; as well as land to develop and permit additional landfill cells beyond. Current and future projections through 2020 from the Solid Waste Management Plan are included in Table 17, below. In summary, municipal solid waste, construction and demolition waste, and sewage sludge are projected to slightly decrease by approximately 0.2%

[112] https://www.ohswa.org/about-us/final-local-solid-waste-management-plan/

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per year, as a result of the population decreasing, waste reduction efforts, and recyclables/organics recovery. OHSWA does not expect development or lack thereof to have a major impact in solid waste planning efforts.

Table 17. Current and Future Solid Waste Projections – Oneida County

Year	2018	2019	2020
Population Estimate	287,467	286,892	286,318
Municipal Solid Waste (tons)	158,101	154,146	151,338
Construction & Demolition Waste (tons)	47,969	46,892	44,755
Sewage Sludge (tons)	13,741	13,713	13,686
Industrial Waste (tons)	11,786	11,763	11,739
Total (tons)	231,597	226,484	221,519
Recyclables Recovered (tons)	292,748	295,248	298,248
Recycling Rate	56%	57%	57%

Source: https://www.ohswa.org/about-us/final-local-solid-waste-management-plan/

Regulated Medical Waste

New York State has provided regulatory oversight of Regulated Medical Waste (RMW) since the early 1980s, which covers all aspects of handling, storage, treatment and disposal of this waste.[113] RMW activities are governed jointly by the NYSDOH and the NYSDEC, under the following regulatory framework:

- Title 15 of Article 27 of the ECL
- 6 NYCRR Subpart 360-10
- 6 NYCRR Subpart 360-17
- 6 NYCRR Part 364
- Public Health Law 1389 aa-gg
- 10 NYCRR Part 70

The NYSDOH is responsible for on-site waste management procedures for hospitals, freestanding diagnostic and treatment centers, residential health care facilities and clinical laboratories. In addition, the NYSDOH is responsible for developing treatment standards and approving alternate treatment technologies. The NYSDEC is responsible for overseeing storage, treatment and destruction processes for facilities not covered under NYSDOH jurisdiction, as well as off-site transport of RMW for all generators, tracking, responding to illegal disposal incidents, and for all off-site storage, transfer, treatment and disposal facilities.

Current Waste Streams & Quantities – MVHS

The existing MVHS medical center's waste streams and quantities are identified in Table 18.

Table 18. Estimated MVHS Waste Streams and Quantities

Waste Stream	FSLH & SEMC[114] (Annual)
Solid Waste	1,800 tons
Regulated Medical Waste (RMW)	365 tons
Hazardous Waste[115]	3 tons
Sharps	28 tons

Source: MVHS

[113] https://www.dec.ny.gov/chemical/8789.html
[114] Combined FSLH and SEMC totals, unless noted.
[115] Includes pharmacology waste.

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MVHS currently operates a RMW autoclave at its St. Luke's facility. RMW generated at FSLH and SEMC is currently shredded and autoclaved at the St. Luke facility, making it inert prior to being hauled off-site for disposal at a municipal solid waste management facility. Other wastes generated at these facilities are also stored on-site prior to transportation off-site by permitted vendors to regulated/permitted disposal facilities.

3.13.2 Potential Impacts

Construction

C&D Debris

Construction activities will result in the generation of several types of waste streams requiring management, including:

- Land clearing debris (including organic material and excess soils [spoils])
- C&D[116]
- Solid waste (as defined in 6 NYCRR § 360-1.2(a)(1))
- Recyclables (including construction and demolition materials, which could be reused or repurposed on other construction sites)

Based on the magnitude of proposed demolition and construction activities, approximately 63,000± tons of C&D[117] will be generated during the construction phase. C&D may also consist of potentially hazardous building materials (*e.g.,* ACM, LBP, *etc*.) and impacted soils and groundwater. The generation of such waste streams will temporarily increase the rate of disposal and processing of wastes within the local area.

Operation

Once operational, the proposed IHC will generate solid waste (including food processing wastes), RMW and hazardous wastes. Wastes will be similar in character and magnitude to wastes currently generated at FSLH and SEMC. These wastes will require efforts on-site related to source separation, handling and storage, as well as transportation off-site for management at facilities permitted to receive such wastes. It is likely that the autoclave and shredding operations at the St. Luke's facility will cease operations upon the migration of health services to the IHC.

3.13.3 Mitigation Measures

The following mitigation measures are proposed to minimize or eliminate the potential for, and/or significance of, potential adverse impacts.

Construction

C&D Debris

Contractors will be required to comply with local and state requirements regarding the handling, disposal and/or management of waste streams and recyclables including on-site storage and transportation of materials to facilities permitted to handle the specific waste or recyclable stream. A CHASP will be developed, implemented and maintained to protect worker safety. Contractor(s) will be responsible for appropriately separating, handling, transporting, and disposing waste streams in accordance with applicable regulations; all waste streams will be disposed off-site at facilities permitted to receive such wastes. In addition, contractors may implement the following additional waste reduction measures:

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[116] Concrete, wood, asphalt, metals, bricks, glass, plastics, *etc*.

[117] It is anticipated that approximately 28% of the C&D (18,000± tons) would be recycled by contractors using strategies of stacking and sorting metals to be salvaged; stacking brick, block and concrete; and potentially crushing for use as fill. Material would require testing to confirm that it is non-hazardous.

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- An evaluation of material selection for interior and exterior building materials for recycled content and local material
- Diversion of construction and land clearing debris from landfill disposal
- Redirecting recyclable-recovered resources back to the manufacturing process
- Redirecting reusable materials to beneficial applications.

Operation

Waste generation rates at the proposed IHC are not expected to surpass quantities at the existing MVHS facilities. Solid waste and recyclables will be managed in accordance with applicable local, state, and federal requirements, including consistency with the county's Solid Waste Management Plan. RMW (including specialty wastes) and solid waste management practices will incorporate good housekeeping and best management practices including proper storage. Solid waste will be stored in covered receptacles, bins, and dumpsters, as appropriate, until it is transported by permitted haulers to an off-site, permitted facility for final disposal. RWM and other specialty wastes will also be hauled by NYSDEC-permitted waste transporters to facilities permitted to receive such wastes.

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4. EFFECTS ON THE USE AND CONSERVATION OF ENERGY

Implementation of the project will use existing energy resources during both construction and operational phases. The implications of the use of energy, as well as potential conservation opportunities are summarized in this section.

4.1. PROPOSED ENERGY SOURCES AND ALTERNATIVES

Construction-related activities will require the use of electricity, as well as fuels to power equipment and vehicles. Construction vehicles are typically powered by diesel fuel; however, potential alternatives include natural gas (CNG and LNG), biodiesel, or LPG (propane).

During daily operations, the IHC, MOB, parking garage and other project elements will be serviced by existing electrical transmission lines and natural gas mains provided by National Grid. The existing utilities are anticipated to support the additional electric and natural gas usage associated with the IHC (including termination of service to existing facilities to be demolished). No significant adverse impacts on existing energy resources are anticipated (see Section 3.9).

4.2. ANTICIPATED SHORT-TERM/LONG-TERM LEVELS OF ENERGY CONSUMPTION

4.2.1 Short-term Energy Consumption

Construction activities will consume gas, diesel and electricity to power equipment and vehicles. Consumption activities are expected to continue throughout the construction phase, but are not expected to significantly impact existing reserves.

4.2.2 Long-term Energy Consumption

The proposed project will use electricity and natural gas. Although energy expenditures are anticipated to be off-set by the termination of energy consumption from existing facilities and land uses to be demolished, overall power proposed consumption rates are expected to be within the capacities of National Grid's existing infrastructure.

4.3. INDIRECT EFFECTS ON ENERGY CONSUMPTION

The project will result in the following indirect effects on energy consumption, which are not expected to significantly impact existing reserves:

- Use of gasoline, diesel and alternative fuels in motor vehicles, both construction- and operations-related, traveling to and from the project site.

4.4. ENERGY CONSERVATION MEASURES

Contractor(s) will be offered the opportunity during construction-phase activities to select and implement a variety of energy conservation measures including:

- Implementation of a maintenance and protection traffic plan
- Use of alternative fuels and energy-saving equipment
- Evaluation of material selection for interior and exterior building use
- Redirecting reusable and/or recyclable materials
- Purchase of "green" products
- Promotion of mass transit or other less-energy consuming modes of transportation.

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During operations, conservation will be achieved from the use of high efficiency equipment and lighting whenever feasible. It is in the economic interest of MVHS to use less energy. In addition, regulatory standards for high efficient construction and lighting will be applied. Energy requirements will be consistent with energy policy recommendations established in the New York State Energy Conservation Construction Code.[118]

[118] https://www.dos.ny.gov/DCEA/pdf/2016%20EC%20Supp-Revised-2016-08-12-approved%20bycouncil%20V-A.pdf

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5. CUMULATIVE IMPACTS

As prescribed in the SEQR Handbook, cumulative impacts must be assessed when actions are proposed, or can be foreseen as likely, to take place simultaneously or sequentially in a way that the combined impacts may be significant. As with direct impacts, assessment of cumulative impacts should be limited to consideration of reasonably foreseeable impacts, not speculative ones.

5.1 CONSTRUCTION PHASE

5.1.1 NEXUS Project

The Upper Mohawk Valley Memorial Auditorium Authority (Aud Authority) is contemplating additional development adjacent to the Aud; the Aud is a multi-purpose arena and home to the Utica Comets of the American Hockey League. If constructed, the proposed NEXUS Center (NEXUS) would consist of an 170,000± sf tournament-based recreation play facility which would be utilized for ice hockey, box lacrosse, soccer, and other field sports that can be performed on a 200-foot by 85-foot playing surface. NEXUS would include three playing surfaces, 25± locker rooms, commercial office space, college classroom space, retail space, food and beverage services, and other multi-purpose training space.

NEXUS would be developed in the block between Charles Street on the west and Broadway on the east, and Oriskany Street on the south and Whitesboro Street on the north. Charles Street would be abandoned, and NEXUS would be connected to the existing Aud. No site plan applications in support of NEXUS have been submitted to the City and a construction schedule has not been identified. Therefore, cumulative construction phase impacts are not anticipated. However, if the NEXUS project becomes more than just speculation, construction-related impacts would be minimized through coordination and implementation of maintenance and protection of traffic plans, as well as implementation of project-related mitigation measures identified throughout this DEIS.

5.1.2 CSO Project

As identified in Section 3.9, the City has implemented a series of projects to reduce CSOs. One of the projects (CSO Control Project A9.1) is currently underway near the project area and is approximately 95% complete. Project sponsors expect the project to be fully completed by the end of 2018. Consequently, no overlap (and cumulative impacts) with the IHC project are anticipated.

5.2 OPERATIONS PHASE

Based on conversations with the NYSDOT and the Aud Authority (August 2018), current events at the Aud typically do not impact commuter peak periods and there is not enough detailed information available regarding the Aud expansion and NEXUS Center to include potential impacts in this TIS. Therefore, traffic generated during Aud events or potential traffic generated by the Aud expansion and NEXUS Center are not included in this study.

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6. UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

While Section 3 identifies potential project-related adverse impacts and mitigation or project modifications to minimize or eliminate those impacts, certain potential adverse impacts cannot be fully avoided. These potential adverse environmental effects are identified below. However, based on the information provided in Section 3, including mitigation to be implemented to reduce the significance of the impact, none of the unavoidable adverse environmental effects identified in this section are considered significant.

6.1. SHORT-TERM EFFECTS

The project will result in the following short-term effects that cannot be avoided:

- Short-term (construction phase) disruption to, and exposure of, soils
- Short-term and localized increases in construction-related dust and vehicle/equipment emissions
- Short-term disruptions to traffic due to construction activities, road closures and work within public rights-of way
- Temporary construction-related noise
- Increased energy expenditures associated with construction activities.

6.2. LONG-TERM EFFECTS

The project will result in the following long-term effects that cannot be avoided:

- Demolition of existing buildings within the project footprint (including relocation of existing businesses)
- New traffic patterns due to permanent closure of existing roads
- Periodic noise events from emergency helicopter access/egress
- Modified viewshed

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7. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The natural and human resources that will be consumed, converted, or made unavailable for future use by implementation of the project are summarized below.

7.1. LAND

Implementation of the project will require the long-term commitment of resources from the land. Raw materials such as soil, sediment and other land resources will be utilized. These same land resources are currently utilized by the existing land uses, which will be removed to facilitate implementation of the project.

7.2. MATERIALS

Natural and anthropogenic materials will be consumed during the construction and operation of project. Materials will be utilized directly during the on-site construction and operation of proposed facilities and activities, as well as indirectly in the transportation of other materials, services, and people to and from the project site. Construction-related materials include lumber, petroleum products, metal, and synthetics. Implementation of the project will require the irretrievable commitment of these resources.

The project involves the demolition of existing facilities. As noted in Section 3.13, contractor(s) will develop waste management plans with incentives to reuse and/or recycle C&D debris, as appropriate. Contractors will have the option to select and implement alternative options and methodologies to lessen the commitment of natural resources including:

- Evaluation of material selection for interior and exterior building materials for recycled content and local material
- Diversion of construction and land clearing debris from landfill disposal
- Redirecting recyclable-recovered resources (including demolition materials) back to the manufacturing process
- Redirecting reusable materials to appropriate sites (other projects).

7.3. INFRASTRUCTURE AND SERVICES

Implementation of the project will require the commitment of infrastructure and services such as water, sewer, electricity, natural gas, telecommunications, highway, solid waste and police and fire protection services. The following infrastructure and services would be committed to the project; many of these same resources are currently committed to existing land uses within the project footprint:

- Water for potable, sanitary, and fire protection needs
- Sanitary sewer conveyance and treatment capacity for wastewater discharges
- Electricity and natural gas use
- Fiber optic/telecommunication capacity
- Solid and regulated medical waste management facility capacities
- Police and fire protection services (no anticipated increase)

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8. GROWTH INDUCING ASPECTS

This section describes the likelihood that implementation of the project may induce further development. While growth-inducing effects (economic and social) of the IHC project may be beneficial to the region, induced growth may also be the source or cause of secondary environmental impacts. The growth inducement section of this DEIS describes potential additional development, which the proposed action may support or encourage, such as:

- Attracting significant increases in local population by creating or relocating employment
- Providing support facilities or services
- Increasing the development potential of the surrounding area

The growth inducement section of the DEIS relies on growth projections/predictions, which are based on available information. The purpose of the discussion of growth inducement in the DEIS is to enable Involved Agencies to reach findings concerning both positive and negative effects of induced growth proximal to the proposed project.

Growth inducing impacts will also address the future use/re-use of the existing facilities. MVHS is conducting an evaluation of the potential adaptive reuse of its existing facilities, which will form the basis of evaluation in the DEIS.

Future growth may result in the physical alteration of the land or other activities, which require discretionary local and/or state permits, or project elements with the potential to impact the environment. Activities may result in similar types of impacts and the implementation of similar mitigation measures as those impacts and mitigation measures identified throughout this DEIS. While such projects are speculative at this time, future projects, once they are proposed, would be required to comply with SEQRA and obtain necessary permits.

8.1 DOWNTOWN SITE

As previously stated in Section 1, the project is located in an area of the city designated as a Federal "Historically Underutilized Business" (HUB) Zone. MVHS has coordinated with local and regional economic development organizations, including the City, County, Mohawk Valley EDGE, and the Community Foundation to promote the potential secondary economic development opportunities afforded by the downtown siting of the IHC.

EDGE, in particular, provides a coordinated economic development program with a mission to strengthen and grow the Mohawk Valley economy. In August 2017, MVHS (with assistance from EDGE) performed a qualitative and quantitative analysis of the potential economic/growth-inducing impacts (MVHS 2017), which could result from implementation of the downtown IHC project. In their analysis, MVHS identified several growth-inducing aspects of the project including:

- The downtown campus creates future opportunities for medical education, research and for future growth and innovation.
- Integration of the medical campus into the downtown fabric will help to build a vibrant community through spatial efficiency, creative placemaking, historic preservation, and pedestrian-focused infrastructure.
- The site's proximity to Bagg's Square, Harbor Point, Varick Street, and the proposed U District, will strengthen demand for residential living and new commercial establishments.

Potential beneficial impacts are summarized below:

- Downtown residential living & downtown revitalization opportunities – MVHS concluded that the downtown location could be catalyst for an increased demand for downtown residential housing and mixed-use development. EDGE estimated that the project could potentially result in the need for 600+ units of downtown loft style apartments and townhouse development, which could be fulfilled by targeted development in and facilitated connectivity to Bagg's Square, Harbor Point, the Brewery District (Varick Street) and other key downtown properties. MVHS also concluded that the downtown IHC would enhance opportunities for retail, hotel, and other commercial development.

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- Improved & enhanced infrastructure improvements – MVHS indicated that the project will facilitate support for infrastructure upgrades, as well as the abandonment of city streets, and the potential reduction in City operation/maintenance obligations.
- Expanded downtown parking – The project will result in a net increase in downtown parking capacity, including the construction/operation of a new public parking structure (with reserved public parking spaces for non-IHC needs).
- Tax revenues & jobs – The MVHS analysis[119] indicated that the project would generate tax revenues and create jobs, as well as creating higher economic values for adjacent properties that are fully depreciated and underutilized. Estimated revenues included:
  - Taxable sales for downtown project (during 3-year construction period) – $15 million to $17 million; a mid-point estimate of $16 million in sales would generate approximately $320,000 in sales tax revenue for the City over 3 years ($106,667/year).
  - Taxable sales from 3500 employees (downtown operations) – $19,162,500 (3,500 employees X $15/day in taxable spending X 365 days = $19,162,500); 50% assumed to be net increase in taxable sales within City ($9,581,250). $9,581,250 in annualized new spending within City X 2% generates $191,625 in sales tax for the City.[120]
  - Taxable sales from IHC cafeteria/gift shops – $42,000/year (estimated based on migration of existing FSLH sales [$24,000/year] to City and City retaining SEMC sales [$18,000/year]).
  - Parking garage revenues (from IHC dedicated spaces).

8.2 ADAPTIVE REUSE OF FSLH AND SEMC

As summarized in Section 1, a majority of the MVHS services currently provided at FSLH and SEMC will be transitioned to the new IHC upon its completion, which will result in vacated space at the older campuses. MVHS recognizes that the health system and its community have a vested interest in finding a use for the campuses that will meet the needs of the local community, while preserving the legacy of each campus and providing a positive economic output for stakeholders.

MVHS is coordinating with the Community Foundation to evaluate options related to the repurposing and /or development of the FSLH and SEMC campuses. To identify the most realistic and viable future use scenarios and effectively target the most likely developers or end-users, the analysis will focus on the following questions:

- What are the local and regional needs that this campus could support (*i.e.* technology hub/incubator, higher education, senior living, *etc.*)?
- What is the value of the campus under different development scenarios?
- What governmental funding programs are available to help offset redevelopment costs and make the property more attractive to a developer?
- What range of future uses is MVHS willing to permit on the property? Which uses will need to be prohibited via a restrictive covenant to be applied to the site?

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[119] An additional post-siting analysis was conducted by Turner Construction to estimate construction phase local tax benefits (*i.e.*, "traveling manpower" tax generation from construction workers [hotels and restaurants]). Based on Oneida County's tax structure: 8.75% sales tax (4% to NYS; 4.75% to Oneida County) and an additional 2% County tax on hotel stays, the County gets 6.75% on all hotel and 4.75% on restaurant, gas, food and other sales. This equates to approximately $811,000 in estimated "traveling manpower" local taxes generated during the construction phase (Turner 2018).

[120] The MVHS analysis also recognized that the project would result in a loss of City property tax income (estimated to be approximately $115,300/year). This amount will be more than accounted for by the gain in sales tax revenue to the City.

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- Are there any liabilities (*i.e.* environmental contamination) that will impact the value of the property or otherwise need to be addressed during the course of a sale?
- What external organizations (civic, municipal, *etc.*) should be consulted for input into the scope of a future redevelopment (if any)? At what stage of the process should they be consulted?
- Are there municipal restrictions that should be understood prior to marketing the property? Does the city have preferences for the types of users that should be included in the redeveloped site?
- Of all the different redevelopment scenarios being contemplated, which ones are financially feasible and have the ability to actually be developed?
- What is the functionality and capacity of the existing infrastructure and buildings? What are the costs required to bring the existing facilities to a state capable of supporting various redevelopment scenarios?
- Based on the answers to the above questions, who are the most likely end-users or developers (both regionally and nationally)?

MVHS would like to see these properties redeveloped consistent with the Town of New Hartford and the City of Utica's long-term development plans and made capable of providing an economically positive contribution to the area. The properties are zoned as follows:

- FSLH – Institutional District[121]
- SEMC – Planned Development-Extraordinary District[122]

In understanding the opportunities associated with these properties, MVHS developed the following issues they would like to have addressed in the adaptive reuse evaluation:

Basic Scope of Services

- Site inventory, including parcels to be included in the redevelopment plan
- Infrastructure inventory, including locations, capacities and current conditions
- Post-demolition (if any) identification and evaluation of conditions for redevelopment, including utilities, access points, street/highway alignments and any physical barriers to redevelopment
- Environmental/regulatory assessment
- Neighborhood assessment, including current or recommended zoning
- Comprehensive/Strategic Plan and other local, county or regional plans
- Demographic assessment
- Sector market analysis for commercial, retail, housing or other proposed redevelopment options
- Identification analysis and concept development of up to three alternative development options with estimated costs and preliminary cost/benefit analysis

[121] Institutional Districts encompass a variety of public and private uses, including schools, health care services, residential care facilities, religious institutions and government buildings and other associated commercial uses that often serve, or are related to, the nearby institutional uses, including general offices and eating establishments.
[122] A development not otherwise distinguishable under any previous classification, occupying a district consisting of any quantity of land area and containing less than the stated minimum proportions of any single or dominant use or function, and in which the proposed uses of interior and exterior spaces, although diverse or mixed, bear extraordinary design qualities resulting in a completely logical and complementary conjunction of uses and functions not ordinarily encountered in normal development.

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- Designation of preferred redevelopment model, with estimated costs and refined cost/benefit analysis
- Identification of potential funding sources (public and private)

MVHS is soliciting qualifications from firms to provide for the campus evaluation and redevelopment services; the results of the analysis will be presented by MVHS to the Town of New Hartford and City of Utica.

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Appendices

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Certificate of Need Application

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Executive Summary

Mohawk Valley Health System (MVHS) is submitting this Full Review Certificate of Need (CON) Application that seeks approval for the construction of a new hospital campus. MVHS is the active parent and co-operator of St. Elizabeth Medical Center (St. Elizabeth) and Faxton St. Luke's Healthcare: St. Luke's Division (St. Luke's). St. Luke's (Operating Certificate #3202000[3, PFI #0599) is currently located at 1656 Champlin Avenue, Utica (Oneida County), New York 13502. St. Elizabeth Medical Center (Operating Certificate #3202000[2; PFI #0598) is currently located at 2209 Genesee Street, Utica (Oneida County), New York 13501. Cardiac PCI and cardiac surgery services currently offered through the Mohawk Valley Heart Institute (Operating Certificate #3202000[4; PFI #7528) are also provided on the campus of St. Elizabeth at 2209 Genesee Street, Utica (Oneida County), New York 13501. This CON Application will be funded in part through the **Health Care Facility Transformation Program: Oneida County** grant awarded to MVHS specifically for this purpose. This project is one (1) of at least two (2) Applications being submitted to the New York State Department of Health (NYSDOH) for the transformation of services within the Oneida County region, as described in detail below.

Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA #[3[8[8[8[3[1 from the New York State Department of Health (NYSDOH) and Dormitory Authority of the State of New York (DASNY), MVHS was awarded $300 million in grant funding for the project proposed in this CON Application (i.e., the creation of a new hospital campus), which will result in the transformation of healthcare services in the region.

This CON Application is the first of a series of (at least two (2)) Applications that Mohawk Valley Health System and its two (2) related facilities (St. Elizabeth and St. Luke's) will be submitting that will lead to the merger of St. Elizabeth and St. Luke's, and the relocation and consolidation of the majority of services comprising St. Elizabeth and St. Luke's to the new hospital campus in Utica, New York.

The new, consolidated hospital campus will be located on a 25 acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Oriskany Street West, and Columbus Street. An address has not yet been assigned to the site. The new hospital campus will have the following inpatient bed complement: surgery care (eight (8) beds); intensive care (42 beds); maternity (33 beds); medical/surgical (252 beds); neonatal intermediate care (eight (8) beds; pediatric (16 beds); and psychiatric (48 beds). In addition, the St. Luke's campus will retain 24 physical medicine and rehabilitation beds. In total, MVHS (inclusive of its two (2) campuses) will reduce its overall inpatient bed complement by 174 beds, from 591 beds to 417 beds (including 193 beds at the new hospital campus and 24 PM&R beds at its St. Luke's campus).

Through this CON Application, all inpatient and most outpatient services from the current St. Elizabeth campus will be relocated to the new hospital campus, which will be known as the "Mohawk Valley Health System Campus". The current St. Luke's site will become a division of the Mohawk Valley Health System under this Application and will relocate all inpatient and outpatient services from the St. Luke's site to the new hospital campus (with the exception of 24 PM&R beds and some other outpatient services).

The St. Elizabeth site will be converted into an outpatient extension clinic to be known as "St. Elizabeth Campus". As a new extension clinic site it is expected to maintain its existing PFI number. In particular, sleep center services (Mohawk Valley Sleep Disorders Center, cardiac and thoracic surgery related services (all of which are medical only services; no surgical services will be provided at this site), primary care services and a laboratory patient service center (PSC) will continue to be provided at this site.

The Total Project Cost for this project is estimated to be $[[[,[7[,[3[,[3[3, which is broken down into the following two (2) sub projects:

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New York State Department of Health
Certificate of Need Application
General Information - All Applicants

Main Site*

Name of Site	Site Number	Type of Facility	Name of Owner
0599	00384309	Hospital	Mohawk Valley Health System/ Faxton-St. Luke's Healthcare St. Luke's Division

Street Address	City	County	ZIP
1656 Champlin Avenue	Utica	Oneida	13502

Project Site #1*

Name of Site	Site Number	Type of Facility	Name of Owner
To Be Determined	To Be Determined	Hospital	Mohawk Valley Health System Campus

Street Address	City	County	ZIP
To Be Determined**	Utica	Oneida	13502

Project Site #2*

Name of Site	Site Number	Type of Facility	Name of Owner
0594	00279401	Hospital – Extension Clinic	Mohawk Valley Health System/St. Elizabeth Campus

Street Address	City	County	ZIP
2209 Genesee Street, Utica (Oneida County), New York 13501	Utica	Oneida	13501

Project Site #3*

Name of Site	Site Number	Type of Facility	Name of Owner
0599	00384309	Hospital	Mohawk Valley Health System/ St. Luke's Campus

Street Address	City	County	ZIP
1656 Champlin Avenue	Utica	Oneida	13502

Operator Information*

Operator Name	Type of Facility	Legal Operator Name
3202002H 3202003H	Hospitals	St. Elizabeth Medical Center / Faxton-St. Luke's Healthcare St. Luke's Division Mohawk Valley Health System

Street Address	City	County	ZIP
2209 Genesee Street / 1656 Champlin Avenue	Utica	Oneida	13501/13502

* Please refer to the Project Narrative under the Schedule 1 Attachment for a description of this project.
** The new, consolidated hospital campus will be located on a 25-acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13502: State Street, Broadway, Oriskany Street West, and Columbia Street. An address has not yet been assigned to the site.

		Title of Attachment:
Is the applicant an existing facility? If yes, attach a photocopy of the resolution of partners, corporate directors, or LLC managers, as the case may be, authorizing the project.	YES ☒ NO ☐	Please refer to the Schedule 1 Attachment

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New York State Department of Health
Certificate of Need Application

Schedule 1

Is the applicant part of an "established" Article 28 network as defined in section 401.1(j) of 10 NYCRR? If yes, attach a statement that identifies the network and describes the applicant's affiliation. Attach an organizational chart, if available.	YES ☒ NO ☐	Please refer to the Schedule 1 Attachment

Type of Application: Establishment ☐ Construction ☒ Administrative ☐ Limited ☐

Total Project Cost (CHCP-Funded Project) (Article 28 only)	$480,000.00
Amount of Application Fee (see Schedule B)	$1,000

Acknowledgement And Attestation

I hereby certify under penalty of perjury that I am duly authorized to execute and submit this application on behalf of the applicant: St. Luke's Healthcare & Lake's Division / St. Elizabeth Medical Center / Mohawk Valley Health System

I further certify that the information contained in this application and the accompanying schedules and attachments are accurate, true and complete in all material respects. I acknowledge and agree that this application will be processed in accordance with the provisions of articles 28, 36 and 40 of the public health law and/or article 7 of the social services law, and implementing regulations, as they may be.

Signature	Date 11/6/17
Scott Perrin	Title President and CEO, Mohawk Valley Health System

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New York State Department of Health
Certificate of Need Application

Schedule 1

Contacts:

Applicant should identify the operator's chief executive officer, or equivalent official, to whom all official correspondence from DOH about this application should be addressed.

CHIEF EXECUTIVE			
NAME			
Mr. Scott Perra, F.A.C.H.E., President and CEO, Mohawk Valley Health System			
STREET ADDRESS			
1656 Champlin Avenue			
CITY	STATE	ZIP	
Utica	New York	13502	
TELEPHONE	FAX NUMBER	EMAIL ADDRESS	
(315) 624-6001	(315) 624-6956	sperra@mvhealthsystem.org	

Applicant may designate a second person to whom copies of all official correspondence from DOH about this application should be addressed. (This could be the applicant's attorney, or a consultant)

CONTACT INFORMATION			
CONTACT PERSON'S COMPANY		NAME AND TITLE OF CONTACT PERSON	
Mohawk Valley Health System		Ms. Sharon Palmer, AVP Facilities Services	
STREET ADDRESS			
1656 Champlin Avenue			
CITY	STATE	ZIP	
Utica	New York	13502	
TELEPHONE	FAX NUMBER	EMAIL ADDRESS	
(315) 624-6292	(315) 624-6230	spalmer@mvhealthsystem.org	

The applicant's lead attorney should be identified:

ATTORNEY			
NAME			
Traci Davis, Esq.			
STREET ADDRESS			
1656 Champlin Avenue			
CITY	STATE	ZIP	
Utica	New York	13502	
TELEPHONE	FAX NUMBER	EMAIL ADDRESS	
(315) 624-5050	(315) 624-5061	tbons@mvhealthsystem.org	

If a consultant prepared the application, the consultant should be identified.

CONSULTANT			
NAME			
Frank M. Cicero, Cicero Consulting Associates			
STREET ADDRESS			
701 Westchester Avenue, Suite 210W			
CITY	STATE	ZIP	
White Plains	New York	10604	
TELEPHONE	FAX NUMBER	EMAIL ADDRESS	
(914) 682-5557	(914) 682-8885	conadmin@ciceroassociates.com	

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New York State Department of Health
Certificate of Need Application
The applicant's lead accountant should be identified

Schedule 1

ACCOUNTANT	Name	Street Address		
	Mr. Louis Aiello			
		1688 Champlin Avenue		
	City	State	Zip	
	Utica	New York	13502	
	Telephone	Fax Number	Email Address	
	(315) 624-6149	(315) 624-6566	LAIELLO@mvhealthsystem.org	

Please list all Architects and Engineer contacts

ARCHITECT and/or ENGINEER	Name	Firm	Street Address
	Mitch D'Amico	WRBJ	250 S. High Street Suite 300
	City, State, Zip	Telephone	Email Address
	Columbus, OH 43215	(614) 232-5033	mdamico@wrbj.com

ARCHITECT and/or ENGINEER	Name	Firm	Street Address
	N/A		
	City, State, Zip	Telephone	Email Address

ARCHITECT and/or ENGINEER	Name	Firm	Street Address
	N/A		
	City, State, Zip	Telephone	Email Address

ARCHITECT and/or ENGINEER	Name	Firm	Street Address
	N/A		
	City, State, Zip	Telephone	Email Address

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New York State Department of Health
Certificate of Need Application

Schedule 1

Checklist of Schedules Included in This Application

Schedule Number	Schedule Name	Required	Included
1	Forms Required for all CON Applications	☒	☒
2 (A-D)	Personal Qualifying and Disclosure Information-All Establishment Applications	☐	☐
3 (A-B)	CON Forms Related to Legal Issues	☐	☐
4 (A-B)	Legal Information for Ownership Transfers	☐	☐
5	CON Form Regarding Working Capital Plan	☒	☒
6	CON Form Regarding Architectural Supervision	☒	☒
7	CON Forms Regarding Environmental Issues	☒	☒
8 (A-B)	Project & Supplemental Cost Summary	☒	☒
9	CON Forms Regarding Project Financing	☒	☒
10	Space & Construction Cost Distribution	☒	☒
11	Moveable Equipment	☒	☒
12 (A-G)	CON Forms Specific to Adult Care Facilities	☐	☐
13 (A-D)	CON Forms Applicable to all Article 28 Facilities	☒	☒
14 (A-D)	Additional Legal Information-Article 28	☐	☐
15	Additional Legal Information-Article 28-Ownership Transfers	☐	☐
16 (A-F)	CON Forms Specific to Hospitals-Article 28	☒	☒
17 (A-E)	CON Forms Specific to Diagnostic & Treatment Centers Article 28	☐	☐
18 (A-E)	CON Forms Specific to Residential Health Care Facilities-Article 28	☐	☐
19 (A-B)	CON Forms Specific to Adult Day Health Care Programs	☐	☐
20 (A-C)	CON Forms Specific to Programs of OMH, OASAS and OPWDD (If Applicable)	☒	☒
21 (A-C)	CON Forms Specific to CHHA and LTHHCP Programs-Article 36	☐	☐
22 (A-L)	CON Forms Specific to Programs-Article 40	☐	☐
23	CON Forms Specific to all Projects Incorporating Health IT	☐	☐

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New York State Department of Health **Schedule 1**
Certificate of Need Application

Other Facilities Owned or Controlled by the Applicant

(Establishment Applications only)

N/A

Does the applicant or any related entity (parent, member or Subsidiary Corporation) operate or control any of the following in New York State?

FACILITY TYPE - NEW YORK STATE	FACILITY TYPE CODE	
Hospital	HOS	Yes ☐ No ☐
Nursing Home	NH	Yes ☐ No ☐
Diagnostic and Treatment Center	DTC	Yes ☐ No ☐
Licensed Home Care Services Agency	LHH	Yes ☐ No ☐
Certified Home Health Agency	CHH	Yes ☐ No ☐
Hospice	HSP	Yes ☐ No ☐
Adult Home	ADH	Yes ☐ No ☐
Assisted Living Program	ALP	Yes ☐ No ☐
Long Term Home Health Care Program	LTC	Yes ☐ No ☐
Enrolled Health Plan	EHP	Yes ☐ No ☐
Health Maintenance Organization	HMO	Yes ☐ No ☐
Other	OTH	Yes ☐ No ☐

For each facility or agency referenced above, enter the name, the PFI and facility type in the chart below.

	FACILITY NAME:	PFI	FACILITY TYPE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Attach additional sheet if necessary.

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In addition to the information provided on the above chart, provide a complete list of all health care, adult care, behavioral, or mental health facilities, programs or agencies located outside New York State that are affiliated with the applicant corporation, as well as with parent, member and subsidiary corporations. For each health care entity identified, provide the full name, address, and type of services provided. In conjunction with this list, provide documentation from the regulatory agency in the state(s) where affiliations are noted, reflecting that the facilities/programs/agencies have operated in substantial compliance with applicable codes, rules and regulations for the past ten years (or for the period of the affiliation, whichever is shorter). To assist you in securing this information, a recommended form and a sample letter of inquiry are provided in Schedule 2 D.

Please list the facilities outside of New York State that are owned or controlled by the applicant.

N/A

	FACILITY NAME AND ADDRESS:	Services provided:	STATE/ COUNTRY	FACILITY TYPE
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

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SCHEDULE 1 ATTACHMENT

MOHAWK VALLEY HEALTH SYSTEM

BOARD RESOLUTION

AND

PROJECT NARRATIVE

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RESOLUTION
OF THE
BOARD OF DIRECTORS
OF
MOHAWK VALLEY HEALTH SYSTEM
ST. ELIZABETH MEDICAL CENTER
FAXTON-ST. LUKE'S HEALTHCARE
(the "Corporations")

Adopted at a Meeting Held September 28, 2017

WHEREAS, $100 million has been earmarked in the New York State budget to help create an integrated healthcare delivery system in Oneida County; and

WHEREAS, the legislation provides a once in a lifetime opportunity for the Mohawk Valley Health System (MVHS) to build a new hospital in Utica, NY and transform healthcare for our community consistent with the vision of Triple Aim; and

WHEREAS a new 670,000 SF, 192 licensed bed, state of the art hospital that would replace St. Elizabeth Medical Center (SEMC) built in 1977 and the St. Luke's Campus of Faxton-St. Luke's Healthcare (FSLH) built in 1967; and

WHEREAS, a new hospital would reduce the number of beds in our community and consolidate patient services to create a Delivery System Reform Incentive Payment Program (DSRIP) related project; and

WHEREAS, the Hospital desires to construct a new healthcare facility in Oneida County in the City of Utica;

NOW, THEREFORE, upon motion duly made, seconded and unanimously carried, it is

RESOLVED, that the officers of the Hospital are hereby authorized and directed to file a Certificate of Need Application with the New York State Department of Health requesting its approval for the construction and operation of a new health care facility in Oneida County in the City of Utica; and

IT IS FURTHER RESOLVED, that the officers of the Hospital are hereby authorized and directed to take whatever actions shall be necessary and execute any and all documents as shall be required to effectuate the intent of the foregoing resolutions; and

IT IS FURTHER RESOLVED, that the Hospital hereby adopts and incorporates by reference any form of specific resolution necessary to effectuate the purpose and intent of the foregoing resolutions, or governing authority included in previous authorizations in the foregoing resolutions, including forms of resolutions to be certified thereto that may be required by any state, institution, person or agency and the Hospital be, and hereby is, directed to insert a copy thereof in the minute book of the Hospital following this written action and to certify the same as having been duly adopted hereby.

These resolutions shall take effect immediately.

Dated: September 28, 2017

Gregory W. Evans, Secretary

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MOHAWK VALLEY HEALTH SYSTEM

PROJECT NARRATIVE

Proposal

Mohawk Valley Health System (MVHS) is submitting this Full Review Certificate of Need (C.O.N.) Application and seeks approval for the construction of a new hospital campus. Mohawk Valley Health System (MVHS) is the active parent and co-operator of St. Elizabeth Medical Center (SEMC) and Foxcare St. Luke's Healthcare S.. Luke's Division (St. Luke's). St. Luke's is currently located at 1656 Champlin Avenue, Utica (Oneida County), New York 13502. St. Elizabeth Medical Center is currently located at 2209 Genesee Street, Utica (Oneida County), New York 13501. Cardiac PCI and cardiac surgery services currently offered through the Mohawk Valley Heart Institute are also provided on the campus of St. Elizabeth at 2209 Genesee Street, Utica (Oneida County), New York 13501. This C.O.N. Application will be funded, in part, through the **Health Care Facility Transformation Program: Oneida County** grant awarded to MVHS specifically for this purpose. This project is one (1) of at least two (2) Applications being submitted to the New York State Department of Health (NYSDOH) for the transformation of services within the Oneida County region, as described in detail below.

Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA #150505H329) from the New York State Department of Health (NYSDOH) and Dormitory Authority of the State of New York (DASNY), MVHS was awarded $300 million in grant funding for the project proposed in this C.O.N. Application (i.e., the creation of a new hospital campus), which will result in the transformation of healthcare services in the region

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Current Situation

MVHS is currently the active parent and co-operator of St. Luke's and St. Elizabeth. In addition, cardiac PCI and cardiac surgery services currently offered through the Mohawk Valley Heart Institute are provided on the campus of St. Elizabeth at 2209 Genesee Street, Utica (Oneida County), New York 13501. The location and NYSDOH identifying information for these facilities are as follows:

- Foxton St. Luke's Healthcare St. Luke's Division – Operating Certificate #32020003H; PFI #0599 – 1656 Champlin Avenue, Utica (Oneida County), New York 13502.
- St. Elizabeth Medical Center – Operating Certificate #32020002H; PFI #0598 – 2209 Genesee Street, Utica (Oneida County), New York 13501.
- Mohawk Valley Heart Institute (MVHI) – Operating Certificate #32020004H; PFI #7528 – 2209 Genesee Street, Utica (Oneida County), New York 13501.

Future Situation

This C.O.N. Application is the first in a series of (at least two (2)) Applications that Mohawk Valley Health System and its two (2) related facilities (St. Elizabeth and St. Luke's) will be submitting that will lead to the merger of St. Elizabeth and St. Luke's, and the relocation and consolidation of the majority of services comprising St. Elizabeth and St. Luke's to the new hospital campus in Utica, New York. A description of the expected Application submissions is as follows:

- Application #1 – Full Review C.O.N. Application (Subject of this Application) – Construction of a new hospital campus. The new, consolidated hospital campus will be located on a 25-acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Oriskany Street West, and Columbia Street.[1] Please refer to **Appendix I** for a map of the proposed campus. An address has not yet been assigned to the site.

[1] The proposed property is comprised of several land parcels, some of which have structures on them that will need to be demolished. Mohawk Valley Health System is in the process of working with the property owners to attempt to purchase the parcels of land for the proposed new hospital campus. Should an owner of the parcel of land elect not to negotiate with MVHS, the Hospital may need to proceed through the eminent domain process to secure the parcel.

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Through this C.O.N. Application, all inpatient and most outpatient services from the current St. Elizabeth campus will be relocated to the new hospital campus, which will be known as the "Mohawk Valley Health System Campus". A separate "swaps" C.O.N. Application will be submitted, as described in the next bullet point.[2]

The following programs and services will remain on the St. Elizabeth site, with no construction or relocation necessary.

- Article 28 Services. The St. Elizabeth site will be converted into an outpatient ambulatory clinic to be known as "St. Elizabeth Campus". MVHS prefers that this site maintain its current PFI Number. In particular, sleep center services (Mohawk Valley Sleep Disorders Center), cardiac and thoracic surgery-related services (all of which are medical-only services, no surgical services will be provided at this site), primary care and laboratory patient service center (PSC) services will continue to be provided at this site.

  The Mohawk Valley Sleep Disorders Center and some primary care services are currently located within the campus located at 2209 Genesee Street, Utica (Oneida County), New York 13501. The cardiac and thoracic surgery offices, other primary care services and the laboratory PCS are located within the Marian Medical Building at 2209 Genesee Street, Utica (Oneida County), New York 13501. This site will become an extension clinic, with no construction needed.[3] MVHS prefers that a new operating certificate be created for this

[2] Upon implementation of the merger project, which will result in MVHS preferably having a single new operating certificate number and PFI number through which the two (2) hospital sites will operate as divisions, MVHS will relocate all inpatient and outpatient services from the St. Elizabeth and the St. Luke's sites to the new hospital campus (with the exception of 24 PM&R beds at the St. Luke's Campus and some other outpatient services as described within this C.O.N. application).

[3] For purposes of this C.O.N. Application, we are assuming that, although these services will be located in different buildings they will remain in their current locations and MVHS prefers that they share the same Operating Certificate and PFI number. MVHS is willing to discuss this issue with the State Health Department, should the Department prefer to certify the sleep center and outpatient cardiac/thoracic services, primary care practice and laboratory PSC as separate extension clinics.

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extension clinic while maintaining its current PFI number and being certified for the services of "Medical Services – Primary Care" and "Medical Services – Other Medical Specialties".

- Non-Article 28 Services (St. Elizabeth College of Nursing) – This program is not an Article 28 service, but it will remain on the current site of St. Elizabeth.

- Application #2 – Full Review C.O.N. Application – This project will represent the "merger" C.O.N. Application through which St. Elizabeth and St. Luke's will be merged to become a single hospital entity, preferably with a single operating certificate number and new PFI number. St. Luke's will become a division of MVHS. In addition, through that C.O.N. Application, the majority of services from the St. Luke's and St. Elizabeth sites will be relocated to the new hospital campus. The "merger" project is expected to be implemented while the new hospital campus is being constructed.

The following programs and services will remain on the St. Luke's campus with no construction or relocation necessary after the merger:

- Article 28 Services – The St. Luke's site, which will be a hospital "division", will retain the following services, with no construction needed: 24 certified, inpatient PM&R beds, laboratory PSC service, outpatient primary care and other services services, and outpatient surgeon offices for medical visits/services.

This site will be known as the "St. Luke's Campus". As part of this C.O.N. Application, the majority of the inpatient and outpatient services will relocate to the new hospital campus, leaving behind the 24 PM&R beds and other outpatient services at 1656 Champlin Avenue, Utica (Oneida County). The laboratory PSC, primary care, obstetrics, and outpatient surgeon offices will continue to be located within a Physician Office Building on the St. Luke's

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Campus.[4] This campus will be certified for 24 inpatient PHRH beds and the certified services of "Medical Services - Primary Care" and "Medical Services – Other Medical Specialties".

- Article 28 Services – The Operating Certificates of all extension clinics of MVHS (St Elizabeth and St. Luke's) will be consolidated under the single operating certificate of the operator. In addition, some of the extension clinic sites with different operating certificates have the same addresses. These sites will need to be consolidated in a single operating certificate for each extension clinic.

- Article 28 Services – To maintain service continuity, PCI and Cardiac Surgery services currently offered through Mohawk Valley Heart Institute will be provided on the new hospital campus. MVHS will work with the NYSDOH to determine how to handle the services offered through the Mohawk Valley Heart Institute, and if this entity can be dissolved.

- Other Article 28 and Article 36 Services:
  - St. Luke's Home – A 202-bed residential health care facility (RHCF) with an Adult Day Health Care Program (ADHCP) affiliated with MVHS.
  - Mohawk Valley Home Care – A licensed home care services agency (LHCSA) affiliated with MVHS.
  - Visiting Nursing Association of Utica and Oneida County – A certified home health agency (CHHA) and a long-term home health care program (LTHHCP) affiliated with MVHS.

[4] For purpose of this DOH Application, we are assuming that, although the inpatient PHRH bed; and the outpatient services will be located in different buildings, they will remain in their same locations and will continue to share the same Operating Certificate and PFI number. MVHS is willing to discuss this issue with the State Health Department. Should the Department prefer to certify the outpatient services as a separate extension clinic from the PHRH bed hospital division.

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Impact of Overall Transformation on Operating Certificates

The overall transformation project (i.e. not just the implementation of this "new hospital campus" project, but also the merger project) will have an impact upon the operating certificates of the facilities, as follows:

Certified Inpatient Beds

Please refer to **Appendix II** for an inpatient bed complement analysis that shows the number of certified inpatient beds operated at St. Elizabeth and St. Luke's before and after the implementation of the overall, proposed project as well as a comparison of St. Elizabeth/St. Luke's consolidated and the new hospital campus. The overall project will result in the decertification of 174 certified inpatient beds from the healthcare system. It should be noted that almost all 375 beds on the new hospital campus will be licensed as single-bedded rooms (over 44 rooms on each medical/surgical floor and four (4) rooms on the behavioral health unit will be constructed as semi-privates for use only during high census), which is the standard of inpatient care in the 21st century.

St. Elizabeth is currently certified for 301 inpatient beds (please refer to **Appendix II** for the breakdown of beds by certified bed category). Upon the implementation of the overall project, all inpatient beds at St. Elizabeth will be relocated to the new, consolidated hospital campus. As explained above, the St. Elizabeth campus will retain some outpatient programs and services, and it will become an outpatient extension clinic.

St. Luke's is currently certified for 370 inpatient beds (please refer to **Appendix II** for the breakdown of beds by certified bed category). Upon the implementation of the overall project, all but 24 inpatient PM&R beds will be relocated to the new, consolidated hospital campus. These 24 inpatient PM&R beds will remain in place on the St. Luke's campus, with no construction required. As explained above, the St. Luke's campus will retain other programs and services on its campus.

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The St. Luke's campus will retain 24 PSYCH beds and the new hospital campus will ultimately have 173 beds, so some inpatient beds at St. Elizabeth and St. Luke's will need to be decertified upon implementation of both the new hospital campus and the merger projects.

Please also refer to Appendix II for Transition Plans for St. Luke's and St. Elizabeth.

Certified Services on Hospital Campuses (Existing and New)

Please refer to **Appendix III** for an analysis of certified services and an analysis of program/services for the various campuses involved in the overall project.

Extension Clinics:

St. Elizabeth currently operates eight (8) extension clinics and St. Luke's currently operates 21 extension clinics. Together, these 29 extension clinics will continue to be operated by these entities. In addition, St. Luke's has three (3) approved-but-not-operational extension clinics (approved under Project Nos. 112261, 171306 and 171478). Please refer to **Appendix IV** for a list of these extension clinic sites that are impacted by the overall project. As noted above, some of these extension clinics will be consolidated through the "merger" CON Application that will be submitted while the new hospital campus project is under construction. In addition, the current St. Elizabeth campus will be converted to an extension clinic.

NYSDOH Designations:

St. Elizabeth is currently designated by the NYSDOH as a Level III Adult Trauma Center. St. Luke's is currently designated by the NYSDOH as both a Level II Perinatal Center and a Stroke Center. MVHS plans to continue to maintain these three (3) NYSDOH designations – Level III Adult Trauma Center, Level II Perinatal Center and a Stroke Center – at the new hospital campus.

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Disposition of Former St. Elizabeth and St. Luke's Buildings

MVHS plans to engage with a third-party firm for the development of a repurposing plan for the campus spaces that will no longer be utilized by MVHS for healthcare services. It is possible that the properties may be sold or used for other functions, but the future disposition is still to be determined.

Non-Article 28 Spaces on New Hospital Campus

The new hospital campus will contain several spaces/buildings that will be non-Article 28 but are being shown on the drawings for this C.O.N. Application. These programs include the following:

- Masonic Medical Research Lab (MMRL) – The MMRL is a biomedical research institute founded in 1958. MMRL will lease certain space on the new hospital campus within the new hospital building structure, from MVHS. The capital cost of the construction for the MMRL is included as a separate sub-project on C.O.N. Schedule 3B.

- On-Campus Parking Garage – MVHS will work with the City of Utica (the "City") and the County of Oneida (the "County") to develop an on-campus parking garage that will serve the parking needs of MVHS and the downtown Utica general public. Through a Memorandum of Agreement (MOA), MVHS, the City and the County have agreed to collaborate on the development of a new, on-campus parking garage on the new hospital campus, as well as the refurbishment of another existing parking garage (the "Kennedy Garage") in close proximity to the new hospital campus. At this time, it is expected that MVHS will operate and maintain the on-campus parking garage. Please refer to the Schedule 9 Attachment for the MOA. The capital costs of the parking garage are not being included in this C.O.N. Application because they will be jointly paid for by Oneida County and the City of Utica.

In addition, MVHS expects to modify this C.O.N. Application in the future to include a Medical Office Building (MOB) on the new MVHS campus that will likely contain Article 28 services. As of

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the time of submission of this C.O.N. Application, MVHS had not yet decided what services would be placed within the MOB, so it is not being included in this initial C.O.N. submission.

Project Background

MVHS is the active parent and co-operator of both St. Luke's and St. Elizabeth. St. Luke's is a 370-bed, not-for-profit hospital located at 1656 Champlin Avenue, Utica (Oneida County), New York 13502. St. Elizabeth's is a 200-bed, not-for-profit hospital located at 2209 Genesee Street, Utica (Oneida County), New York 13501. The two (2) facilities are currently located 1.8 miles and six (6) minutes' travel time from one another.

The new hospital campus and merger will enable MVHS to consolidate two (2) existing acute care hospitals into one (1) consolidated location, will provide greater access to residents of the City of Utica, Oneida County and the region, and it will improve operational efficiency, patient satisfaction and safety for both patients and caregivers. In particular, the overall project will create a structured delivery system, and the clinical service line organization, increase service integration and coordinate the work of the hospitals and other community-based organizations. Furthermore, the implementation of the overall project will reduce gaps/inefficiencies in care coordination, aligns with payment reform and rebalances healthcare delivery through the reduction in the number of hospital beds as care is shifted from an inpatient care model to an outpatient care model focused on population health.

The proposed location of the project on 25 acres of land adjacent to the central business district of Utica will consolidate healthcare services for Oneida County in the most populated area of the County, which is a requirement of the $50M million grant provided by the NYSDOH under New York Public Health Law Section 2825-b. The additional benefits include the utilization and support of existing parking, retail, restaurants, hotels, small businesses and community events. The new hospital, which

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will be approximately 672,000 square feet in size, will also become a catalyst for ongoing and future development of the region.

In addition to improving the efficiency of staff workflow, the proposed consolidation of the two (2) existing acute care facilities will result in a decrease in the total number of inpatient beds from a combined 571 inpatient beds at two (2) campuses to a more efficient model with 174 fewer beds, representing a reduction of about 30%. This is achievable through having 95% private patient rooms, improved throughput metrics, reduced length of stay and a general reduction of utilization in the region, which reflects the national, State and local trends of a reduction in inpatient admissions and an increase in outpatient visits.

The new consolidated hospital was designed with the following goals in mind:

- 95% of all inpatient rooms will be private to ensure patient privacy, eliminate transfers, promote healing and provide space for families. Private patient rooms also provide greater protection to patients who are highly susceptible to infections and help prevent infections from spreading.
- Patient rooms will be equipped with accommodations for family members and visitors, including seating, Wi-Fi access and a television.
- Patients will have personal control over their room temperature, lighting and window blinds.
- Room design will enable standardization of care and improved efficiency and safety.
- Hospital-wide communication systems will allow for a quieter, more caturing environment.
- Critical supplies will be located adjacent to patient rooms to minimize time and travel distances when caring for patients.
- Department locations will be strategically located for maximum efficiency in patient transport and privacy.
- Ample and convenient parking will be constructed to serve various populations, such as patients, visitors, employees, medical staff, vendors and emergency vehicles.

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Because of the relocation and decertification of inpatient psychiatric beds through the overall project (please refer to **Appendix B**), the New York State Office of Mental Health (NYSOMH) will also be involved in the review of the overall project. On August 7, 2017, MVHS and its representatives met with representatives of the New York State Office of Mental Health (Mr. Keith McCarthy, Ms. Mirta Simone and Ms. Sue Knapik) to discuss the proposed plans for MVHS's new hospital campus. On October 6, 2017, MVHS and its representatives met with Mr. Udu Amamun of the New York State Department of Health and Mr. Keith McCarthy of the NYSOMH to again discuss its proposed plans.

Please refer to the **Schedule 6 Attachment** for architectural documentation for this project.

<u>Background and Evaluation of Public Need</u>

The affiliation of MVHS with St. Elizabeth's and St. Luke's, which occurred in 2014 (Project No. 132904), began a process of assessing the current operations of both hospitals and developing a plan to reduce/eliminate the duplication of clinical and building services. A number of services were consolidated to one (1) hospital location, which resulted in a reduction of operational costs, as well as improved patient experience and staffing efficiencies. However, other programs and services such as inpatient care, emergency services, diagnostic imaging and surgery remained at both campuses because they are needed to help operate a full service acute care facility. A significant number of support services including dietary, pharmacy, laboratory, administration, materials management, housekeeping, security, and engineering and maintenance staff – all needed to operate two (2) acute care facilities – are currently duplicated at the two (2) sites, less than one (1) miles apart.

Multiple facility options were analyzed, including: (1) maintaining both hospital sites; (2) consolidating one facility into the other facility based upon available land, feasibility with physician and hospital; and (3) consolidating both facilities on a brand new campus. Based upon its analysis, MVHS decided that the option of consolidating both facilities on a new campus would be the most effective option. First, it would give MVHS the opportunity to improve patient access to serve the

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County's largest population center, which includes the 4th largest refugee program in the United States. Second, consolidating all services to a single site would improve operational efficiency and maximize resources (including physicians and employees). Third, a new, consolidated site will enable MVHS to reduce infrastructure and energy cost/consumption for decades to come. The existing St. Elizabeth and St. Luke's facilities were constructed in 1917 and 1957. A single campus would reduce the overall building square footage from 928,000 square feet to approximately 672,000 square feet (a 28% decrease).

By consolidating the two (2) facilities to a new campus, MVHS can have nearly all private inpatient rooms, and it will be able to more appropriately segregate the outpatient and inpatient programs of care to meet the needs of population health management. Outpatient services adjacent to a new, integrated healthcare campus will provide a one-(1)-stop care environment for patients who need more specialized care, and a model of care delivery that is seamless and highly accessible.

Inpatient Utilization Statistics

Summary tables of the occupancy rates for St. Elizabeth's and St. Luke's (separately) between 2012 and YTD 2017 are as follows:

Table A. Occupancy Rate by Certified Bed Category at St. Elizabeth's, 2012-YTD 2017

	2012	2013	2014	2015	2016	YTD 2017*
Intensive Care	87.1%	86.5%	88.9%	86.8%	85.4%	83.9%
Medical/Surgical	84.4%	74.4%	76.4%	74.1%	72.9%	75.1%
Pediatric	11.1%	8.9%	12.7%	9.7%	7.5%	3.9%
Psychiatric	80.5%	74.5%	81.4%	85.8%	73.1%	78.8%
TOTAL	81.3%	73.6%	75.7%	74.2%	71.6%	72.9%

*Unless otherwise indicated, September 30, 2017
Source: Internal data from MVHS

Table B. Occupancy Rate by Certified Bed Category at St. Luke's, 2012-YTD 2017

	2012	2013	2014	2015	2016	YTD 2017*
Intensive Care/ Coronary Care(*)	76.4%	75.0%	83.9%	82.9%	79.6%	82.6%
Maternity	61.7%	58.0%	56.5%	56.9%	53.6%	52.4%
Medical/Surgical	58.6%	51.6%	49.6%	48.0%	42.6%	42.3%

Neonatal Continuing Intermediate Care[4,5]	43.8%	39.4%	41.6%	36.1%	40.4%	36.9%
Pediatric	33.5%	30.2%	29.7%	28.1%	31.5%	24.7%
Physical Medicine & Rehabilitation	51.6%	60.6%	57.1%	56.9%	52.3%	43.4%
Psychiatric	58.3%	60.8%	71.5%	68.1%	70.1%	65.3%
TOTAL	39.1%	54.3%	51.3%	51.9%	46.2%	47.4%

[3] Data source for inpatient utilization is Appendix II, Exhibit 2.

[4] Includes 22 certified Intermediate Care beds and eight (8) certified Coronary Care beds. 2016 Utilization statistics data for this exhibit.

[5] Includes four (4) certified Neonatal Continuing Care beds and twelve (12) certified Neonatal Intermediate Care beds. 2016 Utilization statistics data for this combined bed category.

Source: Lucera Associates, 2018

Through the overall project, MVHS will decertify 174 inpatient beds, including three (3) maternity beds, 153 medical surgical beds, four (4) neonatal continuing care beds, six (6) pediatric beds and six (6) psychiatric beds. Please refer to Appendix II for more detailed inpatient utilization statistics by certified bed category for both St. Elizabeth's and St. Luke's.

When the inpatient utilization of both St. Elizabeth's and St. Luke's is combined, the facilities have an overall occupancy rate of 56.4%. Please refer to these statistics in the following table:

Table C: Overall Occupancy Rate by Certified Bed Category at St. Luke's and St. Elizabeth's Combined Using 2016 Utilization Data – Current Bed Complement vs. Proposed Bed Complement

	Occupancy Rate	
	Current Bed Complement	Proposed Bed Complement
Intensive Care/Coronary Care	57.5%	87.8%
Maternity	53.6%	62.5%
Medical/Surgical	53.2%	82.2%
Neonatal Continuing/Intermediate Care	40.2%	61.2%
Pediatric	17.4%	23.9%
Physical Medicine & Rehabilitation	52.3%	52.7%
Psychiatric	71.5%	81.3%
TOTAL	56.4%	81.1%

Upon the implementation of the overall project, which removes 174 inpatient beds from the overall healthcare system, the two (2) facilities of MVHS would have a combined, overall occupancy rate of 81.1% when using 2016 utilization statistics, which is more in line with norms for hospital occupancy in the 21st century and the needs of the hospital.

through the overall project. MVHS will decertify six (6) inpatient psychiatric beds (i.e., from 50 to 44 beds). Not only is this decertification supported by the historical occupancy rates for inpatient psychiatric beds noted in Table C above, it is also supported by the following statistics:

- Although the number of patient days for inpatient psychiatric patients at the two (2) combined MVHS facilities increased from 2012 to its peak in 2015, it has decreased considerably since 2015. Based upon 2017 data through September 30, 2017, the occupancy rate of the 50 inpatient psychiatric beds was 69.6% (down from the peak occupancy rate of 81.8% in 2015), meaning that about 15 beds remained unused, on average, during this time in 2017.

- A large and growing percentage of inpatient psychiatric cases are originating from outside of Oneida and Herkimer Counties, which means that residents are likely bypassing other inpatient psychiatric units that are closer to home for many residents. These statistics are as follows:

Table D: Number and Percentage of MVHS Inpatient Psychiatric Discharges from Oneida/Herkimer Counties vs. All Other Counties, 2012-YTD 2017

	2012	2013	2014	2015	2016	YTD 2017*
Oneida/Herkimer Counties	1,812	1,707	1,728	1,803	1,764	1,113
All Other Counties	327	460	548	611	540	471
TOTAL	2,139	2,167	2,276	2,414	2,304	1,584
Oneida/Herkimer Counties	84.7%	78.8%	75.9%	74.7%	76.6%	69.2%
All Other Counties	15.3%	21.2%	24.1%	25.3%	23.4%	30.8%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: MVHS Policy Data System

In 2012, only 15.3% of the inpatient psychiatric cases at MVHS were from persons residing outside of Oneida and Herkimer Counties. By 2017 (using data through September 30, 2017), 30.8% of the inpatient psychiatric cases at MVHS were from patients residing outside of Oneida and Herkimer Counties. Based upon a review of inpatient psychiatric bed projects within the "Central New York" and the "Northeast" areas of New York State on NYSHEALTH (which includes Oneida and Herkimer Counties, as well as the surrounding regions), since 2011, the only

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inpatient psychiatric project that was implemented was the addition of one (1) psychiatric bed at Rome Memorial Hospital (Oneida County), which went from 11 beds to 12 beds through Project No. 1921401. The fact that no psychiatric beds were decertified means that many of the patients who travel from outside of Oneida or Herkimer Counties to receive inpatient psychiatric care at MVHS can likely be served on inpatient psychiatric units located closer to their homes. Nevertheless, it is clear that they are attracted to MVHS facilities for various reasons, one of which is likely the high quality of care provided at its facilities.

- MVHS expects to continue to experience a decrease in its inpatient psychiatric utilization, largely due to the transition of care from the inpatient realm to the outpatient realm, and from the expanded use of front-line outpatient behavioral health services. To this end, MVHS and its two (2) hospital facilities operate numerous extension clinics throughout Utica and the surrounding region that provide outpatient behavioral health services. Furthermore, as indicated below in the section entitled "Alignment with DSRIP", MVHS is continuing to work with its partners through the DSRIP program to integrate behavioral health services into the primary care setting.

Traditionally Underserved Demographic Characteristics

The primary service area (PSA) for this project is comprised of Oneida County. This county contains the two (2) main hospitals (St. Elizabeth's and St. Luke's), as well as many of their extension clinics. Oneida County is located in Central New York and had a population of 231,198 in 2016.[5] The two (2) largest cities in Oneida County are Utica (with a 2015 population of 61,628 (most recent data available)) and Rome (with a 2015 population of about 32,016 (most recent data available)). MVHS's patients generally come from 45 towns and villages covering 1,257 square miles surrounding the facilities. Approximately two-thirds (67%) of the County's population resides in urban/suburban areas, while the remaining one-third (33%) resides in rural areas.

[5] U.S. Census Bureau, American FactFinder, https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml. Accessed on October 18, 2017.

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With nearly 18.0% of the population 65 years and older, Oneida County had a median age of 41.1 in 2016.[6] Furthermore, in 2016, the race/ethnicity of Oneida County was broken down as follows: Hispanic (5.5%), non-Hispanic White (8.2%), non-Hispanic African-American (5.2%), non-Hispanic Asian (4.2%), non-Hispanic other minorities (2.9%).[7] Furthermore, 17.1% of the population is living at or below the Federal Poverty Level (FPL), demonstrating the high poverty that exists in the region. In the City of Utica, 32.2% of the population is living at or below the FPL.[8]

Oneida County is the home to one of the largest refugee resettlement agencies in the country, Mohawk Valley Resource Center for Refugees (MVRCR). Since the 1980s, MVRCR has resettled more than 15,000 individuals in Utica, with ethnicities and nationalities including Vietnamese, Russian, Bosnian, Somali (Bantu), Burmese and Nepali. Importantly, foreign-born residents constitute 18.9% of the Utica population in 2016. Furthermore, about 27.7% of Utica residents aged five (5) and older spoke a language other than English in 2016.[9]

The new hospital campus in downtown Utica will improve access for all area residents, including this large refugee population. MVRS currently spends more than $500,000 annually to provide language assistance associated with its healthcare services. In particular, the Hospital employs four (4) program specialists/interpreters and 22 per-diem interpreters, and it works with outside agencies to cover 30 different languages and dialects. Lastly, within the rural areas of Oneida County, there are also growing numbers of Amish and Mennonite residents.

PQI Statistics and Poor Health Outcomes

Relative to the PQI measures of the New York State Department of Health, geographic areas that need improved access to care in Oneida County include Utica, Rome and Waterville. These areas have total PQI rates that are up to 170% greater than expected.[10] Please refer to Appendix V for

[6] Ibid
[7] Ibid
[8] Ibid
[9] Ibid
[10] https://apps.health.ny.gov/statistics/prevention/quality_indicators/asc.map

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documentation of these statistics

Residents of Oneida County also experience poor health outcomes for a number of conditions, including cardiovascular disease, diseases of the heart, coronary heart disease, acute myocardial infarction (heart attack), congestive heart failure, cerebrovascular disease (stroke), hypertension, chronic kidney disease, diabetes, chronic lower respiratory disease, asthma and cancer. Please refer to Appendix VI for documentation of these statistics.

Alignment with DSRIP

MVHS is actively involved in the New York State Delivery System Reform Incentive Payment (DSRIP) program, and this proposed project aligns with the goals and system transformation work being done through the program. The overall project supports the development of an integrated delivery system that reduces excess capacity, eliminates the duplication of services and focuses on patient-centered care while improving patient outcomes and reducing costs. The operational enhancements gained through the new hospital, in concert with DSRIP project implementation, will enhance care coordination and allow resources to be repurposed to better support outpatient models of care and to implement a population health approach for Oneida County.

St. Luke's is a corporate member of the Central New York Care Collaborative (CNYCC) Performing Provider System (PPS), and both St. Luke's and St. Elizabeth's serve as safety net partners within the PPS. The primary goal of DSRIP is to fundamentally transform the healthcare delivery system and reduce avoidable hospital use by 25%. Avoidable hospital use encompasses not only avoidable hospital readmissions, but also inpatient admissions that could have been avoided if the patient had received proper preventive care. MVHS's DSRIP project work is aimed at reducing Potentially Preventable Emergency Room Visits (PPVs), Potentially Preventable Readmissions (PPRs) and improving Prevention Quality Indicators for adults and pediatrics (PQIs and PDIs, respectively). In addition, MVHS is implementing evidence-based strategies for disease management in high

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risk-stratified populations; aimed to improve the management of cardiovascular disease and its associated risk factors. The project addresses blood pressure control, cholesterol management, tobacco cessation, and prevention efforts for stroke and cardiovascular disease.

MVHS is working toward achieving these objectives through the implementation of 11 DSRIP projects designed to support system transformation, clinical improvement and population health. The proposed new hospital project provides the physical infrastructure that removes many of the barriers and challenges currently impeding improvements in these measures. The overall project aligns with DSRIP objectives because it allows for enhanced access to high quality primary care, reduced care gaps and inefficiencies and alignment with payment reform focused on outcomes and population health management. Specific DSRIP performance measures aligned with the project are as follows:

- Increasing the number of practices with NCQA Level 3 Patient-Centered Medical Home (PCMH) recognition: Implementation of DSRIP Project 2.a.i. Create an Integrated Delivery System that supports the County patients receiving the right care at the right time and in the right setting. This involves enhancements to primary care, communication and access to health information. MVHS is working with CNYCC to implement a population health management system as a tool for improving communication, efficiency and closing gaps in care for County residents.

- Reducing ED visits for ambulatory sensitive conditions: Implementation of DSRIP Project 2.b.iii – Emergency Department Care Triage for At-Risk Populations provides for a patient navigation program in the proposed Emergency Department to coach patients regarding appropriate ED utilization, address social needs and connect with primary care.

- Reducing hospital admissions for super-utilizers: Implementation of DSRIP Project 2.b.iv – Care Transitions Intervention Model to Reduce 30 Day Readmissions. A key element of this project involves enhancements to care planning and coordination among the healthcare team for those patients most at risk for readmission.

- Integration of behavioral health into the primary care setting: Implementation of DSRIP Project 2.a.i – Integration of Primary Care and Behavioral Health Services addresses a behavioral health network and improves access to behavioral health services for the County.

- Increasing referrals to Health Home: Implementation of DSRIP Project 2.a.ii – DSRIP Care Management will enhance care coordination and management, supporting appropriate utilization of healthcare services.

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Background of Mohawk Valley Health System

Mohawk Valley Health System (MVHS) is an integrated delivery system of Faxton-St. Luke's Healthcare and St. Elizabeth Medical Center. MVHS is the active parent and co-operator of St. Luke's and St. Elizabeth's. St. Elizabeth Medical Center is a Catholic hospital, co-sponsored by the Sisters of St. Francis of the Neumann Communities. The Sisters of Francis reserve power related to the mission of St. Elizabeth only. St. Luke's is a secular hospital, and the new proposed hospital that will result from the implementation of this CON Application will also be a secular hospital.

MVHS is also the active parent and co-operator of Mohawk Valley Home Care, LLC, Senior Network Health, LLC, St. Luke's Home Residential Healthcare Facility, Inc., and the Visiting Nurse Association of Utica and Oneida County, Inc. These entities will not be affected by this hospital campus consolidation project.

In 1957, SLMHC opened at its current location in New Hartford. Furthermore, in 1992, the Board of Directors of both Faxton and SLMHC affiliated, forming the Mohawk Valley Network. Between 1998 and 2000, a single management team formed and Faxton St. Luke's Healthcare formed. In 2000, Faxton Hospital (Faxton) and St. Luke's-Memorial Hospital Center (SLMHC) merged to form Faxton St. Luke's Healthcare. In 2002, all inpatient services consolidated at the St. Luke's campus, and all outpatient services were consolidated to the Faxton campus. The St. Elizabeth's and St. Luke's affiliation began in December 2011, and in March 2014, the Public Health and Health Planning Council approved the active parent and co-operator status for MVHS.

Program Management

MVHS conducts a program of service to meet an underserved population, and an operating philosophy that embodies the principle that comprehensive, coordinated, high-quality care is the right of every person, regardless of age, sex, sexual orientation, race, creed, religion, disability, source of

payment or any other personal characteristic. Services provided through the overall project will be sensitive to the needs of the population and responsive to the desires of the Hospital's patients.

The general operations of the consolidated hospital will adhere to the standards required under 10 NYCRR. MVHS's standards of patient care emphasize accuracy and timeliness of diagnosis and referral to appropriate medical practitioners. All existing policies and procedures in place at the two (2) hospitals will be incorporated into the operation of the consolidated hospital, which will be operated under the same high standards of care currently in practice at the hospitals.

All administrative aspects of the consolidated hospitals will be directed by an individual who is qualified for such duties by education and experience. The Quality Assurance (QA) Program associated with the consolidated hospitals will be administered by the Chief Quality Officer, Eric Voss, M.D., F.C.C.P., and the appropriate Medical Director for the services, with the overall oversight from the Chief Medical Officer of MVHS, Michael F. Trevisani, M.D., M.B.A., C.P.E., F.A.S.C.R.S., F.A.C.H.E. Please refer to **Appendix VII** for the curriculum vitae of Dr. Trevisani. The QA Program and operational protocols will be followed for the consolidated hospitals. The QA Program ensures that patients receive the highest level of quality. There are continuing education activities to provide staff with the opportunity to learn the newest technology, techniques and protocols in the provision of services at the Hospital.

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APPENDIX J

MOHAWK VALLEY HEALTH SYSTEM

MAP OF SITE AND PROPOSED HOSPITAL CAMPUS

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Mohawk Valley Health System

Map of the City of Utica and the Proposed Land Area for New Hospital Campus



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Mohawk Valley Health System

Proposed Land Area for New Hospital Campus



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APPENDIX II

MOHAWK VALLEY HEALTH SYSTEM

INPATIENT BED COMPLEMENT ANALYSIS

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INPATIENT UTILIZATION STATISTICS – ST. ELIZABETH AND ST. LUKE'S

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OVERALL TRANSITION PLAN – ST. LUKE'S

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OVERALL TRANSITION PLAN – ST. ELIZABETH

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MOHAWK VALLEY HEALTH SYSTEM

INPATIENT BED COMPLEMENT ANALYSIS

The following tables show the current and proposed number of certified inpatient beds at the current St. Elizabeth Medical Center (St. Elizabeth), the current Proctor-St. Luke's Healthcare St. Luke's Division (St. Luke's) and the new hospital campus. The post-implementation period represents the time after the new hospital campus and merger projects are complete.

Table A. Inpatient Bed Complement at Current St. Elizabeth Campus, Pre- and Post-Implementation

	St. Elizabeth (Before)	Change	St. Elizabeth* (After)
Intensive Care	20	-20	0
Medical/Surgical	149	-149	0
Pediatric	8	-8	0
Psychiatric	31	-31	0
TOTAL	208	-208	0

Table B. Inpatient Bed Complement at Current St. Luke's Campus, Pre- and Post-Implementation

	St. Luke's (Before)	Change	St. Luke's (After)
Coronary Care	8	-8	0
Intensive Care	22	-22	0
Maternity	26	-26	0
Medical/Surgical	238	-238	0
Neonatal Continuing Care	2	-1	0
Neonatal Intermediate Care	8	-8	0
Pediatric	14	-14	0
Physical Medicine and Rehabilitation	24	0	24**
Psychiatric	26	-26	0
TOTAL	370	-346	24**

Table C. Inpatient Bed Complement at St. Elizabeth/St. Luke's (Combined) and New Site

	Combined (Before)	Change	St. Luke's (After)	New Site (After)
Coronary Care	8	0	0	8
Intensive Care	42	0	0	42
Maternity	26	-3	0	23***
Medical/Surgical	387	-135	0	252
Neonatal Continuing Care	4	-4	0	0
Neonatal Intermediate Care	8	0	0	8
Pediatric	22	-6	0	16
Physical Medicine and Rehabilitation	24	0	24	0
Psychiatric	70	-4	0	66
TOTAL	578	-154	24	393

* The current St. Elizabeth campus will become an outpatient extension clinic of the new hospital campus, which will be called the "St. Elizabeth Campus".

** All 24 physical medicine and rehabilitation beds will remain at the St. Luke's campus in the same location (i.e., within the same building that houses St. Luke's Home, the 202-bed residential health care facility operated by MVHS/L and with no construction necessary).

*** Represents the 21 post-partum and two (2) antepartum acute care rooms. Excludes labor and delivery rooms.

Note: Mohawk Valley Heart Institute currently has separate operating certificate and PFI numbers (Operating Certificate #[illegible]; PFI #[illegible]). MVHS will work with the NYSDOH to determine how to handle the services offered through the Mohawk Valley Heart Institute, and if this entity can be eliminated.

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St. Elizabeth Medical Center

Inpatient Utilization Statistics

Certified beds

	Number
Intensive Care	20
Medical/Surgical	149
Pediatrics	4
Psychiatric	24
TOTAL	208

	2012	2013	2014	2015	2016	YTD 2017*
Days in Year	366	365	365	365	366	273

Patient days

	2012	2013	2014	2015	2016	YTD 2017*
Intensive Care	6,570	6,132	6,938	6,778	6,948	4,582
Medical/Surgical	46,047	45,134	41,647	40,293	39,251	30,554
Pediatric	704	714	671	783	701	525
Psychiatric	7,991	8,375	7,164	7,512	6,417	4,972
TOTAL	59,812	59,345	56,520	54,926	53,893	39,633

Discharges

	2012	2013	2014	2015	2016	YTD 2017*
Intensive Care	1,601	1,545	1,547	1,484	1,532	1,077
Medical/Surgical	9,776	9,866	8,515	8,720	8,043	6,479
Pediatric	1,134	998	1,153	1,135	1,131	829
Psychiatric	1,131	1,013	1,041	1,015	1,019	752
TOTAL	11,643	10,527	10,209	10,832	10,925	7,852

ALOS

	2012	2013	2014	2015	2016	YTD 2017*
Intensive Care	10.6	11.6	11.9	10.1	11.3	11.8
Medical/Surgical	4.7	4.6	4.9	4.6	4.6	4.7
Pediatric	2.3	2.4	2.4	2.4	2.4	2.4
Psychiatric	5.2	5.4	4.8	4.8	5.2	5.1
TOTAL	5.1	5.1	5.4	5.1	5.1	5.1

Occupancy Rate

	2012	2013	2014	2015	2016	YTD 2017*
Intensive Care	87.33%	86.5%	88.2%	86.8%	85.4%	81.9%
Medical/Surgical	84.49%	74.6%	79.4%	74.1%	73.2%	77.1%
Pediatric	31.3%	8.0%	32.7%	9.3%	7.5%	9.5%
Psychiatric	84.5%	76.7%	81.3%	85.5%	77.1%	72.8%
TOTAL	81.5%	78.0%	75.7%	74.2%	71.6%	72.5%

* Does not include information through September 30, 2017.

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TRANSITION PLAN

FAXTON-ST. LUKE'S HEALTHCARE ST. LUKE'S DIVISION

Purpose:
To ensure the smooth transition of inpatient and outpatient services of Faxton-St. Luke's Healthcare St. Luke's Division (St. Luke's) from their current location at 1656 Champlin Avenue, Utica (Oneida County), New York 13502 to a new hospital campus on a 25-acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Ordinary Street West, and Columbia Street. Faxton-St. Luke's Hospital (FSLH) / Mohawk Valley Health System (MVHS), the New York State Department of Health (NYSDOH) and the New York State Office of Mental Health (NYSOMH) will work collaboratively during the transition process.

Anticipated Date of Transition
The date of transition to the new hospital campus is anticipated to be on or about June 1, 2022 and is dependent on Mohawk Valley Health System receiving all necessary approvals from NYSDOH and NYSOMH for it to construct a new hospital campus in Utica, New York. Furthermore, this date is based upon the timing of the actual construction of the new hospital campus.

Proposed Schedule for Phasing of Transition
Based on the construction timing for the project, FSLH/MVHS will work to identify patients who can appropriately be discharged to community care from the inpatient unit on the existing FSLH campus, to lessen the number of patients who need to be transferred to the new hospital campus on the actual date of transition.

Notification
Once the C.O.N. Application to construct the new hospital campus is approved by the NYSDOH and the NYSOMH, and the construction of the new facility is nearing its end, FSLH/MVHS will begin to provide notice to all constituent populations, including staff, providers, patients and elected officials, that the transition of the services to the new hospital campus will be occurring with an anticipated date on or about June 1, 2022. Signage will also be placed in prominent locations at FSLH, notifying people of the pending transition and providing them with a contact number.

Maintenance, Storage and Retrieval of Records, including Medical Records
There will be no change to the maintenance of records, including medical records, of patients. All records will continue to be maintained by Mohawk Valley Health System in compliance with State and Federal statutes. Patients will be advised on how to obtain copies of their medical record from the Health Information Management Department at FSLH/MVHS.

Proposed Disposal of Medications, Biologicals, Chemicals and Medical Supplies
Unused medical supplies will be brought to the new hospital campus.

Disposition of Equipment
A number of pieces of equipment from the existing FSLH campus will be used, as appropriate, at the new hospital campus. Equipment that is beyond its useful life will be disposed of according to policy.

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Link to Alternative Programs

FSLH is part of the larger behavioral health service delivery system in and around Oneida County, which includes other inpatient providers and outpatient, community-based organizations that provide healthcare services to the residents of the service area. Hospital staff, which is knowledgeable of these programs/providers and how to access them, will refer to and provide linkages to such programs/providers as:

General Hospitals

- New Hospital Campus of MVHS
- Cobleskill Regional Hospital
- Community Memorial Hospital
- Crouse Hospital
- Crouse Hospital – Commonwealth Division
- Foxton-St. Luke's Healthcare St. Luke's Division (remaining 24-bed PM&R)
- Little Falls Hospital
- Mary Imogene Bassett Hospital
- Nathan Littauer Hospital
- Oneida Healthcare
- Rome Memorial Hospital
- St. Joseph's Hospital Health Center
- St. Mary's Healthcare
- University Hospital SUNY Health Science Center
- Upstate University Hospital at Community General

Inpatient Psychiatric Units and Outpatient Psychiatric Programs

- New Hospital Campus of MVHS
- Mohawk Valley Psychiatric Center
- Rome Memorial Hospital
- Cath Char RC Dio/Syr, NY, Inc-Oneida/Madison
- Center for Family Life and Recovery, Inc.
- Central New York Psychiatric Center
- Central New York Services, Inc.
- House of the Good Shepherd
- Human Technologies Corporation
- NYS ARC Oneida-Lewis County Chapter
- Oneida County Department of Mental Health
- Rescue Mission of Utica, Inc.
- Resource Center for Independent Living
- The Neighborhood Center, Inc.
- Upstate Cerebral Palsy, Inc.

As it has done successfully in the past, FSLH/MVHS will continue to work with these entities in order to ensure that patients receive needed healthcare services. This includes making sure that alternative programs have agreed to accept the referral, that the patient has appropriate transportation, and that follow-up occurs to confirm recipient linkage to the programs.

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TRANSITION PLAN

ST. ELIZABETH MEDICAL CENTER

Purpose

To ensure the smooth transition of inpatient and outpatient services of St. Elizabeth Medical Center (SEMC) from their current location at 2209 Genesee Street, Utica (Oneida County), New York 13501 to a new hospital campus on a 25-acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Oriskany Street West, and Columbia Street. St. Elizabeth Medical Center / Mohawk Valley Health System (MVHS), the New York State Department of Health (NYSDOH) and the New York State Office of Mental Health (NYSOMH) will work collaboratively during the transition process.

Anticipated Date of Transition

The date of transition to the new hospital campus is anticipated to be on or about June 1, 2022 and is dependent on Mohawk Valley Health System receiving all necessary approvals from NYSDOH and NYSOMH for it to construct a new hospital campus in Utica, New York. Furthermore, this date is based upon the timing of the actual construction of the new hospital campus.

Proposed Schedule for Phasing of Transition

Based on the construction timing for the project, SEMC/MVHS will work to identify patients who can appropriately be discharged to community care from the inpatient unit on the existing SEMC campus, to lessen the number of patients who need to be transferred to the new hospital campus on the actual date of transition.

Notifications

Once the CON Application to construct the new hospital campus is approved by the NYSDOH and the NYSOMH, and the construction of the new facility is nearing its end, SEMC/MVHS will begin to provide notice to all constituent populations, including staff, providers, patients and elected officials, that the transition of the services to the new hospital campus will be occurring with an anticipated date on or about June 1, 2022. Signage will also be placed in prominent locations at SEMC, notifying people of the pending transition and providing them with a contact number.

Maintenance, Storage and Retrieval of Records, including Medical Records

There will be no change to the maintenance of records, including medical records, of patients. All records will continue to be maintained by Mohawk Valley Health System in compliance with State and Federal statutes. Patients will be advised on how to obtain copies of their medical record from the Health Information Management Department at SEMC/MVHS.

Proposed Disposal of Medications, Biologicals, Chemicals and Medical Supplies

Unused medical supplies will be brought to the new hospital campus.

Disposition of Equipment

A number of pieces of equipment from the existing SEMC campus will be used, as appropriate, at the new hospital campus. Equipment that is beyond its useful life will be disposed of according to policy.

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Link to Alternative Programs

SEMC is part of the larger behavioral health service delivery system in and around Oneida County, which includes other inpatient providers and outpatient community-based organizations that provide healthcare services to the residents of the service area. Hospital staff, which is knowledgeable of these programs/providers and how to access them, will refer to and provide linkages to such programs/providers as:

Crisis/ER Hospitals

- New Hospital Campus of MVHS
- Cobleskill Regional Hospital
- Community Memorial Hospital
- Crouse Hospital
- Crouse Hospital – Commonwealth Division
- Faxton-St. Luke's Healthcare St. Luke's Division (remaining 24-bed PPMCR)
- Little Falls Hospital
- Mary Imogene Bassett Hospital
- Nathan Littauer Hospital
- Oneida Healthcare
- Rome Memorial Hospital
- St. Joseph's Hospital Health Center
- St. Mary's Healthcare
- University Hospital SUNY Health Science Center
- Upstate University Hospital at Community General

Inpatient Psychiatric Units and Outpatient Psychiatric Programs

- New Hospital Campus of MVHS
- Mohawk Valley Psychiatric Center
- Rome Memorial Hospital
- Cath Char RC Diocese, NY, Inc-Oneida-Madison
- Center for Family Life and Recovery, Inc.
- Central New York Psychiatric Center
- Central New York Services, Inc.
- House of the Good Shepherd
- Human Technologies Corporation
- NYS ARC Oneida-Lewis County Chapter
- Oneida County Department of Mental Health
- Respite Mission of Utica, Inc.
- Resource Center for Independent Living
- The Neighborhood Center, Inc.
- Upstate Cerebral Palsy, Inc.

As it has done successfully in the past, SEMC/MVHS will continue to work with these entities in order to ensure that patients receive needed healthcare services. This includes making sure that alternative programs have agreed to accept the referral, that the patient has appropriate transportation, and that follow-up occurs to confirm successful linkage to the programs.

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APPENDIX III

MOHAWK VALLEY HEALTH SYSTEM

ANALYSIS OF CERTIFIED SERVICES

AND

ANALYSIS OF PROGRAMS/SERVICES

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MOHAWK VALLEY HEALTH SYSTEM

ANALYSIS OF CERTIFIED SERVICES (HOSPITAL CAMPUSES)

The tables below include the list of certified services at St. Elizabeth Medical Center, Fuxon-St. Luke's Healthcare St. Luke's Division, Mohawk Valley Heart Institute and the New Hospital Campus, separately, before and after the implementation of the overall project. The "proposed" period represents the time after the new hospital campus and merger projects are complete.

Table A. Certified Services at St. Elizabeth Medical Center

	Current (Hospital Campus) 2209 Genesee Street Utica, NY 13501	Proposed* (Extension Clinic) 2209 Genesee Street Utica, NY 13501
Ambulatory Surgery – Multi-Specialty	X	
Cardiac Catheterization – Adult Diagnostic	X	
Cardiac Catheterization – EP	X	
Cardiac Catheterization – PCI	X	
Cardiac Surgery – Adult	X	
Clinic Part-Time Services	X	
Dental OP		
Emergency Department	X	
Lithotripsy		
Medical Services – Other Medical Specialties		X
Medical Services – Primary Care	X	X
Renal Dialysis – Acute	X	

* Once the new hospital campus is complete and services from the St. Elizabeth campus move to the new site, the former St. Elizabeth campus will become an outpatient extension clinic. Please refer to the section of the Project Narrative entitled "Impact on Operating Certificate" for documentation of services to be provided at the extension clinic site.

Table B. Certified Services at Fuxon-St. Luke's Healthcare St. Luke's Division

	Current (Hospital Campus) 1656 Champlin Ave. Utica NY 13502	Proposed* (Hospital Campus) 1656 Champlin Ave. Utica NY 13502
Ambulatory Surgery – Multi-Specialty	X	
Cardiac Catheterization – Adult Diagnostic		
Cardiac Catheterization – EP		
Cardiac Catheterization – PCI		
Cardiac Surgery – Adult		
Clinic Part Time Services	X	
Dental OP	X	
Emergency Department	X	
Lithotripsy	X	
Medical Services – Other Medical Specialties		X
Medical Services – Primary Care	X	X
Renal Dialysis – Acute	X	

* Once the new hospital campus is complete and services from the St. Luke's Campus move to the new site, the St. Luke's campus will retain 24 BH&R beds, along with some outpatient services. Please refer to the section of the Project Narrative entitled "Impact on Operating Certificate" for documentation of services to be provided at this site.

Table C. Certified Services at Mohawk Valley Heart Institute

	Current (Hospital Campus) 2209 Genesee Street Utica, NY 13501	Proposed* (Hospital Campus)
Ambulatory Surgery – Multi-Specialty		
Cardiac Catheterization – Adult Diagnostic	X	All Services
Cardiac Catheterization – EP		Will Move To
Cardiac Catheterization – PCI	X	New Hospital
Cardiac Surgery – Adult	X	Campus
Clinic Part-Time Services		
Dental OP		
Emergency Department		
Lithotripsy		
Medical Services – Other Medical Specialties		
Medical Services – Primary Care		
Renal Dialysis – Acute		

* Once the new hospital campus is complete and services from the Mohawk Valley Heart Institute move to the new site, the address of the Mohawk Valley Heart Institute will change to the address of the new hospital campus.

Table D. Certified Services at the New Hospital Campus

	Current	Proposed (Hospital Campus) Address Is To Be Determined
Ambulatory Surgery – Multi-Specialty		X
Cardiac Catheterization – Adult Diagnostic		X
Cardiac Catheterization – EP	Does	X
Cardiac Catheterization – PCI	Not	X
Cardiac Surgery – Adult	Exist	X
Clinic Part-Time Services		X
Dental OP		X
Emergency Department		X
Lithotripsy		X
Medical Services – Other Medical Specialties		X
Medical Services – Primary Care		X
Renal Dialysis – Acute		X

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MOHAWK VALLEY HEALTH SYSTEM

ANALYSIS OF SERVICES

	CURRENT LOCATION			PROPOSED LOCATION			
	ST. LUKE'S	ST. EL 2	EXT. CLINICS	NEW HOSP	ST. LUKE'S	FORMER ST. ELIZ.	EXT. CLINICS
INPATIENT BEDS							
GENERAL MED SURG	X	X		X			
ORTHOPEDICS		X		X			
SPECIAL CARE	X	X		X			
PROGRESSIVE CARE UNIT	X	X		X			
INTENSIVE CARE UNIT	X	X		X			
CORONARY CARE	X	X		X			
CARDIOVASCULAR ICU		X		X			
PEDIATRIC	X	X		X			
PSYCHIATRIC	X	X		X			
MATERNITY	X			X			
NEONATAL CONTINUING CARE	X			X			
PERINATAL INTERMEDIATE CARE	X			X			
PHYSICAL MEDICINE AND REHABILITATION	X				X		
SURGICAL SERVICES							
OPERATING ROOM CASES	X	X	X	X			X
ENDOSCOPY VISITS	X	X	X	X			X
LITHOTRIPSY	X		X	X			X
AMBULATORY SURGERY	X	X	X	X			X
BARIATRIC SURGERY	X			X			
EMERGENCY SERVICES							
EMERGENCY ROOM	X	X		X			
URGENT CARE			X				X

	CURRENT LOCATION			PROPOSED LOCATION			
	ST. LUKES	ST. ELIZ.	EXT. CLINICS	NEW HOSP	ST. LUKES	FORMER ST. ELIZ.	EXT. CLINICS
IMAGING SERVICES							
DIAGNOSTIC RADIOLOGY PROCEDURES	X	X	X	X			X
ULTRASOUND PROCEDURES	X	X	X	X			X
INTERVENTIONAL PROCEDURES	X			X			
MAMMOGRAPHY PROCEDURES			X	X			X
CAT SCAN PROCEDURES	X	X	X	X			X
PERIPHERAL ANGIOGRAPHY	X	X		X			
NUCLEAR MEDICINE DIAGNOSTIC	X	X		X			
PET SCAN PROCEDURES			X				X
REHAB PROCEDURES							
PHYSICAL THERAPY	X	X	X	X			X
OCCUPATIONAL THERAPY OCU	X	X	X	X			X
SPEECH THERAPY OCU		X	X	X			X
AUDIOLOGY			X				X
NEUROPSYCHOLOGY			X				X
SPORTS MEDICINE			X				X
CARDIAC SERVICES							
CARDIOTHORACIC CR		X		X			
TAVR		X		X			
CATHETERIZATIONS	X	X		X			
ANGIOPLASTIES	X	X		X			
NON-INVASIVE CARDIOLOGY	X	X		X			
ELECTROPHYSIOLOGY PROCEDURES		X		X			
EKG STUDIES	X	X	X	X			X
CARDIAC REHAB			X				X
CARDIAC TESTING	X	X		X			
DIALYSIS SERVICES							
INPATIENT DIALYSIS	X	X		X			
OUTPATIENT DIALYSIS			X				X
PERITONEAL			X				X

	CURRENT LOCATION			PROPOSED LOCATION			
	ST. LUKE'S	ST. LUKE'S	EXT. CLINICS	NEW HOSP	ST. LUKE'S	DOWNTOWN ST. LUKE'S	EXT. CLINICS
HOME HEALTH			X				X
RADIATION SERVICES							
RADIATION TREATMENTS			X				X
INFUSION TREATMENTS			X	X			X
RESPIRATORY SERVICES							
RESPIRATORY PROCEDURES	X	X	X	X			X
NEUROSURGERY SERVICES							
EEG PROCEDURES	X	X		X			
PHARMACY SERVICES							
DIRECT DISPENSING	X	X	X	X			X
LAB SERVICES							
PATHOLOGY	X	X		X			
HOSPITAL LAB SERVICES	X	X		X			
CLINICAL LAB SERVICES			X		X	X	X
CLINIC SERVICES							
DIABETES CLINIC			X		X		X
PEDIATRIC CLINIC			X				X
DR. ROBERT VINCENT FAMILY MED CTR			X				X
MCHAWK PRACTICE			X				X
SOUTH UTICA			X				X
EAST UTICA			X				X
TOWN OF WEBB			X				X
ADIRONDACK NEUROSURGERY			X				X
LITTLE FALLS			X				X
NEW HARTFORD			X				X
CROSS OFFICE			X				X
BARNEVELD			X				X

	CURRENT LOCATION			PROPOSED LOCATION			
	ST. LUKE'S	ST. ELIZ.	EXT. CLINICS	NEW HOSP	ST. LUKE'S	FORMER ST. E. Z.	EXT. CLINICS
BOONVILLE			X				X
MOHAWK VALLEY			X				X
NEW HARTFORD			X				X
NORTH UTICA- TRENTON RD			X				X
NORTH UTICA- RIVERSIDE DR			X				X
WASHINGTON MILLS			X				X
WATERVILLE			X				X
WHITESBORO			X				X
CLINTON			X				X
SAUQUOIT			X				X
WATERVILLE			X				X
OB CENTER			X				X
DENTAL CENTER			X				X
PRIMARY CARE	X	X	X	X	X	X	X
MVHS SURGEON VISITS							
GENERAL SURGEON	X				X		
GASTRO INTESTINAL SURGEON	X				X		
VASCULAR SURGEON	X		X		X		X
BREAST CARE SURGEON	X				X		
ORTHOPEDIC SURGEON			X				X
MVHS SURGEON FACTION			X				X
CARDIOTHORACIC SURGEON		X				X	
INTENSIVISTS	X				X		
PULMONARY	X		X		X		X
NEUROENDOVASCULAR	X				X		
OTHER SERVICES							
SLEEP CENTER STUDIES		X				X	
EYE LASER CLINIC			X	X			X
OSTOMY THERAPY		X		X			
PODIATRY	X			X			
WOUND MANAGEMENT	X		X	X			X

	CURRENT LOCATION			PROPOSED LOCATION			
	ST. LUKE'S	[illegible]	EXT. CLINICS	NEW HOSP	ST. LUKE'S	FORMER ST. ELIZ	EXT. CLINICS
NON-CLINICAL SERVICES							
NUTRITIONAL COUNSELING - PARTICIPANTS	X	X	X	X			X
MEDICAL SOCIAL SERVICES	X	X		X			
PALLIATIVE CARE - CONSULTS			X				X
CANCER PROGRAM - PATIENTS			X				X
BREAST PROGRAM/SITE			X				X
DIABETES PROGRAM - PROCEDURES			X				X

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APPENDIX IV

MOHAWK VALLEY HEALTH SYSTEM

DESIGNATION OF EXTENSION CLINIC SITES

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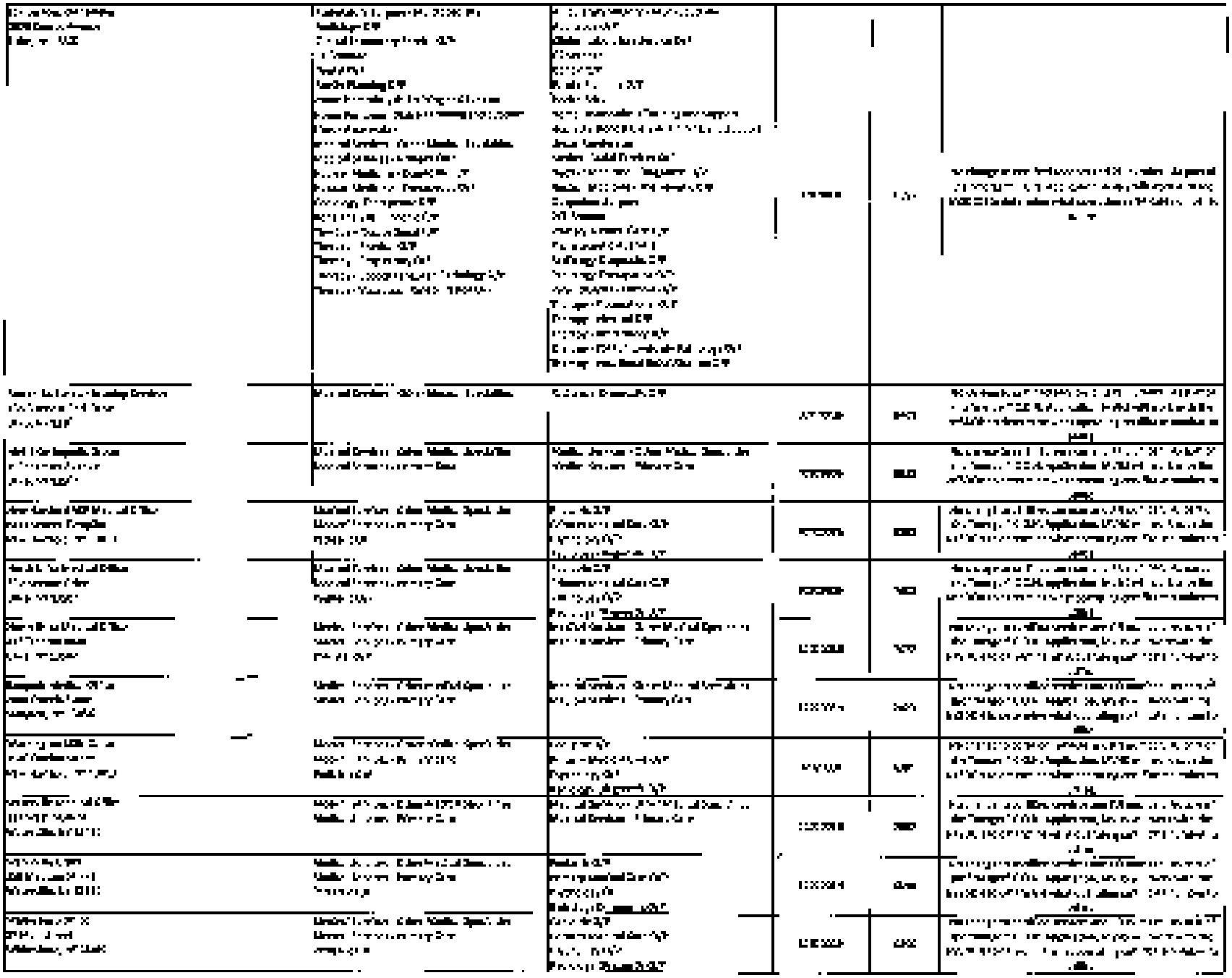

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APPENDIX V

BODIAWK VALLEY HEALTH SYSTEM

POP STATISTICS

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MOHAWK VALLEY HEALTH SYSTEM

PREVENTION QUALITY INDICATOR (PQI) STATISTICS

Prevention Quality Indicator (PQI) Statistics for Utica, Rome and Waterville

Prevention Quality Indicator Conditions	PQI No.	Statewide Rate (PR/100)	Admissions as % of Expected (Overall Population)*		
			Utica	Rome	Waterville
Circulatory					
Angina	11	12	29%	14%	100%
Congestive Heart Failure	8	253	107%	92%	60%
Hypertension	7	72	77%	34%	0%
All Circulatory		456	98%	79%	54%
Diabetes					
Short Term Complication	1	51	161%	71%	0%
Long-term Complication	2	124	85%	72%	26%
Lower Extremity Amputation	16	24	63%	60%	0%
Uncontrolled Diabetes	14	31	81%	41%	0%
All Diabetes		224	100%	68%	30%
Acute					
Bacterial Pneumonia	11	273	127%	90%	160%
Exhaustion	10	36	170%	131%	42%
Urinary Tract Infection	12	67	88%	34%	164%
All Acute		526	117%	81%	158%
Respiratory					
Asthma	15	275	133%	79%	19%
COPD	5	8	113%	133%	21%
All Respiratory		357	135%	104%	82%
All Conditions		1,563	111%	84%	83%

*Utica is comprised of ZIP Codes [illegible] and [illegible]. Rome is comprised of ZIP Code [illegible]. Waterville is comprised of ZIP Code [illegible].

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APPENDIX VI

MOHAWK VALLEY HEALTH SYSTEM

POOR HEALTH OUTCOMES

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MOHAWK VALLEY HEALTH SYSTEM

POOR HEALTH OUTCOMES

County Health Assessment Indicators

Per the County Health Assessment Indicators (CHAI) from the NYSDOH, residents of Oneida County experience poor health outcomes that support the need for continued service provision through the Mohawk Valley Health System. Following are supportive statistics:

Cardiovascular Disease

- The three(3)-year average (2012-2014), crude mortality rate due to cardiovascular disease for residents of Oneida County was 400.9 deaths/100,000, as compared to 308.4/100,000 for residents of New York State overall.

- ✓ The three(3)-year average (2012-2014), age-adjusted mortality rate due to cardiovascular disease for residents of Oneida County was 215.6 deaths/100,000, as compared to 221.9/100,000 for residents of New York State overall.

- ✓ The three(3)-year average (2012-2014), premature mortality rate due to cardiovascular disease for residents of Oneida County was 117.8 deaths/100,000, as compared to 99.1/100,000 for residents of New York State overall. Premature death is defined as the death of an individual aged 35-64.

- ✓ The three (3) year average (2012-2014), pre-transport mortality rate due to cardiovascular disease for residents of Oneida County was 223.3 deaths/100,000, as compared to 147.1/100,000 for residents of New York State overall.

- ✓ The three(3)-year average (2012-2014), crude hospitalization rate due to cardiovascular disease for residents of Oneida County was 189.9 admissions/10,000, as compared to 156.3/10,000 for residents of New York State overall.

- ✓ The three (3) year average (2012-2014), age-adjusted hospitalization rate due to cardiovascular disease for residents of Oneida County was 143.3 admissions/10,000, as compared to 136.8/10,000 for residents of New York State overall.

Diseases of the Heart

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to diseases of the heart for residents of Oneida County was 294.9 deaths/100,000, as compared to 218.4/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to diseases of the heart for residents of Oneida County was 159.4 deaths/100,000, as compared to 180.1/100,000 for residents of New York State overall.

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- ✓ The three-(3)-year average (2012-2014), premature mortality rate due to diseases of the heart for residents of Oneida County was 96.7 deaths/100,000, as compared to 80.7/100,000 for residents of New York State overall. Premature death is defined as the death of an individual aged 35-64.

- ✓ The three-(3)-year average (2012-2014), pre-transport mortality rate due to diseases of the heart for residents of Oneida County was 178.9 deaths/100,000, as compared to 126.5/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to diseases of the heart for residents of Oneida County was 122.1 admissions/10,000, as compared to 103.4/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted hospitalization rate due to diseases of the heart for residents of Oneida County was 91.5 admissions/10,000, as compared to 89.4/10,000 for residents of New York State overall.

Coronary Heart Disease

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to coronary heart disease for residents of Oneida County was 204.7 deaths/100,000, as compared to 170.6/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), premature mortality rate due to coronary heart disease for residents of Oneida County was 66.1 deaths/100,000, as compared to 65.2/100,000 for residents of New York State overall. Premature death is defined as the death of an individual aged 35-64.

- ✓ The three-(3)-year average (2012-2014), pre-transport mortality rate due to coronary heart disease for residents of Oneida County was 131.0 deaths/100,000, as compared to 103.0/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to coronary heart disease for residents of Oneida County was 39.8 admissions/10,000, as compared to 36.5/10,000 for residents of New York State overall.

Heart Attack (Acute Myocardial Infarction)

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to heart attack for residents of Oneida County was 76.0 deaths/100,000, as compared to 36.1/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to heart attack for residents of Oneida County was 50.7 deaths/100,000, as compared to 29.9/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to heart attack for residents of Oneida County was 18.5 admissions/10,000, as compared to 16.8/10,000 for residents of New York State overall.

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Congestive Heart Failure

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to congestive heart failure for residents of Oneida County was [illegible] deaths/100,000, as compared to 15.1/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), pre-transplant mortality rate due to congestive heart failure for residents of Oneida County was 10.6 deaths/100,000, as compared to 8.4/100,000 for residents of New York State overall.

- ✓ The three (3) year average (2012-2014), crude hospitalization rate due to congestive heart failure for residents of Oneida County was 26.3 admissions/10,000, as compared to 28.3/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted hospitalization rate due to congestive heart failure for residents of Oneida County was 20.7 admissions/10,000, as compared to 24.2/10,000 for residents of New York State overall.

Cerebrovascular Disease (Stroke)

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to stroke for residents of Oneida County was 50.1 deaths/100,000, as compared to [illegible]/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to stroke for residents of Oneida County was 33.0 deaths/100,000, as compared to 35.6/100,000 for residents of New York State overall.

- ✓ The three-(3) year average (2012-2014), premature mortality rate due to stroke for residents of Oneida County was 7.4 deaths/100,000, as compared to [illegible]/100,000 for residents of New York State overall. Premature death is defined as the death of an individual aged 35-64.

- ✓ The three-(3)-year average (2012-2014), pre-transplant mortality rate due to stroke for residents of Oneida County was 26.6 deaths/100,000, as compared to 11.6/100,000 for residents of New York State overall.

- ✓ The three-(3) year average (2012-2014), crude hospitalization rate due to stroke for residents of Oneida County was [illegible] admissions/10,000, as compared to [illegible]/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted hospitalization rate due to stroke for residents of Oneida County was 26.8 admissions/10,000, as compared to 22.8/10,000 for residents of New York State overall.

Hypertension

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to hypertension for adult (18+) residents (for any diagnosis) of Oneida County was 618.7 admissions/10,000, as compared to 541.5/10,000 for residents of New York State overall.

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- ✓ The three (3) year average (2012-2014), Emergency Department visit rate due to hypertension for adults (35+) residents (based on any diagnosis) of Oneida County was 1,087.1 visits/10,000, as compared to 938.8/10,000 for residents of New York State overall.

- ✓ A total of 31.0% of adult residents of Oneida County were told they have high blood pressure, as compared to 27.9% of all residents of New York State.

Chronic Kidney Disease

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to chronic kidney disease for residents of Oneida County was 168.3 admissions/10,000, as compared to 116.8/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted hospitalization rate due to chronic kidney disease for residents of Oneida County was 120.1 admissions/10,000, as compared to 101.0/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude Emergency Department visit rate due to chronic kidney disease for residents of Oneida County was 162.3 visits/10,000, as compared to 120.4/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted Emergency Department visit rate due to chronic kidney disease for residents of Oneida County was 121.7 visits/10,000, as compared to 104.4/10,000 for residents of New York State overall.

Diabetes

- ✓ A total of 9.1% of adult residents of Oneida County were diagnosed with diabetes by a physician, as compared to 8.9% for New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to diabetes for residents of Oneida County was 29.6 deaths/100,000, as compared to 20.4/100,000 for residents of New York State overall.

- ✓ The three (3) year average (2012-2014), age-adjusted mortality rate due to diabetes for residents of Oneida County was 19.5 deaths/100,000, as compared to 17.4/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to diabetes (as a primary diagnosis) for residents of Oneida County was 20.2 admissions/10,000, as compared to 18.6/10,000 for residents of New York State overall.

- ✓ The three (3)-year average (2012-2014), age-adjusted hospitalization rate due to diabetes (as a primary diagnosis) for residents of Oneida County was 18.3 admissions/10,000, as compared to 17.1/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to diabetes (as any diagnosis) for residents of Oneida County was 278.6 admissions/10,000, as compared to 217.6/10,000 for residents of New York State overall.

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- ✓ The three-(3)-year average (2012-2014), age-adjusted hospitalization rate due to diabetes for any diagnosis for residents of Oneida County was 939.8 admissions/100,000, as compared to 809.9/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), hospital admission rate due to short-term complications from diabetes for residents of Oneida County aged six (6) to 17 was 5.4 admissions/10,000, as compared to 3.9/10,000 for residents of New York State overall.

- ✓ The three (3) year average (2012-2014), hospitalization rate due to short term complications from diabetes for residents of Oneida County aged 18+ was 7.5 admissions/10,000, as compared to 6.9/10,000 for residents of New York State overall.

Health Risks and Behaviors

- ✓ A total of 69.1% of adult residents of Oneida County are overweight or obese (with a BMI of 25 or higher). This was higher than the 60.5% of residents who are overweight or obese in New York State overall.

- ✓ A total of 36.6% of adult residents of Oneida County are obese (with a BMI of 30 or higher), as compared to 24.6% of all New York State adult residents.

Chronic Lower Respiratory Disease

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to chronic lower respiratory disease for residents of Oneida County was 57.0 deaths/100,000, as compared to 35.0/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to chronic lower respiratory disease for residents of Oneida County was 39.7 deaths/100,000, as compared to 29.8/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude hospitalization rate due to chronic lower respiratory disease for residents of Oneida County was 43.7 admissions/10,000, as compared to 34.5/10,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted hospitalization rate due to chronic lower respiratory disease for residents of Oneida County was 35.4 admissions/10,000, as compared to 32.3/10,000 for residents of New York State overall.

Asthma

- ✓ A total of 12.1% of adult residents of Oneida County were diagnosed with asthma by a physician, as compared to 10.1% for New York State overall.

- ✓ The three (3) year average (2012-2014), hospitalization rate due to asthma for residents of Oneida County aged 15 to 44 was 8.5 admissions/10,000, as compared to 8.1/10,000 for residents of New York State overall.

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- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to asthma for residents of Oneida County was 1.7 deaths/100,000, as compared to 1.4/100,000 for residents of New York State overall.

- ✓ The three (3) year average (2012-2014), age adjusted mortality rate due to asthma for residents of Oneida County was 1.5 deaths/100,000, as compared to 1.3/100,000 for residents of New York State overall.

Cancer

- ✓ The three-(3)-year average (2012-2014), crude incidence rate of all cancers for residents of Oneida County was 651.3 cases/100,000, as compared to 550.9/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted incidence rate of all cancers for residents of Oneida County was 514.4 cases/100,000, as compared to 490.2/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to all cancers for residents of Oneida County was 229.2 deaths/100,000, as compared to 180.7/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to all cancers for residents of Oneida County was 177.1 deaths/100,000, as compared to 158.6/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude incidence rate of lip, oral cavity and pharynx cancer for residents of Oneida County was 15.1 cases/100,000, as compared to 12.1/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted incidence rate of lip, oral cavity and pharynx cancer for residents of Oneida County was 11.6 cases/100,000, as compared to 10.3/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to lip, oral cavity and pharynx cancer for residents of Oneida County was 2.0 deaths/100,000, as compared to 2.5/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude incidence rate of colon and rectum cancer for residents of Oneida County was 49.0 cases/100,000, as compared to 46.7/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to colon and rectum cancer for residents of Oneida County was 19.1 deaths/100,000, as compared to 15.6/100,000 for residents of New York State overall.

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- ✓ The three-(3)-year average (2011-2014), crude incidence rate of lung and bronchus cancer for residents of Oneida County was 102.8 cases/100,000, as compared to 69.6/100,000 for residents of New York State overall.

- ✓ The three (3) year average (2012-2014), age adjusted incidence rate of lung and bronchus cancer for residents of Oneida County was 80.8 cases/100,000, as compared to 61.6/100,000 for residents of New York State overall

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to lung and bronchus cancer for residents of Oneida County was 69.9 deaths/100,000, as compared to 46.4/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to lung and bronchus cancer for residents of Oneida County was 53.2 deaths/100,000, as compared to 41.0/100,000 for residents of New York State overall

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to female breast cancer for residents of Oneida County was 19.2 deaths/100,000, as compared to 20.3/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to cervix uteri cancer for residents of Oneida County was 2.7 deaths/100,000, as compared to 2.3/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to cervix uteri cancer for residents of Oneida County was 2.5 deaths/100,000, as compared to 2.3/100,000 for residents of New York State overall

- ✓ The three-(3)-year average (2012-2014), crude incidence rate of ovarian cancer for residents of Oneida County was 19.6 cases/100,000, as compared to 14.2/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted incidence rate of ovarian cancer for residents of Oneida County was 14.6 cases/100,000, as compared to 12.5/100,000 for residents of New York State overall

- ✓ The three-(3)-year average (2012-2014), crude incidence rate of prostate cancer for residents of Oneida County was 188.9 cases/100,000, as compared to 156.7/100,000 for residents of New York State overall

- ✓ The three-(3)-year average (2012-2014), age-adjusted incidence rate of prostate cancer for residents of Oneida County was 154.8 cases/100,000, as compared to 145.3/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude, late-stage incidence rate of prostate cancer for residents of Oneida County was 23.4 cases/100,000, as compared to 22.3/100,000 for residents of New York State overall

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- ✓ The three (3)-year average (2012-2014), crude mortality rate due to prostate cancer for residents of Oneida County was 29.7 deaths/100,000, as compared to 18.3/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), crude mortality rate due to melanoma cancer for residents of Oneida County was 4.4 deaths/100,000, as compared to 3.6/100,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), age-adjusted mortality rate due to melanoma cancer for residents of Oneida County was 2.7 deaths/100,000, as compared to 2.2/100,000 for residents of New York State overall.

Tobacco Use

- ✓ Approximately 22.7% of adult residents of Oneida County smoke, as compared to 15.9% of adult residents of New York State overall.

Maternal and Infant Health

- ✓ The three (3) year average (2012-2014), infant (less than one (1) year) mortality rate for residents of Oneida County was 7.5 deaths/1,000 live births, as compared to 4.8/1,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), neonatal (less than 28 days) mortality rate for residents of Oneida County was 4.9 deaths/1,000 live births, as compared to 3.3/1,000 for residents of New York State overall.

- ✓ The three-(3) year average (2012-2014), post neonatal (one (1) month to one (1) year) mortality rate for residents of Oneida County was 2.6 deaths/1,000 live births, as compared to 1.5/1,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), perinatal (20 weeks gestation to less than 28 days of life) mortality rate for residents of Oneida County was 10.9 deaths/1,000 live births, as compared to 9.6/1,000 for residents of New York State overall.

- ✓ The three-(3) year average (2012-2014), perinatal (28 weeks gestation to less than seven (7) days of life) mortality rate for residents of Oneida County was 9.0 deaths/1,000 live births, as compared to 8.3/1,000 for residents of New York State overall.

- ✓ The three-(3)-year average (2012-2014), maternal mortality rate for residents of Oneida County was 38.7 deaths/100,000 live births, as compared to 18.7/100,000 for residents of New York State overall.

- ✓ Approximately 1.6% of all births to Oneida County residents were for infants of a very low birthweight (defined as less than 1.5 lbs), as compared to 1.4% of all births to all New York State residents.

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- ✓ Approximately 1.3% of all singleton births to Oneida County residents were for infants of a very low birthweight (defined as less than 1.5 kg), as compared to 1.0% of all births to all New York State residents.

- ✓ Approximately 8.1% of all births to Oneida County residents were for infants of a low birthweight (defined as less than 2.5 kg), as compared to 7.9% of all births to all New York State residents.

- ✓ Approximately 6.2% of all singleton births to Oneida County residents were for infants of a low birthweight (defined as less than 2.5 kg), as compared to 6.0% of all births to all New York State residents.

- ✓ Approximately 2.4% of all premature births to Oneida County residents were for infants who were born at less than 32 weeks gestation, as compared to 1.9% of all premature births to New York State residents overall.

- ✓ Approximately 10.2% of all premature births to Oneida County residents were for infants who were born between 32 and 37 weeks gestation, as compared to 9.1% of all premature births to New York State residents overall.

- ✓ Approximately 12.6% of all premature births to Oneida County residents were for infants who were born at less than 37 weeks gestation, as compared to 10.8% of all premature births to New York State residents overall.

- ✓ Approximately 0.8% of all births to Oneida County residents were for infants with a five-minute APGAR score of less than six (6), as compared to 0.6% of all births to New York State residents overall.

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APPENDIX VII

MOHAWK VALLEY HEALTH SYSTEM

CURRICULUM VITAE – CHIEF MEDICAL OFFICER

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Michael F. Trevisani, MD, MBA, CPE, FASCRS, FACHE

167 Serenity Drive
Norwich, NY 13815

MTrevisani@aol.com

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Home: 607-335-9486

SUMMARY

Healthcare Leader with experience in complex integrated hospital and outpatient settings. Background includes roles in academic training centers, integrated healthcare systems, community hospitals, rural hospitals and private practice. Demonstrated experience and success in physician recruiting, establishing and growing new service lines and leading a multi-specialty group practice. Combines a strong sense of business and operational improvement with the goals of patient-centered care. A skilled leader of quality management, peer review, utilization review, case management and revenue cycle management employing team-based approaches and principles toward realizing process and outcomes goals.

PROFESSIONAL EXPERIENCE

MOHAWK VALLEY HEALTH SYSTEM, Utica, NY 2014 – Present

A recent affiliation (March 6, 2013) between Faxton-St. Luke's Healthcare (FSLH) and St. Elizabeth Medical Center (SEMC) created the Mohawk Valley Health System (MVHS). This is a 573-bed acute care system (450 staffed beds) plus 202 long-term care beds with revenue of $900M per year. Includes an employed multi-specialty group, an Imaging Center, Mohawk Valley Home Care, Senior Network Health, the Visiting Nurse Association of Oneida County, the Advanced Wound Care Center, a Family Medicine Residency Program, a Dental Residency Program and a College of Nursing. The system has 900 credentialed providers, total annual revenue of $626,000,000, 4,740 employees, 28,000 inpatient admissions, 18,500 operating room cases, 78,000 Emergency room visits, 40,000 urgent care visits, and 232,000 primary care visits.

Vice President and Chief Medical Officer – Faxton St. Luke's Healthcare and Medical Group (Jan 2014 – May 2015); then Senior Vice President/Chief Medical Officer (April 2015 – Present) of the MVHS

Member of the Senior Executive team reporting to the CEO of MVHS. Responsible for the employed medical group, the Dental Residency Program, the Laboratory Program, the Hospitalist Program, the Designated Institutional Official for the GME program, Family Medicine, Medical Staff Office, Library, Physician Support Services (recruiting), all contract physicians (Anesthesia, Radiology, Psychiatry, Intensivists, and Advanced Endoscopy, Cardiothoracic Surgery).

- Developed the 2013 – 2017 MVHS Strategic Plan: Physician Engagement
- Transitioned the Adirondack Community Physician Medical Group (FSLH) and St. Elizabeth Medical Group to the MVHS Medical Group (133 Providers)
- Led the MVHS Medical Group – developed a Strategic Plan and budget
- Recruited 21 physicians in 2014; 25 in 2015
- Established a Hospitalist program at a partner hospital in Oneida, NY
- Achieved Meaningful Use goals for CPOE 2014
- Coordinated and managed program and finances for the 12th, 14th, 15th, and 16th Annual Campaign for Quality symposia – quality conferences for providers, staff and community for 900 attendees
- Oversees, manage and negotiate contractual agreements with physicians and Medical Directors
- Created the OPPE process
- Developed focus reviews for mortality, length-of-stay and readmissions
- Saved $250,000/year in reorganizing culture protocol in ICU
- Saved $600,000/year in developing the CPOE order set process
- Reduced the Medical Staff office staffing by 33%
- Established Core Privileging

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- Creating the new UVHS System.
- Improved OR efficiency. 23% on-time starts to 92% in one year
- Established the first Medical Education Program in partnership with SUNY Upstate Medical Center in Syracuse, NY – the first step in establishing a clinical campus for medical students.

UHS CHENANGO MEMORIAL HOSPITAL, Norwich, NY 2007 – 2013
A 133-bed healthcare facility with: 56 licensed acute care beds and an 80-bed Residential Healthcare Facility in the United Health Services Hospitals system, includes an employed multi-specialty group practice with outpatient offices in Upstate, NY, Norwich, Sherburne, Oxford, Sidney, and an ambulatory imaging center. Service lines include Family Medicine, Internal Medicine, Hospitalist Medicine, Geriatrics, Pediatrics, General Surgery, Orthopaedic Surgery, ENT, Dentistry, OB/Gyn, GI, Anesthesiology, Radiology and Emergency Medicine. The second largest employer in Chenango County with an operating budget of $93,000,000.

Vice President of Medical Affairs/Chief Medical Officer
Member of the Senior Executive team reporting directly to the President/CEO. Responsible for identifying, developing and executing the strategic goals toward Clinical Excellence, Service Excellence, Financial Strength and Market Share; established, monitored and managed Quality and Patient Safety initiatives. Subsidiary responsibilities include forecasting patient and service volumes, developing operational expenditure forecasts, determining staffing requirements, and allocating capital expenditures. Simultaneously carrying out VP/MD/CMO duties at UHS Delaware Valley Hospital.

- Quality and Patient Safety
  - Developed the process to consistently achieve 95-100% on Core measures
  - Developed the Pre-Procedure Risk Assessment process and tool
  - Created the currently-utilized Computerized Standard Antibiotic Orders set
  - Decreased radiology turn around times: 88-hour turnaround times from 20% to less than 5%; 24-hour turn around times from 20% to 64%
  - Improved operating room turn around times from 45 minutes to 25 minutes
  - On time Operating Room starts from 20% to 70%
- Interim Emergency Medical Services Medical Director 2011-2012
  - Increased in-system referrals from 50% to 95%
- Hospitalist Medical Director from inception in 2007-2012
- Chairman of the Risk Management Committee
  - Identified opportunities to improve patient satisfaction
- Created, developed and directed the 2009 Pandemic Flu Hospital Response Plan
  - Directed allocation of vaccines and set up community vaccination plan.
- Direct Utilization Management
  - Improved length management
  - Reduced LOS from 5+ days to 2.25 days
  - Coordinated efforts with area nursing homes to improve service delivery and improve resident satisfaction
  - Integrated system-wide Dental Management and Care Management Program
  - Working with Hospice to create a Palliative Care Program
  - Developed the Triage Grouping Program
- Lead the Chenango Medical Group – an employed physician group
  - Created the Ongoing Professional Practice Evaluation (OPPE) tool
  - Created the Physician compensation model
  - Identified practice efficiency opportunities by implementing open access scheduling
  - Established and improved quality monitors in diabetic management, chronic anticoagulant therapy and screening recommendation efficiency
- Manage the Medical Staff Office
  - Converted from laundry list privileging to core privileging
  - Directed the credentialing process

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- Created a single medical staff application process for the four United Health Services Hospitals
- Review, modify and update medical staff and administrative policies and procedures
- Physician Recruitment
  - Successfully recruited to Family Medicine, General Surgery, ENT, Ob-Gyn, ER, GI, Pediatrics, Orthopedics and Hospitalist services
- Growth initiatives included creation of new service lines
  - Lymphedema care, Breast Care, Wound Care, GI, Hospitalist Program at CMH, integrated CMH Hospitalist program with the United Health Services Program
- Established a two-physician ENT practice
- Developed Professional Service Agreements
  - ENT, GI, Pediatrics, Hospitalist, Oncology
- Health Information Technology
  - Provided operational support for EMR rollout to the outpatient practices
  - Established CPOE in the Emergency Services Department
  - Establishing an EHR and CPOE in the inpatient setting

UHS DELAWARE VALLEY HOSPITAL, Walton, NY **2009 – 2013**
A 25-bed Critical Access Hospital with an outpatient Primary Care group. Service lines include Family Medicine, Behavioral Medicine, Emergency Services, Cardiology and General Surgery. Responsibilities include oversight of the service lines and quality management.

Vice President of Medical Affairs/Chief Medical Officer
Held the simultaneous role at UHS Chenango Memorial Hospital
- Established Cardiology and General Surgery as part of recruiting and integration of the multi-specialty groups.
- Created action plans to achieve Core Measures results

ASSOCIATED COLON and RECTAL SURGEONS, PA, Winter Park, Florida **1990 – 2008**
President/Sole Proprietor
Community private practice specializing in colon and rectal surgery.

SIGNIFICANT LEADERSHIP ROLES

Clinical Assistant Professor in the Department of Surgery - SUNY Health Sciences Center, Syracuse, NY – Rural Medical Education Program
Florida Society of Colon and Rectal Surgeons
President: 2005-07
Secretary: 2005 Re-established the State Society.
IHI Patient Safety Executive Development Program, Cambridge, MA, 2012
TeamSTEPPS Master Trainer, Syracuse, NY – 2012

Corporate Physicians' Committee - Adventist Health System, Orlando, Florida 2005-2008
Team leader in developing Computerized Physician Order Entry (CPOE) order sets as related to assigned disciplines in endoscopy, general surgery, peri-operative care, urology and surgical infection prophylaxis.

Chairman, Department of Colon and Rectal Surgery, Florida Hospital 2005-2008
Directed the Colon and Rectal Surgery services at 7 campuses.

Vice Chief of Staff – 2006; Secretary 2004-2005; Chairman, Department of Colon on Rectal Surgery 1996-1997; Chairman Surgical Services 2004-2008, Winter Park Memorial Hospital, Winter Park, Florida (as a non-profit community hospital, then as a division of Florida Hospital, An Adventist Hospital).

Attending Surgeon in the Fellowship Training Programs, Orlando Regional Healthcare System, Orlando, Florida 1992-2008.

EDUCATION

MBA University of South Florida, College of Business Administration, Tampa, Florida 2002-2003
MD State University of New York, Health Sciences Center, Syracuse, New York, 1980-1984
BA Hamilton College– Cum Laude, Major: Chemistry; Clinton, New York 1976-1980

IHI Patient Safety Executive Development Program, Cambridge, MA 2012
Excellence in Entrepreneurship Certificate Course–University of Central Florida College of Business Administration 2004
The Business of Medicine Program, College of Business Administration, Tampa, Florida, Distance Learning Program 2001

POST-DOCTORAL TRAINING

Residency 1984-1989, General Surgery, Robert Packer Hospital, Guthrie Clinic, Sayre, Pennsylvania
Fellowship 1989-1990, Colon and Rectal Surgery, UMDNJ-Robert Wood Johnson Affiliated Hospitals, Plainfield, New Jersey

LICENSURE

Florida: #50918 – Active Issued June 1987
New York #176812 Active Issued April 1987

BOARD STATUS

Certified American Board of Colon and Rectal Surgeons: January '82 Recertified '92, Recertified 2011 #1135
Certified American Board of Surgery November 1990 Certificate #35678

SELECTED AWARDS and HONORS

Florida Hospital Value Award for Balance 2008 - Chosen among 2400 physician staff
Outstanding Surgical Resident 1989, Guthrie Clinic, Sayre, PA
2nd Prize – Stanley D. Corbin Resident's Research Paper Award 1987
"The effect of vitamin A and zinc on wound healing in steroid-treated mice."
2nd Prize – Laboratory Research – American College of Surgeons Central Pennsylvania Chapter 1987 "The effect of vitamin A and Zinc on wound healing in steroid-treated mice".
3rd Prize - Stanley D. Corbin Resident's Research Paper Award 1986
"Calcifications of the adrenal gland in a 46- year old woman: Ganglioneuroma".

SELECTED PUBLICATIONS

- Relationship Selling and Sales Management: Johnston, Mark W., Marshall, Greg W.; Expert Advice Column, pg. 142, McGraw-Hill 2004
- Ricci MA, Trevisani MF, Bard WC: Acute Appendicitis: A five year Review. American Surgeon, May 1991
- Trevisani MF, Ricci MA, Toland JF, Beck WC. The Effect of Vitamin A and Zinc on Wound Healing in Steroid-Treated Mice. Curr Surg 44 (6) 391-393 1987

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- Trevisani MF, Ricci MA, Michaels, HM, Meyer KK: Multiple Mesenteric Artery Aneurysms Complicating Subacute Bacterial Endocarditis. Arch Surg 122 (7) 823-24, 1987
- Gillott A, Trevisani MF: Venous Access Devices: Applications and Complications. Guthrie Journal 55: 173-175, 1986
- Trevisani MF, Ricci MA, Vasoulis Z, Deshmukh N: Calcifications of the adrenal gland in a 46-year old woman: Ganglioneuroma. Guthrie Journal 55: 127-135, 1986

SELECTED PRESENTATIONS

- "Patient Safety in the OR" - Healthcare Roundtable for Patient Safety Officers, Dallas, TX November 11, 2007
- 2nd International Symposium on Tissue Repair, Biological and Clinical Aspects- Accredited by Brown University, Tarpon Springs, Florida, May 13-17, 1987
- "The Effect of Vitamin A and Zinc on Wound Healing in Steroid-Treated Mice" Society of University Surgeons, 29th Annual University Surgical Resident's Conference, Columbus, Ohio, February 11, 1987

PROFESSIONAL SOCIETIES

- FASCRS American Society of Colon and Rectal Surgery-Fellow
- FACHE American College of Healthcare Executives – Fellow 2013
- Piedmont Society of Colon and Rectal Surgeons
- Florida Society of Colon and Rectal Surgeons, Past President
- Iroquois CMD Group
- American College of Physician Executives – CPE Boarded 2007

SELECTED COMMUNITY ACTIVITIES

- Board of Directors, Saints Peter and Paul Early Learning Center – 1998-1999
- Lector Ministry at Sts. Peter and Paul Catholic Church – 1992 - 2001
- Capital Campaign Member for new church project - 2000
- Gus Macker Basketball Tournament – Coordinated and Provided Volunteer First Aid Services – 2007, 2008, 2009, 2010, 2011
- Operation Christmas Child – 2007, 2008
- Emergency Medical Services County Advisory Board – Chenango County, NY - 2007-present
- Leadership Chenango Program – Session on Healthcare Lecturer – January 2009
- Celebrity Waiter – Chenango County Hospice – 2008
- Train the Trainer – DOH/AAFP Colon Cancer Awareness Initiative - 2008
- Board of Directors – Oneida County American Heart Association 2016

HOBBIES

- Stained Glass
- Flameworking in glass
- Personal Fitness Training
- Bonsai Cultivation

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Working Capital Financing Plan

1. **Working Capital Financing Plan and Pro Forma Balance Sheet:**
This section should be completed in conjunction with the monthly Cash Flow. The general guidelines for working capital requirements are two months of first year expenses for changes of ownership and two months of third year expenses for new establishments, construction projects or when the first year budget indicates a net operating loss. Any deviation from these guidelines must be supported by the monthly cash flow analysis. If working capital is required for the project, all sources of working capital must be indicated clearly. Borrowed funds are limited to 50% of total working capital requirements. If borrowed funds are a source of working capital, please summarize the terms below, and attach a letter of interest from the intended source of funds, to include an estimate of the principal, term, interest rate and payout period being considered. Also, describe and document the source(s) of working capital equity.

List Titles of Attachments related to Borrowed Funds	List Filenames of Attachments
Example: First borrowed fund source	Example: first_borrowed.pdf
N/A	

In the section below, briefly describe and document the source(s) of working capital equity.

Working capital needs for this project will be funded using existing cash equity from ongoing operations. Please refer to the Schedule 5 Attachment for the Cash Flow Analysis, and to the Schedule 9 Attachment for the Financial Narrative, a recent 2017 Internal Financial Statement for MVHS, the 2016 Audited Financial Statement for St. Luke's, the 2016 Audited Financial Statement of St. Elizabeth, the Oneida County Transformation Grant Award Letter, the Memorandum of Agreement (Parking) and the Financing Letter of Interest.

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2. **Pro Forma Balance Sheet** **N/A**

This section should be completed for all new establishment and change in ownership applications. On a separate attachment identified below, provide a pro forma (opening day) balance sheet. If the operation and real estate are to be owned by separate entities, provide a pro forma balance sheet for each entity. Fully identify all assumptions used in preparation of the pro forma balance sheet. If the pro forma balance sheet(s) is submitted in conjunction with a change in ownership application, on a line-by-line basis, provide a comparison between the submitted pro forma balance sheet(s), the most recently available facility certified financial statements and the transfer agreement. Fully explain and document all assumptions.

List Titles of Attachments Related to Pro Forma Balance Sheets	List Filenames of Attachments
Example: Attachment for operational balance sheet	Example: Operational_Bal_Sheet.pdf
N/A	

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SCHEDULE 5 ATTACHMENT

MOHAWK VALLEY HEALTH SYSTEM

MONTHLY CASH FLOW STATEMENT

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FBLH & BEMC 10/30/2017
Strategic Planning Forecast
Cash Flows Statement

	PROJECTED						
	2015	2016	2017	2018	2019	2020	2021
Cash flows from operating activities:							
Change in net assets	($7,170,[illegible])	$4,[illegible]	$10,832,423	$20,272,426	$172,167,015	$51,404,437	$17,453,304
Adjustments to reconcile change in net assets to net cash provided by operating activities:							
Depreciation and amortization	$20,792,[illegible]	$24,[illegible]	$24,[illegible]	$22,[illegible]	$20,023,[illegible]	$15,[illegible]	$17,[illegible]
Changes in operating assets and liabilities:							
Receivables	$1,742,429	$8,[illegible]	($3,[illegible])	($1,111,[illegible])	($1,446,[illegible])	($1,[illegible])	($1,[illegible])
Other receivables	($1,[illegible])	$1,[illegible]	($2,[illegible])	($15,[illegible])	($21,[illegible])	$[illegible]	($[illegible])
Inventories	($[illegible])	($[illegible])	($119,[illegible])	($121,[illegible])	($122,[illegible])	($[illegible])	($[illegible])
Prepaid expenses	$[illegible]	($[illegible])	($45,[illegible])	($45,[illegible])	($46,[illegible])	($47,[illegible])	($47,[illegible])
Amounts due to Third Party Payers	$4,[illegible]	$[illegible]	$0	$0	$0	$0	$0
Investment in affiliates	$[illegible]	$[illegible]	$0	$0	$0	$0	$0
Other Assets	[illegible]	$[illegible]	$0	$0	$0	$0	$0
Accounts payable	($[illegible])	($[illegible])	$979,[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Accrued payroll, payroll taxes and benefits	$1,[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Insurance & other current liabilities	$4,[illegible]	($[illegible])	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Other liabilities	($[illegible])	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Pension liability	($[illegible])	($[illegible])	$0	$0	$0	$0	$0
Estimated self-insurance liabilities	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Net cash provided by (used in) operating activities	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Cash flow from investing activities:							
Purchase of property, plant and equipment - net	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])
Purchase of investments - net	$4,[illegible]	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])
Change in restricted funds	($[illegible])	$[illegible]	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])
Expenditure (funding) of assets whose use is limited	$[illegible]					($[illegible])	
Net cash provided by (used in) investing activities	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])
Cash flows from financing activities:							
Net Proceeds from short-term borrowings	($14,[illegible])	($[illegible])	$2,[illegible]	$15,[illegible]	$21,[illegible]	($[illegible])	$0
Net Proceeds from long-term debt	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	$[illegible]	$[illegible]
Net Proceeds from net of leases (obligations)	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])	($[illegible])
Net cash provided by (used in) financing activities	($[illegible])	($[illegible])	($[illegible])	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Increase (decrease) in cash and cash equivalents	$[illegible]	$[illegible]	($[illegible])	$4,[illegible]	$[illegible]	($[illegible])	$[illegible]
Cash and cash equivalents at beginning of year	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
Cash and cash equivalents at end of year	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]

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PSLH & SBMC
Strategic Planning Forecast
Cash Flows Statement

	[illegible]	[illegible]	[illegible]
Cash flows from operating activities:			
Change in net assets	($33,525,035)	$14,245,973	$11,194,130
Adjustments to reconcile change in net assets			
to net cash provided by operating activities:			
Depreciation and amortization	$28,996,099	$27,725,185	$56,782,584
Changes in operating assets and liabilities:			
Receivables	($1,240,750)	($1,397,777)	($1,395,774)
[illegible]	($103,062)	($104,112)	($105,153)
[illegible]	($125,000)	($127,549)	($128,825)
Prepaid expenses	($47,742)	$41,119	($6,623)
Amortization of Third Party Payors	$0	$0	$0
Investments in affiliates	$0	$0	$0
Other assets	$0	$0	$0
Accounts payable	$377,957	$385,519	$388,231
Accrued payroll, payroll taxes and benefits	$404,567	$412,617	$444,648
Insurance & other current liabilities	$77,569	$68,777	$70,[illegible]
Other liabilities	$823,196	$788,413	$737,796
Finance Equity	$0	$0	$0
Estimated self-insurance liabilities	$366,366	$373,724	$381,199
Net cash provided by (used in) operating activities	($3,370,221)	$42,205,203	$40,235,817
Cash flows from investing activities:			
Purchase of property, plant and equipment, net	$44,000,000	($6,040,000)	($9,060,000)
Purchase of investments, net	($5,000,000)	($8,154,000)	($6,303,540)
Change in restricted funds	($58,540)	($59,000)	($60,[illegible])
Expenditures for [illegible]			
Net cash provided by (used in) investing activities	$38,116,820	($14,253,000)	($15,423,540)
Cash flows from financing activities:			
Net Proceeds from short-term borrowings	$0	$0	$0
Net Payments from long-term debt	($6,775,000)	($4,322,225)	($1,106,575)
Net Proceeds from capital lease obligations	($215,772)	$94,107	($68,[illegible])
Net cash provided by (used in) financing activities	($6,451,228)	($5,018,340)	($6,267,352)
Increase (decrease) in cash and cash equivalents	$28,295,135	$23,933,701	$18,874,925
Cash and cash equivalents at beginning of year	$14,479,611	$32,774,747	$47,880,448
Cash and cash equivalents at end of year	$38,213,727	$47,880,448	$66,810,533

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New York State Department of Health Certificate of Need Application

Schedule 6

Architectural Submission

This Schedule applies to projects with construction, including Articles- 28, 36 & 40, i.e., Hospitals, D&TCs, RHCFs, CHHAs, LTHHCPs and Hospices.

	Example - Attachment in PDF format	Architecture Attachment	Architecture Attach. in PDF
A.	Architectural narrative that delineates the project scope of the work to meet the determined program needs, including functional space requirements. The following are suggestions to include in your narrative, should they pertain to your project: • Intent/Purpose • Describe existing physical plant conditions in area of work • Identify spaces that are considered multi-function space • Changes in capacity: beds / occupants • Exceptions to the referenced standards, potential life safety compliance and/or functionality issues • Innovative approaches and or alternate means of compliance • Article 28 spaces adjacent to non-Article 28 space	Please refer to the Schedule 6 Attachment	N/A
B.	Schematic Design drawings that complement the architectural narrative. Submit electronic (via NYSE-CON) and hardcopy drawings using appropriate design guidelines submission requirements.	Please refer to the Schedule 6 Attachment	N/A
C.	Please select, complete and submit the appropriate Certification Letter from the following link: Architecture or Engineering Letter of Certification	Please refer to the Schedule 6 Attachment	N/A
D.	Projects involving the following facility types: Diagnostic Radiology, Computed Tomography (CT) Facilities, Interventional Imaging, Radiation Therapy Facilities, Proton Therapy, Nuclear Medicine and/or Magnetic Imaging Facilities — Yes [N] No If yes, provide Physicist's Report and respective drawings must be attached for Design Development	Please refer to the Schedule 6 Attachment (Per the architect's discussion with Mr. Ammon, MRI Cert Letter is not being provided)	N/A
E.	Flood zone location? Yes ☐ No ☒ If yes, please provide a FEMA DFE Certificate from the FEMA website link www.fema.gov.	N/A	N/A

Instructions: Attachments should be saved as PDF documents. The PDF document should be assigned a unique name, as it will not be confused with any other attachment. The title of the attachment, and name of the attached PDF file should be entered in the table below.

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SCHEDULE G ATTACHMENT

MOHAWK VALLEY HEALTH SYSTEM

ARCHITECTURAL DOCUMENTATION*

1. Architectural Narrative
2. Structural Narrative
3. MEP Narrative
4. Life Safety Code Checklist
5. Occupancy Load Calculations
6. Behavioral Health Product Standards (for NYSOMH)
7. Architect/Applicant Letter of Certification
8. Physician Letter of Certification
9. PDF of Service Yard Plan
10. PDF of Schematic Drawing

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ARCHITECTURAL NARRATIVE – MVHS INTEGRATED HEALTH CAMPUS

Background

Faxton St. Luke's Healthcare (FLSH) and St. Elizabeth Medical Center (SEMC) affiliated in 2014 to become the Mohawk Valley Health System (MVHS). MVHS's mission is to provide excellence in healthcare for its communities. Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has been successful in its efforts thus far, but has been constrained by the age and physical limitations of the existing facilities.

SEMC opened in 1917 and the St. Luke's Campus opened in 1957. Since they were built in a time when healthcare was much different than it is today, these facilities were not designed to accommodate the programs, equipment and overall patient-care delivery and safety that are part of MVHS service today.

MVHS incurs considerable expenses in order to remain code compliant and significant duplication of services for two hospital settings. Current services are provided in a space that is not optimal for patient flow, staff efficiency or patient/family experiences. The two existing campuses, especially SEMC, are also constrained by size and location and cannot easily accommodate much needed parking areas.

In order to deliver higher quality, more effective care with better community outcomes and at a lower cost, a single new hospital which combines services from both campuses will be built and transform healthcare for the community consistent with the vision of Triple Aim. The new MVHS integrated health campus and state-of-art hospital will replace SEMC and FSLH, will reduce the number of beds in the community and consolidate patient services to one campus.

The decision to consolidate the two inpatient campuses to a single facility represents the logical progression of efforts to achieve the MVHS mission and was spurred by several key factors:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up to date healthcare services that rivals those found in large cities.
- The growing demand for healthcare due to the rapidly increasing and aging population in this region.
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community.
- The opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability.

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DESCRIPTION BY FLOOR LEVEL AND SERVICE PROGRAM

LEVEL 1

General Description

Level 1 represents the primary public and service components for the building. A public circulation concourse towards the north and a separate service, "back-of-house" corridor to the south effectively create an on-stage/off-stage environment and setting.

Public entries and drop-offs are positioned along the Lafayette Street corridor. A gracious Main Entry allows for patient drop-off and easy access to the MVHS parking garage. This concourse connects all public facing programs and services including the chapel, outpatient imaging, visitor elevators, the gift shop, dining and conference center spaces.

The primary service corridor runs along Columbia Street. To the west are both emergency department walk-in entries and the ambulance entry. To the east is the service yard with access to docks, a service center and the Central Utility Plant. A controlled staff entry along the south is planned.

520 Public Areas (Public Entry, Lobby, Waiting)

The single, main entrance and lobby is accessed from the drop-off. A canopy extends past the drive side door on arrival cars to protect visitors from the elements. Visitors arriving via the parking garage are directed towards the main entry via a covered walkway. A large vestibule provides wheelchair storage and secure entry to the hospital.

The two-story lobby welcomes visitors, patients and the community with simple and clear wayfinding along the main concourse. To ensure a secure environment, the security department stands the information desk. This entry is designed to accommodate metal detectors should that be required. Otherwise, visitors check in at the security monitoring desk and are given a visitor badge.

Along the public concourse is an array of seating options directly adjacent to and along the Lafayette corridor. The outdoor area here is intended to serve as an amenity space with walkways, gardens and other design elements helping to create a healing environment. The concourse seating area should be light-filled and restful.

Additionally, the concourse is connected to the Emergency Department waiting area so that family members in the ED can access other public functions and so that patients arriving at the wrong entry can access needed services.

The main visitor elevators are directly off the lobby. These are convenient to visit as accessing inpatient floors or to outpatients traveling to procedures.

520 Public Areas (Gift Shop)

Central to the lobby area is the MVHS gift shop where staff, visitors and patients have access to sundries such as newspapers, magazines, books, snack and other gift items. The gift shop is run by volunteer services.

Patron access is directly off the main lobby. Volunteer staff can visualize the gift shop area, staff use check-out and access the storage room from a single point. There is back of house access to the storage room for

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ence of servicing the gift shop.

920 Public Areas (Public Dining, Vending)

A welcoming dining and servery area is conveniently located off the main lobby. This setting will serve healthy food choices and provide a variety of menu choices for visitors and staff. The new seating area will offer different seating options and is positioned to allow views to the outdoors. A separate physician dining area is also considered to enhance the physician experience at MVRS. Vending areas will be accessible 24/7.

901 Administration (Security)

Security is positioned to allow easy access for officers throughout the building. The main security monitoring reasons off the concourse and positioned such that staff can also man the main checking/info desk. While security officers are stationed in other high priority areas, including the ED and Birthing Center, this location allows for a central point of control. The monitoring area here will also function as the fire command center for the hospital.

902 Administration (Volunteers)

The Volunteer office serves as home base for Volunteer director and coordinators. While some lockers and workstations are available in this location, most volunteers report directly to their assigned positions. The first floor location allows Volunteer coordinators to more easily recruit and review potential volunteer applicants.

903 Admitting (Patient Access)

Nearly all admitting and outpatient registration processes are completed prior to patient arrival, or at the bedside in the case of the ED and Inpatient direct admits. Outpatients only access the imaging/noninvasive department on this level and the intervention/procedure suite on the second level.
Kiosks will be available on the main lobby area as well as on the second level for self-service checkin. The reception desk at imaging is staffed by registration personnel and serves as a reception point for admitting/patient access.

This department offers additional financial counseling for interface with patients needed additional service. Three private patient interview spaces (2 certified admitting counselors (CAC) offices and 1 flex office) are directly off the imaging waiting area. The reception point at the imaging area serves as reception for this location as well.

The director, manager and administrative staff comprise the remaining areas of the department.
Direct admissions from physician offices or other locations will be identified by the Patient Flow Command Center and arrivals will be coordinated, such that they are directed immediately to the awaiting patient room. If patients arrive for admission without the prior notification, they will be escorted to the emergency department where proper clinical monitoring may occur.

922 Chapel/ Meditation

A non-denominational chapel provides spiritual comfort for those of all faiths. The main chapel area will be designed to convert easily for services and needs based on requirements. This includes supporting Catholic services, Protestant, Jewish and Muslim services. Movable seating and storage for faith implements are provided in the space.
A shared office is provided for visiting clergy members and is easily accessible for the public.

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108 Emergency Department

Emergency Department unit room overview:

- 2 Triage
- 4 Quick Turn
- 2 Trauma
- 6 Behavioral Health
- 10 Observation
- 44 ED Treatment rooms

The Emergency Department is located on the first level with access at grade from the west side of the building (State St) and is designed to support clear wayfinding and provide separate entry flows for walk in patients and those arriving by EMS/Ambulance.

The ambulatory/walk-in entrance on the west side of the building is directly adjacent to the parking garage which also has a covered connector to the ED entrance to provide protection from outdoor elements. At the entry, there has been adequate space provided for wheelchair storage that is easily accessible for patients and staff.

The ambulance drive up and entrance is restricted and is located south of the walk-in entrance on the west side of the building. Patients arriving by ambulance will be taken immediately to a treatment station within the ED. A helipad is directly adjacent to the EMS/Ambulance entrance with clear paved connection to the ambulance entrance to deliver patients to the ED or to take them directly via a dedicated back elevator to the OR or ICU.

Patients arriving via the walk in entrance will pass through a metal detector manned by security and then be greeted for treatment at the main triage/quick look desk. This patient-first philosophy provides a welcoming destination staffed by nurses who can make immediate decisions about a patient's disposition. The organization and layout of the area is based on improving patient flow to ensure patient safety and to support a strategy that includes private immediate booking, split flow for low acuity patients, and rapid assessment for others to provide appropriate station. treatment.

There is waiting space provided for family and patients adjacent to the main doors so that the area is in direct line of sight of nursing and security to ensure safety of patients, and it is designed to provide a calm environment with access to daylight and amenities and convenient to the main concourse of the hospital. There is also consultation space provided in this area when required.

Directly behind 2 triage rooms are 4 quick turn exam rooms for further triage and treatment of lower acuity patients. This area has a designated provider, nurse and tech assigned to this space and staff have ready access to all equipment and supplies needed for wound draws, IV's, and medications. All exam rooms in quick turn are private and equipped the same as all ED exam rooms along with a patient toilet/shower in this zone. This area has direct access to all imaging modalities that are adjacent to the ED.

The main Emergency Department is comprised of 5 pods that are arranged across the floorplate in groupings of 2 to support flexibility in acuity, staffing ratios for nursing and physicians, and provide ability to flex up and down during fluctuations in volumes. A degree of standardization has been carried out across the pod configurations so that each pod contains the same supply/equipment resources, workstation space, medication rooms and patient support located within the center of the pod. This concept assists with minimizing staff travel, improved communication between providers, and enhances timely care to patients. Isolation rooms (AII, Airborne Infection Isolation) with dedicated toilets have been provided within 2 of the main ED pods. Lab services to/from the hospital will be accessible via pneumatic tube with point of care

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Oncology is appropriate within the department. Pharmacy services will also be available via pneumatic tube with access for the hospital or supporting retail pharmacy to dispense discharge medications with patient instructions and education.

In order to service the many types of needs of the ED patient population and reduce admissions, one of the pods is designated to care for observation patients and is dedicated for those that have been seen in the ED but need to be monitored for a period of time before they can be discharged. All of the observation beds meet the standards of acute care with the same square footage as the main department. Each room provides space for family, med/surg, entertainment, monitors, and wardrobe for storage. There are dedicated patient toilets within the pod to support this area. In this pod there is also one isolation room (AII) that has its own dedicated toilet. The central support area is the same as the main ED pods with space for the clinical staff, clean supplies, soiled utility, medication, and a nourishment station.

To address trauma/resuscitation patient needs, the Behavioral Health patient population, one pod with a direct back of house connection to EMS and closest access to imaging and critical care services was identified to be the best location for both patient types. This is called a division of a pod with two side consisting of 2 trauma rooms with equipment and support and a separate 6 bed behavioral health unit on the other side. Each area has its own designated support, trauma with equipment/supplies, imaging and medication areas within direct access and a dedicated large elevator to transport patients to the operating room or critical care.

The Behavioral side of the pod is a closed area with secure door control/access, a dedicated team space, all support services, behavioral health toilet/shower room and a location for security and monitoring equipment to assist with safety of patients and staff.

A Decontamination treatment room is located near the ambulance entry. It provides one way flow for patients from the exterior into the treatment area, as well as, one way flow for staff into the treatment area via an anteroom. This space is designed to accommodate 2 patients at a time with 2 shower heads. Locker spaces are provided in a men and women's rooms. Each locker room will provide space for potential use of work scrubs, toilet and shower areas and storage for contaminated footwear. This indoor space will be shared between the ED and Imaging staff. In addition, there is a staff lounge that will be shared for breaks and lunches. Administrative offices that support the ED and Imaging are also in this zone to provide close proximity to key program elements and provide private consultation space for those who are not within the hospital.

230 Diagnostic Imaging

The Diagnostic Imaging & Non-invasive diagnostics suite consists of the following:

- 1 General Radiography
- 2 Fluoroscopy
- 3 CT
- 1 MRI
- 2 Ultrasound
- 2 Echo/Stress
- 2 SPECT
- 1 Mammography

Diagnostic Imaging will provide state-of-the-art imaging services to inpatients and outpatients at MVHS. The imaging department has been strategically located on the 1st floor so that it can be directly adjacent to

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the Emergency department for quick access and near the main hospital entry and inpatient elevators for patients coming to the hospital for out-patient testing or for quick access to back of house in-patient elevators reducing travel distances for patients and staff.

The entry point for imaging is off of the main hospital lobby concourse and will have a key entry point with appropriate signage for point of check-in. It is planned that all patients will be pre-registered prior to appointment and will stop at a main check-in point to notify of arrival. A dedicated waiting space has been provided for patients and family along with consultation rooms for private conversations or review of results.

Inpatients coming to the diagnostic imaging department connect vertically from all floors and will use the dedicated elevators adjacent to imaging for transport. This quick connection will reduce transport time for all patients.

The imaging department opens directly into the Emergency department with 1 CT and 1 Gen Rad room dedicated to servicing the ED. Staff within imaging will effectively coordinate flow of patients between rooms to ensure maximum utilization. Both the General Radiology/CT pod and Cardiology testing pod have a dedicated core with workstations for team, support, and medications. This core area will enhance communication for all team members. Each CT contains a control room with 1 large for 2 rooms and the other CT independent.

All Gen Rad, Fluoroscopy and CT rooms have patient toilets. Toilet rooms will be used for patient changing and will contain lockers and gowns to support privacy.
The MRI diagnostic suite contains an MRI, Control room, wait/holding area, MRI equipment room, patient toilet and hold work room. All necessary facility radiation safety measures incorporating the four MRI safety zones will be implemented.

2 SPECT nuclear medicine tomographic imaging rooms are located together contiguous to a hot lab and radioactive waste storage. Segregated patient and staff flows ensure that there is no exposure to radiation. Radiology offices for physicians have been provided within the department for digital reading capabilities. Full access to electronic interface will be required to facilitate consultations with other physicians on or off campus.

Alcoves are provided to support possible imaging devices. Most portable equipment is being distributed throughout departments to improve accessibility to key imaging tests, reduce travel time and provide quicker turnaround time on results.

930 Education & Research

A robust education center offers a variety of learning environments for community, staff and patients. The large auditorium seats up to 350 and is convertible to smaller conference/classrooms for use in a variety of settings. Storage for chairs and tables in adjacent rooms allows these conference rooms to be arranged as the demand requires.
In addition to the main auditorium, several other conference rooms and training rooms are outfitted with the latest A/V technology. The IT computer training room and Patient Simulation room are for staff use only. While conference rooms throughout the facility are intended to be shared resources and are managed by the education staff, the Level 1 conference rooms are typically dedicated to broader learning needs. The location adjacent to the kitchen allows for easy catering.

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534 Executive Dietetic (Kitchen, Servery, Main Mess Office)

The main kitchen, servery and nutrition offices support both public cafeteria and inpatient meal service. The kitchen area has back-of-house access including cooks, both clean and dirty, as well as simple access to a servery selection line and primarily to the front and pharmacy transport.
A room-service type model is anticipated for patient meals.

533 Brooklawn Clinical Laboratory Services

The Clinical Laboratory at MVHS efficiently performs and coordinates all inpatient and on site and off site outpatient clinical specimen tests ordered by physicians and providers. The Clinical Lab examines materials derived from the human body for the purpose of providing information on diagnosis, prognosis, prevention, or treatment of disease. The Clinical Lab also manages procurement, storage, testing and dispensing of blood products for MVHS. The department processes specimens (patient samples or BH collected specimens), processes specimens, performs STAT and routine test, and communicates results to the physician/provider accurately, in a timely manner.

Services Provided:

- Outpatient Blood Draw: The lab will not have a phlebotomy area within the lab, but there will be a phlebotomy area in an adjacent medical office building.
- Phlebotomy Services / Specimen Acquisition: Provides Phlebotomy services to the Hospital and other outpatient clinic sites. Phlebotomists also work in the Lab, but mainly obtain blood and urine specimens or receive them. Other specimens are acquired by outside RN's or physicians. A number of specimens will be acquired from offsite and outside physician offices/clinics. Specimens collected at medical office buildings off campus will be picked up by MVHS courier service and processed at the lab.
- Accessioning and Processing: Accessions and processes specimens submitted from blood banks, RNs and physicians. All specimens will be processed at this lab as it will be the designated Reference Lab for testing including other microbiology, special chemistry, molecular serology and other specimens scheduled for more complex testing.
- Pathology: performs surgical specimen processing, frozen sections, and transcription and reporting of pathological findings.
- Frozen Section: Specimens from the Surgery Suite will be processed/accessed and evaluated in the Histology area.

Testing:

- Provides STAT testing for inpatients and outpatients (Chemistry, Hematology, Coagulation, and Microbiology) and routine testing for inpatient and outpatients (Chemistry, Hematology, Coagulation).
- Assume to provide Anatomical Pathology.
- Could provide back-up to other MVHS locations and clinics if their instruments go down.

Results Reporting: Analyzes results and sends to physicians. Performs or adds tests as required. Saves specimens for a predefined period of time after testing.

Blood Banking: Receives blood product from outside providers. Tests patient specimens. Cross Matches specimens and blood product. Prepares and stores blood products. Dispenses blood product as needed for the hospital or the clinics.

Point Coordinators: Coordinates, calibrates, and services point-of-care testing equipment.

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Blood Gas analysis will be provided by Respiratory Therapist outside of the purview of the lab

Key Interdepartmental Support Relationships

- Close relationship with Blood Draw which must, in turn, be accessible to outpatients in the MOB. Phlebotomists cross cover Blood Draw, Clinical Lab and point-of-care draws as level of load
- Requires back of the house access for blood product transportation services. This has been created with a direct connection from the dock to the cross off location as well. Dedicated parking for courier to be provided
- Location of Lab requires access to Loading Dock for delivery of supplies and packages therefore the Lab is directly adjacent to the receiving dock on the west side of the building
- While some Blood can be routed to the patient care units, most blood will have to be picked-up and delivered to Surgery, ED, and other critical areas via the back of house service elevators directly adjacent to the lab
- All phlebotomists will have their blood draw carts stored on inpatient units and will decontaminate from the lab. Carts will not be stored in the lab, and will be restocked on the unit. Proximity to the back of house elevators currently planned to enhance delivery of specimens to the clinical lab if they cannot be piped
- Phlebotomy supplies will be available on the units to limit need for phlebotomists to go to the Lab
- Pneumatic tubes will transport specimens and blood from the floors to the lab

Changes in Practice

- Addition of additional equipment to the hospital lab driving a broader test menu, more STAT's, and Blood Banking
- Drive for greater efficiency (Lean), as well as the need for faster turnaround times and broader test menus have made total lab automation systems a viable alternative to individual instruments for smaller laboratories. Continue to add automation and will not have new manual analyzers
- Test volume is growing due to aging population, expanding market share, additional mandated tests, new technology, broader test menu. Taking no additional output out testing and conservatively estimate. Some additional tests will be recommended by available instruments used for growth.
- Some rapid molecular tests (HIV, TB, MRSA) will continue to be done in house.
- Lean planning to enhance staffing complement, enable cost savings for supplies, increase turnaround times and foster greater reliability is now an integral part of design
- Testing of blood product outdates the need for a satellite Blood Bank in the OR. A blood bank refrigerator will be available to and monitored by OR staff. Potential for error in the OR for transfusions
- Emerging pathogens (H5N1, VRSA, MRSA, etc.) require greater attention to staff and public safety
- Interdepartmental
- Pneumatic system to provide access to all patient care areas

Staff Areas

- Lab staff will have a dedicated locker and lounge for storage of coats, personal effects and a area for respite

Access and Circulation

- Entry/vestibule for hospital staff and couriers delivering/picking up blood products, deliveries/sending out provided at Simi Valley Hospital Blood Bank, Hatchway near Main Lab.

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ANATOMIC/CLINICAL PATHOLOGY

Operational Objectives: Departmental and Integrative

- The core functions of Pathology services is diagnostic pathology. The Pathology Laboratory at MVHS will provide Frozen Section and Grossing, and STAT cytology services for on-site patients. The Pathology Department examines human tissues and body fluids for the purpose of providing information on diagnosis, prognosis, and treatment planning.

Services:

- Specimen Acquisition: Pathologists may advise other physicians on the acquisition of specimens to obtain cytology specimens directly from patients such as Fine Needle Aspiration (FNA).
- Accessioning: Staff will accessions specimens into the Pathology LIS in the Pathology Laboratory, or in future, at point-of-care.
- Frozen Section: Urgent STAT specimens, requiring immediate attention, will be prepared, stained and taken directly to the lab for analysis.
- Grossing: Grossing stations for pathologists and pathology assistants will be provided in conjunction with Frozen Section to level workload between frozen cases.
- Histology: Blocks prepared at MVHS will be sent to the on-site Pathology Department for processing and interpretation.
- Cytology: STAT body fluids will be rapidly processed in Frozen / Grossing Lab. Routine specimens will be sent to the on-site Pathology Department for processing and interpretation.
- Autopsy: Autopsies will be performed at MVHS. A morgue has been provided adjacent to the lab with an area for autopsies and family viewing.

Key Interdepartmental / Support Relationships:

- Pathologists require access to the Surgical Suite and to clinics where specimens are collected.
- Pathologists need to be accessible to other physicians for consults using multi-headed microscopes; therefore offices will incorporate required space to support a multi-headed scope within pathology.
- Frozen/Grossing has direct access to the Loading Dock for delivery of supplies and packages.

Key Design Features: Clinical Lab/ Pathology

- Planned for processing and testing areas of the lab as a large open, rectangular space to maximize future flexibility and reconfiguration of workflows, benches and equipment. The open lab concept permits team members to see each other, enhances supervision and night shift can also see each other, entrances, and pneumatic tubes more easily to increase efficiency and security.
- Offices and other fixed elements are located on the perimeter.
- Direct access to Blood Bank for product delivery provides with a separate entry door off main back of house corridor.
- Frozen/Grossing currently planned as a large open space to permit flexible workflow and also provide an environment for pathologists to dictate cases.

Features:

- Including provisions to temporarily hold bio hazardous waste.
- Incorporated limited access features to provide security to staff.

Patient and Staff Safety:

- Biosafety cabinets to control pathogens.
- Chemical fume hood to control odors.
- Hand washing sinks distributed in all areas for staff.

- Adaptable casework systems to adjust work surface height for staff ergonomics.

Environmental Quality and Utilities

- Appropriate air exchanges – 10/15 exhaust, single pass air for labs. Design minimum of 6 air exchanges per hour but air changes may be governed by heat load from equipment.
- 10 meg ohm RO/DI water is required to support the chemistry instruments and some reagent prep.
- Power will run in wire mold mounted to casework frames or overhead service carriers
- Cat 6 data will run in the casework cores or in wire mold or overhead service carriers with adapters.
- Cup sinks will be provided in the casework cores 18" AFF for recharge.
- Given the non-grid layout, a grid of drains (12" x 36") starting in the perimeter wall will be provided under the slab to permit equipment and casework changes over time.
- Central uninterruptable power supply (UPS) system will be located where accessible to avoid providing UPS at each instrument. UPS is required for all equipment requiring calibration after emergency shutdown (yeast analyzers, co-oximeters)
- Providing emergency power for all equipment including computers and refrigerators.
- Providing FDA compliant monitoring of all Blood Bank refrigerators and freezers
- Provision for future wireless collectable access for instruments, computers, and PDAs
- Key Card access at all entrances.
- Include cable trays in the ceiling
- Emergency Eyewash and Shower Station with trap primer floor drain and removable cover will be provided
- Lab waste system capable of containing chemicals planned for use in lab (which some labs should not be poured down the drain, an accident could occur). CPVC is not acceptable.
- Lab sinks will have a combination hot and cold water blade faucet which hot and cold water sinks could have a mixing faucet as well as an emergency eyewash fixture with it.

943 Maintenance & Housekeeping (Loading Dock)

A medication and material loading dock for the MVHS hospital is located directly off of Columbia Drive on the east side of the building at ground level and provides 4 truck loading clean receiving bays, and 3 bays for soiled (trash/recyclables/med waste/equipment and 3-4 locations for short term parking for small truck or courier deliveries/pick up. Two of the bays will be equipped with a dock leveler and one bay will have a dock lift. The space supports the receipt and staging of all incoming clean equipment, supplies, mail, linen etc. Food with a dedicated separation for waste stream management to the soiled bays. The new receiving docks have direct and immediate access to service elevators that are within the receiving area that can go directly to the Intermediate Plat form, CSP and Pharmacy on the 2nd floor and a direct dedicated non-core service connection to an additional back of house elevator bank that services the upper inpatient floors. A receiving check-in office, dedicated portable gas storage tank room, secure welding room, clean linen and temporary soil staging is shared/connected to the unloading areas and provides space for primary supply and also for and staging areas for manufacturing IT racks for the supply chain department.

943 Maintenance & Housekeeping (Gas Storage Rooms)

The gas storage rooms located adjacent to the dock will provide temporary storage for receiving and manifolding gases. The gas storage rooms are limited to the maximum allowable gas quantities by code. Full and empty cylinders will be clearly marked and a gas manifold will be provided adjacent to the dock area and be part of the facilities department responsibility.

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943 Maintenance & Housekeeping (Central Storage)

The main warehouse storage space is to be located in a separate facility. A central storage room is located adjacent to the loading docks and service elevators which allows for ease of distribution or pick up from user departments. Some bulk non-IT items, including IV fluids, disaster preparedness stock, and routine high use items in low unit of measure format will be stored within the MVHS material management storeroom. Most supplies will be shipped in reusable totes from various vendors ready for endorsers distribution. All "STAT" supply storage will be maintained in the storeroom. Bulk supplies, such as IV fluids will be delicased within the storeroom and delivered to Pharmacy for preparation and distribution.

Materials Management will handle the restocking of most supplies to all areas of the hospital including SPD (for redistribution in the case cart system), with Surgery and to other clinical departments. Security will assist materials management with monitoring receipt of supplies and pedestrian traffic in and around the loading dock area.

943 Maintenance & Housekeeping (Linen)

A linen service area for receiving of clean linen is located on the dock with immediate access to service elevators to provide dedicated storage, cart make up, dispatch and distribution of clean linen throughout the hospital. The linen room will accommodate a secure area for additional carts to serve as emergency linen backup supply.

943 Maintenance & Housekeeping (Trash & Linen Chute Rooms)

The waste stream management, including the collection, transport and disposal of general trash, recyclables, and RMW (regulated medical waste) is maintained using manual cart transport and vertical linen and trash gravity chutes along dedicated soiled distribution routes, which terminate on the Ground floor level in separate dedicated collection rooms. EVS staff will transport trash and linen collection carts to the soiled side of the dock for pick up.

943 Maintenance & Housekeeping (Facilities & EVS Admin)

Facilities and EVS leadership and supervisors are located adjacent to the Materials Management area, shops and connected by a corridor to the main dock. This general location of offices and shared conference room provides direct connection and supervision to these departments, creates opportunities of collaboration and communication between staff and leaders and provides an area to have department meetings, team discussions or education. Senior Facilities leadership and the Safety Director are located on the 2nd floor.

943 Maintenance & Housekeeping (Shops)

Shop space has been dedicated contiguous to the CEF to provide space for work benches, as well as storage for multiple items that support the daily operations of the hospital. HVAC, Plumbing, Paint, Electrical, Carpentry, Metal Cement shops have dedicated spaces to support the work of each specialty. In addition, the shop area is located off a corridor that connects directly to the CEF providing quick access if needed. Staff in this area will share a common locker room and lounge with the dock and materials management team directly adjacent to their area.

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LEVEL 2

General Description

Level 2 is the main procedural area for the Mott Hospital. It consists of an international platform for outpatient, same day procedure patients, inpatients and trauma patients providing the flexibility and shared services necessary to enhance patient care delivery. Administrative functions as well as clinical support areas, including pharmacy and sterile processing, occupy the remainder of the floor.

This level is accessible to a front of house and back of house organization. The main visitor elevators offer views to the entry and Lafayette corridor. Sliding doors at the Lafayette corridor control visitor, family and patient access to the main second floor lobby and waiting area.

Surgical and interventional areas are controlled access and allow for private, back of house transport for patients, services and staff.

A future expansion of the building located on Columbia could potentially have controlled staff-only access to this level at the east end of the building.

200 Public Areas (Toilets, Waiting)

Outpatients arriving for outpatient surgery, cath, interventional or endoscopic procedures come to the second level with family to the check in and wait for the procedure. The main visitor elevators bring patients directly to a waiting room lobby overlooking the main entry. The information center/reception desk is immediately off the elevators.

Amenities for family waiting in the lounge include a variety of seating choices, adjacent public restrooms and access to refreshments. Patient tracking technology will be utilized to keep family informed of patient progress throughout his or her procedure. This would allow family to remain on this level or use the first floor amenities as desired.

Consult rooms are immediately adjacent to the family lounge area. Concierge staff will notify family when physicians are ready to speak with them and will direct family to the appropriate consult room. Physicians/surgeons arrive from the opposite direction.

When appropriate, family will be able to stay with patients during pre and post-op care via direct access to these areas.

700 Operative Recovery Room (PreOp, PostOp, PACU)

On each of the waiting areas is a large Perioperative Suite consisting of PreOp, PACU and Phase 2 recovery functions. This suite is designed as a highly flexible suite to allow for flexing of function based on schedule demands. It is universally designed so that each waiting bay or room is able to accommodate both pre-op and post-op patients' requirements.

This suite supports the operating rooms, Cath labs, EP labs, interventional suites, Hybrid OR and endoscopy rooms. It consists of the following areas:

- 34 PACU bays including 1 isolation with attached toilet, 5 increased acuity
- 30 Preop Rooms (2 are isolation with attached toilet)
- 2 Procedure/Multipurpose rooms
- Supporting care giver work, med, clean, soiled, nutrition and other support functions

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The Periop suite is consists of several clusters of 8 to 10 Periop patient rooms surrounding support functions. These areas are not called by like procedures, but will be sched such that patients are generally positioned nearer to the procedure room to which they are scheduled. For instance, the two cushion south of the main elevator bank would consist of the endoscopy suite and near cath lab rooms. This arrangement will primarily serve those procedure rooms.

The Periop areas are connected via controlled access corridors where staff and materials are free to move, but public access is limited and controlled. These controlled corridors are located to the entry of the semi-restricted corridors of the intervention suite as well as patient, staff and service elevators. The control desk areas are central to the entire suite in order to manage traffic and flow within these areas.

7.9.1 Baseline Operating Room (OR, Cath/EP, IR, Endo)

The interventional platform requires a detailed survey of all procedure-based services. They includes the following:

- 8 General ORs
- 4 Specialty ORs (Cardiac, Ortho, Neuro)
- 3 Cath Labs
- 2 EP Labs
- 2 IR rooms
- 1 Hybrid OR
- 6 Endoscopy rooms including 1 Advanced Endo room and 1 Flex Fluoro room

The suite is composed of 4 cores with procedure rooms surrounding a clean core, these are organized as follows.

- 1 per (4) ORs (general ORs)
- Six (6) ORs (2 general, 2 Ortho, 2 cardiac) plus soft space for 2 future ORs
- Four intervention rooms (2 IR, 1 Hybrid OR)
- Four cardiac intervention rooms (2 EP, 2 Cath)
- An Endoscopy suite (1 Advanced Endo, 1 Flex Endo/Fluoro (shielded TEE/TILT/ENDO), 4 endo with 1 capable for Bronchoscopy)

The convergence of the clean core and supply core for the procedure rooms means that each will have two points of entry - one off the semi-restricted corridor for patients, staff and the other off the restricted clean core. This is true regardless of the specialty assignment of the procedure room (cardiac vascular, neurology, etc...), but specifically, the procedure rooms will all be designed to basic operating room standards and technologically rich. This includes providing the capability of obtaining OR air exchange rates; specific cleanable surfaces; and integrating lights, monitors, and booms. The procedure rooms will also include nurse charting stations with lighting controls, audio-visual communication for monitoring and education, emergency power. And supply cabinets for the unit level specialized imaging equipment presented above may also include a control room.

The intervention suite will follow the trend of keeping both surgical and interventional rooms behind the "redline" for flexibility and to help mitigate infection risks. However, the endoscopy rooms and potentially a few of cath lab rooms will follow similar protocols but will not be within the semi-restricted corridors. This arrangement provides great flexibility to change in the future should the need arise.

Infection risks will also be mitigated with a strong sterile processing department solely responsible for the sterilization of instruments, scope and other materials. A closed case cart system will be employed to bring

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clean and dirty instruments to and from the operating rooms.
Staff support areas, including offices, lounges, and locker rooms are provided at the east most edge of the suite. The staff lockers and lounge are shared by all interventional staff and physicians as well as sterile processing department staff.

901 Administration (Quality)
The northeast area of the second floor is comprised of several administrative functions. Quality management and analytics are distributed to two locations in the hospital. The administrative suite on Level 2 across from family waiting supports twelve quality management professionals in open office workstations. These staff members support many department throughout the hospital. They assess each area and have a particularly strong relationship with physicians, therefore the location adjacent to physician services proves useful.

901 Administration (Physician Services, GME)
Physician Services and the General Medical Education department are co-located on the second floor of the hospital adjacent to administration and the interventional platform. This location provides a dedicated space for a Resident lounge, active lounge, medical library, lockers, kitchenette and hoteling workstations for residents in the MVHS program. The GME space supporting internship, residency, sub-specialty and fellowship programs has an office for the Director, Coordinator, 1 Credentialing staff and space for credentialing records. The space provides a quiet calm atmosphere with access to light and amenities to support the program. This location provides a hub that is close to easy access to elevators for the patient tower or to access conference space for meetings and group education.

901 Administration (Administration, Nursing Administration)
The senior executive Administration suite and Nursing administration are located in adjacent areas. The Administration suite supports the CEO, 7 senior VP offices and associated administrative professionals. This suite is accessible by visitors if directed to the area. A dedicated consultation room is provided to meet with family, patients or visitors as needed.

A large board room supports the hospital's mission of community involvement. Adjacent catering, restrooms and direct access to the Administrative suite allow for its use serving a number of functions. Nursing Administration is a primarily distributed service. This suite allows the three AVPs to share an office suite with dedicated staff support and the central hospitals supports easy access for physicians, nurses, staff and senior administration.

901 Administration (Employee Health)
The MVHS employee health program will primarily be located off site and will have a robust telehealth presence. However, a small suite is on site for easy staff access when needed. This location may primarily support quick checks and serve as a triage station for other staff needs.

943 Maintenance & Housekeeping (Facilities Administration)
The AVP for facilities, facilities admin, safety officers and training rooms are dispersed on this level. Other facilities staff are located on the first floor and/or near the annex building.

948 Engineers & Maintenance (Clinical Engineering)
A robust clinical engineering program supports all clinical services. The main clinical engineering work room include work benches for 8 engineers and is located adjacent to the bed repair shop. This second floor location helps to serve the intervention platform effectively and gives the staff here central access to

elevators for easy access throughout the building.

941 Equipment & Maintenance (Patient Transport)

Patient transport staff will be deployed throughout the hospital and will be outfitted with communication tools to aid rapid deployment as needed. The dispatch staff are located with the Patient Flow Command Center on the 3rd floor. The patient transport area is a quick touchdown area for staff and holds additional stretchers and wheelchairs for use if the decentralized transport is not available.

942 Baseline Pharmaceutical Services

The pharmacy department is located on the second floor and is adjacent to the observation/critical care and surgical services departments. The location puts it in important support service in the proximity of highest use and close to vertical circulation to support the first floor. The development of the pharmacy plan focused on bringing the most efficient methods of dispensing and delivery to support inpatient needs. Determining the method of medication distribution on the inpatient units was critical to determining the physical layout of the pharmacy as well as the use of automated technology and medication management throughout the hospital. The pharmacy will utilize the same robot system for comprehensive medication inventory management. This allows for fewer pharmacists needed in the pharmacy due to the efficiency for cart fill, which supports the organization's goal to have pharmacists out on the units. The pharmacy space contains dedicated area for techs and pharmacists, IV Prep w/ hood, Anteroom and pass thru, Narcotic Vault, Bulk receiving, Pneumatic Tubes and Carousels with a packaging area.

In addition, there is a service window for the first staff that may need to pick up medication directly from the Pharmacy, which is located on the West end of the department, closest to the elevators. This room assumes physician order entry which will be utilized for medication ordering.

Key Services Provided

- Bulk purchasing of stock medications for pharmacy dispensing
- Dispensing medications to all clinical areas
- Admixture of IV solutions for distribution to clinical areas and for inpatient administration
- Clinical pharmacy program: pharmacists deployed to inpatient units/department rounds to consult with physicians/providers, provide patient education and counseling
- Employee prescription department – potential relocation to Medical Office Building

Changes in Practice

- Potential for additional participation of retail pharmacy for discharge medications
- Workload changes and new efficiencies due to having a pneumatic tube system that goes to all departments and can carry other medications currently able to be delivered via tube.
- Multiple Type locations that will require pharmacy support

The pharmacy staff have a dedicated lounge and locker room and 2 staff toilet adjacent to the department. The pharmacy offices are connected to the main pharmacy workroom suite and also accessible through the pharmacy. Spaces for clinical pharmacists, director, operations manager, purchasing, IT and admin are located in this area to support the department.

943 Central Sterile & Supply (Sterile Processing Department)

Central Sterile (now called Sterile Processing Department (SPD)) will employ the latest equipment technology and clean processes, including a "one-way" design, employing automated pass-thru steam sterilizers and automated instrument washer/decontaminators. Low temperature sterilization will exclude high-risk

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ethylene oxide in favor of the efficiency and safety of gas plasma technologies. The typical configuration will include four (4) instrument washer decontaminators, one automated cart and one (1) washer/decontaminator, one manual cart washer, four (4) large capacity floor-loading, pass-through steam sterilizers, plus one (1) or more smaller steam sterilizers to support rapid turnaround. The department will be staffed 24 hours daily, 7 days each week. The Sterile Processing department is located on the 2nd floor of the hospital and is adjacent to the Interventional Suite for ease of access and quick turnaround on instrumentation.

Operational Objectives: Departmental and Integrative

- SPD will adhere to the highest standards of cleanliness, uniform training, and staff certification and the use of advanced technology for cleaning, sterilization
- SPD is charged to be the single point of responsibility for routine decontamination, sterilization and infection control for MVHS
- The department design, reprocessing equipment and work flows will be consistent with contemporary infection control protocols and will support the department's role as the focal point of the interventional supply chain
- Together with Materials Management, SPD will coordinate the supply and replenishment requirements for the Interventional Suite, primarily via a case cart system.

Services:

- Decontamination of critical medical devices, including surgical instruments, flexible endoscopes, trays
- Decontamination and sterilization of all scopes which will not be processed at the point-of-use. This meets provisions in the upcoming 2018 FGI to help optimize the quality of processing
- Sterilization of all critical medical devices including surgical instruments, sets, powered tools and individual instruments used in any surgical/interventional setting
- Storage and distribution of surgical supplies that are maintained within SPD for the case cart system, as well as most consumables, supplies, implants and other materials used in any surgical/interventional setting
- Assembly of case carts, specialty carts, room carts and procedure cards/setups.
- Monitoring and quality assurance testing of all sterilization equipment used throughout the campus including any point of use decontamination or sterilization units used in patient care settings
- Reprocessing of all flexible scopes used throughout the hospital system

Physical Layout:

Decontamination

- Equipment will include high level washer disinfectors, instrument washer/decontaminators and an automated cart washer
- An automated cart washer shall have a utensil cart/rack system to handle hard goods such as rigid instrument containers and reusable utensils that do not require high level decontamination
- Equipment redundancy will be provided to allow uninterrupted processing of large equipment and will provide a back up option for washing carts, stretchers and other wheeled goods
- A divided sink with the appropriate number of 2 inch chrome steam supply will be provided. A pass-through window from decontam will be provided to allow delicate instruments to be pre-rinsed and then wrapped and sterilized in the Prep and Pack area
- A vendor drop off area for loaner tools and sets will be provided. Vendors will also use this area to pick up the loaned items.
- Decontam will be accessed from the receiving area in order to avoid cross-traffic challenges. This area/this area will include a hand wash sink PPE storage supply cart, biohazard waste, the decontam area.

Scope Processing

- SPD will be processing all scopes from Endoscopy
- A dedicated area for the arrival of dirty scopes is located adjacent to endoscopy. Dirty scopes will arrive in totes on the decontam side of scope processing
- Scopes will be cleaned in scope processing and returned to endoscopy to be stored in cabinets within the department

Prep and Pack

- The equipment decontamination room and automated cart washer will exit into the clean side of SPD. The cleaned but still empty case carts will be staged awaiting assembly
- The completed/filled case carts will be positioned in cart staging
- Instrument racks will exit the washer decontamination room located adjacent to the scopes. Staff will use transfer carts to remove the racks from the conveyor to the prep & pack workstations. The racks will be moved to the assembly area for re-assembly and wrapping. As the racks are emptied, they will be returned to Decontam via a return conveyor
- Once the instruments and instrument sets are wrapped, the sterilizable items will be loaded on to special carts and moved to the steam sterilizers.
- Heat and moisture sensitive items will be processed using gas plasma technology such as
- STERRAD(TM) or another replacement technology for ethylene oxide (EtO) sterilization.
- The lot, of wrapped instruments will continue to move from the steam sterilizers. The sterilized goods will be stored on carts to await picking based on daily or departmental par levels, etc.)
- Bulk stored surgical case carts from the surgical information system (SIS) will be printed at a workstation. Technicians will assemble the case carts for distribution to the surgical/interventional suite and other defined users

Store and Clean Scopes

- SPD will have the capability to store almost (90%+) of the surgical instruments, instrument sets and the routine supplies used by the interventionists. Some The rest of the interventional instrumentation and supplies will be stored in the clean corridor and within the individual operating and/or procedure rooms.
- SPD technicians will pick the required items using the preference cards generated by the surgical information system (SIS). Supplies and instrument sets will be placed into the case cart and then staged according to their scheduled use and destination.
- Case carts will be transported via dedicated back of house corridor in the restricted zone of the platform and delivered to the interventional Suite
- General floor trays and rolling totes will be used for pick-up and delivery by Materials Management distribution staff
- Supply replenishment within SPD will be prompted by Materials Management. Items will be de-cased prior to delivery to SPD or to the interventional Suite
- De-cassing can occur at the loading dock or at the vendor (if a bay/lift system is employed

<u>Planning Guidelines</u>

Technology Implications

- Use of a computerized information system will control instrument management, productivity monitoring and locating/tracking capabilities
- Potential use of robotics to facilitate the routine delivery and return of surgical case carts
- Use of automated loading/unloading capabilities for the instrument washers

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- Access to the SPD's Ordering system for assignments or management of case carts and physician preference requirements
- Other equipment and/or information technology to streamline departmental operations and support local learners

Intradepartmental

- Decontamination area shall include workstations for unloading case carts and separating instruments; clean up sinks will allow for initial and supplemental cleaning; decontamination will be achieved using automated pass through washers that exit into the prep and pack area
- Staff working in decontamination will enter and depart through an antennum where they will don protective over garments
- A staging area will be required for holding soiled case carts. Space will also be needed for rinsing, soaking and cleaning of special instrumentation prior to loading onto an ultrasonic cleaner.
- Cleaning solutions will be located in a room with close proximity to the washers
- Dedicated environmental service closets are located in the decontamination area and for the clean area of SPD
- The storage will accommodate case cart staging along with high-density storage systems with access from both ends and adequate aisle space

Staff Areas

- Dedicated male and female lockers, breakroom and toilets are directly across the corridor from SPD and will be shared with the interventional platform.

Access and Circulation

- Physical layout reflects the appropriate flow of staff and instrumentation from contaminated to clean areas as outlined. Appropriate storage of sterile goods within department is essential

Ancillary Services – Support from / for

- Material Management is a key supplier to SPD.
- Materials Management will replenish supplies to the interventional suite from case cart items) and to all other patient care areas including the input and nursing units.

Key Design Features

- Equipment will require specialized power, enclosure systems and water, steam and drain lines. Deionized water systems should be anticipated in the decontamination room
- HVAC system will be designed to meet AKSI/AAMI ST-79, state health department and NIVHS infection control standards.
- Ductwork handling exhaust air from the instrument washers, cart washer and sterilizers must be constructed of stainless steel or other non-corroding, non-rusting material
- Emergency power will be required to keep certain equipment operational at all times
- Floor and wall surfaces must be waterproof and finished with non organic materials.
- Local steam generators will be required if house steam boilers are not part of the building central plant.

Patient and Staff Safety

- Appropriate personal protective equipment (PPE) storage will be planned for the decontamination area
- Emergency eyewash stations and separate hand washing sinks to be provided in the decontamination area
- Floor surfaces will be slip resistant

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Environmental Quality

- Equipment and activities within SPD create unique environmental and mechanical requirements; therefore, they must be located, planned and designed to mitigate potential damage to adjacent areas from water leakage or water vapor accumulation
- Sterile areas of SPD must be maintained under negative air pressure; all clean areas within the department must be maintained under positive air pressure (see ANSI/AAMI ST-79)
- There should be sufficient air exchanges, humidity and temperature controls (see ANSI/AAMI ST-79) to mitigate the heat dissipation of the SPD equipment. This is for staff comfort as well as to protect the sterile processed instrument packs

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General Description

The design of the typical inpatient floor unit is consistent throughout the remaining tower levels. The implementation typical of the floors are based on delivering inherent patient-centered care with integrated, multi-disciplinary care teams, maximizing patient safety, reduction in, accommodating families and providing the opportunity for an enhanced patient, family and staff experience.

Each unit generally consists of two (2) inpatient units along with shared and other support functions occupying the center hub. The programs throughout the bed tower include:

- Level 3: Critical Care, Telemetry/Stepdown, Respiratory Care, Tenant Housing On Call, Case Management, Risk Management, Infection prevention
- Level 4: Birthing Center (LDR, Postpartum, Neonatal Intermediate Care
- Level 5: Intermediate Care, Inpatient Dialysis
- Level 6: Medical/Surgical Care, Pediatric Inpatient, Therapy Gym, PT/OT/Speech offices
- Level 7: Medical/Surgical Inpatient Care, Therapy Gym, Quality Analytics
- Level 8: Medical Surgical Inpatient Care, IT Help desk staff
- Level 9: Behavioral Health

Open Core Inpatient Unit Bed Model (Basis for Design of Inpatient Units)

The basis of design for all inpatient care units is the open core model. This arrangement and configuration was strongly supported by and advocated for by nursing, physician and support staff involved in the design process, all of which included hands-on testing of various floor plan designs and visiting numerous mock examples. The premise of this plan is to increase visibility and connectivity between nursing, physicians, patient family and other staff. It also serves to bring care closer to the patients and allow the care team to work in a more decentralized manner while still benefiting from team connections.

The overall unit organization consists of patient rooms surrounding a 16 foot wide patient care corridor. One side (8') of the corridor is clear for patient movement. The other 8' zone of the corridor includes alternating nurse stations and supply/equipment alcoves along with clear 5' access to patient rooms.

The nurse stations support every four patient rooms – two pairs across from each other. It includes two seated workstations, two standing desks, visual and counter area for team review. There is line of sight between each nurse station as well as throughout the unit. Acoustical controls will be included along corridors and surrounding the care team stations. Patients and families benefit from knowing that the care team is nearby.

The supply/equipment alcoves are strategically placed along the corridor and will be the same on all so that staff may work anywhere and access all the floor supplies. While these details have not yet been determined, it is anticipated that alcoves will be dedicated to functions such as linen carts, equipment, standard high use supplies and other functions.

Central to each unit is an additional support zone. This area houses the central medication room, nourishment, clean and soiled rooms. Additional equipment rooms are located towards the center area of the patient floor. It is important to note that medications are remote from patient rooms which also aids in reducing noise levels in the units. To reduce steps by nursing and enable pharmacy efficiency, these med rooms are planned per typical med/surg unit – global nursing model for entry of rooms.

The entry to each unit includes the "team center". This is an open desk for the unit clerk and charge nurse.

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and serves as a reception point on the unit. In the middle of each unit is an enclosed collaboration room support conversations between care team members and providing additional workspace for physicians and other staff.

Visitors arrive on the floor via the main elevators and are oriented visually towards the family waiting area. They would then go towards the west or south to reach a particular patient's room. At the end of each wing will be a family respite area, encompassing a few seats to allow for a brief getaway from the patient room. Otherwise, family are welcome in patient rooms and are invited to stay overnight. Specific rules regarding numbers or visitors and timing will be determined by hospital and unit leadership.
Staff support is located centrally and shared by both units. A large conference room, staff lounge, lockers and offices create the support core.

Each medicine or intermediate care unit consists of 30 patient rooms, 1 of which is an isolation room. Two rooms per unit also are capable of flexing up to semi private rooms in the event of emergency surge capacity needs. Thus, the actual capacity of the typical unit is 32 beds.

Typical Patient Room
Details of the typical patient room will be design further in the next phases. There are several principles upon which the room layout is based. This includes:

- Standardization of all rooms for easy or use
- Large patient door openings to support patient movement
- Zones for caregivers, patient and family
- Simple direct access from bed to toilet room

Each room is anticipated to support mobile documentation stations dedicated to the patient room. While this could be a "workstation on wheels", the capability to support future technology, including tablet technology is expected.

Each patient room has its own dedicated toilet, automatic bedpan washer, sink and shower. K21 rooms do not include a shower, but otherwise are similar to typical acute care rooms.

Each patient room has a small cabinet for Personal Protection Equipment (PPE). The intention is that this will be accessible from both inside and outside of the patient room. To be developed in future design phases.

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LEVEL 3

107 Critical Care (Intensive Care) (more than "Critical Care" terminology to be used to be consistent with FGI)

West Unit:	22 Total Critical Care Beds
1	Critical Care AII (Airborne Infection Isolation) room
2	Critical Care ADA rooms
19	Critical Care Typical rooms
East Unit:	20 Total Critical Care Beds
1	Critical Care (Airborne Infection Isolation) room
2	Critical Care ADA rooms
17	Critical Care Typical rooms
42	100 AL Critical Care BEDS

The Critical Care Units follow the typical acute inpatient floor design with modifications to meet requirements for Critical Care level of care.

All the rooms on the Critical Care floor meet the clinical requirements of Critical Care level care, including SF, clear floor area, clearances around bed, headwall dimension, and observation into patient rooms, with some additional space for family presence. The toilet rooms contain toilet, automatic bedpan washer, and sink. 10% of the rooms are fully ADA accessible. Two separate shower rooms are located on each unit for patients who may require a shower.

Care Team Stations

- Decentralized care team stations are positioned around every four patient rooms, approximately. These stations provide seated documentation for 2 staff and standing documentation for another 2 staff. In addition, a central desk is positioned on each unit to support unit clerk, charge nurse and other team members. An enclosed documentation workroom offers ancillary team members, physicians and nursing staff to collaborate within the unit.

Supply/Equipment

- Clean supply rooms, medication rooms, equipment rooms and alcoves and soiled utility rooms are positioned both centrally and distributed along the patient care unit. Equipment storage SF requirement of 100 per patient room has been met with a central equipment storage per unit and four equipment/supply alcoves per unit with additional equipment alcoves for stretchers/wheelchairs near the patient transport elevators.

Family Spaces

- FGI requirements for critical care include a ratio of 1.5 visitor seats per patient room. This has been accommodated through family lounge space on each unit, and floor lounge space at the main visitor elevators. Additionally, because all rooms are single bedded rooms, family presence is welcomed within the room and a family member may sleep overnight. Per FGI, seating for 2 visitors will be provided in each patient room. There are a number of other family support spaces throughout the hospital.

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901 Administrative (Infection Prevention, Case Management, Risk Management)

Infection Prevention staff offices and Case Management administrative offices are located within the 5th floor center core area. These functions serve the entire hospital. While case managers and social work staff are located on each inpatient unit, supervisors/leadership and support staff are located in this administrative suite.

Infection prevention staff use and open workstation environment and use this office suite as their touchdown space. Infection prevention staff travel to other department areas when meeting with clinical team members.

901 Administrative (Patient Flow Command Center)

The Patient Flow Command Center is a multi-stop primary suite intended to bring all components of patient flow and movement together. This suite includes bed control, transfer center, dispatch and EVS dispatch into a single center. A large bank or monitors create a visual, real-time patient flow information for all team members.

226 Respiratory Care

The Respiratory Care department specializes in treating respiratory illnesses including chronic lung problems such as asthma, bronchitis, emphysema, and COPD, as well as acute breathing problems associated with serious or life-threatening conditions such as traumatic injury, heart attack, or stroke. MVHS Respiratory therapists are experts in managing life support devices, airway management, mechanical ventilation, and other aspects of critical care medicine.

The respiratory care department includes touchdown space for RT staff who are assigned to various care areas, administrative offices and spaces for cleaning and repairing equipment such as ventilators, C-pap and Bipap machines. Critical Care nursing unit, ED and PACU all have on-unit storage of clean ventilators. Minimal storage is located in this area.

Tenant - Masonic Lab

The Masonic Lab is a tenant space to be developed. This location is intended to house research lab space associated with heart tissue procurement. There is a relationship with the cardiac operating rooms on the level directly below this area.

562 Housing On-Call

Six (6) single occupant on-call rooms with attached toilet/showers are positioned centrally on this floor. These are shared use on-call rooms by physicians, residents or others requiring sleeping quarters. Additional on-call rooms are located on the Birthing Center floor (Level 4).

LEVEL A

General Description

Maternity services, at NWHS called the "Birthing Center", occupies the entire fourth floor.

West Unit:

1	Butterfly PP room (for fetal demise parents)
20	Typical Postpartum single patient rooms with toilet/shower
21	Total Postpartum patient rooms

Center Unit:

1	NICU AII (Airborne infection isolation) room
7	NICU typical rooms
8	NICU beds

East Unit:

2	Antepartum observation rooms
31	TOTAL INPATIENT BIRTHING CENTER beds (includes NICU)

East Unit	10 LDR rooms (1 AII Room, Airborne Infection Isolation)
1	Triage/early labor exam rooms
2	C-Section Operating Rooms
3	Recovery bays

Please note that the LDR beds are not considered inpatient beds on the operating certificate. The total number of inpatient beds on the unit is 31 (comprised of 20 post-partum +1 butterfly room +2 ante partum).

The Birthing Center is located on the 4th floor of the main bed tower which can be directly accessed from the main entry via elevator or through the Emergency Department via a dedicated back of house elevator. Patients arriving in the ED in active labor will be assessed at ED triage and escorted via cart or wheelchair to the Birthing Center. The overall strategy and approach is to create a unit that supports birthing, postpartum care, and fetal/baby Care nursery needs at the same time ensuring that is safe, culturally and supportive of new mothers. Maximizing patient and infant safety spanning the entire continuum of care is paramount and patient, staff and visitor flows are optimized to support this approach.

281 Maternity (Birthing Center - BTC)

Patients arrive via patient dedicated elevators and are greeted at the unit at a single intake room and triaged and evaluated in an exam room pod. Registration will occur at bedside for this patient population. The area is supported by 3 exam rooms, 1 patient toilet and clinical team station. After evaluation, the patient can be moved directly to one of the 2 antepartum rooms adjacent to the triage/exam area or to an LDR room. The LDR rooms are positioned on the back of the unit, closest to the elevators and separated by nursing hubs to ensure line of site and patient safety. Dedicated toilet, clean, medication rooms and a pneumatic tube are located in the center to provide ease of access and reduce travel for staff and provide timely care.

LDR rooms (8) are designed to provide care to a delivering mother from arrival to delivery. This room also provides space for the baby after delivery for assessment and evaluation. The rooms are designed to

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support all clinical situations for mother and baby and will be equipped with the following items: Birthing bed and ceiling mounted light, warmer, wall mounted gases for mother and baby, cabinets for storage at headwall for fetal monitoring and emergency equipment, clinical documentation workstation and cabinetry with sink upon arrival to support hand hygiene practices, linen storage, and PPE. While provisions are included for baby after delivery, a separate infant re-suscitation room is also provided to support the unit.

Antepartum rooms (2) adjacent to triage will provide initial care or post delivery care to mothers that will be delivering in the C-Section room. These rooms are also equipped to provide an environment for initial patient exam, ultrasound or other evaluation. The room will be equipped with the following: Maternity bed, over bed table and bedside chair, bassinette or warmer, wall mounted gases, clinical documentation workstation and cabinetry and sink upon arrival to support required hand hygiene practices, linen storage, supplies and PPE.

214 Maternity (Birthing Center – C-Section Suite)

The C-Section suite consists of 2 C-Section ORs and 3 PACU bays. It is area is behind the triage exam space with connection from both triage and LDR via semi restricted corridor. Surgery/delivery staff leaving this space will need to enter via the central core thru a dedicated locker room with staff toilet/shower, change into appropriate attire and exit into the suite on the restricted side. All staff entering from the patient floor side will donn appropriate PPE located before doors to surgery suite and will require badge access only. The recovery area has 3 PACU bays with a nurse station supporting both flow of patients coming in and out of suite and monitoring of PACU patients. The PACU bays are adjacent to the ORs and are easily accessed via the restricted corridor. The bays have a standard configuration with 3 walls and a curtain for privacy.

Hand washing sinks will be provided at the bays. Bays will contain post procedure patient cart, supplies and emergency equipment at the headwall. Each bay will have required med gases and clinical workstation for documentation and medication administration.

The OR suite is also supported by a dedicated soiled room, clean/equipment/gas room, Anesthesia work/supply and environmental service room. A locker area supports the unit and C-Section suite. All instrument/gas trays and case carts will be processed by SPD on the second floor with some frequently used processed trays to be stored within the OR suite clean supply room.

214 Maternity (Birthing Center – Post Partum)

The postpartum unit is located in the west wing of the bed tower on the same floor as Labor and Delivery. A separate waiting and family arrival zone is directly off the main vertical elevator bank with controlled access to the unit. The postpartum unit is designed to reflect the typical inpatient room type and size (accommodating LGI post-partum requirements) and provides a toilet/shower room and place for family and visitors. All rooms support a complete care approach for mother/baby bonding and care. There is one isolation room on the unit to support any exclusive infection control situations. A small well baby nursery, contiguous to the Special care nursery is located at the beginning of the unit if the mother is away at a procedure or needs a break to rest. The nursing staff are at decentralized hubs throughout the unit with decentralized supplies and medications distributed across the floorplate.

In a central hub on the floor, there is dedicated soiled, clean supply, and a medication room and pneumatic tube to decrease travel distance for these activities. The design is reflective of all inpatient floors and is standardized throughout the inpatient tower to ensure ease of access, reduce errors and improve timeliness of patient care. The unit also has a team space for huddles or quick conferences with multidisciplinary providers located at the front of the unit. One post partum room is a dedicated "Butterfly Room" for those mothers and families that have experienced a loss. This room will be located at the end of

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the unit and reflect a slightly different design and experience to help mothers and families cope during a difficult time.

To support physician and resident needs, there are 2 sleep rooms for OB/GYN physicians and Anesthesia services located at the end of the unit for one 3 access when needed.

2.1 Maternity (Birthing Center – Staff Offices, Support)

Additional support services and staff offices are located within the main trafficking of the Birthing. Nurse Manager offices are located near their respective units with offices for case managers, lent, social work, clinical educators and laborists collocated. A staff lounge, locker and conference room space is also within the hub and can be accessed from the back of house staff/elevator area. This space will be shared by all units on this floor.

110 Neonatal Intermediate Care

Centrally located between the OB/GYN and the postpartum unit is an 8 bed special care nursery with space for 4 well baby bassinettes. This level II nursery supports and provides basic care to infants that are moderately ill with problems that are expected to resolve rapidly or who are recovering from a serious illness that was treated in a level III nursery. If the level of complexity of an infant should change, the infant would be transported via ambulance or helicopter to another facility. The unit has immediate and direct access to a dedicated large elevator that leads directly to the ambulance entrance and helipad location.

All private Special Care Nursery rooms are provided with doors to provide privacy for families and an environment conducive for neonates. All rooms will have required headwall gases, workstations for documentation, sinks to support appropriate handwashing and space for family to stay overnight if needed.

There is a clinical team station in the center providing line of site to all bays to ensure visibility of patients. Access are located within the unit for different bed types required in addition for space to store crash carts and emergency equipment. A dedicated space for the neonatologist is provided adjacent to the unit for documentation and a sleep space if needed. Additional accommodations for long term stay will be provided outside the hospital.

The unit will be controlled by badge access and an infant abduction system will be employed throughout the Birthing Center platform for infant safety. Within the unit, the area is supported by a clean & equipment supply, soiled utility and medication room. Staff will utilize the centrally located staff lounge

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LEVEL 5

West Unit	32	Total 28 Intermediate Care Beds and 3 Coronary Care beds
	1	All private room (6 chrome infection isolation)
	2	Semi-private rooms (typically used as private room. Shed for 2 patients for emergency use)
	27	Typical private rooms
East Unit	32	Total Intermediate Care Beds
	1	All private room (6 chrome infection isolation)
	2	Semi-private rooms (typically used as private room. Shed for 2 patients for emergency use)
	29	Typical Acute Inpatient private rooms
	64	TOTAL Acute Care Inpatient Beds
Center	8	Inpatient Dialysis Bays

This represents a typical acute care inpatient floor comprised of two (2) separate units each with 30 inpatient rooms. These units will operate as 30 private bed room in all typical situations. Two (2) rooms on each unit are capable of flexing up to a semi-private room in times of emergency need. Thus, the actual bed capacity on the floor is 34 beds.

736 Baseline Medical Surgical (Intermediate Care Unit) – West Unit

All the rooms on the floor meet the clinical requirements of intermediate level care, including SF, clear floor area, clearance around bed, headwall dimension, and observation into patient rooms, with additional space for family presence. The toilet rooms contain toilet, automatic bedpan washer, shower and sink. All patient toilet rooms accommodate ADA requirements. Each AII (Airborne Infection Isolation) room (one per unit) includes a dialysis box.

Care Team Stations

- Decentralized care team stations are positioned around every four patient rooms. These stations provide seated documentation for two staff and standing documentation for another two staff. In addition, a team station desk is positioned at the entry of each unit to support unit clerk, charge nurse and transient care team. A centrally located, enclosed collaboration room (labeled documentation) offers ancillary team members, physicians and nursing staff to collaborate within the unit. This room will have glass or other transparent walls at the front edge to maintain overall visualization of the unit.

Supply/Equipment

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- Clean supply rooms, medication rooms, equipment rooms and alcoves and soiled workrooms are positioned both centrally and distributed along the patient care unit. Equipment storage SF requirement of 10 M per patient room has been met or exceeded, with a central equipment storage per unit and an equipment/supply alcoves per unit with additional equipment alcoves for stretchers/wheelchairs near the patient transport elevators.

Family Spaces

- All rooms are single bedded rooms and family presence is welcomed within the room and a family member may sleep overnight. A family lounge is located at the entry on the floor by the visitor elevator. A small respite space is also provided at the end of each unit. There are a number of other family support spaces throughout the hospital.

103 Acute Renal Dialysis

The inpatient dialysis unit supports all acute care units with dialysis needs. The dialysis team travel to the Critical Care units and isolation rooms for patient dialysis. All other acute care inpatients are transported to this setting for dialysis. Eight patient bays surround a team care station. These bays accommodate appropriate clearances and work space for staff.

Dialysis staff clean and store portable units in this suite. Additional spaces include, office (manager), water treatment room, clean supply, equipment storage, cart alcoves, a patient toilet and staff toilet.

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General Description

West Unit	32	Total Acute Med/Surg Beds
	1	All private room (Airborne infection isolation)
	2	Semi-private rooms (typically used as private room. Sized for 2 patients for emergency use)
	27	Typical Acute Inpatient private rooms
East Unit	32	Total Acute Med/Surg Beds
	1	All private room (Airborne infection isolation)
	2	Semi-private rooms (typically used as private room. Sized for 2 patients for emergency use)
	27	Typical Acute Inpatient private rooms
	64	TOTAL Acute Care Inpatient Beds
Center:	1	Therapy Gym
	1	Pediatrics Support rooms (multipurpose play, exam and staff work)

This represents a typical acute care inpatient floor comprised of two (2) separate units each with 30 inpatient rooms. These units will operate as 30 private rooms in all typical situations. Two (2) rooms on each unit are capable of flexing up to a semi-private room in times of emergency need. Thus, the actual bed capacity on the floor is 64 beds.

736 Baseline Medical Surgical (Medical Surgical Unit) – East and West Unit
The unit follows the typical acute care unit design. This med/surg unit is designated as the location for pediatric inpatients when needed.

216 Pediatrics
The East wing med/surg inpatient unit houses any pediatric inpatients requiring general medical/surgical care. Currently, pediatrics has a 1 or 2 day average daily census. An exam room, multi-purpose play room and a child life staff workroom are near the unit entrance.

302 Medical Rehabilitation
Level 6 and Level 7 have a small inpatient therapy Gym. The therapy Gyms support all inpatients needing therapy, which is not accommodated within the patient room or unit. One of these floors will be the primary orthopedics floor and another will be for neurosciences/stroke patients.

The gym includes mat, stairs, parallel bars, suspended gait and an ADL toilet room and floor space for additional treatment. A ceiling lift provides safe patient handling for patients as needed.

Administrative functions for physical therapy, occupational therapy and speech therapy are located on Level 6. Therapists are decentralized to their assigned units, but frequently return to this home-base for collaboration or meetings with managers.

General Description

West Unit:	32	Total Acute Med/Surg Beds
	1	All private room (1) bome infection isolation
	2	Semi-private rooms, typically used as private room. Sized for 2 patients for emergency use
	27	Typical acute inpatient private rooms
East Unit:	32	Total Acute Med/Surg Beds
	1	All private room (1) bome infection isolation
	2	Semi-private rooms, typically used as private room. Sized for 2 patients for emergency use
	27	Typical acute inpatient private rooms
	64	TOTAL Acute Care Inpatient Beds
Center:	1	Therapy Gym
	1	Quality Management/Analytics offices

This represents a typical acute care inpatient floor comprised of two (2) separate units each with 32 inpatient rooms. These units will operate as 30 private rooms in all typical situations. Two (2) rooms in each unit are capable of flexing up to a semi private room in times of emergency need. Thus, the actual bed capacity on the floor is 64 beds.

736 Baseline Medical Surgical [Medical Surgical Unit - West Unit]
This unit follows the typical acute care unit design. No additional features have been added.

736 Baseline Medical Surgical [Medical Surgical Unit - East Unit]
This unit follows the typical acute care unit design. No additional features have been added.

502 Medical Rehabilitation
Levels 3 and Level 2 have a small inpatient therapy gym. The therapy gyms support all inpatients needing therapy, which is not accommodated within the patient room or unit. One of these floors will be the primary orthopedic floor and another will be for neurosurgery/stroke patients.

The gym includes mat, stairs, parallel bars, suspended gait and an ADL toilet room and floor space for additional treatment. A ceiling lift provides safe patient handling for patients as needed.

508 Administration (Quality)
This suite is the main administrative suite for quality analytics and management programs. It includes offices for director, AVP and a workroom for quality improvement physicians. Workstations for administrative assistants support staff in this location.

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General Description

West Unit:	52	Total Acute Med/Surg Beds
	1	All private room (Airborne Infection Isolation)
	2	Semi-private room (typically used as private room. Used for 2 patients for emergency use)
	27	Typical Acute Inpatient private rooms
East Unit:	52	Total Acute Med/Surg Beds
	1	All private room (Airborne Infection Isolation)
	2	Semi-private room (typically used as private room. Used for 2 patients for emergency use)
	27	Typical Acute Inpatient private rooms
	64	TOTAL Acute Care Inpatient Beds
Center:	1	IT help desk staff/IT professionals
	1	Staff/Loss prevent office area

This represents a typical acute care inpatient floor comprised of two (2) separate units each with 30 inpatient rooms. These units will operate as 30 private bed room in all typical situations. Two (2) rooms on each unit are capable of flexing up to a semi-private room in times of emergency need. Thus, the actual bed capacity on the floor is 64 beds.

736 Baseline Medical Surgical (Medical Surgical Unit – West Unit)
This unit follows the typical acute care unit design. No additional features have been added.

736 Baseline Medical Surgical (Medical Surgical Unit – East Unit)
This unit follows the typical acute care unit design. No additional features have been added.

903 Administration (IT Systems)
The administrative suite on Level 8 houses IT help desk staff and other IT professionals needed for support of the hospital functions. The suite includes mainly open office workstations for approximately 16 staff, a director office and a small area for IT storage and set up. This area is intended for small scale work and is supplemented by other off-site IT functions.

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General Description

West Unit:	22	Behavioral Health Beds
	18	Private Rooms
	2	Semi-Private Rooms
East Unit:	22	Behavioral Health Beds
	18	Private rooms
	2	Semi-Private rooms
	44	TOTAL Behavioral Health Beds

The inpatient mental health unit at MVHE is located on the 5th floor of the inpatient bed tower and has direct connection to the Emergency Department via a dedicated back of house elevator that is in close proximity to the behavioral health pod in the ED. This allows convenient access for patient, families and staff and facilitates safe transport of this patient population. The goal of this behavioral inpatient unit is to promote a safe recovery oriented environment. Some key concepts of this unit include open bright spaces, non-institutional home like environment and connection to neighborhood or pod like design to promote social engagement and interaction with each

301 Psychiatric/Behavioral Health Beds

There are two behavioral health units with 20 patient bedrooms in each bed wing. Each room has a bathroom that is planned to provide patient safety while maintaining a normal environment that respects privacy and dignity. The nursing unit design supports a neighborhood configuration with secure entry, group rooms, dining area, nourishment, comfort/quiet space, laundry, and access to secure outdoor space directly off the unit. The space is free of blind corners and the nursing station is located at the beginning of the unit and can view the entire unit and provide visual and exit points.

Access to each unit consists of two interlocking doors at the entrance (sally port) and is required to prevent elopement and ensure clients are not leaving. A call for assistance button at the patient room and bathroom is provided. Behavioral health staff and security will man these entrances based on time of day. Lockers will be provided within a waiting space external to the unit for visitors to utilize when visiting the unit. A small waiting area for family is directly off the main elevator and a consult room is available for private conversations in this zone.

A small suite of 2 seclusion rooms are provided directly off the back of house elevator and corridor to provide safety for patients requiring this level of behavioral control. Space is provided for staff and security to monitor patients directly and document safety requirements. In addition to seclusion, 3 patient rooms are directly adjacent from each unit within the core for initial triage from the Emergency department and utilization for placement decisions within the neighborhood. This provides the opportunity to assess patient prior to being within the milieu.

Staff lockers, lounge and conference room are located in the common hub towards the north side of the building to provide opportunity to get off the unit and decompress. The area is visible, daylight and views. Additional offices are also located in the hub area for nurse managers, social work, and counselors. Shared equipment and other storage provided within the core for secure storage.

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201 Psychiatric (Outdoor Courtyard)

Each behavioral health unit (neighborhood) has direct controlled access to an outside secured courtyard. The space will provide areas for activities, group work, and other events while also providing the opportunity to calm and decompress. This area can only be accessed via card reader and staff will be accompanying and supervising the patients in this area. Patients will not be permitted to utilize this space without staff. The goal is to provide a garden like space for patients to relax and enjoy outdoor space. Walls and screening will be designed to provide safety for all patients.

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BUILDING EXTERIOR – ARCHITECTURE and CLADDING

The MVHS Integrated Health Campus consists of a 2 story podium and a 7 story bed tower. All elevations of the building, both the podium and the tower, incorporate a mix of curtain wall glazing and a primarily brick cladding system referencing the history of the architecture in Utica and the adjacent context.

The various solar orientations of the project necessitate a solution that allows for a maximum standardization of natural daylight and views while simultaneously negotiating solar heat gains on various facades. This is accomplished with a glazing system with high-performance coatings, along with a mechanical system, that mitigates heat gain. Other elevations that contain back-of-house support spaces do not require expansive views. Accordingly, these walls have been designed with considerably less glazing, further reducing solar loads.

Vehicular and pedestrian entries are marked by canopy systems that provide adequate coverage for public drop off, EO walk-in and loading. Vestibule geometries are designed to mitigate the prevailing seasonal winds on the site. Ambulance traffic is provided with a sally port adjoined to the podium.

Behavioral Health, located on level 9, has 2 outdoor areas that are surrounded by vertical enclosure that is designed to be non-climbable and at a height to provide proper security for the patient population. The building roofs are understood as a multi-acre façade that will have a major impact on the energy performance of the project. All project roofs have high insulation values and employ cool roof technologies in order to minimize heat island effect. Rooftop mechanical equipment, on the roof of level 2 and roof of level 8 and 9, is so ecned with an opaque vertical cladding system, open to above, screening direct views from the patients and staff as well as the community.

The 3 story Central Utility Plant, serving the building, is adjoined to the podium and clad in a material to integrate it with the overall project, brick and the appropriate amount of louvers providing an intake and exhaust for the equipment.

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MOHAWK VALLEY HEALTH SYSTEM

HOSPITAL PROJECT

Preliminary Structural Engineering Design Narrative

Version 1

KORDA

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I. CODES, REGULATIONS AND DESIGN STANDARDS

A. All design will satisfy the applicable portions of the following codes, regulations and standards:

1. IBC, International Building Code
2. ACI 117, Specifications for Tolerances for Concrete Construction and Materials
3. ACI 302.1R, Guide for Concrete Floor and Slab Construction
4. ACI 318, Building Code Requirements for Structural Concrete
5. ACI 347R, Recommended Practice for Concrete Formwork
6. ACI Detailing Manual, SP66 (04)
7. ASCE 7-10, Minimum Design Loads for Buildings and Other Structures
8. CRSI "Placing Reinforcing Bars
9. Design Manual No. 31 for Composite Decks, Form Decks and Roof Decks, by the Steel Deck Institute
10. Diaphragm Design Manual, Third Edition (DDM03), by the Steel Deck Institute
11. Factory Mutual (FM)
12. Specification for the Design of Steel Buildings, by the American Institute of Steel Construction (AISC)
13. Specification for Structural Joints using ASTM A325 or A490 bolts
14. Specification for Structural Steel Buildings
15. Structural Welding Code - Steel AWS D1.1/D1.1M, Paragraph 0.5.5 specifically excluded
16. Underwriters Laboratories, Inc. (UL)
17. WRI "Manual of Standard Practice" July 2001, 6th Edition
18. Steel Design Guide 11, Floor Vibrations due to Human Activity

II. STRUCTURAL SYSTEMS

A. Design Criteria

Floor Loading:

Stairs, First floor corridors	Live Load	100 psf
Corridors above first floor	Live Load	80 psf
Operating Rooms	Live Load	80 psf
Patient Rooms	Live Load	40 psf
Offices	Live Load	50 psf
Mechanical Rooms	Live Load	150 psf
Noise - use max reduction per IBC		
Superimposed dead load		15 psf

Risk Category: IV

Roof Loading:	Mechanical Units	Self Weight
	Snow	50 psf plus the effects of drifting snow
	Importance Factor	1.2
Wind Loading	Basic Wind Speed	120 MPH
	Importance Factor	1
	Exposure Category	B
Seismic Loading	0.2 Second Spectral Response Acceleration (S_s)	0.174g
	1 Second Spectral Response Acceleration (S_1)	0.060g
	0.2 Second Spectral Response Acceleration (S_{DS})	T.B.D.
	1 Second Spectra Response Acceleration (S_{D1})	T.B.D.
	Site Class	T.B.D.
	Seismic Design Category	T.B.D.
	Importance Factor	1.5

B Foundations

1. A subsurface investigation report is underway. Based on experience with the general area, deep foundations will be used. Most likely drilled shafts will support the columns and the concrete shear cores.

2. Grade beams will span between the drilled shafts to support the perimeter walls and provide protection against frost.

C. Slab on Grade

1. All slab areas located on grade will be of slab-on-grade construction. Its composition will be 5" of concrete on gravel sub-base over a polyethylene vapor barrier. The vapor barrier may be placed either below or on top of the gravel base. If there is heavy medical equipment in the basement, such as MRI's and CT's, their thicker and reinforced slab-on-grade will create a path for the transport of the equipment. The slab on grade within the rooms housing this equipment may need to be depressed.

2. The slab on grade will be reinforced with synthetic fibers for control of cracks due to shrinkage and thermal stresses. It will have control joints or construction joints, spaced at a maximum of 12' to 15' apart, for the control of shrinkage cracks. If some of the finish materials require control joints to control cracks due to shrinkage, the joints in the

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flooring material must correspond to the joints in the concrete slab to minimize cracking through the finish material. This would include flooring materials like tan acid or similar applied cementitious flooring. Slab areas with stained concrete, terrazzo, or similar finishes will be reinforced with re-bars.

3. The strength of concrete used in the floor slabs on grade will be specified as 1,500 psi at 28 days, and 2,100 psi at 3 days of age.

4. All interior slabs on grade will be finished to meet flatness and levelness requirements that are typical for hospitals.

E. Elevated Floor Structures

1. The floor framing system will consist of 15-16 inches deep composite steel beams spaced at about 10'-0" on center and supported by 24-inch deep composite steel girders. The slab construction will be 3,500 psi normal weight concrete fill on a 3 inch galvanized composite metal deck reinforced with 6x6-W2.9xW2.9 welded wire fabric. The overall slab thickness will be 7 1/2 inches and the overall structural depth 32".

2. The steel beams and girders will be cambered in order to reduce the weight of the main beam.

3. The floor will meet a 2-hour fire resistance rating but the steel beams and girders must be protected with fire resistive material such as spray-on fireproofing.

4. The steel framing will be designed to meet 0.5% of gravity acceleration due to walking excitation as recommended by Design Guide 11 endorsed by AISC.

F. Roof Structure

1. The roof framing will consist of steel beams and 3-inch deep galvanized metal deck with a total structural depth of 27 inches. The structural steel and metal deck must be protected with fire resistive material.

2. The roof framing will be designed to support a significant load of mechanical equipment. All mechanical equipment will be supported on a separate frame constructed above the roof level and supported directly from the building columns which will extend above the roof. There will be no concrete fill on the roof deck.

G. Lateral Force Resisting System

1. The building will be designed to withstand the wind pressure and seismic forces according to IBC.

2. Concrete shear walls will be used as lateral force resisting systems. They will be placed around stairwells and elevator shafts. The wall thickness will vary from 12 to 14 inches. The concrete strength will be in the 4-5 ksi range at 28 days.

3. The seismic design category for the building will be determined once the soils engineer determines the Site Class. If the resulting Seismic Design Category is C, then lateral restraint for life-assented mechanical and electrical systems will be required.

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11. Expansion Joints

1. The building is approximately 600'-0" long and 240'-0" wide. This length would normally require one expansion joint.

2. Given the locations of the concrete shear cores, we propose to use two temporary expansion joints, one at line 0 and the second at line 15. These two joints will separate the building into three sections and will allow the building to expand and contract towards the cores during construction.

3. Once the building is enclosed, the steel and slab along the temporary joints will be tied to form continuous framing and the temporary joints will be eliminated.

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Smith Seckman Reid, Inc.

Mohawk Valley Health System – New Hospital

SSR Project No. 17420570

November 1, 2017

MEP DESIGN NARRATIVE

Project Description

Project location: Utica, NY

The project will be classified as Institutional I-2 per 2012 NFPA 101.

The building consists of approximately 670,000 square feet of new construction. The highest occupied floor will be at the ninth level. There is no basement or occupied floor below grade.

The building will be classified as a High Rise building as defined in IBC Chapter 2 and will be designed to comply with the requirements of IBC 403.

Codes and Standards:

The project will be designed under the following codes, standards and guidelines.

- NY State Building Code (adoption of the International Building Code, 2015 with amendments)
- NY State Energy Conservation Code (adoption of the International Energy Conservation Code, 2015)
- FGI/ASHRAE 170 Ventilation for Healthcare Facilities, 2014
- ASHRAE 62.1 Ventilation for Acceptable Indoor Air Quality
- ASHRAE 55 Environmental Conditions for Human Occupancy
- ASHRAE 90.1 Standard for Energy Conservation, 2013 (printing 2014)
- NFPA 10 Portable Fire Extinguishers
- NFPA 13 Installation of Sprinkler Systems
- NFPA 14 Installation of Standpipe and Hose Systems
- NFPA 30 Flammable and Combustible Liquids
- NFPA 45 Laboratories Using Chemicals
- NFPA 70 National Electric Code
- NFPA 90A Air Conditioning and Ventilation Systems
- NFPA 96 Ventilation Control and Fire Protection of Commercial Cooking Operations
- NFPA 99 Health Care Facilities Code, 2012

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- NFPA 101 Life Safety Code 2012
- NFPA 110 Emergency and Standby Power Systems
- ANSI Z 9.5 Laboratory Ventilation
- OSHA 29 CFR 1910 Occupational Exposure to Hazardous Chemicals in Labs
- NIH Design Requirements Manual
- AAALAC (Control Standard environmental conditions)
- USP 797 Pharmaceutical Compounding
- USP 800 Pharmaceutical Compounding of Hazardous Drugs

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MECHANICAL SYSTEMS

Design Criteria

Outdoor design conditions:

Building envelope heat gain	ASHRAE 0.4% DB/MCWB
Building envelope heat loss	ASHRAE 99.6% DB

Indoor design conditions and air change rates:

Space Type	Heating	Cooling
Hospital spaces	ASHRAE Table 7-1 as listed in NY DOH Center for Healthcare Planning Bureau of Architecture and Engineering Review	
Non Hospital spaces	Per IECC	

Space Type	Filtration
Spaces used for in-patient care and treatment	MERV 8 prefilters upstream of fans and cooling coils at central air handling units MERV 14 final filters downstream of fans and cooling coils at central air handling units
Non patient care areas	MERV 8 prefilters upstream of fans and cooling coils at central air handling units MERV 13 final filters downstream of fans and cooling coils at central air handling units

System Description - Airside

Central station air handling units will be provided on the roof. The air handling units will be double wall construction with no thru-metal thermal conduction and consist of the following sections:

- Return plenum
- Return fan array- provide design cfm with 1 fan down, 2 VFDs (N+1) to serve fan array
- Return damper
- 4" MERV-8 prefilter
- Access section
- Enthalpy plate/plate heat exchanger connected to exhaust air stream for heat recovery to comply with IECC requirements
- Access section
- Hot water preheat coil
- Access section

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- Steam humidifier
- Chilled water cooling coil
- Ultraviolet light section
- Supply fan array- provide design ctrl with 1 fan down; 2 VFDs (N+1) to serve fan array
- 12" cartridge MERV –14 final filters
- Discharge plenum

Return air from spaces shall be ducted back to the air handling unit

Air from spaces such as toilets, etc. shall be ducted to the roof and exhausted via roof mounted exhaust fans

Provide separate exhaust fan systems for following equipment (lab hoods in same space may be manifolded together, kitchen hoods will have separate exhaust systems):

- Lab fume hoods
- Lab Bio Safety Cabinets (separate from fume hoods)
- Pharmacy Compounding hoods
- Kitchen hoods
- Dishwasher hood
- Isolation room exhaust (multiple isolation rooms may be manifolded together)
- General exhaust

Supply, return and exhaust ductwork passing through 1 and 2 hour rated walls shall have type C curtain dynamic rated fire dampers. Ductwork passing through smoke barriers shall have airfoil blade fire/smoke dampers with end switches. Duct mounted smoke detectors shall be located within 5 ft. of smoke dampers. BAS shall monitor and record fire/smoke damper position by monitoring end switches on dampers.

System – Terminal Devices

The air handling units will supply conditioned air via medium pressure ductwork to double wall pressure independent constant and variable volume terminal boxes with hot water reheat coils. Tempered air from the boxes shall be supplied via low pressure ductwork to ceiling diffusers. Terminal units shall reheat supply air from 55 F to 90 F using 130 F hot water supply.
Pressure independent air valves, equal to Phoenix, Tek-Air or Accuvalve, will be utilized in following areas:

- Operating rooms - supply and return - for night setback provide hot water reheat coils on supply valves.
- Laboratory- supply and exhaust, for pressure control, provide hot water reheat coils on supply valves.
- Isolation rooms – supply and exhaust, for pressure control, provide hot water reheat coils on supply valves.

Air inlets and outlets in spaces shall be as follows:

- Ceiling diffusers unless noted otherwise: Titus TMS Inverted face, 4 way blow
- Ceiling diffusers (Waiting areas, public corridors): slot diffusers, Titus MLF

- Ceiling diffusers (OR, isolation rooms, labs with fume hoods): laminar flow Titus TLF
- Ceiling return registers: 1/2" eggcrate aluminum grid Titus 50 F
- Sidewall supply and return registers: Titus 350

Hot water radiant panels will be used along the perimeter wall of patient rooms.
Hot water fin tube heating, pedestal mount, with extruded aluminum grilles and custom cover architectural enclosures, shall be utilized in the following spaces:

- Lobbies with curtain wall glazing
- Vestibules

System – Heat/Cool Source

New centrifugal water cooled chillers will be located in the CEP.

- Centrifugal chillers: 3 chillers at 750 tons each
- Cooler capacity: 52 F entering chilled water, 42 F leaving chilled water
- Compressor efficiency: maximum .52 kw/ton full load
- Condenser capacity: 85 F entering condenser water, 95 F leaving condenser water
- Motor / drive: hermetic motor, unit mounted VFDs
- Arrangement/operation: parallel, variable primary flow
- Chillers are sized so that, if largest chiller is down, remaining chillers can provide 80 % of peak cooling demand.
- Chilled water pumps shall be arranged and sized one per chiller using VFDs.
- Cooling towers: induced draft, cross or counterflow, arranged in parallel.
- Cooling towers shall have remote sump inside the CEP
- Cooling tower quantity and size: 3 towers, each at 2250 gpm from 95 F to 85 F, 78 F wet bulb
- Condenser water pumps shall be arranged and sized one per tower
- 10" chilled water mains will be extended from the CEP to the hospital.
- Double wall plate/frame exchanger to preheat domestic hot water from condenser water
- Closed circuit cooler: 1 cooler at 400 tons to provide chilled water in winter conditions

New heat recovery chiller shall be located in the CEP

- Quantity and size: 1 chillers at 300 tons.
- Arrangement/operation: sidestream, upstream of centrifugal chillers
- Cooler capacity: 52 F entering chilled water, 42 F leaving chilled water
- Condenser capacity: reject heat to 130 F heating hot water system
- Chilled water and condenser pumps sized for the heat recovery chiller shall use VFDs.

New steam boilers will be provided in the boiler room for domestic hot water, sterilizer and humidifier steam

- Operating pressure: 150 psig, design pressure: 80 psig, operating pressure
- Type: cleaver brooks CBLE
- Fuel: natural gas and #2 fuel oil
- Quantity and size: 4 boilers at 5000 lb/hr each.
- Boilers shall be sized to provide redundancy so that, if the largest boiler is down, the remaining boilers can provide 100% of the peak demand

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- Deaerator: 1000 cc/L, 5 psig operating pressure, sized for the total capacity of all connected boilers; equal to Fulton FD-400H

New hot water heating condensing boilers will be provided in the boiler room.

- Supply water temp: 130 F
- Fuel: natural gas and #2 fuel oil
- Arrangement/operation: variable primary flow (boilers shall not require separate primary circulating pumps)
- Quantity and size: 8 boilers at 6 mmBtu/hr input each
- Boilers shall be sized to provide redundancy so that, if the largest boiler is down, the remaining boilers can provide 100 % of the peak space heating demand.
- New heating hot water pumps each sized at 50% of peak load (2 and 1 standby, VFD control) will be installed in the central energy plant.
- 12" hot water mains will be extended from the CEP to the hospital

Systems- Fuel Systems

One fuel oil tank, 50,000 gallons, will be installed to store No. 2 fuel oil

- Location: underground
- Type: double wall, fiberglass, U.L. listed
- Connecting supply and return piping: double wall, U.L. listed for fuel oil piping
- Size: to provide 60 hours of operation of the generator at a demand of 100% of full load demand and 48 hours of operation of the boilers at a demand of 70% of full load demand.
- Circulating pumps: rotary gear, one and one standby, located in the boiler room to draw fuel from the main storage tank, circulate fuel to the generator day tanks and boilers and return unused fuel to the main storage tank.
- A fuel oil filtration system will be provided to periodically clean the fuel when there is no demand for fuel supply.
- Packaged controls for operation of fuel oil circulating pumps, tank level monitoring and leak detection of tank and underground piping; provide satellites and alarms with communication capability to the Building Automation System. Control and interface between generator controls and pump controls shall be hard-wired.

Controls

All valve and damper actuators and thermostats shall be DDC.

A new Building Automation System will be installed to monitor and have central control capability for all mechanical equipment, including replicating information from equipment VFDs. The BAS shall web-based communication capability. The BAS shall also monitor room pressure monitors, domestic hot water supply temp as well as misc equipment alarms (lab and pharmacy refrigerator temperatures, etc.).

Commissioning

The owner will direct the services of an Independent Commissioning Agent. The CxA will develop and establish a commissioning plan for all of the systems listed herein.

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Special Project Requirements

Isolation rooms will have Phoenix air valves on the exhaust air system.

Room pressure monitors equal to Setra will be provided for each isolation room, each OR, Central sterile cleanability area, Condensive, laboratory area boundaries and shall communicate to the BAS. Isolation room exhaust fan systems shall be plume type with effective stack height of 25 ft. with redundant fan equal to Strobic Air.

The laboratory area will have Phoenix tracking air valves on supply and exhaust to maintain negative pressure in the laboratories. Fan hoods shall use sash monitors to control exhaust air valves. The laboratory exhaust system shall be plume type with effective stack height of 25 ft. with redundant fan equal to Strobic Air.

Stair pressurization fans shall be provided on the roof near each pelican. Lower stairwell. Elevator shafts shall have smoke vent-covered roof hoods. A fireman's control panel shall be provided in accordance with operational capability per state and local fire marshal requirements.

Materials of Construction

- Medium pressure ductwork: galvanized steel sheet metal, SMACNA pressure class 6
- Low pressure supply ductwork: galvanized steel sheet metal SMACNA pressure class 1"
- All ductwork longitudinal and transverse seams and joints shall be sealed using water based Hardcast model UL 181 compliant (pressure sensitive tape not acceptable).
- Ductwork insulation (all materials to have max flame spread/smoke developed rating of 25/50).
    - Concealed supply: 2", ¾ lb density fiberglass batt, alum foil facing
    - Exposed supply in mechanical rooms: 2", 1-½ lb density rigid fiberglass, alum foil facing
    - Insulate return duct in top floor same as supply.
    - Exposed insulation (supply, return, exhaust) on roof: 2" rigid fiberglass with weather proof wrap. Use 1" on exhaust to hold the weather proof covering.
- Return ductwork: galvanized steel sheet metal, SMACNA pressure class 2".
- Exhaust ductwork: galvanized steel sheet metal SMACNA pressure class 2"
- Fume hood and Bio-Safety Cabinet ductwork: match same material as hood or cabinet connection.
- Kitchen hood grease duct: welded black steel installed per NFPA 96
- Dishwasher exhaust duct: welded aluminum or stainless steel
- Sterilizer exhaust duct: welded aluminum or stainless steel to riser
- HVAC water piping: black steel schedule 40, threaded or welded joints or Type L copper with soldered joints
- HVAC steam and condensate piping: black steel, seamless threaded or welded joints; use schedule 40 for steam and 80 piping for condensate
- Refrigerant piping: ACR copper flared fittings
- Piping insulation (all materials to have max flame spread/smoke developed rating 25/50 and thickness in accordance with IECC):
    - Chilled water: rigid fiberglass

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- Heating hot water, rigid fiberglass
- Refrigerant piping: closed cell preformed, Armaflex
- Steam and condensate, rigid fiberglass

- Valves, HVAC circulating water:
  - Isolation valves: 2" and below- full port, 600 psi, bronze ball valves, 2-1/2" and above- lug type 200 psi, class 125 iron body butterfly valves. All isolation valves shall be bi-directional and rated for dead end service.
  - Check valves at pumps, iron body, bronze seat, class 125 non-slam check valves
  - Check valves at coils: iron body, bronze swing check valves, class 125
  - Balancing valves at terminal devices with water coils: Autoflow pressure independent valves preset for terminal water flow.
  - Balancing valves at air handling units and fan coils: B & G circuit setter.
- Valves, Steam and Condensate:
  - Isolation valves: 2" and below- class 150 bronze gate valves; 2-1/2" and above class 125 iron body gate valves
  - Check valves: 2" and below- class 150 bronze swing check valve, 2-1/2" and above class 125 iron body swing check valve.

ELECTRICAL SYSTEMS

Utility Service

Underground utility service will be provided by National Grid from the Terminal Substation. Two independent 13.2kV utility feeders will be terminated in a hospital-owned 15kV metal-clad primary switchgear assembly located in the hospital central plant. The normal power primary switchgear assembly will use ANSI class operation and contain drawout style vacuum breakers and be arranged in a main tie main configuration, with a closed transition auto transfer scheme between utility sources. It is 600 mVA rated and will feed 480Y/277V secondary unit substations in the Hospital.

Two means of egress per National Electrical Code (NEC) requirements will be provided from the normal power service switchgear room.

Normal Power Distribution

The secondary unit substations will be radially fed from the 15KV normal service switchgear and constructed as double ended with main-to-main secondary's utilizing auto transfer to provide full redundancy. Each will consist of primary vacuum breakers close-coupled to a cast coil transformers connected to a secondary buses with electrically-operated low-voltage, draw-out, power circuit breakers, all constructed to ANSI requirements. Transformer protection will be provided via a transformer differential protective relay which will minimize the arc flash incident energy level on the transformer secondary bus. All unit substations will be 13.2kV-480Y/277V switchgear and will be metal enclosed, rear connected, with secondary main buses braced for 100,000 AIC fault duties. Available transformer capacities will range from 65,000VA to 1000,000VA. Power for the hospital will originate from four (4) unit substations and power for the central plant will originate from one (1) unit substation. Each unit substation transformer will be dual rated, utilizing forced air cooling to achieve a power capacity rating that is 133% of the base power rating. The secondary main and feeder distribution breakers in the substation switchgear will also be provided with ground fault protection to provide the two levels required by the National Electrical Code (NEC).

The secondary main overcurrent protective devices will be electrically-operated low voltage power circuit breakers, draw-out type, 100% rated with adjustable trip units with long time, short time and ground fault (LSG) characteristics. Each main breaker will display, as a minimum, voltage, current, real, reactive and apparent power, frequency, and power factor as well as perform diagnostic functions in an integrated digital display.

The distribution sections in the switchgear will serve the distribution switchboards, power panelboards, and the normal feed to all automatic transfer switches. The overcurrent protective devices in the distribution sections of the switchgear will be electrically-operated, 100% rated low-voltage draw-out power circuit breakers. Trip units on the breakers will have long time, instantaneous and ground fault (LIG) tripping characteristics. The distribution circuit breakers will have the same interrupting capacity as the secondary main breakers.

Distribution panelboards (1200A-rated and below) or switchboards (1200A-2000A rated) will serve the remainder of the building loads, including mechanical equipment, branch circuit panelboards, and elevators. This equipment will utilize molded case circuit breakers equipped with solid state electronic trip units. All panelboards and switchboards will be provided with 25% spare capacity, for both available ampacity and circuit breaker spaces.

Two means of egress per NFPA requirements will be provided from all electrical switchgear rooms, including those of the Essential Electrical System (EES), which fall under NEC Article 110.26 requirements.

Grounding System

The facility electrical system will utilize a solid grounded system. Main switchgear grounds will be bonded to the incoming main water line, the existing ground rod system, any building steel components as well as the existing two 500 kcmil bare copper conductors in the footing under one wall of the Main Electrical Room. 500 kcmil bare copper conductors will be run from the main switchboard ground bus to each Electrical and Telecommunications equipment room and extended vertically up through the building. The bare conductors will terminate at two 4" x ¼" x 24" long copper ground bars with two 500 kcmil lugs. Additional holes will be provided in the ground bars to terminate eight (8) #2 tags. The eight tags will be available to ground the transformer secondaries and telephone backboard grounding conductors.

Surge Protection

A surge arrester will be installed at the 15kV main service switchgear. A minimum of three (3) levels of surge protection equipment will be provided in the power distribution system downstream of the unit substations. Surge protective devices will be installed at unit substation secondary mains (load side) and at all downstream locations such as switchboards, distribution panelboards, branch circuit panelboards, including the Essential Electrical System (EES). They will be installed at the fire pump controller, all automatic transfer switches, and panelboards on secondary, separately derived systems.

Motor Control

No motor control centers are projected for the Hospital. Equipment requiring starters will be provided with individual combination starters. Variable Frequency Drives (VFD's) will be provided for fan and pump motors noted indicated. VFD's will serve as disconnecting means if within sight of the motors. Harmonic mitigation measures will be required due to the significant number of VFD's controlled motors.

Uninterruptible Power System (UPS)

UPS power will be provided by a central 750 kVA, 480Y/277V static system. Power will be distributed to each telecommunications equipment room, the central hospital lab, and the central pharmacy via a dedicated distribution system. The UPS system will be connected to both normal power and the Essential Electrical System (EES) via automatic transfer switches. This system will provide adequate "ride-through" time to allow the generator system to pick up these loads.

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Essential Electrical System (EES) Power Distribution

Emergency power will be provided by two (2) paralleled 1750kW diesel generators at 13.2kV. Paralleling switchgear construction will match the normal power 15kV switchgear construction with respect to style and type. The paralleling switchgear will feed the secondary unit substations dedicated to essential systems in the hospital and central plant. These substations will match the normal power secondary unit substations with respect to style and type.

The Essential Electrical System (EES) will be sized to supply generator power for the hospital and central plant automatic transfer switches supplying loads from the Life Safety, Critical and Equipment Branches. It will also provide limited generator power for the chilled water system, allowing some areas of the hospital to maintain cooling. Automatic transfer switches will be three or four pole, closed transition, bypass isolation type.

Loads served from the Life Safety branch will include:

- Egress lighting
- Exit signs
- Fire Alarm Systems
- Medical Gas Alarm Systems
- Communications systems used for issuing instructions during emergency situations
- Elevator cab lighting, control, communications, and signal systems
- Generator set locations, accessories, and auxiliaries
- Automatic doors used for building egress

Loads served from the Critical branch will include:

- Critical Care spaces utilizing anesthetizing gases, task illumination, selected receptacles and fixed equipment
- Isolated power systems
- Patient care spaces, task illumination and selected receptacles in Infant Nurseries, Medication Prep areas, Pharmacy Dispensing areas, Acute Nursing areas, Psychiatric bed areas, and Nurse Stations
- Nurse Call System
- Code Blue System
- Blood, Bone and Tissue Banks
- Telecommunications equipment rooms
- Specimen and lab refrigeration equipment
- Task lighting, selected receptacles, and power outlets for general care patient beds, Angio labs, Cath labs, CCU, hemodialysis areas, Emergency room treatment areas, human physiology labs, ICU, and postoperative recovery rooms
- Patient Information Network data servers
- Security Systems

Loads served from the Equipment branch will include:

- Medical air compressors (but will have power restored in 10 seconds or less)
- Medical vacuum pumps (but will have power restored in 10 seconds or less)
- Selected elevators
- Kitchen hoods, including the hood fire suppression system

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- Stair pressurization fans
- Smoke control fans and smoke control system auxiliaries
- Sump pumps, sewage ejector pumps, and sanitary pumps
- Domestic water booster pumps
- Hospital boiler system, including controls and fuel oil pumps
- Exhaust fans removing toxic, explosive or flammable fumes
- Air handling equipment
- Water treatment equipment
- Building Automation Control System
- Pneumatic tube system
- Fire suppression jockey pump
- Electrically-driven fire pump (but will have power restored in 10 seconds or less)
- Selected Kitchen refrigeration
- General purpose receptacles for Electrical Rooms, Elevator Equipment Rooms and Telecommunications equipment rooms
- Sterilizers
- Automatically operated doors

Isolated Power System (IPS)

Isolated power panelboards will be provided in Operating Rooms, Cath Labs, and Trauma Rooms, and any other locations which are deemed "wet location" and interruption of power due to ground fault cannot be tolerated. The isolated power panelboards will be rated at 7.5KVA and include an isolation transformer and line isolation monitor. Each isolation panelboard will include provisions for twelve circuits. A separate 3-phase isolated power panel shall feed laser outlets in the operating rooms.

Vertical Power Distribution

Separate vertical conduit and wire risers will be provided in the tower for normal, Life Safety, Critical, and Equipment branch systems. These risers will be located in stacked electrical rooms in order to minimize horizontal offsets. "Emergency" feeders as defined by the NEC will be protected either by installation in fully sprinklered spaces or by the use of 2-hour rated installations.

Power Monitoring

All medium voltage switchgear, unit substation main breakers and automatic transfer switches will be provided with multi function meters with Modbus RTU (RS 485) and Ethernet connectivity. These meters will be networked and include waveform capture as well as harmonics measurement capability. All draw-out breaker trip units will be monitored for status and alarm conditions, and will include basic metering of volts, amperes, frequency, and power functions. All unit substation transformers will be provided with temperature monitor and fan controls with Modbus RTU and/or Ethernet connectivity.

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Power Distribution System Coordination

Protective device selective coordination for all systems, including normal power, will meet the 0.1 msec threshold. This exceeds the requirement as listed in the NEC, Article 517.31, paragraph G.

Lighting System

An LED type lighting system will be provided for both interior and exterior lighting. The Illuminating Engineering Society's Illuminance Selection Procedure will be used for establishing target maintained illumination levels throughout all areas. Specific influences of glare, task complexity, surface reflectance characteristics, veiling brightness and user age are addressed with this procedure.

Local codes will take precedence when they dictate the use of alternative procedures or require minimum lighting levels for specific areas. Lighting power density requirements indicated in the energy code will be observed.

Lighting and Receptacle Controls

Control of lighting and selected receptacles will comply with IECC 2015 (as amended) and/or ASHRAE 90.1, 2013 edition (as amended).

Lightning Protection System

The building shall be provided with a lightning protection system, which shall conform to the requirements of Underwriter's Laboratories for a Master Label. The lightning protection system will include roof-mounted air terminals, down conductors and grounds. All metal items on roofs, such as exhaust fans, pipes, gutters, downspouts, and ladders will be connected to the lightning protection system. Conductors, terminals and fittings at the roof line will be aluminum. Components below the roof line will be copper. Down conductors will be installed in PVC conduit.

Fire Alarm System

The building will be provided with automatic, multiplexed, addressable, microprocessor based fire alarm system. The main fire alarm control will be located in the Fire Command Center. Supplementary power supply and terminal cabinets will be required in different areas and floors of the building.

Manual pull stations will be provided at egress stair entries, building exits and nurse stations. Automatic, ceiling mounted smoke detectors will be located 30 feet on center in all corridors, in all patient bedrooms, at all elevator lobbies, at the top of stairways and hoistways, in Electrical Rooms, Telecommunications Rooms, Mechanical Rooms, Storage Rooms and Elevator Equipment Rooms. Duct-mounted smoke detectors will be provided in the supply and return ducts of every air handling unit. The fire protection systems (wet pipe, dry pipe, and pre-action) will be supervised via flow and tamper switches.

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Occupant notification of an alarm will be achieved with ADA compliant audio/visual appliances in the corridors, lobbies and general/common use areas, and visual only appliances in Restrooms. Interlocks will be provided for smoke dampers, air handling unit controllers, and smoke evacuation control as well as all smoke door hold open devices, with elevator control panels (for elevator recall), with air handling unit controllers (for shutdown) and with smoke removal systems. The fire alarm system will be capable of being connected, through a telephone line, to a remote monitoring station utilizing a built-in modem.

The fire alarm system will comply with applicable building codes. A firefighter's control panel shall be provided in accordance with operational capability per local fire related requirements.

Medical Gas Wiring System

Power wiring will be provided to medical gas alarm panels, bulk gas supplies, and manifolds. Signal wiring will be provided between alarm panels, manifolds, bulk gas supplies, sensors, pressure and vacuum switches.

Commissioning

The owner will direct the services of an independent Commissioning Agent (CxA). The CxA will develop and establish a commissioning plan for all of the systems listed herein.

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PLUMBING, FIRE PROTECTION, MEDICAL GAS SYSTEMS

Design Criteria

System Descriptions

Domestic Water

The domestic water system will be supplied by a new domestic water service as shown on civil drawings. Two separate water utility mains will serve the facility. The incoming service lines will connect to reduced pressure backflow preventers located in the CEP. Separate backflow preventer assemblies shall be provided for the following building services.

- Main building domestic water supply: 2 assemblies
- Central Energy Plant boiler/cooling tower make up water supply: 2 assemblies
- Central Sterile domestic water supply: 4 assemblies
- Laboratory domestic water supply: 2 assemblies
- Landscape irrigation water supply: 1 assembly
- Medical equipment chiller backup domestic water: 2 assemblies
- Each janitor closet mop sink: 2 DCV assemblies each sink or EVS faucet

A new domestic water booster pump will be provided to serve the upper levels as follows.

- Type: multiple centrifugal pumps, arranged in parallel with factory control system
- Quantity: 3 pumps, each at 135 gpm, 165 ft. head, 10 hp with variable frequency drives and sized to provide 100% demand with one pump down.

A copper silver ionization system will be provided on the building's domestic water service.

Domestic Hot Water

New domestic hot water heaters will be provided for domestic hot water service in the building. Two separate systems will serve lower levels and upper levels as follows.

Main building (lower levels):

- Type: steam fired, semi-instantaneous, equal to Aerco SWDW 45
- Quantity: 2 (N + 1)
- Incoming water supply temp: 45 F
- System delivery supply temp: 140 F
- Outlet mixing valves: Armstrong (2) DRV50 dual pre-piped digital temp control (N+1) set at 120 F supply temp

Main building (upper levels):

- Type: steam fired, semi-instantaneous, equal to Aerco SWDW 45
- Quantity: 2 (N + 1)
- Incoming water supply temp: 45 F
- System delivery supply temp: 140 F
- Outlet mixing valves: Armstrong (2)40RV50 dual pre-piped digital temp control (N+1) set at 120 F supply temp

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Heaters will be sized so that if one heater is out of service, remaining heater can supply 100% of demand.

Each domestic hot water heating system will have a recirculation system:

- Flow balancing valves sized to maintain a maximum of 5 degree drop
- Recirculation pumps with variable frequency drives

In addition, there will be the following separate domestic hot water systems:

- Laboratory area:
  - Type: electric
  - Incoming water supply temp: 40°F
  - System delivery supply temp: 120°F
- Dishwashing:
  - A booster heater will be provided by the dishwashing equipment vendor

The main building domestic hot water heating system will connect to the mechanical chiller condenser water system to preheat domestic hot water using chiller condenser water via a double wall water/water plate frame heat exchanger.

Filtered/Reverse Osmosis Water System

A pure water system will supply water to the Central Sterile and lab areas with reduced pressure backflow preventers at each system.

Fire Suppression Systems

Fire suppression systems will be supplied by a new fire water service as shown on civil drawings. The service line will be provided with a free standing post indicator valve located on site. Service line will be routed to connect to a reduced pressure backflow preventer located in a mechanical room inside the building with free standing fire department Siamese connection (FDC) will be located on site. A remote fire department connection will be provided. All valves will be electronically supervised by fire alarm system.

The facility will use both 6" standpipes and 4" standpipe risers in all egress stairwells.

Fire department valves shall be located at intermediate landing of all egress stairs and provided within 200 ft. of any location, including adjacent to horizontal exits in compliance with NFPA 14.

The facility will be fully sprinklered throughout in compliance with NFPA 13 and meeting Agent requirements. All sprinkler heads will be fully concealed, quick response type. Sprinkler heads are to be located in center of ceiling tiles. Extended coverage heads will not be allowed. All major components will be UL/FM rated. The system will be hydraulically calculated.

A dry pipe system will be used for coverage for the following areas:

- Loading dock.
- Unheated soffits between interior spaces and outside.
- Emergency generator room.

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A double interlocked pre-action system will be utilized for the following spaces:

- Backup for IT (telecom) rooms primary FM-200 systems
- MRI/medical equipment rooms

A new fire pump and associated emergency storage supply tank will be provided as follows:

- Type: electric centrifugal pump with jockey pump and U.L. factory control system
- Pump shall provide 1000 gpm, 560 ft. head, 250 hp
- 30,000 gallon above ground storage tank with heater, solenoid fill valves, ladder, ultrasonic level controls, monitored by BAS. Tank will comply with NFPA 22.
- (2) 4" dry pipe valves will be provided in the loading dock and ED ambulance areas

Recessed wall mounted fire extinguisher cabinets (ABC type) will be located throughout the facility in accordance with NFPA 10. In addition, surface wall mounted fire extinguishers will be located in the following rooms.

Space type	Extinguisher type
Electrical equipment rooms	CO2
Fire pump room	CO2
Information technology rooms	CO2
Kitchen	Type K wet agent for grease fires
Mechanical equipment rooms	ABC
Operating rooms	CO2

Fixtures

Plumbing fixtures will be hospital grade. Electronic sensor controls will be provided on water closet flush valves and lavatory faucets in public restrooms.
Freeze proof wall hydrants will be installed every 100' around perimeter of building and two free standing type hydrants on roof.

Compressed Air System (Non-Medical)

Compressed air will be supplied by a new medical grade air compressor system as follows:

- Type: scroll
- Quantity: multiple compressors, to provide 100% demand with one compressor down; provide with factory packaged controls

Non-Medical Vacuum Pump

Vacuum for non-medical use will be supplied by a new vacuum system as follows:

- Type: claw compressors with silencers and mufflers
- Quantity: minimum of two pumps

Medical Gas Systems

Oxygen will be supplied by a new oxygen park provided by others. Oxygen supply will be routed underground from the oxygen park to the building. Oxygen Park will be located in accordance with NFPA 55. Emergency oxygen connection will be provided.

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Medical air will be supplied by a new medical air compressor system as follows:

- Type: scroll compressors
- Quantity: multiple compressors manifolded together, sized to provide 100% demand with one compressor down, provide with factory packaged controls.
- System will be located in a conditioned space

Medical vacuum will be supplied by a new medical vacuum system as follows:

- Type: claw type pumps with VFDs
- Quantity: multiple pumps manifolded together, sized to provide 100% demand with one pump down; provide with factory packaged controls.
- System will be located in a conditioned space

Nitrous oxide will be supplied by a new cylinder storage area with supply/distribution 14 x 14 primary/reserve high pressure cylinder manifold located in a conditioned space.

Nitrogen will be supplied by a new cylinder storage area with supply/distribution 14 x 14 primary/reserve high pressure cylinder manifold located in a conditioned space. Nitrogen control panels for pressure regulation will be located near the point of use.

CO2 will be supplied by a new cylinder storage area with supply/distribution 14 x 14 primary/reserve high pressure cylinder manifold located in a conditioned space.

Each medical gas system shall be installed in accordance with NFPA 99 and will have the following components:

- Outlets per FGI space requirements
- Area zone locking service valves
- Zone pressure area alarm panels
- Two master alarm panels
- Communication of alarms to the Building Automation System

Natural Gas System

Natural gas will be supplied by a new service as shown on civil drawings. The gas line will enter the mechanical room at 5 psig. Natural gas pressure will be reduced to 2 psig for distribution to the boilers and kitchen requirements.

Softeners

New domestic water softener will be provided as follows:

- Location: Central plant
- Service: boiler makeup water

Storm Water System

The primary storm water system will be roof drained that will be collected together and routed down through the building to below slab to underground storm water mains, which will exit the building and connect to the site storm water system. Drip pans will be provided beneath all drainage piping above areas listed in FGI guidelines.

The secondary storm water system will be overflow drains that will be collected and routed down through the building, separately from the primary roof drain system, and will terminate to daylight at the ground floor. Overflow drains and the daylight termination will be heat traced. Drip pans will be provided beneath all drainage piping above areas listed in FGI guidelines.

Foundation drains will be routed along the underground structure to connect to the site storm water system. All sub surface drainage systems will be designed by Geotechnical Engineer.

Waste and Vent System

Waste piping will be routed through the building to below slab to underground waste mains, which will exit the building and connect to the site sanitary sewer system. Vent piping will be routed to the roof and terminated as required to maintain code clearances from outdoor intakes to the building. Drip pans will be provided beneath all drainage piping above areas listed in FGI guidelines.

Sewage ejection pumps/lift stations and/or sump pumps will be provided to route waste to the site sanitary sewer system connection points from the following points:

- Elevator pit sump pump to include oil filter collection if the elevator is hydraulic type)

The emergency department will have a decontamination tank from the decontamination shower drain(s) with high water alarm monitored by the BAS.

The laboratory area will have acid waste and vent piping with an acid neutralization basin located on site.

The kitchen will have two grease interceptor traps located on site.

Metering and Building Control Interface

The following services will be metered with interface to the Building Automation System:

- Building main incoming water use – gal/day
- Boiler water use – gal/day
- Central sterile water use – gal/day
- Cooling tower water use – gal/day
- Domestic hot water use –gal/day
- Domestic hot water delivery temperature – degrees F
- Food service water use – gal/day
- Food service hot water delivery temperature – degrees F
- Irrigation system water use – gal/day
- Laboratory water use – gal/day
- Natural gas use – cu/day (coordinate metering with gas company)

All meters shall be totaled and recorded per day, per month and for one, three and five year periods.

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The Building Automation System shall receive and report the following alarms:

- Domestic hot water temp above/below setpoint
- Food service hot water temp above/below setpoint
- Medical gas pressure alarms
- Sewage lift station high level alarms
- Holding tank high level alarms

Commissioning

The owner will direct the services of an Independent Commissioning Agent. The CxA will develop and establish a commissioning plan for all of the systems listed herein.

Materials of Construction

- Domestic water and hot water: type L copper, soldered joints
- Filtered/Reverse Osmosis water: schedule 80 CPVC meeting ASTM E-84 and UL 723 for flame and smoke spread/generation
- Fire suppression: black steel, schedule 40 for piping through 2 ½" and schedule 10 for 3" and up threaded or grooved joints
- Compressed air: type L copper, soldered joints
- Insulation: rigid fiberglass; ASJ covering indoors, aluminum covering exposed to weather, provide on cold water, ½" thickness, hot water, thickness sized per energy code, and on horizontal runs of storm water piping, 1" thickness
- Medical gases: type K copper, seamless, brazed joints per NFPA 99. Route underground piping inside protective outer pipe of standard weight cast iron
- Natural gas: black steel, threaded or welded joints
- Storm water:
  - Below grade: cast iron, standard weight, gasket, bell/spigot or PVC
  - Above ground: cast iron, standard weight, no-hub heavy duty 4-band ASTM 1540C couplings
- Waste and vent:
  - Below grade: cast iron, standard weight, gasket, bell/spigot or PVC
  - Above ground: cast iron, standard weight, no-hub heavy duty 4-band ASTM 1540C couplings
- Valves:
  - Isolation valves: full port, 500 psi, bronze ball valves. All isolation valves shall be bi-directional and rated for dead-end service
  - Check valves: bronze body, bronze seat, swing check valves.

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TELECOMMUNICATIONS SYSTEMS

Telecommunications Entrance Facilities

Telecommunications Entrance Facilities shall consist of redundant and physical diverse data communications entrances into the new hospital. Each path (Primary and Redundant) shall consist of (3) 4" metallic conduits (total of 6) originating from the new hospital's property line into two different Ground Level TER/ETR (Telecommunications Equipment Room/Entrance Facility/Telecommunications Room). Connection to the health system's network shall be through data service from the Mohawk Valley Health System (MVHS) selected service provider as part of the master MVHS network expansion and disaster recovery plan. The physical separation of the two conduit paths shall be as great as practical, but no less than 30ft as per BICSI Standards. Appropriate lightning protection shall be installed for copper services entering the Facility.

Telecommunications Room/Telecommunications Equipment Rooms (TR/TER's)

Each TR's/TER shall be located to meet the NFPA 99 2012 code which states that a TR/TER can only serve 20,000 sq. ft. of usable space and where the longest distance to any Work Area Outlet (WAO) is less than 275'. They shall be stacked vertically to decrease the length of riser conduit and fiber cables. A minimum of two walls of the TR shall be expandable meaning two walls that are not adjacent to non-moveable building structure. Each TR shall be 12' x 14' in size. The TER shall be 10' x 20'. As a rule, horizontal WAO connections shall start and finish (TR to WAO) on the same floor (no cross-floor connections). Columns in the middle of the room or curved walls are not acceptable in any of the TR's/TER.

Each TR/TER shall contain both building and emergency power as well as separate UPS units (provided by MVHS IT) to manage any transition (loss of service) to emergency power. The number, type and location of emergency power outlets shall be confirmed with MVHS IT before installation. Two convenience building power quadruplex outlets, 20A, 110V shall be installed on each wall at a height of 6" AFF.

HVAC design for the TR's/TER shall be designed to maintain continuous and dedicated environmental control (24 hours per day, 365 days per year). Remote monitoring by MVHS Facilities of the room cooling will be provided. Cooling size requirements shall be designed by the project's mechanical engineer (SSK) with help from SSK and MVHS IT to determine each room's BTU requirements. The room's HVAC shall maintain positive pressure with a minimum of one air change per hour. These rooms shall maintain a temperature and humidity level of 18 °C to 24 °C (64 °F to 75 °F). The humidity range shall be 30% to 55% relative humidity.

TR's shall have a monitored door with card reader access and an IP addressable camera system located within the room with temperature and humidity trending capabilities. All walls within the rooms including across the door shall be covered with four by eight foot ¾" AC grade plywood, mounted vertically from six inches above the finished floor, painted with fire retardant paint. The plywood shall be installed with grade C surface facing the wall. No infrastructure or elements shall be mounted directly to any wall without plywood. Each room shall be equipped with a grounding bar connected to the building ground system (provided and installed by the project's Electrical Contractor). All low voltage equipment housed in the TR shall be grounded back to the room's ground bar. Automatic, quick response sprinkler heads with head guard protection shall be

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provided to ensure 100% AFS coverage per local authority having jurisdiction. The rooms do not require a drop ceiling and the floor shall be sealed concrete. Lighting shall be mounted at a minimum of 9' AFF and shall be centered above the workspace not the racks. Doors shall be 30" wide and 84" tall. Each TR/TER shall be equipped with a 1-port data outlet for a wall mounted telephone.

TRs/TER shall be equipped with 18" wide ladder rack installed around the perimeter of the room and over the floor mounted racks. Ladder rack shall be installed at a height of 8' and a minimum of 7' 4" to the bottom. Floor mounted racks shall be 7' h x 19" w installed with front mounted 10" w vertical cable management on each side of the rack. There shall be a minimum of 36" in front and behind the row of racks.

Primary and Horizontal Cable Pathways

A cable tray system shall be installed above ceiling as the primary horizontal pathway for all low voltage cables. Cable tray size shall be 24" w x 6" h. Cross corridor sleeves, TR/TER entrance sleeves and vertical conduit sleeves shall be a re-penetrable sleeve (HDI Speed Sleeve or equivalent). (2) 2" entrance sleeves shall be required for any patient care rooms (patient rooms, ED Exam, Prep/Recovery, PACU, etc.) and (1) 2" for all other locations. Conduit sleeves shall be used for cables passing over a hard ceiling area. Conduit pathway is required for any cable when passing through or being installed in an open ceiling area.

The following wall outlet conduit and back box sizes shall be required:
<u>Data Outlet:</u> 1.00", 4" X 4" X 2.125" with a single gang plaster ring
CATV Outlet: 1.00", single gang box with 1.875" minimum depth
<u>Wall Telephone Outlet:</u> 1.00", 4" X 4" X 2.125" with a single gang plaster ring
<u>Nurse Call Devices:</u> 1.00", determined as needed
Security Devices: 1.00", determined as needed

All conduits shall be installed with pull string.

Structured Cabling System

The new facility shall have backbone cables from the two entrance facility rooms to each TR in the facility to provide main and redundant connections respectively. Each pathway shall be installed to achieve the most physically diverse path as possible. TRs/TERs shall be connected using 4" conduits for riser installation. Each 4" conduit shall be installed with one (3) 4" cell Maxcell innerduct or approved equal. There shall be a minimum of (4) 4" conduits connecting TRs/TER. All conduits/innerducts shall be installed with pull strings.

Fiber riser shall be a combination of multi-mode optical fiber (850nm laser-optimized 50/125 um OM3 bend insensitive) and single mode optical fiber. Fiber riser shall be terminated in rack mounted fiber patch panels (LC or MTP/MPO type connectors). Fiber riser cables shall be placed in flex duct in the ladder rack between the backbone pathway and the rack mounted fiber panel. Copper riser shall consist of Category 3 multi-pair cable originating in the TER and extending into each new TR room. Copper riser shall be terminated on 110 blocks equipped with 5-pair connector blocks. Copper riser pairs shall be determined by SSR and MVHSTT.

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Voice, data and networked video requirements will be supported using Category 6 non-plenum Unshielded Twisted Pair (UTP) cables extending from each TER/TR to each Work Area Outlet (WAO). Each typical WAO will contain at least two (2) CAT 6 cables (more if equipment needs require) terminated in a 4 port faceplate with 2 blanks. Each cable shall be considered Universal (not dedicated to a specific technology). Certain exceptions to the Outlet Standard include single CAT 6 non-plenum cables located for but not limited to employee timekeeping systems, wall mounted telephone sets, and medicine distribution cabinets.

In the TRs, all horizontal station cables will be terminated rack mounted 110 style patch panels with rear cable management bar.

PBX/VoIP

This is the system over which all voice communications will travel and be routed. The system will include wired and wireless Voice over IP (VoIP) and a limited PBX presence to service those functions that are not appropriate for the proposed IT network.

Wireless Local Area Network (WLAN) / Wireless Voice / Distributed Antenna System

A building wireless system will accommodate real-time point of care/activity information retrieval (802.11) as well as radio frequency identification (staff locating, patient tracking, asset management). WLAN access point coverage shall be designed to carry wireless traffic for voice and data systems including but not limited to internal wireless device communication, wireless patient charting, RTLS, Security, Nurse Call, Patient Monitoring, Alarm/Alert Notification and Management, and Patient Registration capabilities. The locations of the wireless antennas devices shall be dependent upon several factors including structural makeup of the new facility, desired coverage areas, signal strength of accessing device, and frequencies required. Wireless access points shall be connected to the hospital's network via horizontal data cabling and will be powered via Power over Ethernet technology. Each wireless access point location shall be installed with (2) Category 6A cables terminated on a surface mount box with 20' of cable slack for future adjustments. All horizontal cables installed for wireless access points shall terminate on a separate, dedicated Category 6A patch panel.

Wireless data access shall be accessible in all elevator cars and stairwells for continuity of service. There shall be two (2) Ethernet wires (Cat 6) included in the elevator travel cable served from the TR to the elevator control rooms. Travel cable to be provided and installed by the Elevator Contractor. Access points shall be mounted on the top of each elevator car. The data cable shall be designed to be installed utilizing the same travel cable as the Elevator Emergency Phone.

A separate Distributed Antenna System shall be installed to enhance cellular signal, repeat UHF and 700/800mhz. Separate radio repeaters shall be installed for two-way radio systems.

Audio Visual Systems

Systems providing audio visual services and teleconferencing services external and internal. The new hospital will contain several conference, training and educational rooms, patient entertainment spaces (clinical and non-clinical), and employee lounges that may be used for presentations.

Typical Conference Room Audio Visual Design: (2) large flat panel wall mounted monitors with audio visual connections, data and quad power outlet mounted behind each. Ceiling speakers and microphones, floor connections with data and audio visual connections. Floor connection box requires a 1" conduit direct from the floor outlet to the wall mounted monitor back box and (2) 1.25" conduits stubbed up above ceiling installed with pull strings. Wall mounted touchscreen control unit and wireless audio visual connection device. The project shall utilize electronic scheduling screens for Conference Rooms.

Cable Antenna Television (CATV)

Systems providing patient information and entertainment programming in patient rooms, waiting areas, treatment areas, etc. Cable television shall feed the new facility via external connections from the MVHS preferred service provider. Cable television service shall be distributed to each TR over RG-11 coaxial cable. Homerun RG-6 coaxial cable and Category 6 cable will provide connectivity from the TR to each individual television set. At the television set, coax cables shall be terminated with an "F" connector housed in a faceplate that shall contain data and nurse call connections for televisions in patient rooms. In the TR, these cables shall be terminated on taps and/or splitters which will provide connectivity to amplifiers and/or direct connection to the CATV system equipment. In addition, via the Category 6 cable, live feeds from in house seminars, Chapel Services, teleconference, and pre-recorded feeds for such services as patient and staff education and training and movie selections shall be available to each television set. Television sets shall be hospital grade where required. The recommended minimum television display size for patient rooms is 42".

Public Address

One to one, one to group, and all paging and two-way voice communications. System performs in alarm and non-alarm conditions. Overhead paging shall be provided through a series of paging amplifiers and overhead speakers, some of which may be controlled through individual volume controls. This system shall provide a means of public broadcast for life safety announcements or any other desired public announcements. The system will provide "zoned" and "all call" paging as required. Amplifiers shall be distributed throughout the IHS. The new hospital shall use 2'x 2' "drop-in" paging speakers.

Real Time Locating System (RTLS)

The new hospital shall be equipped with a Real Time Locating System. This system's backbone shall be carried over the hospital's wireless network with Power over Ethernet (PoE) devices providing room level accuracy. Each patient care area shall require a PoE device to track staff and interface with the Electronic Medical Record. Wireless temperature monitoring shall be required for medication, lab and pharmacy refrigerators. MVHS currently utilizes the Stanley Aerosscout system.

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Nurse Call System

A new nurse call/code blue system will be required. The new system will be comprised of nurse master stations, patient stations, staff stations, emergency call stations, dome lights and bathing sensors. Individual systems will be required for each floor and will be networked together to facilitate centralized management functions. The new system will provide a means of two-way communication between patients and clinical staff. The new system shall interface with the Voice over IP (VoIP) telephony system and shall offer such integration of nurse calls, lab results and physiological monitoring to the wireless handset. The code blue system shall provide the capability of alerting the staff of life threatening code conditions that need immediate response. The system shall be capable of interfacing with hard wired or wireless telephone service and overhead paging system. The system shall interface with other HL-7 compliant systems, i.e. ADT and electronic medical record systems, providing patient information in a fashion that enhances efficient delivery of patient care and improves patient satisfaction. With the exception of staff toilets, all restrooms shall contain Emergency Call Cord elements.

The Nurse Call devices for the new Facility shall be planned per NFPA 99, FGI Guidelines for design and construction of healthcare facilities requirements, and user's requests. 37-pin bed connector shall be required in all patient rooms with beds. The bed connector is not required for room utilizing stretchers only.

Wireless Clock System

System consisting of clocks, transmitters, and receivers using global positioning system (GPS) wireless technology to synchronize time without the need to re-set clocks for time changes or power outages. System shall include additional wall transceiver and transceivers in IT rooms where required by system manufacturer to expand existing system signal coverage.

Analog Clocks shall be battery powered models located in staff areas and shall be electronic only. Digital Clocks and Digital timers in procedure rooms shall be wired or wireless communication AC powered (hardwired) models. The current MVHS wireless clock system is Primex.

Access Control and CCTV System

Systems allowing authenticated access to restricted areas, and general public access control. Various devices and methodologies exist to allow authenticated, monitored physical access. Card readers/keypads are utilized for internal and external access control. Currently MVHS utilizes proximity card technology. CCTV cameras and network video servers are used for security surveillance. Both of these systems are "networkable" and allow system access as needed to provide real time monitoring and archival and retrieval of stored data. IP cameras are used and 30 days of storage are required. System components shall be installed as specified by the owner. Parking lot gates for physician parking, site emergency phones and site cameras shall be required. The project shall also include a Pediatric Abduction System interfaced with building security (door and elevator control). Tags in the current MVHS Pediatric Abduction System. MVHS utilizes Special Care System as a staff duress system that notifies security through radios. The panic devices are wireless. The EZ Lobby system is currently used for visitor management. Visitors are issued a sticker badge at Front Entrance ED and Maternity has a visitor badge

station.

All door hardware is installed by a door hardware provider, the Access Control Contractor will install a pair of wire in ceiling above locking mechanism long enough for the hardware installer to wire to their lock.

Typical NVHS Areas of Control

Pharmacy, Medication Supply Rooms, ICU, Surgery, Peds, ER, Lab, Behavioral Health, Maternity, Elevators, Staff Lounge, Dr. Lounge, Retail Pharmacy, Emergency Department, Imaging.

Radio Systems

The project shall require multiple radio systems. A two-way radio system with repeaters will be installed for use by Security, Facilities, Incident Command, Surgery (a local, departmental system). The Emergency Department will be equipped with an EMS radio system to communicate with the incoming ambulance service. NVHS utilizes pagers for EMS and Code Tracking communication. Code-merge signal shall be required for radio systems.

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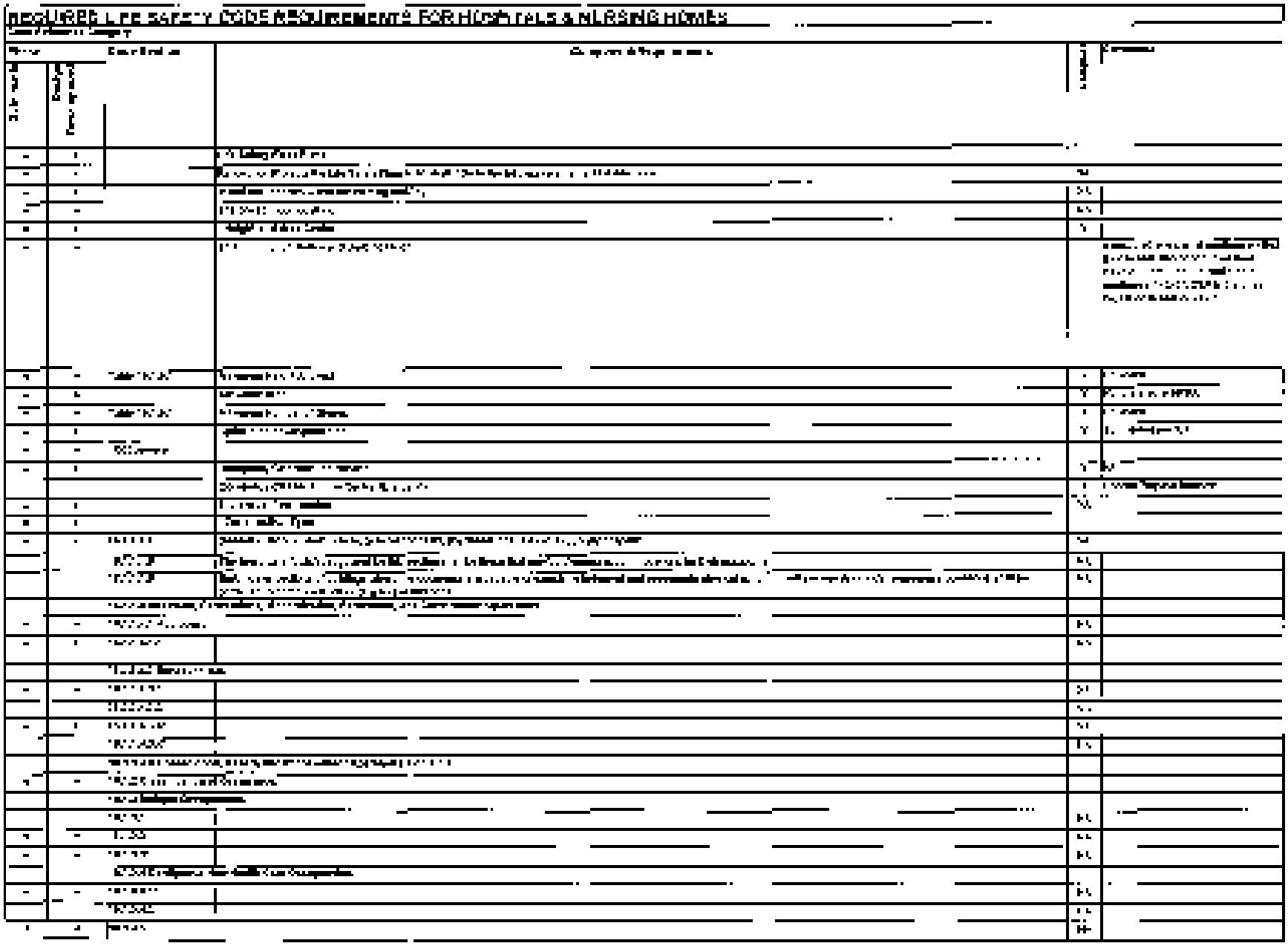

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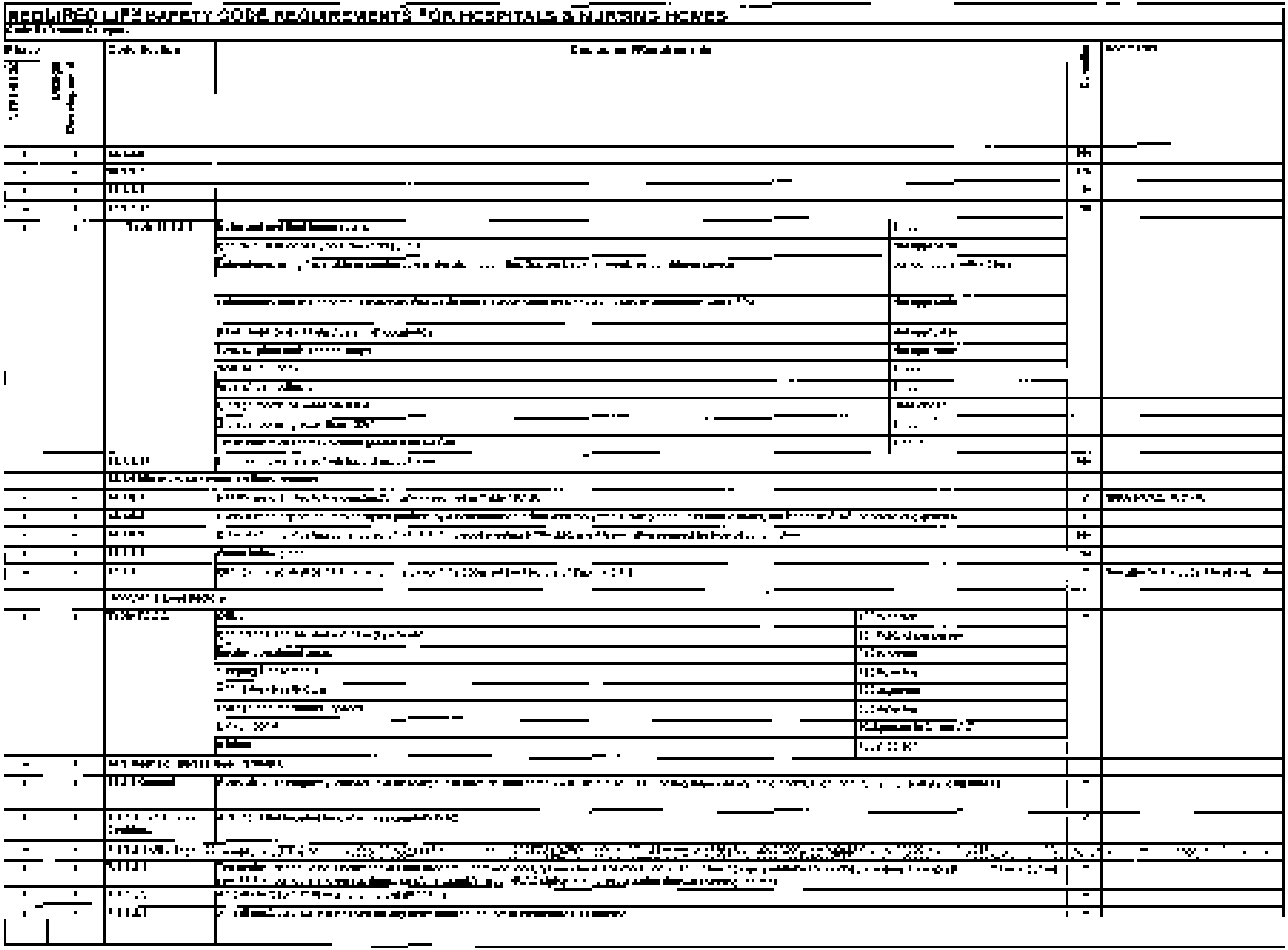

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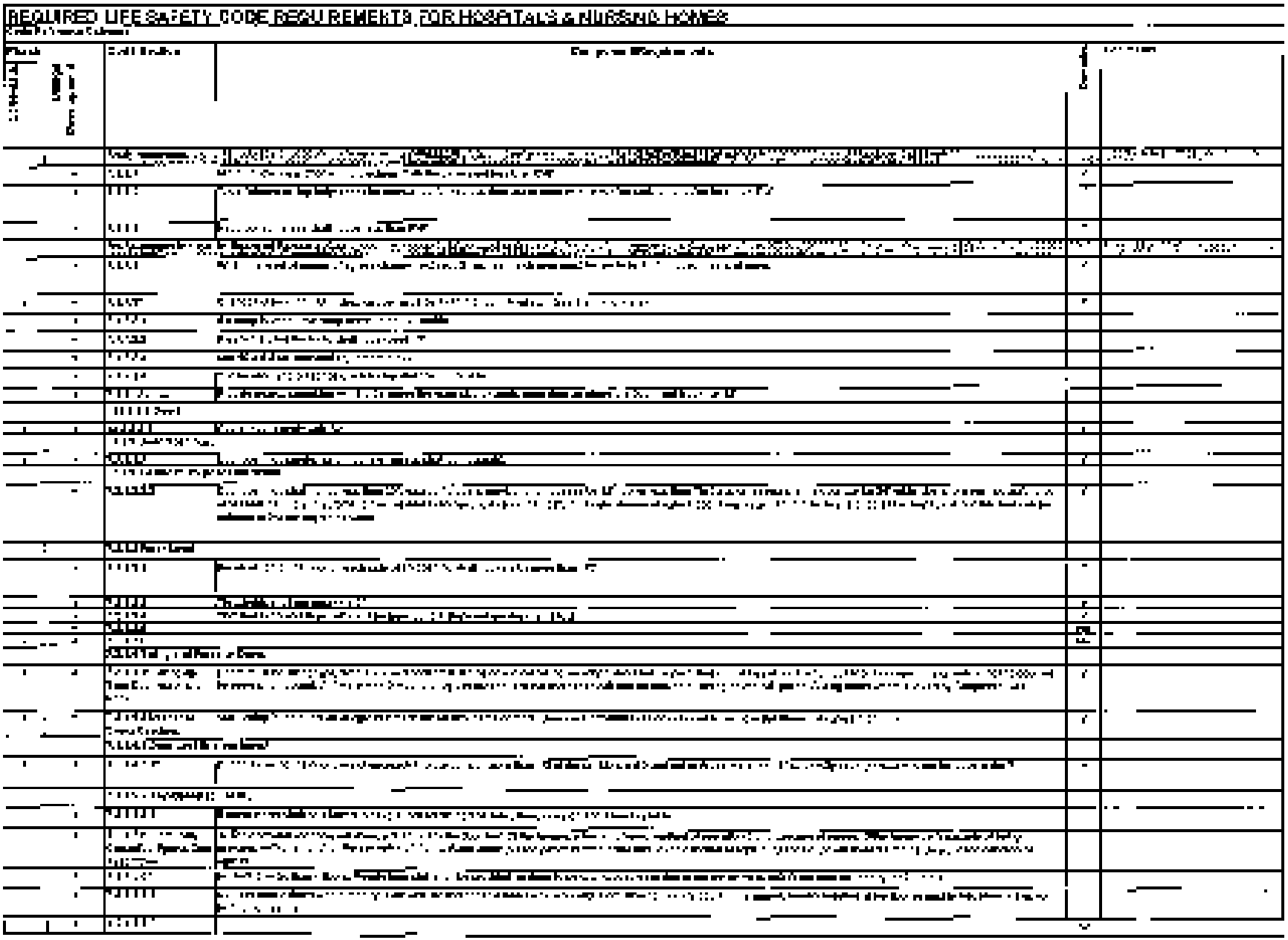

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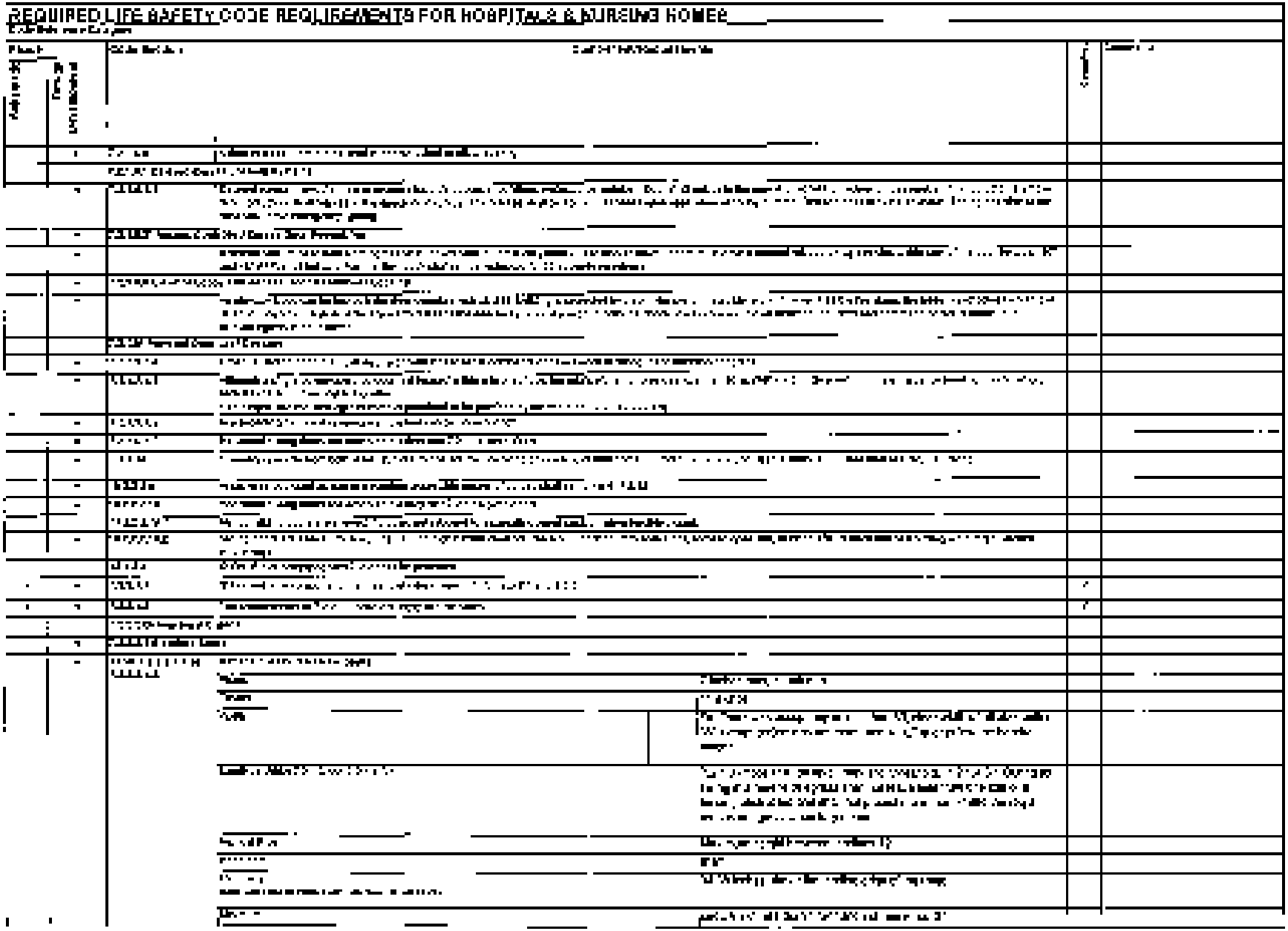

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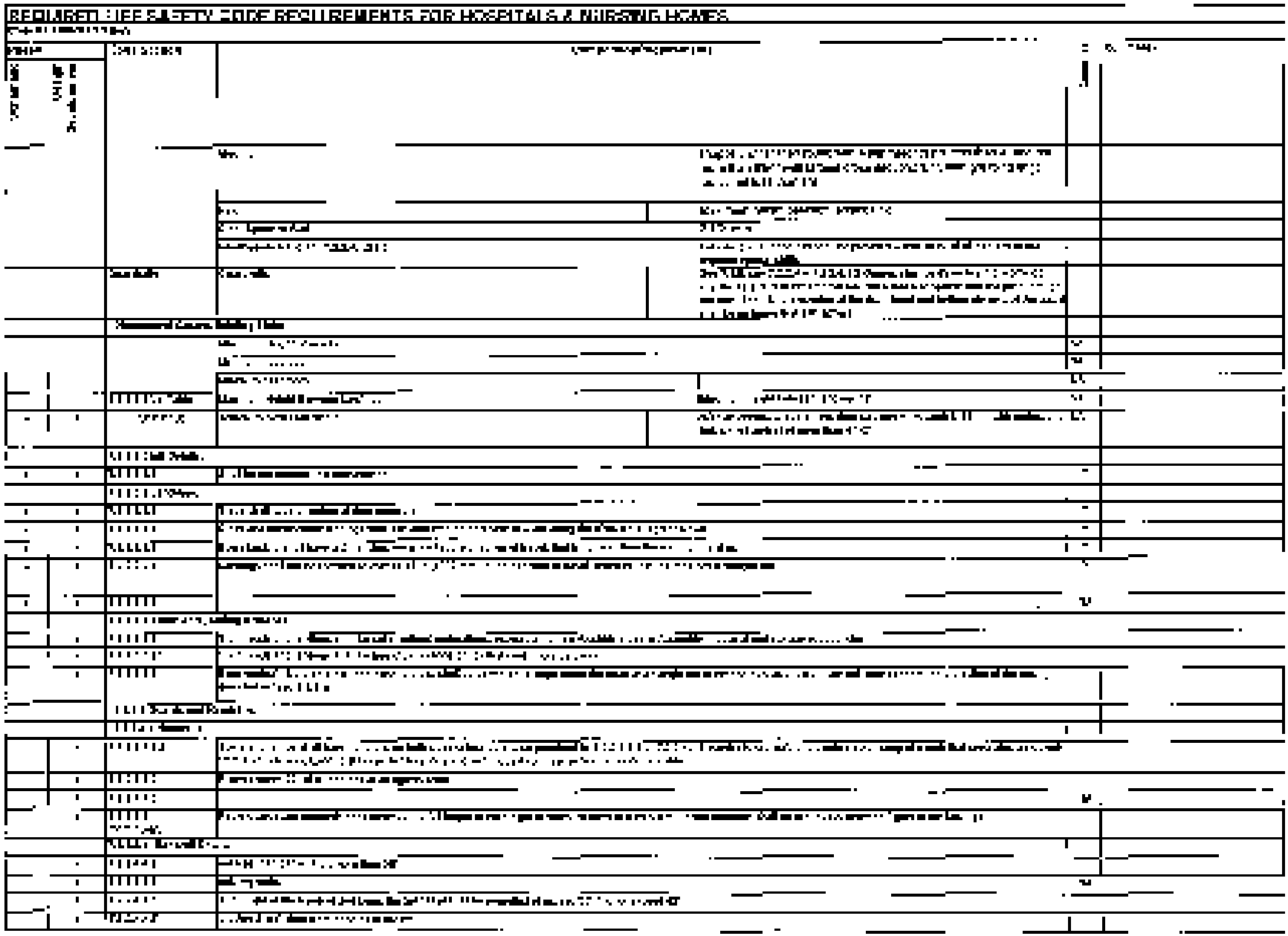

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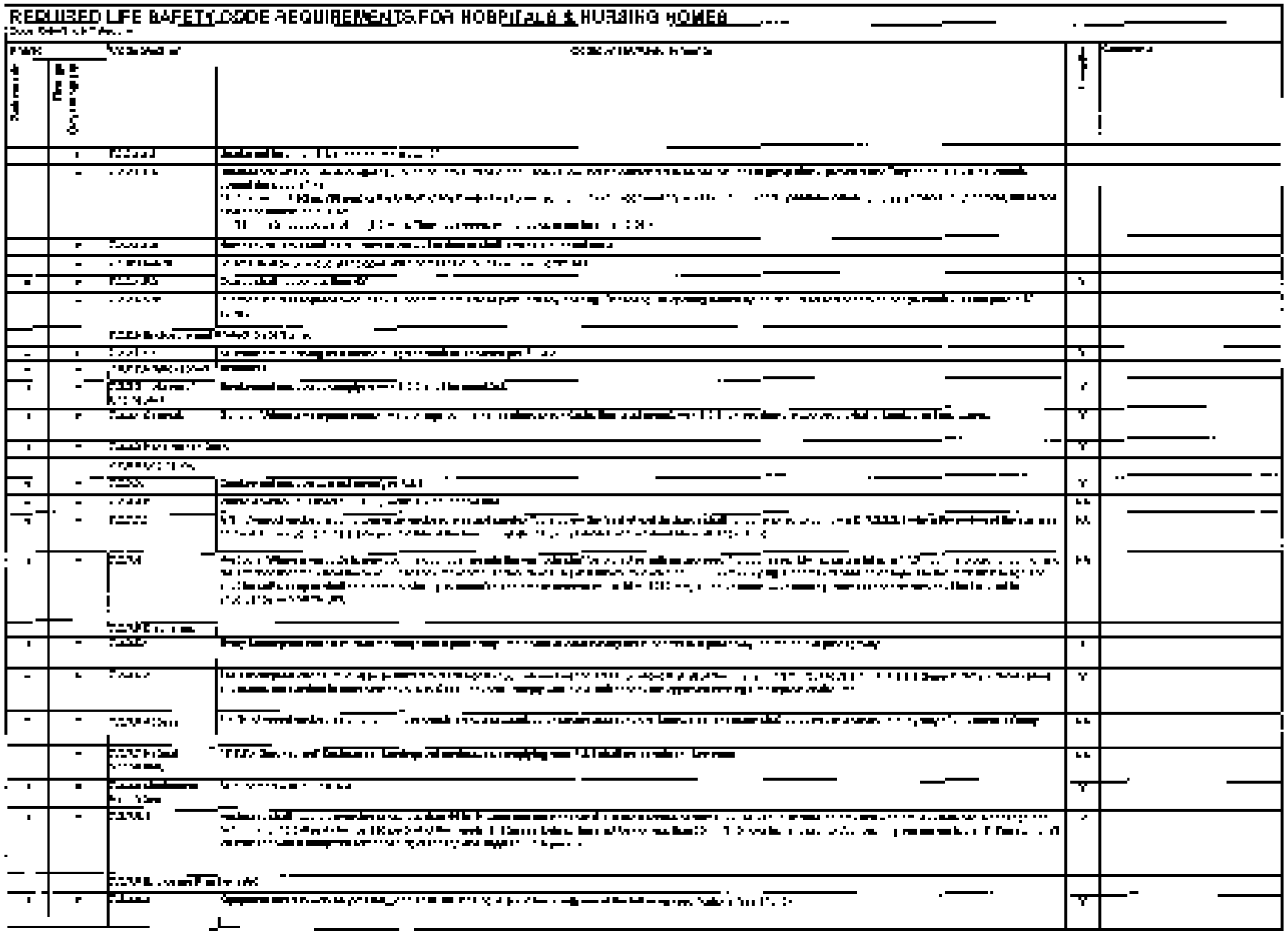

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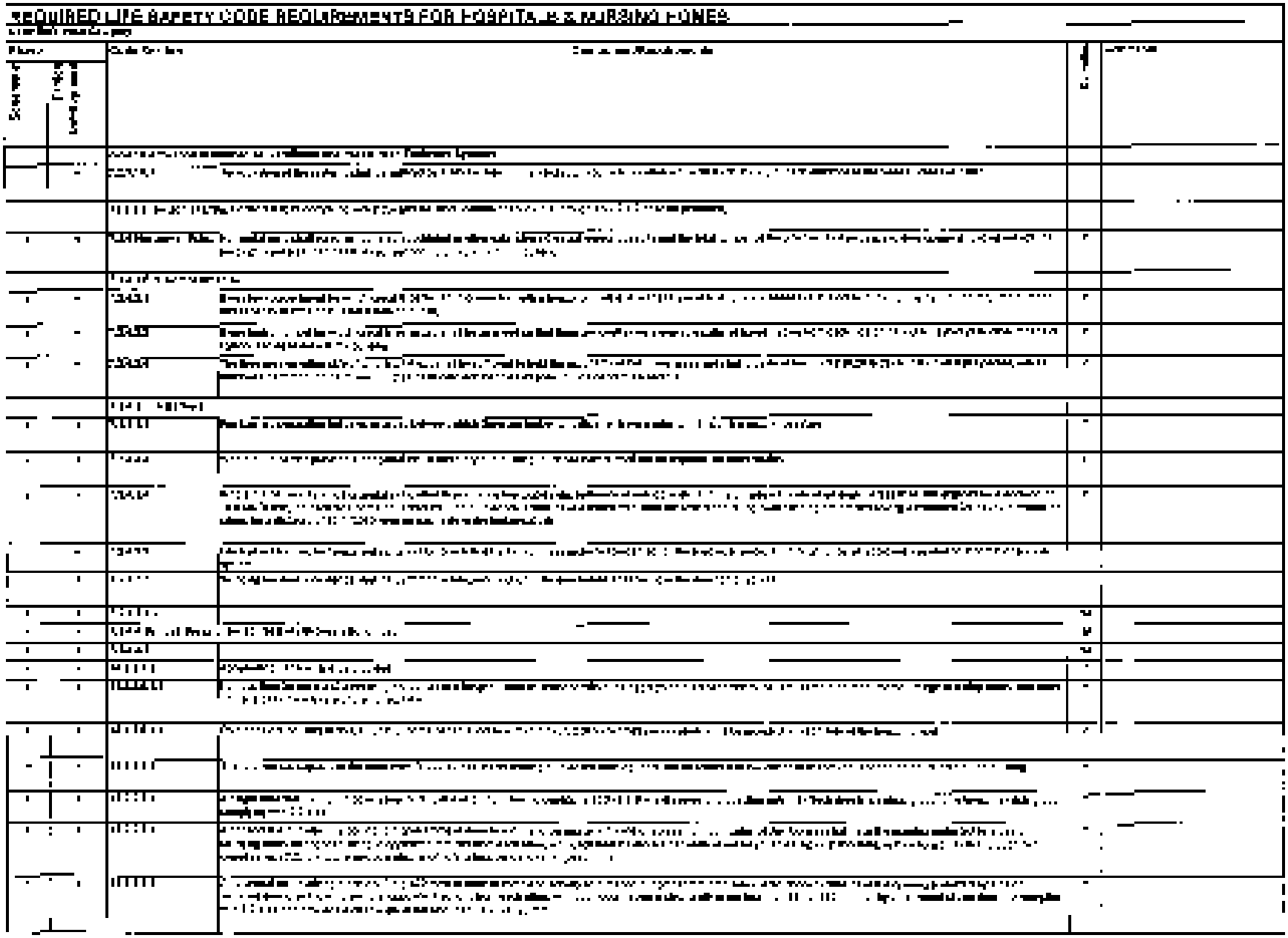

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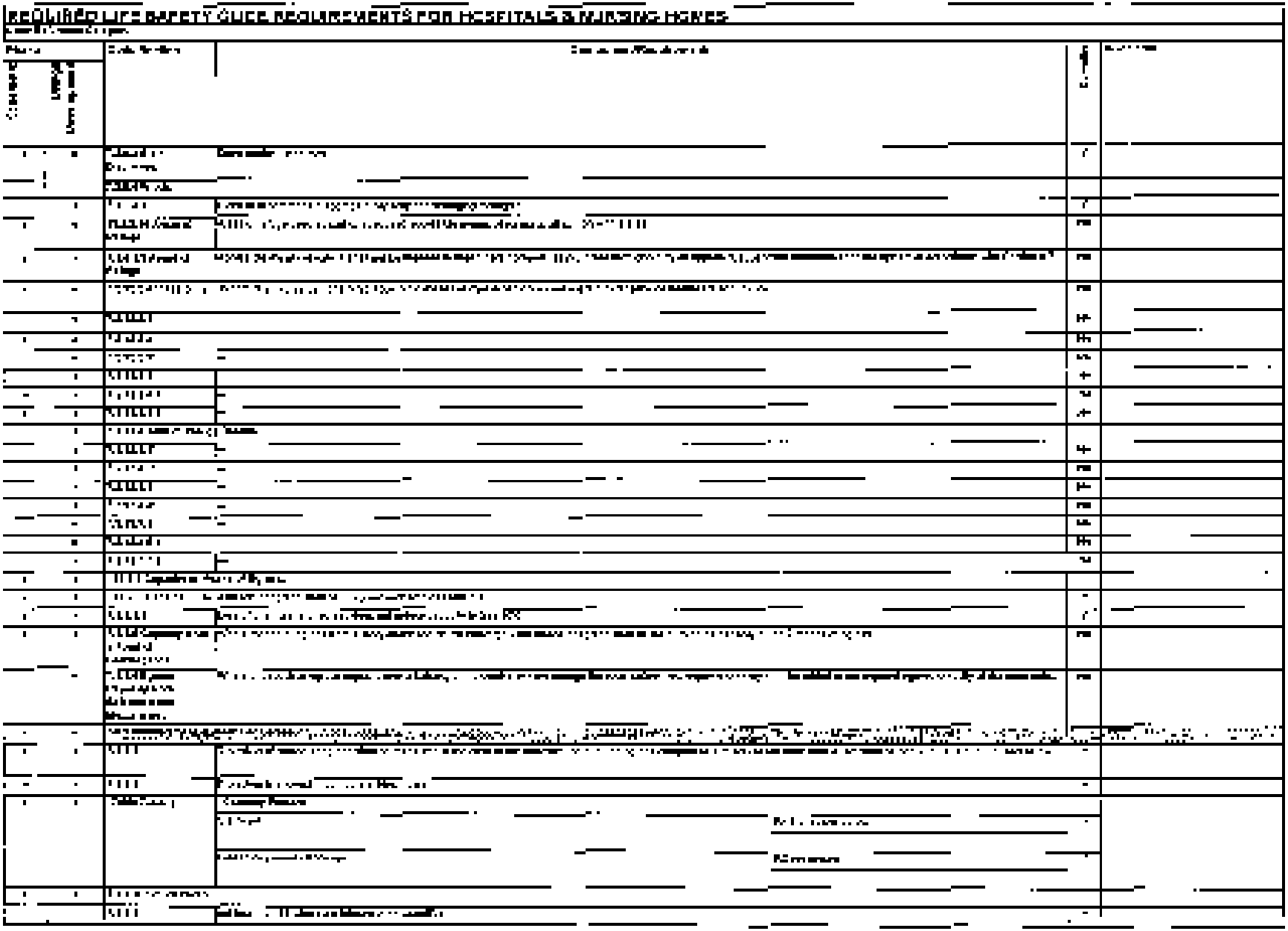

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REQUIRED LIFE SAFETY CODE REQUIREMENTS FOR HOSPITALS & NURSING HOMES

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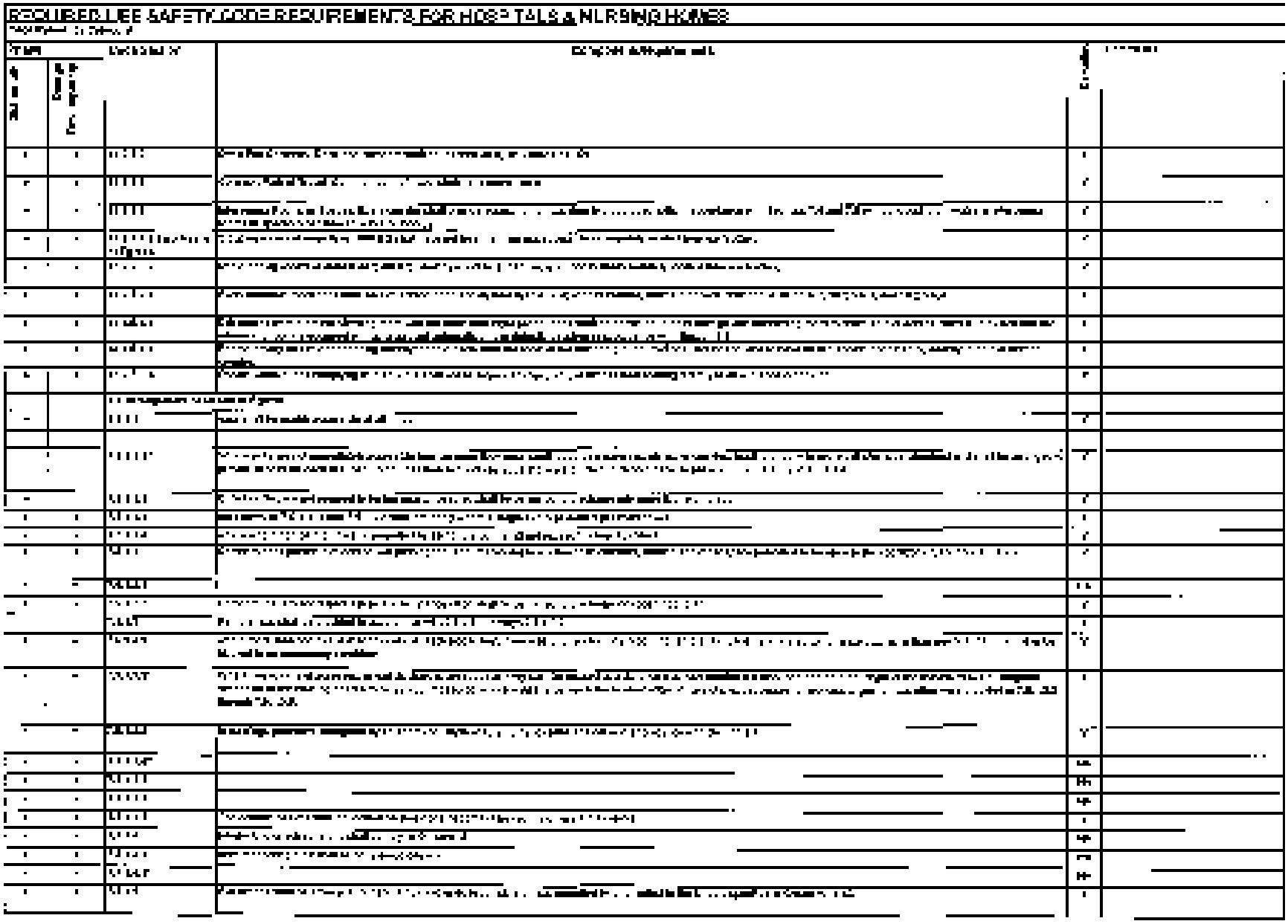

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REQUIRED LIFE SAFETY CODE REQUIREMENTS FOR HOSPITALS & NURSING HOMES

REQUIRED Life Safety CODE REQUIREMENTS FOR HOSPITALS & NURSING HOMES

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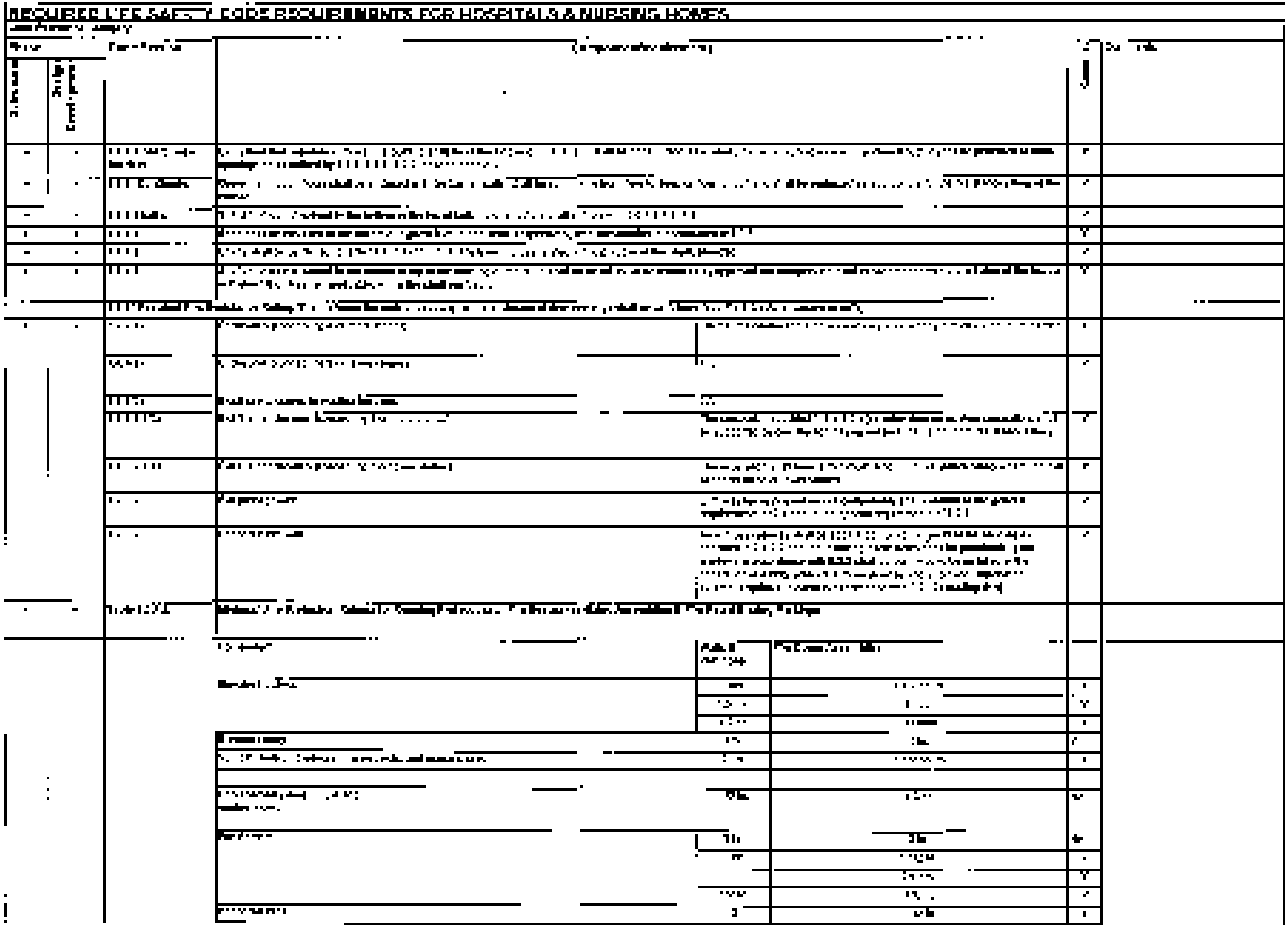

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REQUIRED Life Safety Code Requirements for Hospitals & Nursing Homes

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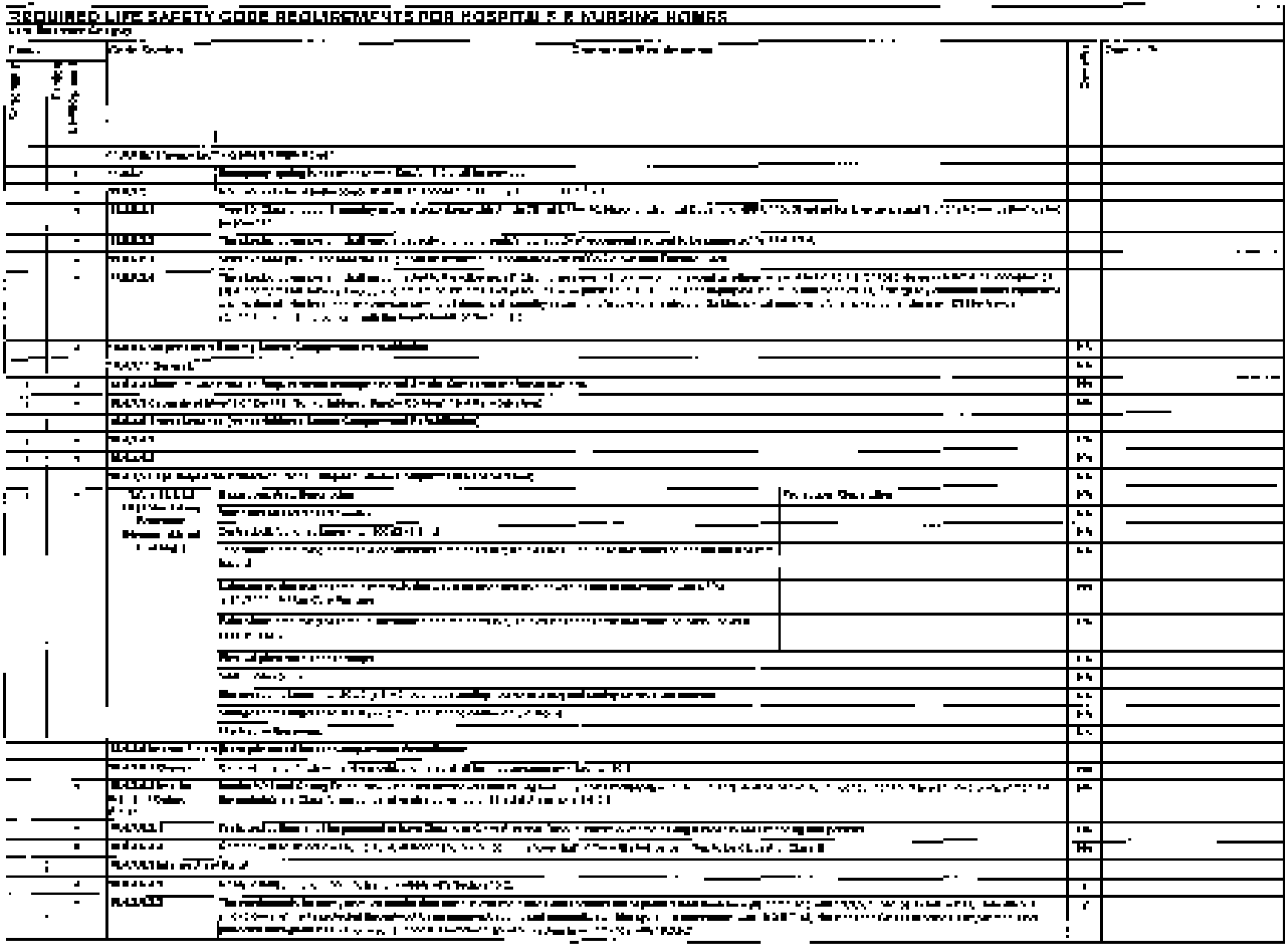

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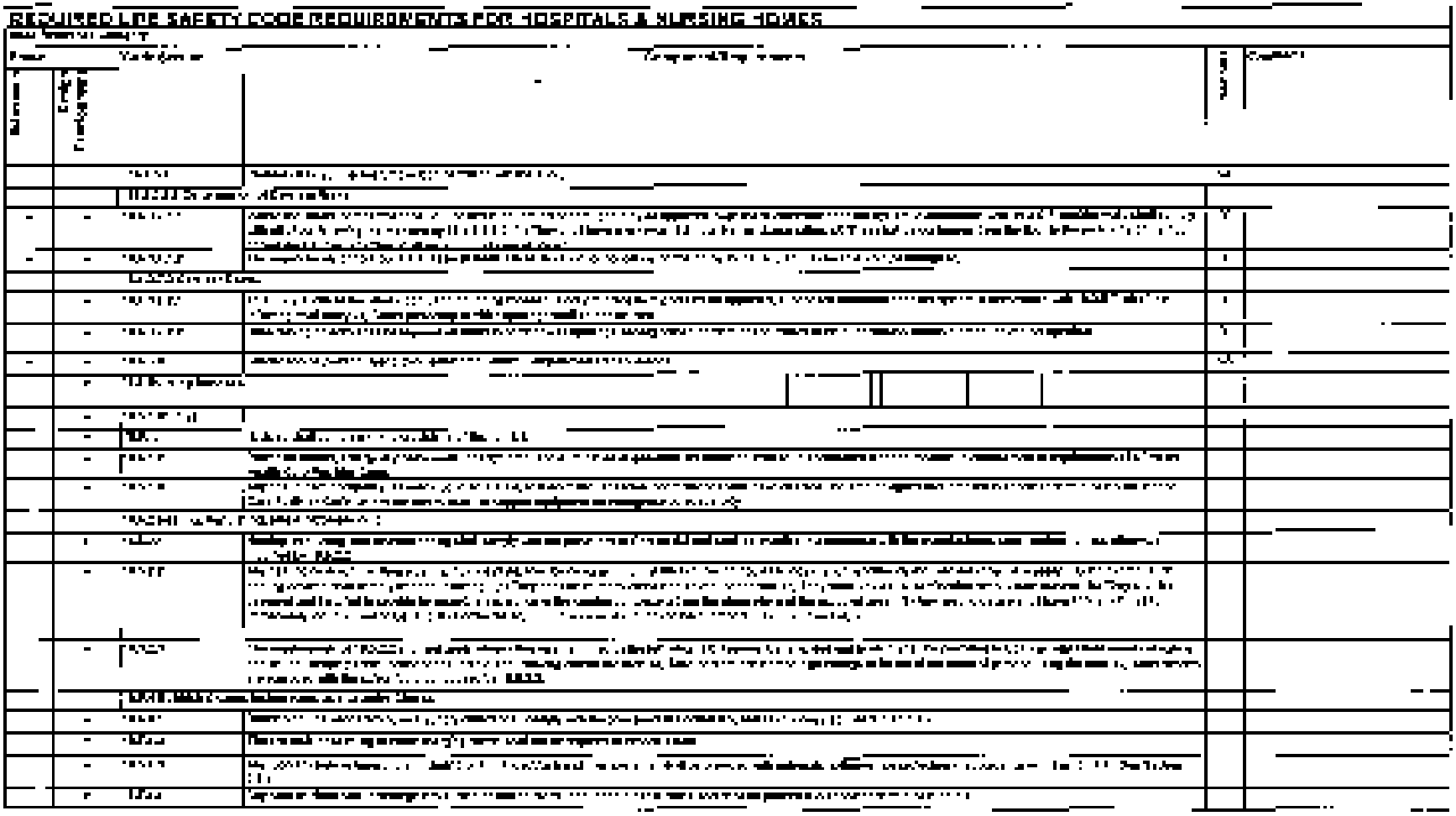

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Mohawk Occupancy Load Calculations

Certificate of Insurance Submittal

Floor	Use Group/Department	Area SF	Occupancy Load Factor/100 SF	Occupant Load	Provided Exit Capacity	Number of Risers	Number of Escalators	Number of Horizontal Exits
1	Assembly - Conference/Meeting	5,833	15	389				
1	Assembly - Chapel	813	15	54				
1	Assembly - Cafeteria	1,433	15	96				
1	Assembly - Dining Area	348	15	23				
1	Assembly - Dining and Seating	4,634	15	309				
1	Assembly - Recreation Area	449	15	30				
1	Assembly - Bowling	832	15	55				
1	Assembly - Exhibition and Display	1,665	30	111				
1	Assembly - Lab Gen	268	15	18				
1	Kitchen - Kitchen	10,575	200	106				
1	Kitchen - Lab	511	30	17				
1	Lockers - Dressing Locker	1,113	50	22				
1	Locker - Weighing	240	30	16				
1	Lockers - Safety	600	50	12				
1	Office - Lab	540	100	5				
1	Office - Dietary	2,832	100	28				
1	Office - Lab	4,605	100	46				
1	Office - Imaging	1,822	100	18				
1	Office - Lab	9,553	100	96				
1	Office - Laboratories	1,218	100	12				
1	Office - Security	451	100	5				
1	Office - Warehouse	511	100	5				
1	Office - Security Public Area	2,168	100	21				
1	Hospital - Lab Supply	747	15	48				
1	Storage - Chart Collection	207	300	1				
1	Storage - Linen	1,250	300	5				
1	Storage - Lab Shop	382	300	1				
1	Storage - Lab	844	300	4				
1	Storage - Chem	828	300	2				
1	Storage - Pt & Apt Supp	2,441	300	8				
1	Storage - Linen - Linen	3,218	300	3				
1	Office - Maintenance Shops	2,570	100	26				
1	Hospital Therapy - Imaging CT	21,893	240	251				
1	[redacted]	[redacted]	[redacted]	[redacted]				
2	Assembly - Open Dining Area	1,224	15	16				
2	Assembly - Conference	1,995	5	133				
2	Assembly - Pharmacy	1,170	15	138				
2	Assembly - Day Lounge	807	15	54				
2	Assembly - Conf Training Seating/Stag	341	15	23				
2	Assembly - Family Lounge	2,424	15	162				
2	Assembly - Surgery Reception Lobby	4,283	15	284				
2	Locker - Locker/Locker	1,147	50	23				
2	Locker - Pharmacy	731	50	2				
2	Office - Work Stat Station	1,218	100	12				
2	Office - General	337	100	17				
2	Office - Lab, Work and Workstation	342	100	6				
2	Office - Pharmacy	833	100	12				
2	Office - Clerical Key and Typewriter	3,137	100	32				
2	Storage - Security Post Access GNT	10,166	100	101				
2	Storage - Closets Kitchen Storage	522	300	2				
2	Storage - Linen Closet	9,411	300	31				
2	Storage - Pharmacy	1,558	300	5				
2	Storage - Work Area	713	300	2				
2	Treatment - Surgery/Cardiac Cath	133,034	240	458				
2	[redacted]	[redacted]	[redacted]	[redacted]				
3	Assembly - Staff	111	15	22				
3	Assembly - Conf Staff Lounge	343	15	23				
3	Assembly - Day Lounge	591	15	40				
3	Assembly - Conf Conf/Lounge	716	15	48				
3	Assembly - Conf Lounge/Lounge	502	15	33				
3	Assembly - Conf Staff Lounge	452	15	30				
3	Hospital Treatment - Surgery Recovery	3,158	240	76				

[illegible]

Mohawk Occupancy Load Calculations

Floor	Use Type/Department	Area SF	Occupancy Load Factor SF	Occupant Load	Provided Exit Capacity	Number of Stairs	Number of Escalators	Number of Horizontal exits
2	Business - ITCD	339	50	10				
2	Office - Heads of Schools	2,218	100	23				
2	Office - Command Center	1,406	100	15				
2	Office - Shift Supervisor	1,240	100	13				
2	Office - Mission Control	1,600	100	16				
2	Assembly - Dining	45,894	15	306				
2	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	2
4	Assembly - Standing Space	741	5	149				
4	Assembly - Fixed Seating	444	15	30				
4	Assembly - Unconcentrated	3,241	15	217				
4	Assembly - Multipurpose Room	1,350	15	90				
4	Educational - Classroom - Labs	11,286	150	76				
4	Institutional - Sleeping - NICU Intermediate	5,837	120	49				
4	Institutional - Residential - Dietetics	4,445	240	19				
4	Laboratory	745	50	15				
4	Business	303	50	6				
4	Storage - Server/Communications	1,067	300	4				
4	Storage - Linen	318	300	1				
4	Institutional - Sleeping - Post Partum	72,000	240	300				
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
5	Assembly - Standing Space	765	15	51				
5	Assembly - Concentrated	424	15	28				
5	Assembly - Unconcentrated	527	15	35				
5	Institutional - Sleeping - Postpartum	1,851	240	8				
5	Laboratory - Classroom	548	50	11				
5	Office - Clinical	540	100	5				
5	Office - Shift Manager	300	100	3				
5	Office - Manager	814	100	8				
5	Storage - Equipment Storage	300	300	1				
5	Storage - Medical Supplies	154	300	1				
5	Institutional - Sleeping	1,500	20	75				
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
7	Assembly - Standing Space	707	15	47				
7	Assembly - Concentrated	488	15	33				
7	Assembly - Shift Lounge	454	15	30				
7	Institutional - Sleeping - PPOT	1,760	120	15				
7	Laboratory - Lactation	542	50	11				
7	Storage - Linen Closet	300	300	1				
7	Storage - Equipment Storage	318	300	1				
7	Institutional - Sleeping	25,200	240	105				
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
7	Assembly - Concentrated	488	15	33				
7	Assembly - Standing Space	654	15	44				
7	Assembly - Shift Lounge	498	15	33				
7	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
7	Educational - Classroom - Labs	547	50	11				
7	Office - Shift Supervisor	1,200	100	12				
7	Office - Shift Supervisor	900	100	9				
7	Office - Workstation	455	100	5				
7	Storage - Supply Closet	307	300	1				
7	Storage - Supply Closet	318	300	1				
7	Residential Sleeping	42,000	120	350				
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
8	Assembly - Concentrated	495	15	33				
8	Assembly - Standing Space	405	15	27				
8	Assembly - Shift Lounge	465	15	31				
8	Laboratory - Lactation	555	50	11				
8	Office - Clinical	330	100	3				
8	Office - Shift Supervisor	1,200	100	12				
8	Office - Shift Supervisor	900	100	9				
8	Office - Shift Supervisor	200	100	2				

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Mohawk Occupancy Load Calculations

Calculated at Mohawk Substation

November 2017

Room	Use Group/Department	Area SF	Occupancy Load Factor SF	Occupant Load	Provided Exit Capacity	Number of Stairs	Number of exit doors	Hardware Set Number
1	Storage - Equip Stor.	210	300	1				
2	Storage - Paper Stor.	210	300	1				
3	Storage - Equipment	287	300	1				
4	Storage - Mech	1,123	150	7				
5	Mechanical Equipment	2,870	150	19				
6	Total Occupancy	24,000	150	160	1,000	2	4	1
7	Open Office - Operations Supervisor	1,225	75	16				
8	Conference - Training Computer Activity	1,224	15	82				
9	Control Room - Shift Supervisor Office	870	75	12				
10	Offices - Shift	1,017	100	10				
11	Common - Courtyard - Food	1,224	15	82				
12	Conference - Training - Work	1,224	15	82				
13	Equipment Storage	14,311	200	72	222	2	2	1
14	Total	24,000	150	160	1,000	2	4	1
Note 1	Mechanical Electrical Equipment Rooms, Switchgear and Electric Rooms	1,000	300	22	150	1		
Note 2	Total							
Exits								
1	Interior Electric Exterior Personnel Water, Lubric. Mechanical Equipment	395	200	26	400		2	
2	Emergency Electric Exterior Communication Water	395	200	26	400		2	
3	Generator	2,987	200	15	400		2	

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Behavioral Health Products and Systems

The following is the initial selection of materials, products and systems chosen for the Behavioral Health Nursing Unit on the 9th floor of the patient tower and the BH portion of the Emergency Department. The selections will continue to be refined during the Design Development Phase and we will review those changes with NYS Office of Mental Health. Initial selections are highlighted.

Seclusion Room Standards

- Securetech
  - Multi-Point Deadbolt Mortise Lock
    - Select lock function from options.
      - USL-K3 II lb2 (slam)
        - Latches upon closure
        - Key only projects/retracts bolts and latch
        - Exterior side of door has freely rotating lever/pull
        - Interior cylinder optional
      - UML-K34H82
        - Does not latch upon closure
        - Key only projects/retracts bolts
        - Exterior side of door has freely rotating lever/pull
        - Interior cylinder optional
- Marathon Engineering Corporation
  - Gold Medal Safety Padding – Resinous coating is scuff-resistant and long lasting. Padding material is uniform and smooth with no cracks or open seams

Anti-Barricade Strategies

- Norva Plastics, Inc. Patient toilet/shower rooms
  - Toilet Partitions, Sentinel Event Reduction (SER) Door with Sloped Top
    - Use only in suite or gang bathrooms. Never use in bathrooms shared between two bedrooms. Expanded PVC door can be painted with Lexan paint to match desired color scheme. To be used with roller latch hardware.
- Fixson
  - 340 Center Hung Top Pivot
    - Center hung, non-handed walking beam type hinge. Fully concealed when door is closed
  - 117-3/4 Center Hung Pivot Set
    - Fully concealed, parallel arm, non-handed. Can be coordinated with a concealed overhead closer.
- Accurate Lock & Hardware
  - Keyed Emergency Stop ADL CEK, ADL DEK
    - Double tip strikes with keyed emergency stop. Designed to restrict and protect against unauthorized out swinging door. Key locks emergency stop into projected position

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Behavioral Health Products and Systems

Division 07 Sealants

- Security Sealants, Tamper Resistant
- Master Builders Solutions
  - MasterSeal CR 195 – one component, moisture curing, aliphatic, non-sag polyurethane sealant.
- Sika Corporation
  - Sikaflex 11FC – one component, gun grade moisture cure polyurethane based elastomeric sealant

Division 08 Openings

- Door Hardware, Door Top Sensors
  - Stanley Security Solutions/Grainger Industrial Supply
    - SEDA (Stanley emergency Door Alarms) / Lisa (Ligature-Resistant Door Alarm)
      - A pressure activated switch, mounted on the face of a door, provides notification when a foreign object passes over the door and a downward pressure is applied. Notification is sent to a console indicating where a response is required
- Door Hardware, Continuous Hinges
  - Architectural Builders Hardware MFG, Inc
    - A500HT
      - Stainless steel pin and barrel, full mortise, full concealed edge mount with hospital tips
  - MARKAR Architectural Products
    - FM300-HT
      - Edge mount stainless steel
- Door Hardware, Locks & Handles
  - Accurate Lock & Hardware
    - Crescent handle (CH) & 9100 Mortise Lockset
  - Sargent
    - BHW Trim (Mortise)
      - The BHW style door trim is not a traditional lever design and can be safely used in a high risk environment.
- Door Hardware, Lever Handles
  - Best Access systems/Grainger Industrial Supply
    - Ligature Resistant Lever Set SPSL Series - LISL/LISE (Mortise)
      - The ligature resistant lever handle "freewheels" in both directions on both sides of the door whether the door is locked or unlocked. Proprietary finish resists looping by earbuds
  - Town Steel Architectural Hardware Manufacturing
    - Ligature Resistant Lever Set TRXL Series (Cylindrical)

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        - Whether locked or unlocked, this lever set "free wheels" up and down on both the keyed and non keyed sides of the door. This "freewheeling" action is standard on double cylinder functions.
- Door Hardware, Stops
    - Kingsway Group
        - KG182 Wall Mounted Door Stop
            - Solid stainless steel surround with high pressure rubber dome. Security screws pass through the rubber part to ensure it can't be removed.
        - KG183 Large Rubber Wall Mounted Door Stop
            - Solid high pressure domed rubber stop
- Door Hardware, Closers
    - Rixson
        - 51 Series Offset Floor Closer
            - Fully concealed, single acting, handed. For use with top pivot hinge. Note: fully concealed closers have no readily visible or accessible components. Note: floor closers require special preparation.
        - 700 Series Overhead Concealed Closer
            - Double-acting, non-handed closer concealed in door frame head. For use with bottom pivot hinge. Note: fully concealed closers have no readily visible or accessible components.
    - Sargent
        - 268/269 Series Overhead Concealed Closer
            - Fully concealed closer hoop in frame head. Fully concealed track in door. Track arm is only visible when door is open.
- Glazing, Exterior Windows, Polycarbonate Glazing
    - Sable Innovative Plastics
    - Sheffield Plastics Inc.
- Glazing, Exterior Windows, Laminated Safety Glazing
    - Oldcastle Building Envelope
        - For use as outermost surface of exterior windows
- Glazing, Interior Windows, Non-Rated
    - Sable Innovative Plastics
        - Lexan SL-4855 Polycarbonate Glazing
            - 3/8" or ½" thick with Marguard II-UV coating. Specify MR 15 with a 15 year warranty. Install in hollow metal frames with a 1" continuous edge bite.
    - Oldcastle Building Envelope
        - AnnerProtect Plyus 161000 Laminated Security Glazing
            - 3/8" thick. 3M film is scratchable and may be removed from the laminated glass panel and new film installed by trained maintenance staff. Curing time for the film installation is two weeks minimum. Maintenance staff should be advised to keep spare stock that is fully cured to eliminate down time. Install in

hollow metal frames with a 1" continuous edge bite if dry glazed or ½" continuous edge bite if silicone glazed

- c. Sheffield Plastics Inc.
  - Makrolon 15 Polycarbonate Glazing
    - ½" thick. Tested with MVS-OMH 15 year warranty. Install in hollow metal frames with a 1" continuous edge bite.
- c. 3M
  - Ultra 8000 Film
    - 3M film is scratchable. When damaged, it may be removed from the glass panel and new film installed by trained maintenance staff. During time for the film installation is two weeks minimum. Exact curing time should be verified with the manufacturer. Maintenance staff should be advised to keep spare stock that is fully cured to eliminate down time.
- c. CPFilms
  - Scratchgard CPET Film
    - Hard coated PET film helps stop the shoveling of small glass particles (called "spall") that can occur when conventional glass fails.

- Glazing, Interior Windows, Fire Rated
  - a. Technical Glass Products
    - FireLite PLUS
      - 5/16" thick laminated, polished, fire rated, and impact safety rated glazing. Listed for use in doors, sidelites, and transoms with fire rating requirements ranging from 20 minutes to 3 hours.
  - c. SafTiFire
    - SuperLite Fire Rated Glazing
      - ¾" monolithic safety and positive pressure fire rated glazing. For use in wood, hollow metal, aluminum or an equally fire rated framing systems.
- Glazing, Observation Mirrors
  - a. Plaskolite, Inc.
    - See-thru Mirror
      - Two way observation polycarbonate mirror, 0.236" thick minimum. Product is semi transparent.
- Access Doors
  - a. Cendrex
    - PF Series Fire Rated Access doors

Division 09 Finishes

- Ceiling Assemblies, General
  - a. OMH Ceiling Assembly 1: 1 layer 5/8" or 5/8" drywall with metal framing/suspension system.

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Behavioral Health Products and Systems

- DMH Ceiling Assembly 2: 1 layer 5/8" very high impact (VH1) abuse resistant drywall with metal framing/suspension system
- DMH Ceiling Assembly 3: ¾" suspended acoustic tile on intermediate duty suspension system

- Wall Base
  - Custom Wood Base
    - Custom Designed Wood Base
      - Solid ¾" hardwood with ease for bullnose top and corners. Provide ramper resistant sealant at joint between floor and base, base and wall surface
  - Johnsonite
    - Millwork Contoured Wall Base
      - Thermoplastic solid rubber base. Various profiles range in height from 2 1/2" to 9" high, ¼" to 3/8" thick
    - SCC-XX-A Cove Cap Moulding
      - Vinyl cove cap moulding accessory for 1/8" cove base material
  - Flexco
    - Health Design Wall Base
      - Thermoplastic rubber base tapers from 1/8" thick to adjacent floor thickness. All seams are heat welded

Division 10 Specialties

- Shower & Privacy Curtains
  - InPro Corporation
    - Clickeze Ultra Cubicle Track
      - Extruded aluminum track provides heavy duty strength. For use with Clickeze accessories
    - Clickeze Whisper Cubicle track
      - Extruded PVC track allows for noise reduction during curtain movement. For use with Clickeze accessories.
    - Clickeze Pop Out Carrier
      - Hook on carrier releases, allowing the curtain to fall, and disengages at approximately 10 lbs of pressure. For use with both Clickeze Ultra and Whisper Curtain Tracks
  - Construction Specialties
    - Breakaway Carrier #975P
      - Hook on carrier is designed to pop out of the axle when approximately 22 lbs of pressure is applied to the hook, and can be reused
  - Architex
    - Rx Privacy Curtain
      - Made with 100% Avora polyester, style #5/2019717-1000
  - Arc/Com
    - Options Curtain

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        - Customizable textiles to increase durability and fire resistance. Stain repellent.
    - Standard Textile
        - Perfect Panel Curtains
            - Note: ganging of multiple shape along the curtain track can create a ligature point
- Closet Rods, clothes & Towel Hooks
    - Kingsway Group
        - KG180 Coat Hook
            - Stainless steel surround. Rubber hook releases under downward applies load
    - Norva Plastics, Inc
        - Polyethylene hook
    - American Specialties, Inc
        - 123 Square Clothes Hook
    - Oddball Industries
        - SP 6 Clothes/Towel Hook
        - SP-6! Clothes/Towel Hook with adjustable tension release
- Handrails & Grab Bars, General
- Handrails
    - Construction Specialties, Inc.
        - HRC-20CMHLN Acrovyn 4000 Handrail
            - Handrail/bumper guard with psychiatric continuous bracket enclosure, to address safety issues for patients eliminating the gap between the wall and handrail. Meets safety codes with ADA and ANSI compliance.
    - Pawling Corp.
        - DR-400CS Series handrail
            - 6-1/4" high vinyl handrail. Suicide resistant design to minimize leverage and looping with radius corners. Aluminum tube with laser cut 1/8" aluminum closure plates. Continuous secure bracket.
- Toilet Accessories, Grab Bars
    - Kingsway Group
        - Grab Rail KG250/KG251
            - Horizontal and vertical mounting. Painted extruded aluminum, 600 mm long. Provide sealant at the full perimeter to prevent end to end looping
    - Northwest Specialty Hardware
        - NW Security Bar
    - Cascade Specialty Hardware
        - Safebar Grab Bar
    - Willoughby Industries, Inc.
        - AntiSuicide Grab Bar Modified with End Caps ASGB-X-CDD-MOD

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        - Specialty self-draining end caps are available from manufacturers and should be specified. Provide sealant at the full perimeter to prevent end to end looping.
    - Whitehall Manufacturing
        - 1109-1 24" Ligature Resistant Grab Bar
    - American Specialties, Inc.
        - 0165 Grab Bar with Drain Holes
- Toilet Accessories, Soap Dispensers
    - Gods Industries
        - LTX Behavioral Health Dispensing System
            - Stainless steel soap dispensing unit specifically designed for behavioral health environments with delayed time output. Inhibited access interior, and sloped and rounded exterior.
    - Kingsway Group
        - KS06 Liquid soap
            - Stainless steel surface mounted liquid soap dispenser. Soap automatically dispenses from this battery operated unit.
- Toilet Accessories, Paper Towel Holders & Dispensers
    - American Specialties, Inc.
        - 0412 Recessed Shelf
            - 22 gauge type 304 stainless steel with a No. 4 satin finish install with tamper resistant fasteners. Provide tamper resistant sealant at flange perimeter
    - Whitehall Manufacturing
        - Best-Care WH1820FA Recessed Shelf
            - 16 gauge type 304 stainless steel with a satin in finish or powder coated white finish. Install with tamper resistant fasters. Provide tamper resistant sealant at flange perimeter.
- Toilet Accessories, Toilet Tissue Holders & Dispensers
    - American Specialties, Inc.
        - 110-13 Recessed Toilet Paper Roll Holder (front mounted)
            - 14 gauge type 304 stainless steel with satin finish
    - Bradley Corporation
        - SA12 Recessed Toilet Tissue Roll Holder (front mounted)
            - 16 gauge type 304 stainless steel with a satin finish
    - Whitehall Manufacturing
        - 1840-FA Recessed Toilet Paper Roll Holder (front mounted)
- Toilet Accessories, Mirrors
    - Sable Innovative Plastics
    - Royal Adhesives & Sealants
        - Frameless Polycarbonate Wall to Wall Mirror
    - Behavioral Safety Products
        - Ligature Resistant Stainless Steel Framed Mirror FM 160
            - Polished stainless steel mirror with #8 finish 19x24 hardwood frame

Behavioral Health Products and Systems

- American Specialties Inc.
  - 0600 Angle Frame Mirror
- Window Treatments
  - InPro Corp.
    - Clickeze Ultra Cubicle Track
      - Extruded aluminum track provides heavy duty strength. For use with Clickeze accessories.
    - Clickeze Whisper Cubicle Track
      - Extruded PVC track allows for noise reduction during curtain movement. For use with Clickeze accessories.
  - Construction Specialties
    - Breakaway Carrier #075P
      - Hook on carrier is designed to pop out of the axle when approximately 22 lbs. of pressure is applied to the hook, and can be reused.
  - Imperial Fastener Company
    - IFC-69 Break-a-way Track & IFC-79 Break-A-Way Track
      - The IFC-69 ceiling mounted and IFC-79 wall mounted tracks are used with "safety tabs" that attach to box pleated window draperies or shower curtains.
  - WebbShade
    - WebbLock Shades
      - The IFC-69 ceiling mounted and IFC-79 wall mounted tracks are used with "safety tabs" that attach to box pleated window draperies or shower curtains.
  - Securing Hospitals
    - 245-586 SafeSupport SR Window Shades
      - The 245-586 wall mounted tracks are used with "safety tabs" that attach to box pleated window draperies or shower curtains.
- Artwork Frames
  - Behavioral Safety Products
    - Ligature Resistant Art Frame #AF-55R
- Cabinet Hardware
  - Accuratio Lock & Hardware
    - CP-CAR Crescent Cabinet Pull
  - Doug Mockett & Co.
    - DP74C Recessed Finger Grip Pull
- Signage
  - 2180 Sign Systems
    - Custom Patient Safe signage
      - Thermoplastic frame, fully adhered to thermoplastic back panel. Clear polycarbonate inset lens. Mechanically fastened to backing with tamper resistant screws.
  - King Architecture Products
    - KING Series Signage

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Behavioral Health Products and Systems

- Tamper resistant locking: top, bottom, panel profiles and copy covers are held in place by manufacturer's standard concealed locking pin. Specify two locking pins per sign.

- Fire Extinguisher Cabinets
  - Larsen's Manufacturing Co
    - Architectural Series 2712 Fire Extinguisher Cabinet
      - Stainless steel tub with a continuous hinge. Specify fully recessed cabinet with flat trim, or semi-recessed cabinet with rolled edge trim & door w/o handle. Specify mortise lock with keyed cylinder.
      - DFGS 2409-B4 Fire Extinguisher
  - Activar Construction Products Group
    - JL Industries Cosmopolitan Series Fire Extinguisher Cabinet

Division 21 Fire Suppression

- Sprinklers
  - Tyco Fire Protection Products
    - Raven Institutional Sprinklers
      - Pendent and horizontal sidewall heads. Standard, quick response & extended coverage. Stainless steel escutcheons available for installation in wet or damp areas.
    - Viking Group
      - VK410 Pendant & VK412 Sidewall Institutional Flush Sprinklers

Division 22 Plumbing

- Lavatory Assemblies
  - NYS-OMH Standard Lavatory Assembly
    - Custom solid surface lavatory with integral sink bowl & pipe enclosure.
      - Niche mounted solid surface vanity counter with integral solid surface sink bowl and deck mounted behavioral safety products ligature resistant sensor faucet #SF370. Removable integral solid surface pipe enclosure below mounted with tamper resistant fasteners.
  - Whitehall Manufacturing
    - WH3775 Solid Surface Wall Hung Lavatory
      - Shown with fully accessible powder-coated stainless steel pipe enclosure, deck-mounted dual temp push button conical faucet. Available without overflow hole.
- Lavatory Basins
  - American Standard
    - Ronklyn Counterlop Sink
      - High gloss stain resistant vitreous china sink. Specify without overflow.
    - Mezzo Counterlop Sink

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        - Self-rimming fine fire clay semi-countertop sink. Specify without overflow
- Lavatory Pipe Enclosures
    - IPS Corp
        - Trustro Lav Shield Model #J2010
            - Cautions: pipe enclosure will conceal exposed plumbing piping, but is used with wall mounted lavatory that poses looping opportunity. Careful scribing to underside of lavatory is required for a proper fit and sealant joint
- Lavatory Faucets
    - Behavioral Safety Products
        - Ligature Resistant Sensor Faucet #SF370
            - Deck mounted faucet is a single temperature faucet without controls. It may be specified as hard-wired or with a 4 year battery.
        - Ligature Resistant Metering Faucet #SF360
            - Deck mounted faucet is a dual temperature faucet with push button controls
- Lavatory Grid Strainers
    - Oddball Industries
        - SP-11-GDK Grid Drain Kit
            - Effective drainage is achieved with the included air vent. Air introduction valve may not meet all local codes.
        - Typical Grid Strainer & Drain
            - Note: typical grid strainers are rejected because ligature can be created by threading a ligature item through the perforations and be hung over the lavatory or vanity edge.
- Toilets
    - Behavioral Safety Products
        - Ligature Resistant Toilet #TN680
            - Floor mounted, back spout, 1.6 gpm siphon jet with integral seat.
        - Intersan
            - CWC150-AST Toilet
            - CWC160-AST Toilet
                - Solid surface back to wall toilet with non-moving integral seat
    - Whitehall Manufacturing
        - WH2142 Toilet
            - Floor mounted, powder coated stainless steel toilet with ligature resistant ABS toilet seat.
- Toilet Flushometers
    - NYS DMH Standard Concealed Flush Valve Assembly
        - Concealed flush valve assembly with remote infrared sensor.
- Shower Heads
    - Chicago Faucets

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Behavioral Health Products and Systems

- 621 CP Institutional Shower Head
  - Cooball Industries
    - SP-7 Shower Head
    - SP-7T - Tub Filler
  - Moen
    - M Dura 8282
  - Speakman Company
    - S-2460 AF Shower Head
  - Behavioral Safety Products
    - SH330 Shower Head
- Shower Controls & Activators
  - Armstrong International
    - Brainwave Water Temp Control
      - Stainless steel face plate is to be specified for all NYS-OMH facilities. Provide tamper resistant sealant at perimeter of plate touchless on/off flow control. Touchless temp adjustment. Cautions: control buttons are plastic and have the potential to be damaged. Product can be specified with a plastic cover by facilities other than NYS-OMH but should be used with caution due to the increased potential to be damaged.
  - Behavioral Safety Products
    - Ligature Resistant Shower Valve, Handle & Escutcheon Plate YSV230
  - Interesen
    - 50140 Ligature Resistant Shower Diverter

Division 23 HVAC

- Diffusers & Grilles
  - Behavioral Safety Products
    - Ligature Resistant Exhaust/Supply Grille YEG450
      - Designed to replace existing grilles that are not ligature resistant. 11 gauge aluminum with 1/8" round holes
  - Carnes company
    - Model BSPA51 Suicide Deterrent Security R&G
  - Tiles
    - SG-SD Maximum Security Suicide Deterrent Grille
      - Face and sleeve are 3/16" hot rolled steel. Hole pattern is 3/16" round holes on staggered 6/32" centers. 2x2x3/16" steel angles are provided as standard in four loose pieces for field welding. Mounting sleeve is for installation in CMU walls only. Specify with 1" flange. Caution: perforated diffusers grilles and radiator covers pose a particular risk as they can be easily looped by a thick shoelace or similar object

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- Receptacles & GFCI/AFCI Circuit Breakers
  - Leviton
    - 5200-SG Series Tamper Resistant Receptacles
- Wall Plates
  - Hubbell
    - Nylon Wall Plates
  - Legrand
    - Unbreakable Nylon Wall Plates
  - Leviton
    - Unbreakable Nylon Wall Plates
- Light Fixtures, Lenses
  - Behavioral Safety Products
    - Impact Resistant Polymeric Polycarbonate Light Lenses #PL84U
      - Lenses are to be installed in an existing fixture frame. If the existing frame will not adequately secure the lens, it is recommended to install the tamper resistant fasteners through the frame and lens
- Light Fixtures, Interior, General Recessed
  - Cooper lighting
    - Fail Safe FRM LED Linear
    - Fail Safe Envy LED 2x2
  - Kenall Manufacturing
    - MedMaster Behavioral Health MMAC 14, MMAC22 & MMAC24
    - Mighty Mac RAC, RCS, RCC, RCJ Series
- Light Fixtures, Interior, Task Lighting
  - Cooper Lighting
    - FFLD04 5" Vandal Resistant LED Downlight – Flush Lens
  - Kenall Manufacturing
    - Millenium HADL Series Downlight LED
    - Stratalume UC Series, UCSL
- Light Fixtures, Interior, Night Lighting
  - Cooper Lighting
    - Fail-safe MCL, MLN & MSN Night Lights
  - Kenall Manufacturing
    - MedMaster SoftStep Contour Steplight, MCSL
- Light Fixtures, Exit Signage
  - Kenall manufacturing
    - Millennium Metrex MET SR Series Exit Light (Recessed)
  - Philips Chloride
    - 80 Series Max All Purpose Exit

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Behavioral Health Products and Systems

Division 28 Electronic Safety & Security

- Fire Alarm Components, Notification Devices
  - Tyco SimplexGrinnell
    - TrueAlert Addressable Notification Appliances, Series 4904
      - Wall and ceiling mounted, Multi-electronic horn & strobe combinations
    - 2099 Series Manual Fire Alarm Station
      - Single action with tamper resistant cover key operated only
  - Cooper B-Line Signaling
    - EGC-SVM Series Notification Appliances
      - Caution: the curved lens against the ceiling presents a potential ligature opportunity

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NEW YORK STATE OF OPPORTUNITY. | Department of Health

ANDREW M. CUOMO
Governor

HOWARD A. ZUCKER, M.D., J.D.
Commissioner

SALLY DRESLIN, M.S., R.N.
Executive Deputy Commissioner

CONSTRUCTION PROJECT CERTIFICATION LETTER FOR AFR REVIEWS ARCHITECTS & ENGINEERS

(For projects not meeting the perquisites for Self-Certification submissions)

Date: November 1, 2017
COS Number: To be determined
Facility Name: Mohawk Valley Health System
Facility ID Number: PTIA0598
Facility Address: Bounded by Oneiduna and Columbia Streets, and Broadway and State Streets, Utica, NY 13501

NYS Department of Health/Office of Health Systems Management
Center for Health Care Facility Planning, Licensure, and Finance
Bureau of Architectural and Engineering Review
ESP, Corning Tower, 18th Floor
Albany, New York 12237

To The New York State Department of Health:

I hereby certify that:

1. I have been retained by the aforementioned facility, to provide professional architectural/engineering services related to the design and preparation of construction documents, including drawings and specifications for the aforementioned project. During the course of construction, periodic site observation visits will be performed, and the necessary standard of care, coming progress, quality and ensuring conformance of the work with documents provided for all regulatory approvals associated with the aforementioned project.

2. I have ascertained that, to the best of my knowledge, information and belief, the completed structure will be designed and constructed, in accordance with the functional program for the referenced construction project and in accordance with any project definitions, waivers or revisions approved or required by the New York State Department of Health.

3. The above-referenced construction project will be designed and constructed in compliance with all applicable local codes, statutes, and regulations, and the applicable provisions of the State Hospital Code – 10 NYCRR Part 711 (General Standards for Construction) and Parts (check all that apply):

   a. _X_712 (Standards of Construction for General Hospital Facilities)
   b. ___713 (Standards of Construction for Nursing Home Facilities)
   c. ___714 (Standards of Construction for Adult Day Health Care Program Facilities)
   d. ___715 (Standards of Construction for Freestanding Ambulatory Care Facilities)
   e. ___716 (Standards of Construction for Rehabilitation Facilities)
   f. ___717 (Standards of Construction for New Hospice Facilities and Units)

   PLEASE NOTE ANY EXCEPTIONS HERE:

4. I understand that as the design of this project progresses, if a component of this project is inconsistent with the State Hospital Code (10 NYCRR Parts 711, 712, 713, 714, 715, 716, or 717), I shall bring this to the attention of the Bureau of Architectural and Engineering Review (BAER) of the New York State Department of Health prior to or upon submitting final drawings for compliance regulation.

ARCHITECTURAL AND ENGINEERING LETTER OF CERTIFICATION

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5. I understand that upon completion of construction, the costs of any subsequent corrections necessary to achieve compliance with applicable requirements of 10 NYCRR Parts 711, 712, 713, 714, 715, 716 and 717, when the prior work was not completed properly as certified herein, may not be considered allowable costs for reimbursement under 10 NYCRR Part 86.

This certification is being submitted to facilitate the DOH review and subsequent to formal plan approval by your office. It is understood that an electronic copy of final Construction Documents on CD, meeting the requirements of USG-05 must be submitted to PMC for all projects, including limited, administrative, bill review, self-certification and reviews performed and completed by DASNY.

Project Name: Mohawk Valley Health System

Location: Bounded by Oriskany and Columbus Streets, and Broadway and State Street, Utica, NY 13501

Description: Replacement Hospital

Architectural or Engineering Professional Stamp

REGISTERED ARCHITECT STEVEN MICHAEL KOPF 031484 STATE OF NEW YORK

Steven M Kopf
Signature of Architect or Engineer

STEVEN M. KOPF
Name of Architect or Engineer (Print)

031484
Professional New York State License Number

250 S. HIGH ST. COLUMBUS OH 43215
Business Address

The undersigned applicant understands and agrees that, notwithstanding this architectural/engineering certification the Department of Health shall have continuing authority to (a) review the plans submitted herewith and/or inspect the work with regard thereto, and (b) withdraw its approval thereto. The applicant shall have a continuing obligation to make any changes required by the Division to comply with the above mentioned codes and regulations, whether or not physical plant construction or alterations have been completed.

Sharon Palmer
Authorized Signature for Applicant

10-25-17
Date

Sharon Palmer, PVP Facilities Services
Name (Print) Title

Notary signing required for the applicant

STATE OF NEW YORK)
) SS:
County of Oneida)

On the 25th day of October, 2017, before me personally appeared Sharon Palmer, to me known, who being by me duly sworn, did depose and say that he/she resides at Whitesboro, that he/she is the AVP for Services of the Mohawk Valley Health System, the corporation described herein which executed the foregoing instrument; and that he/she signed his/her name thereto by order of the board of directors of said corporation.

(Notary) Margaret A. Kopf

MARGARET A. KOPF
Notary Public, State of New York
No. 01 KE6020280
Qualified in Oneida County
Commission Expires 08/03/2020

ARCHITECTURAL AND ENGINEERING LETTER OF CERTIFICATION

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NEW YORK STATE OF OPPORTUNITY. | Department of Health

ANDREW M. CUOMO
Governor

HOWARD A. ZUCKER, M.D., J.D.
Commissioner

SALLY DREBLIN, M.S., R.N.
Executive Deputy Commissioner

PHYSICIST LETTER OF CERTIFICATION

Date: 6/4/17

NYS Department of Health/Office of Health Systems Management
Center for Health Care Facility Planning, Licensure and Finance
Bureau of Architectural and Engineering Review
ESP, Corning Tower, 13th Floor
Albany, New York 12237

Re: CON Project #: TBD
Facility Name: MVHS (Mohawk Valley Health System)
Facility Location: Bounded by Oneida Street and Broadway and State Streets, Utica, NY 13501.
Project Description: New Hospital Campus

To the New York State Department of Health:

I certify that, as an employee or contractor of the above-named facility, it is my duty to design and prepare plans, sketches, and specifications relating to radiation protection for the facility. I further certify that I have exercised the diligence and, to the best of my knowledge, information and belief, the radiation protection designed and specified for the above-referenced project is in substantial compliance with the requirements of the relevant technical standards listed in 10NYCRR/71.2, and that the radiation exposure to the public and staff is designed to be as low as is reasonably achievable (ALARA), based on the workload provided to me by the facility for the proposed equipment and sound radiation protection principles.

Further, I agree to ensure that a current report detailing the extent of the radiation protection by the facility and the design of the protection systems will be made available to the Regional Office staff of the NYS Department of Health during final inspection of the facility. I have informed the applicant that such report must be maintained on site as a permanent record.

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I attest that I have been authorized by the above named facility to make this certification.

Signature of Physicist

Jason Sherman
Name of Physicist (Print)

6/4/17
Date

MS, DABR
Degree(s)/Certification

Upstate Medical Physics, Diagnostic Radiology, Medical Nuclear and Medical Health, P.C.
1290 Blossom Drive Victor, NY 14564
Business Address

The undersigned applicant understands and agrees that, notwithstanding this certification, the Department of Health shall have continuing authority to: (a) review all plans, sketches, and specifications related to radiation protection for the facility to ensure compliance with the above-mentioned technical standards; and (b) withdraw its approval of the application for failure to comply with such standards. I understand that I have a continuing obligation to make any changes required by the Department to comply with existing and future codes and regulations.

Authorized Signature for Applicant

6-7-17
Date

Sharon Palmer, Assistant Vice President, Facilities Services
Name (Print) Title

Notary signing required for the applicant

STATE OF NEW YORK)
) SS:
County of Oneida)

On the 8th day of June, 2017, before me personally appeared Sharon Palmer, to me known, who being by me duly sworn, did depose and say that he/she resides at Whitesboro, NY that he/she is the AVP, Facilities Services of the Mohawk Valley Health System, the corporation described herein which executed the foregoing instrument; and that he/she signed his/her name thereto by order of the board of directors of said corporation.

MARGARET A. KEBLISH
Notary Public, State of New York
No. 01KE6029281
Qualified in Oneida County
Commission Expires 03/30/2022

Notary

cc: Regional Office-OHSM

PHYSICIST LETTER OF CERTIFICATION
Revised May 8, 2014 Page 1 of 2

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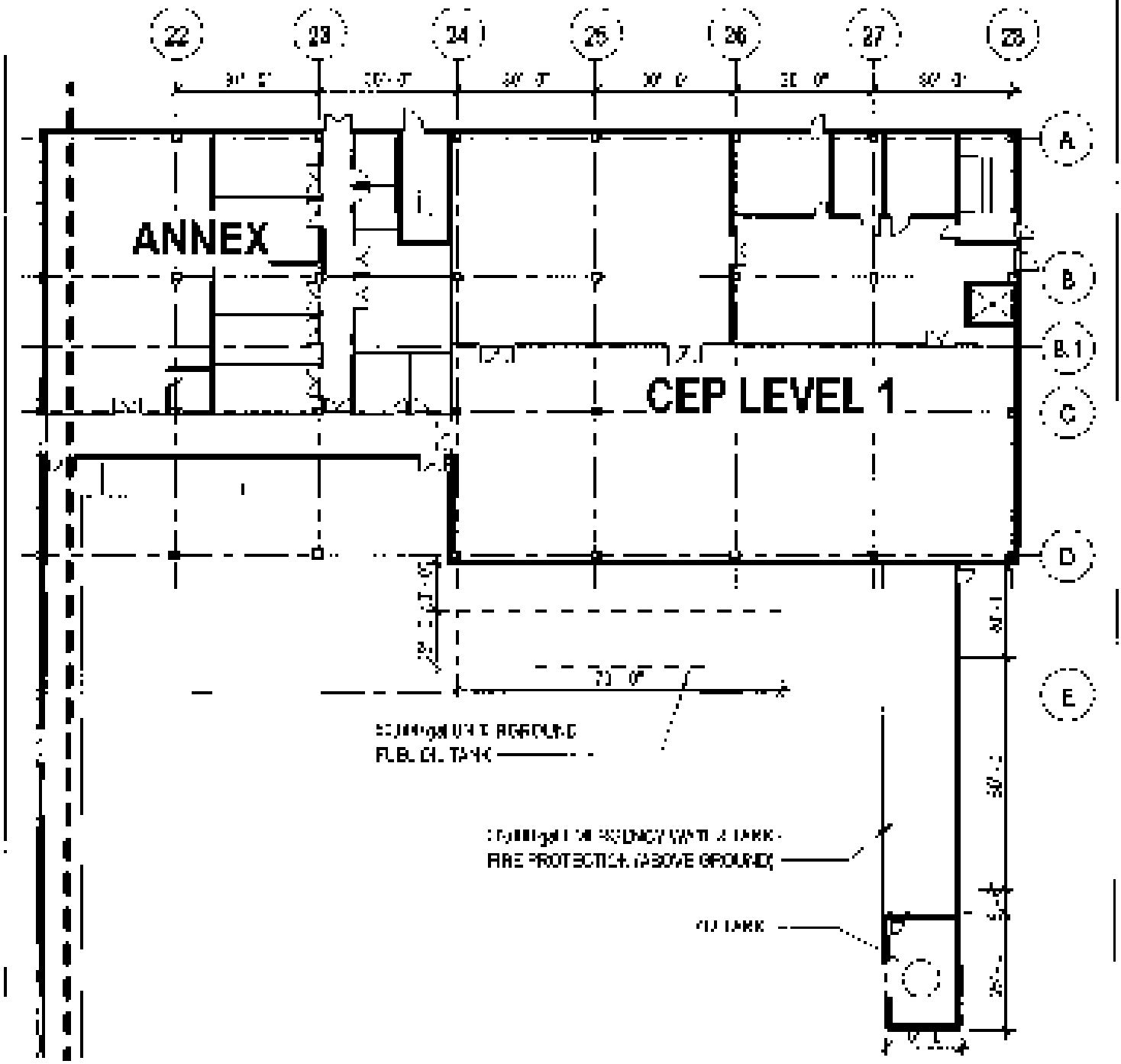

MOHAWK VALLEY HEALTH SYSTEM

SERVICE YARD PLAN

A1

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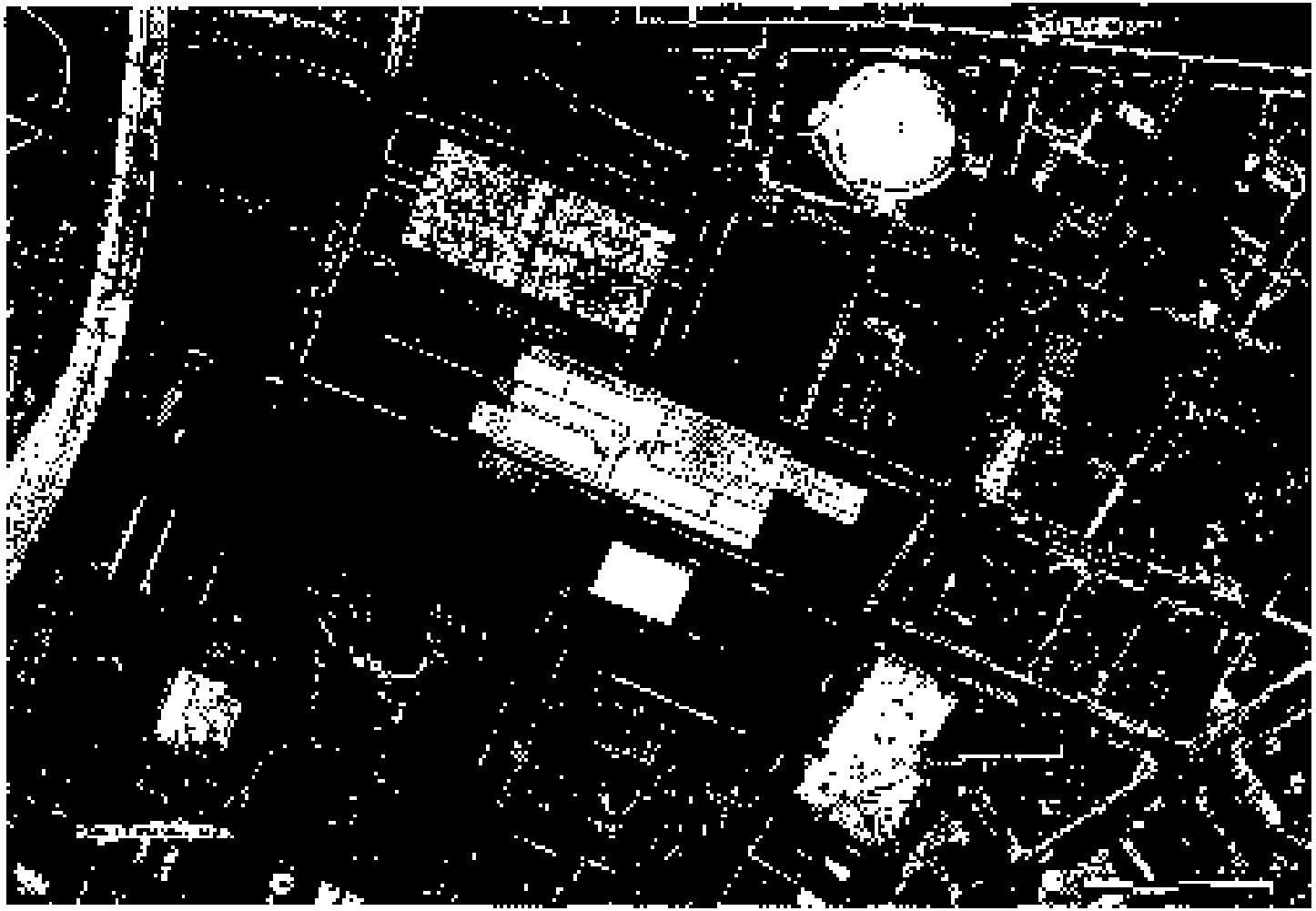
CON - SD SUBMITTAL

LIST OF SHEETS



MVHS

MOHAWK VALLEY HEALTH SYSTEM

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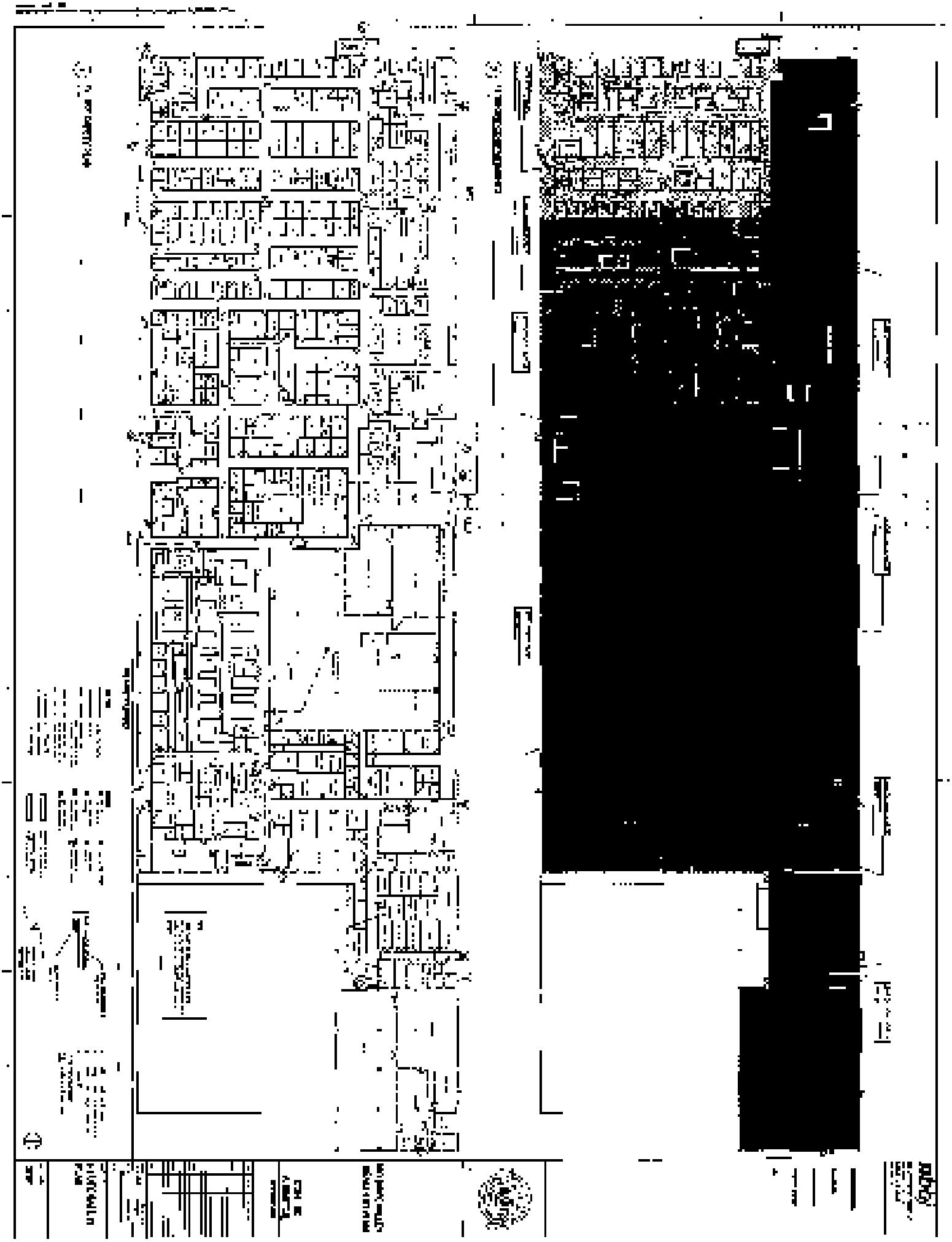

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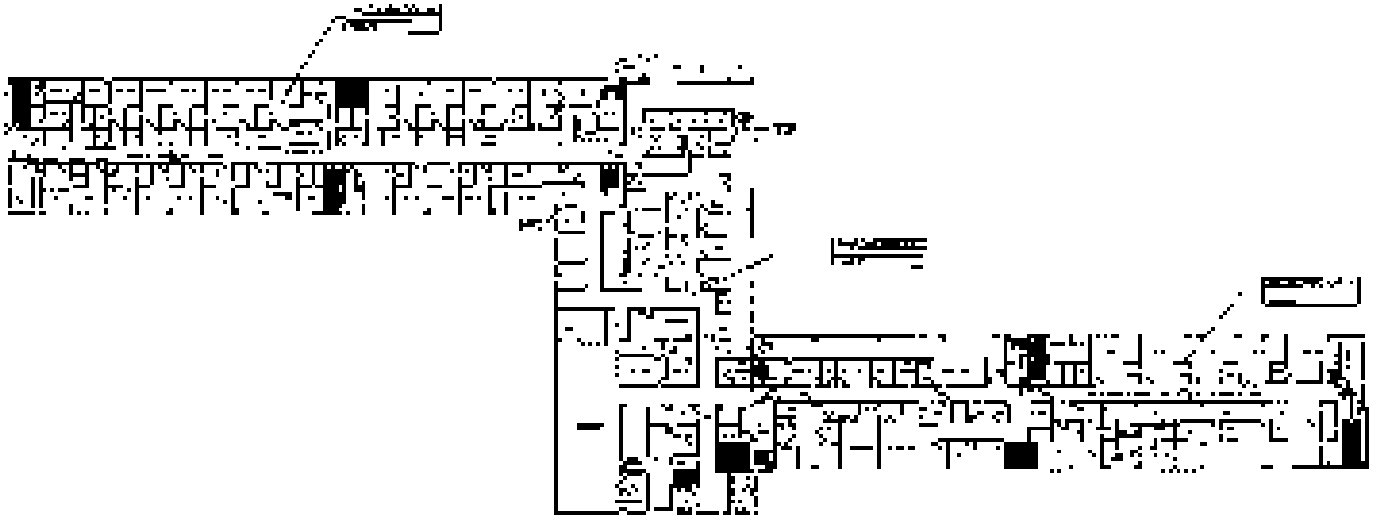

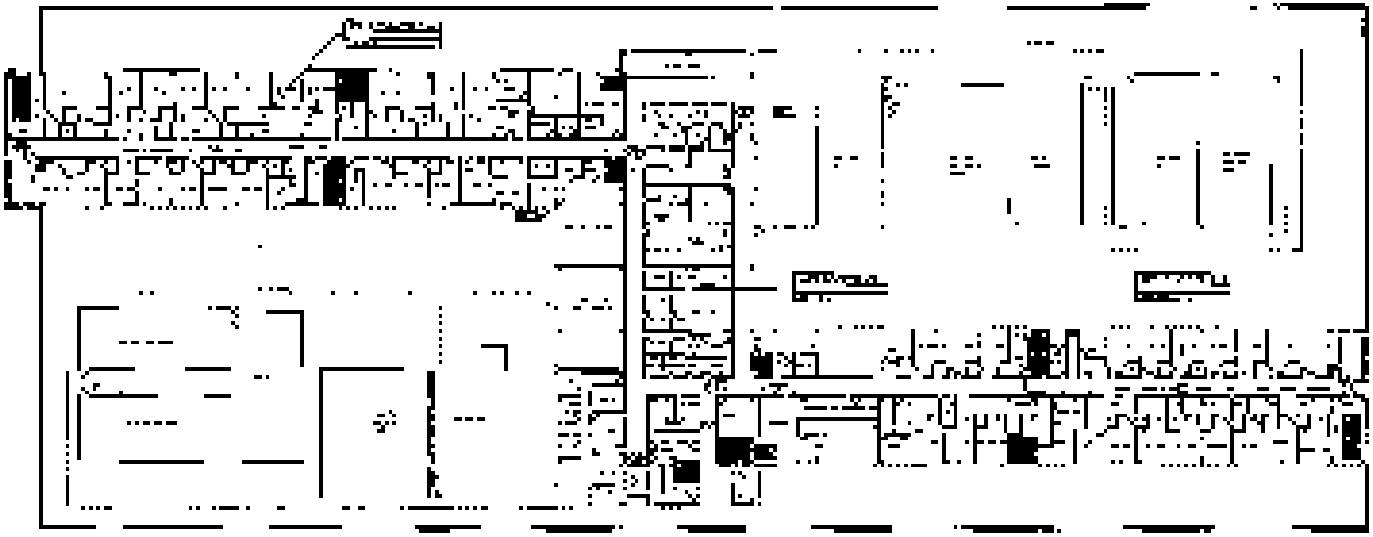

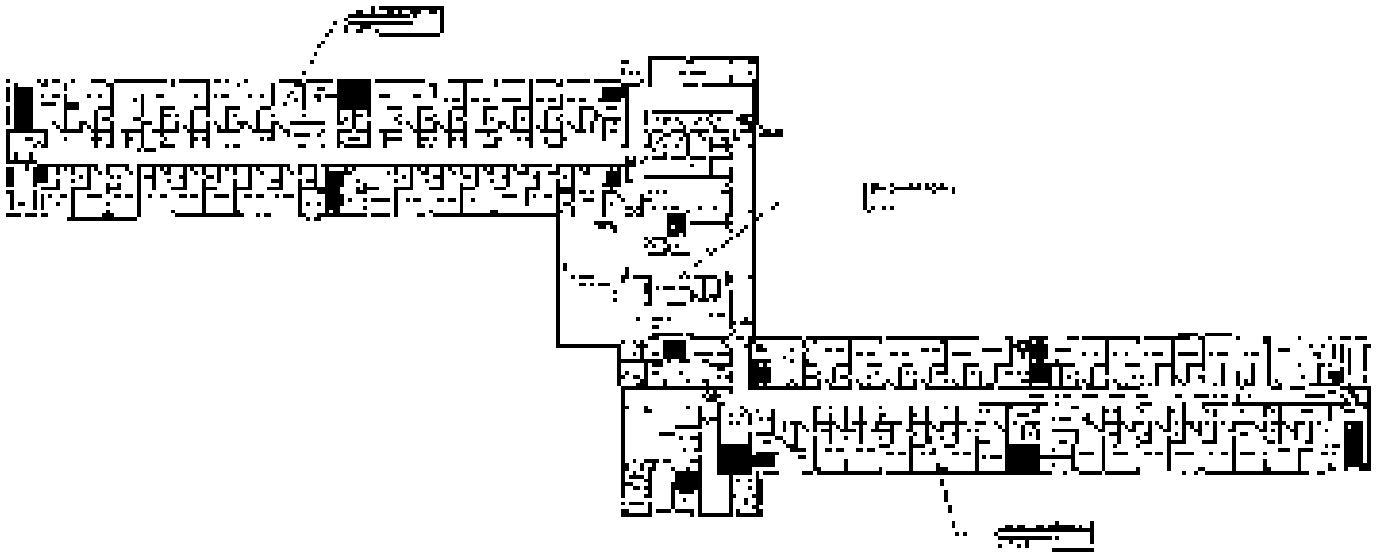

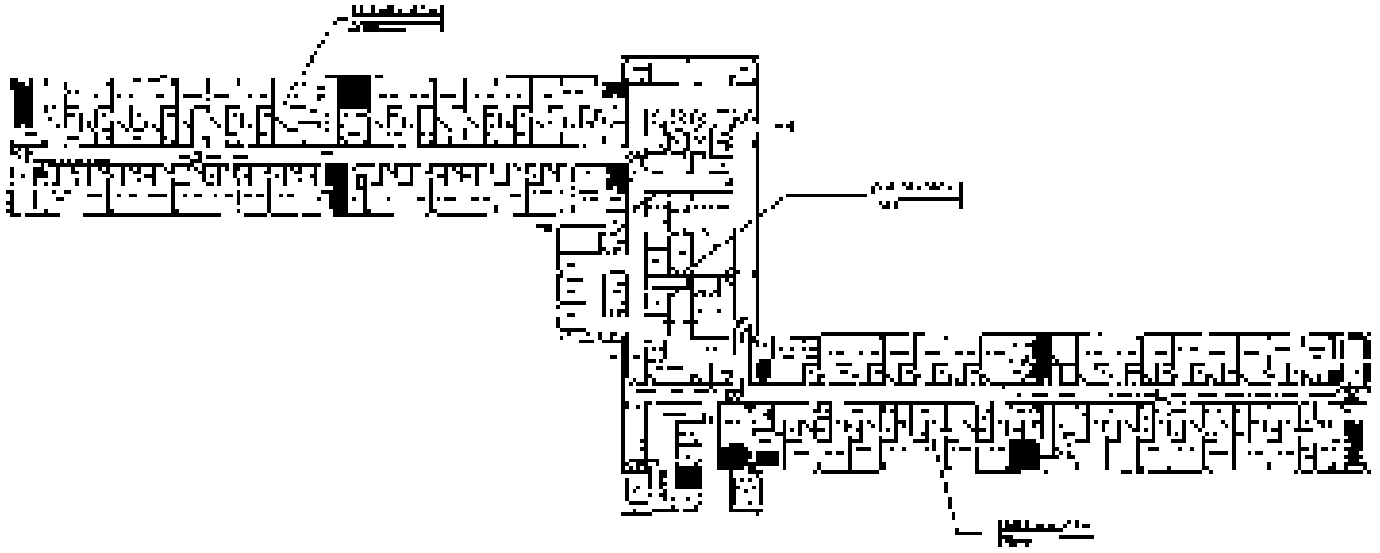

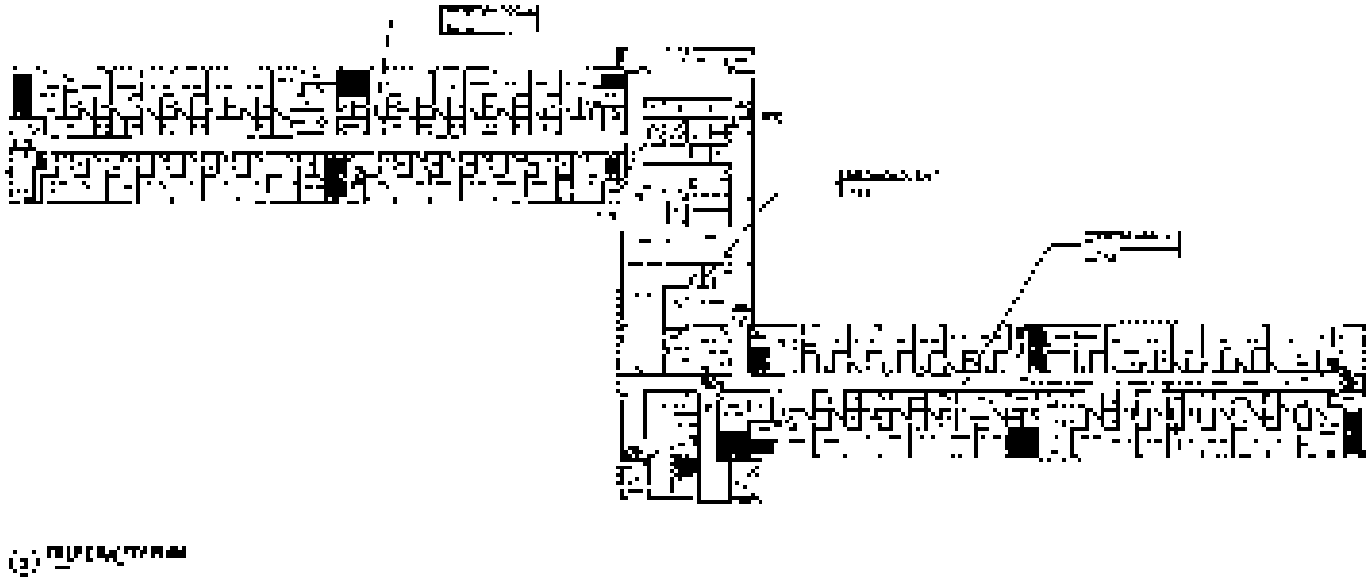

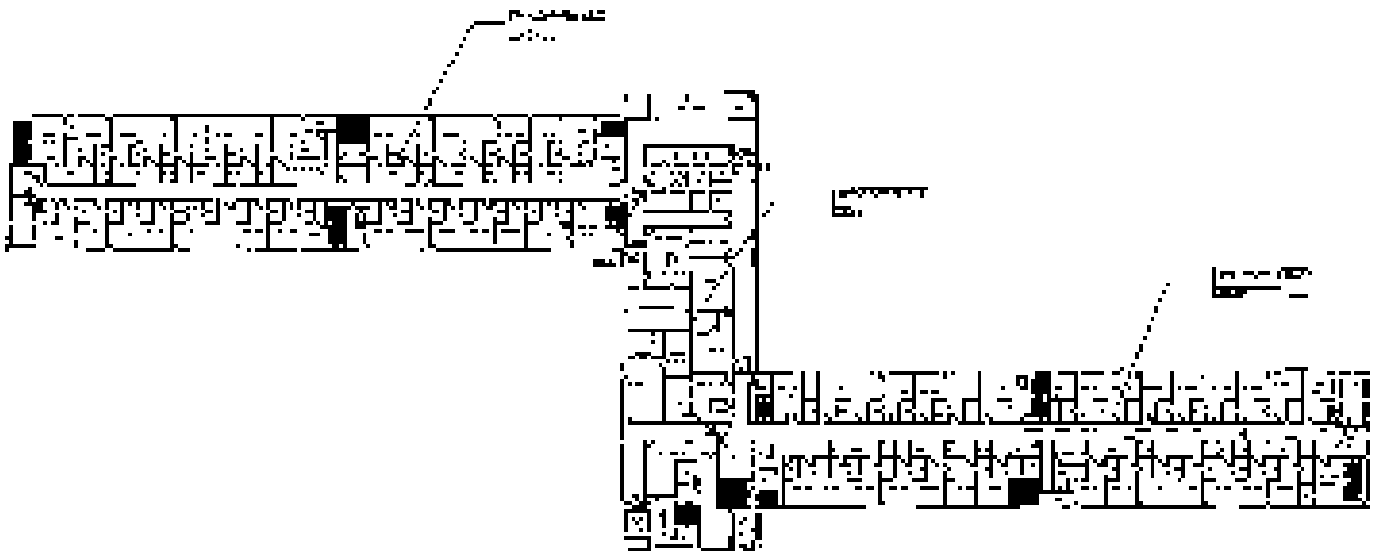

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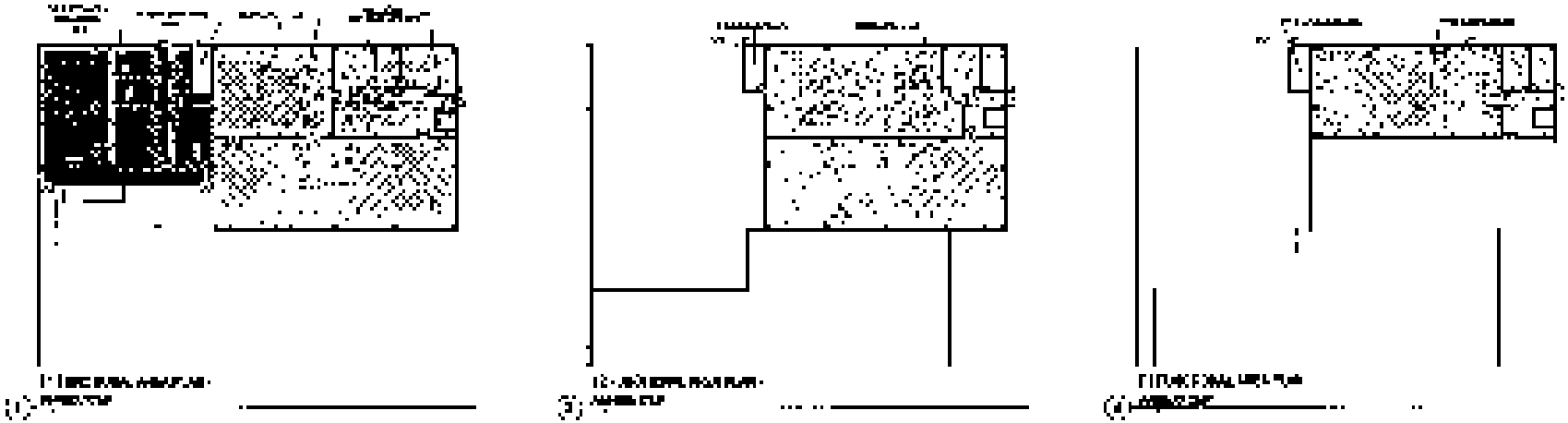

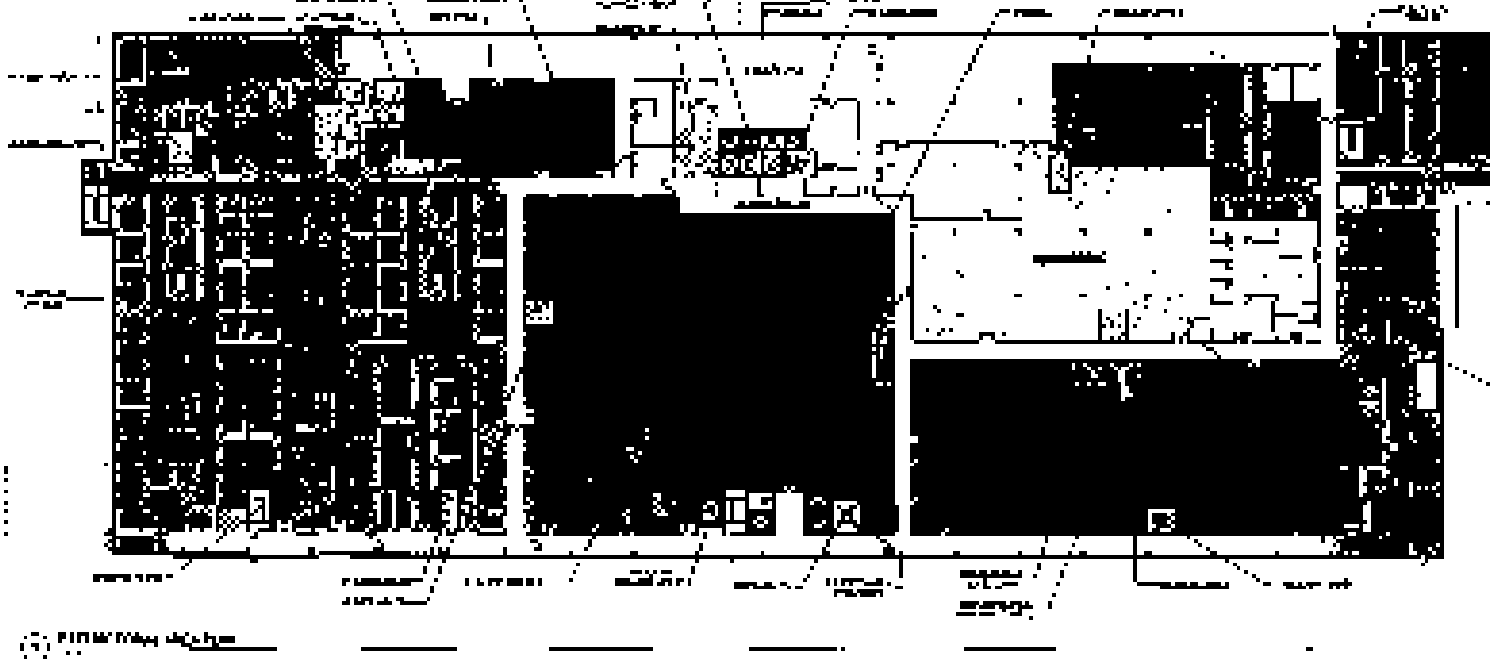

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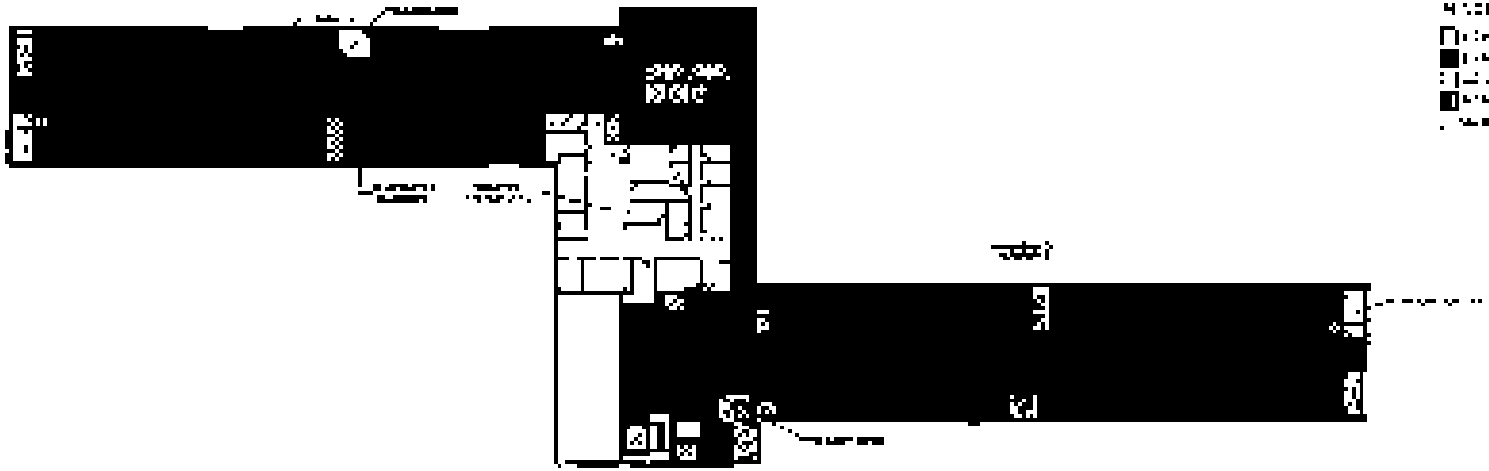

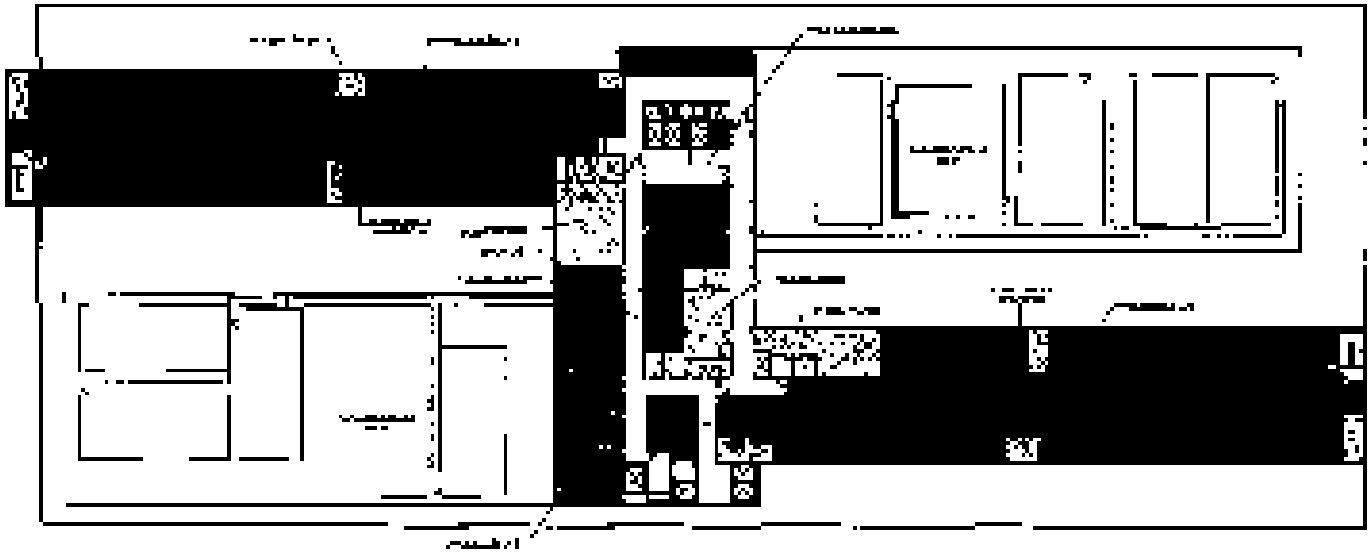

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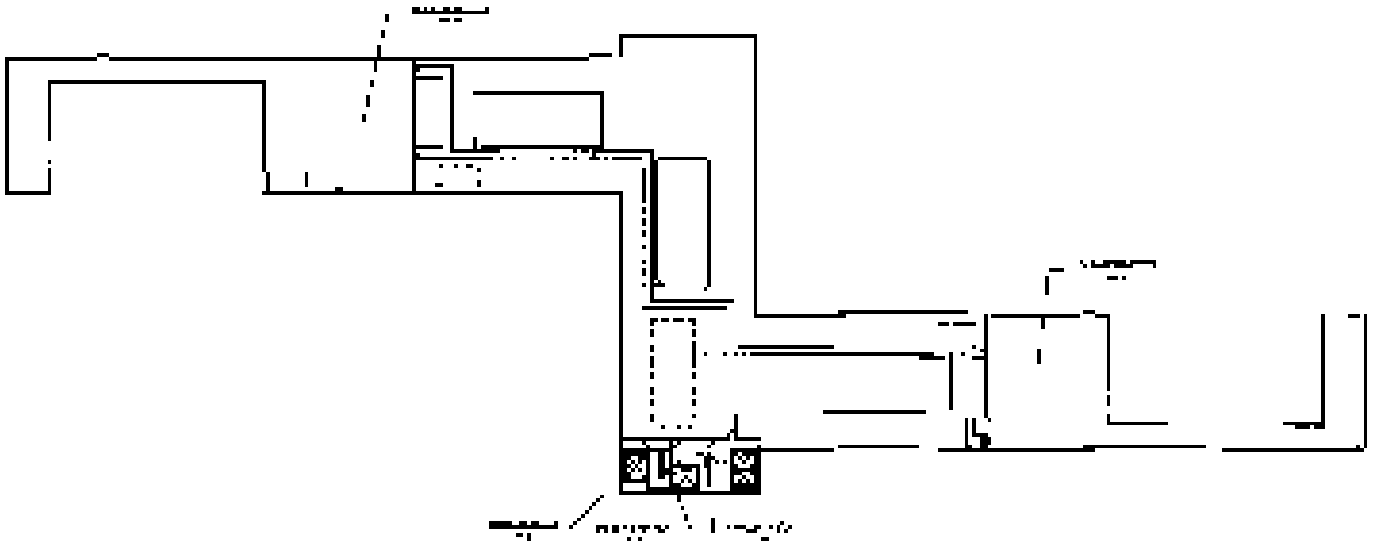

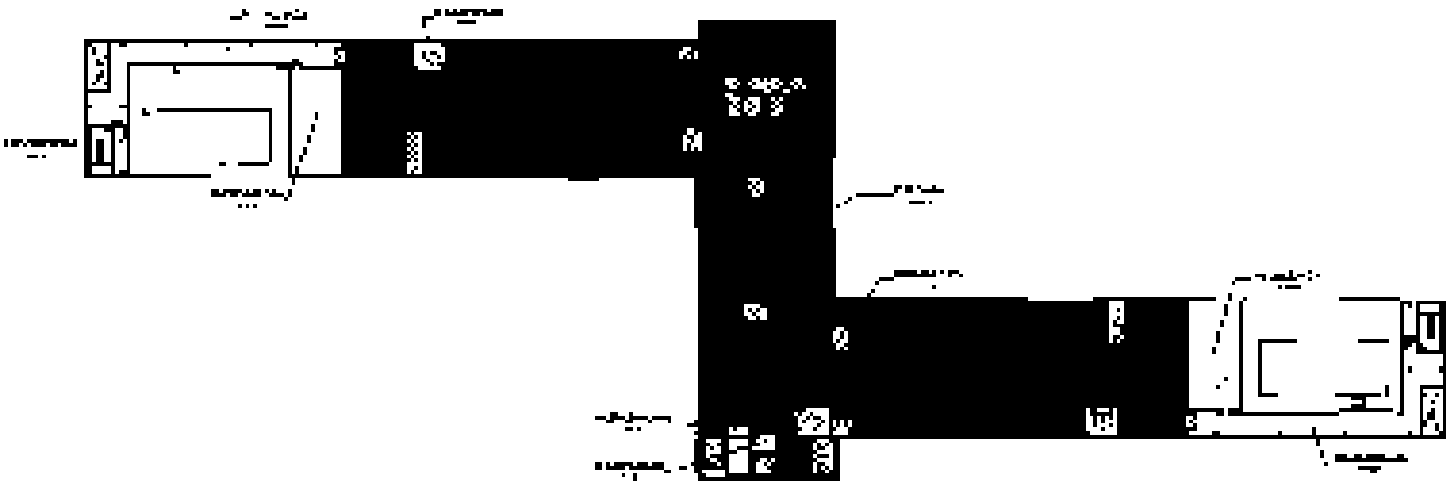

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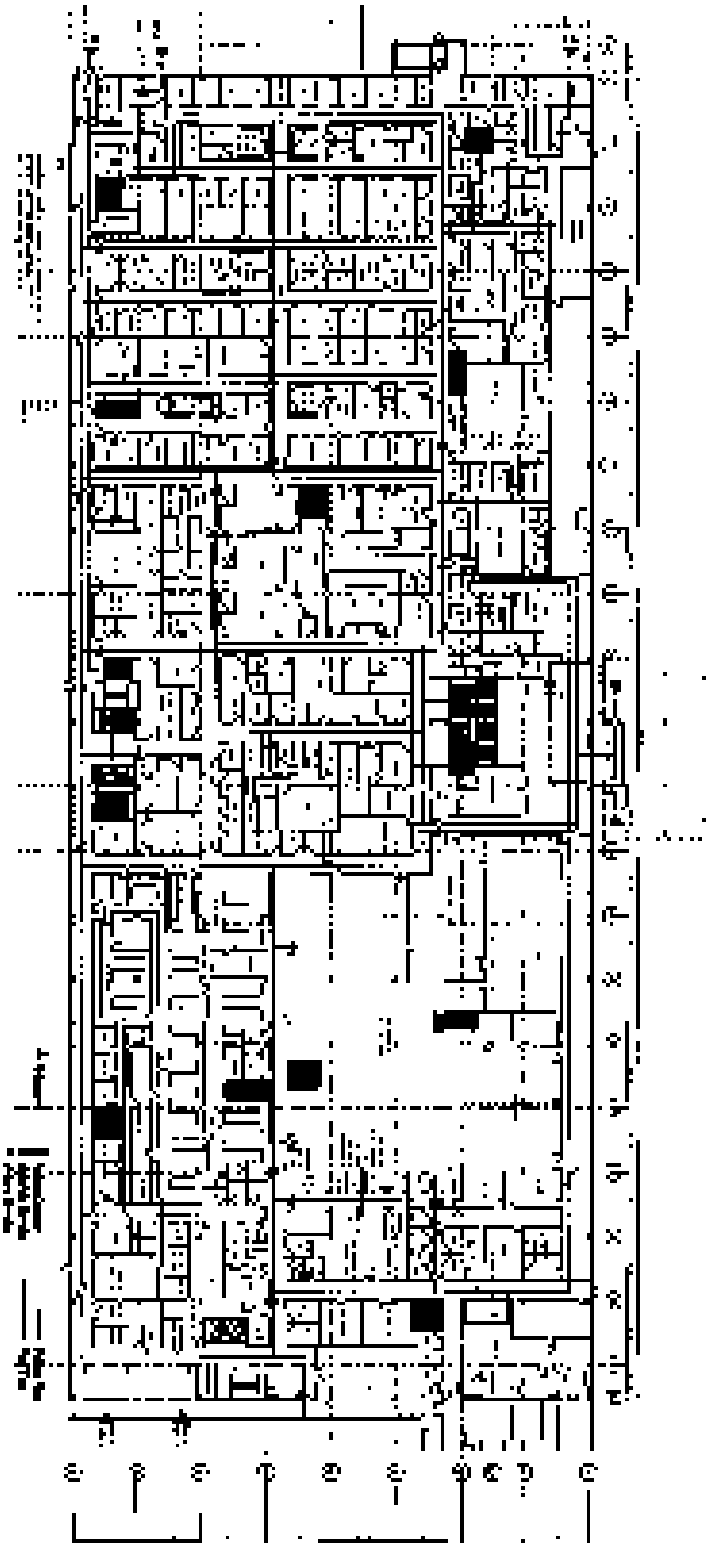

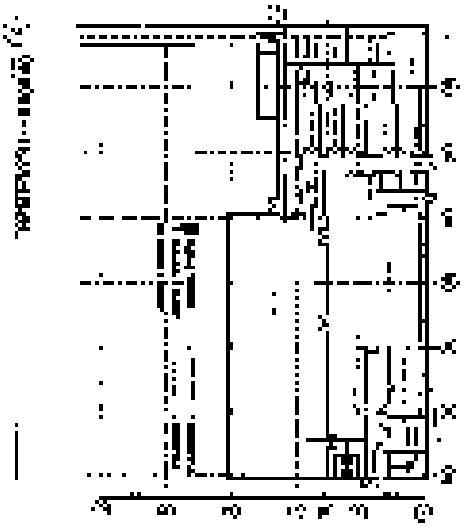

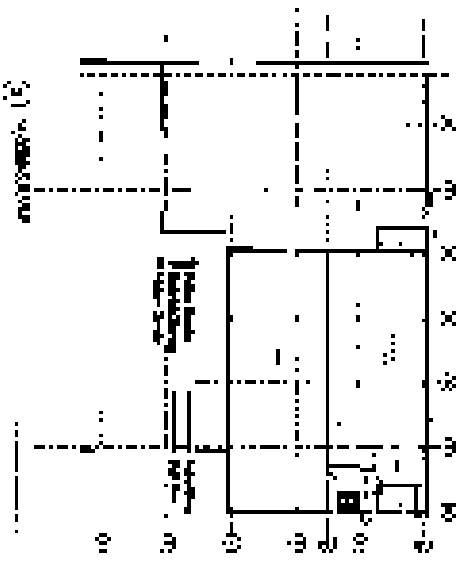

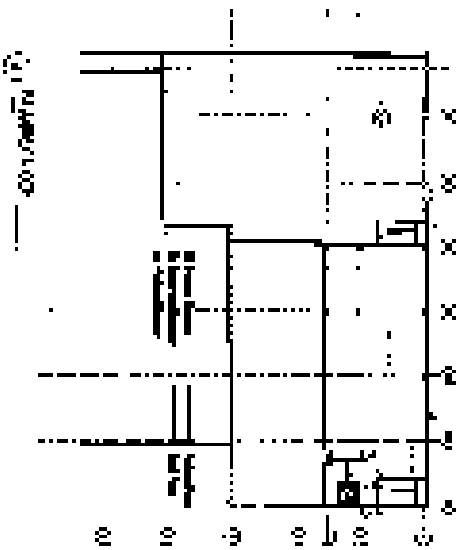

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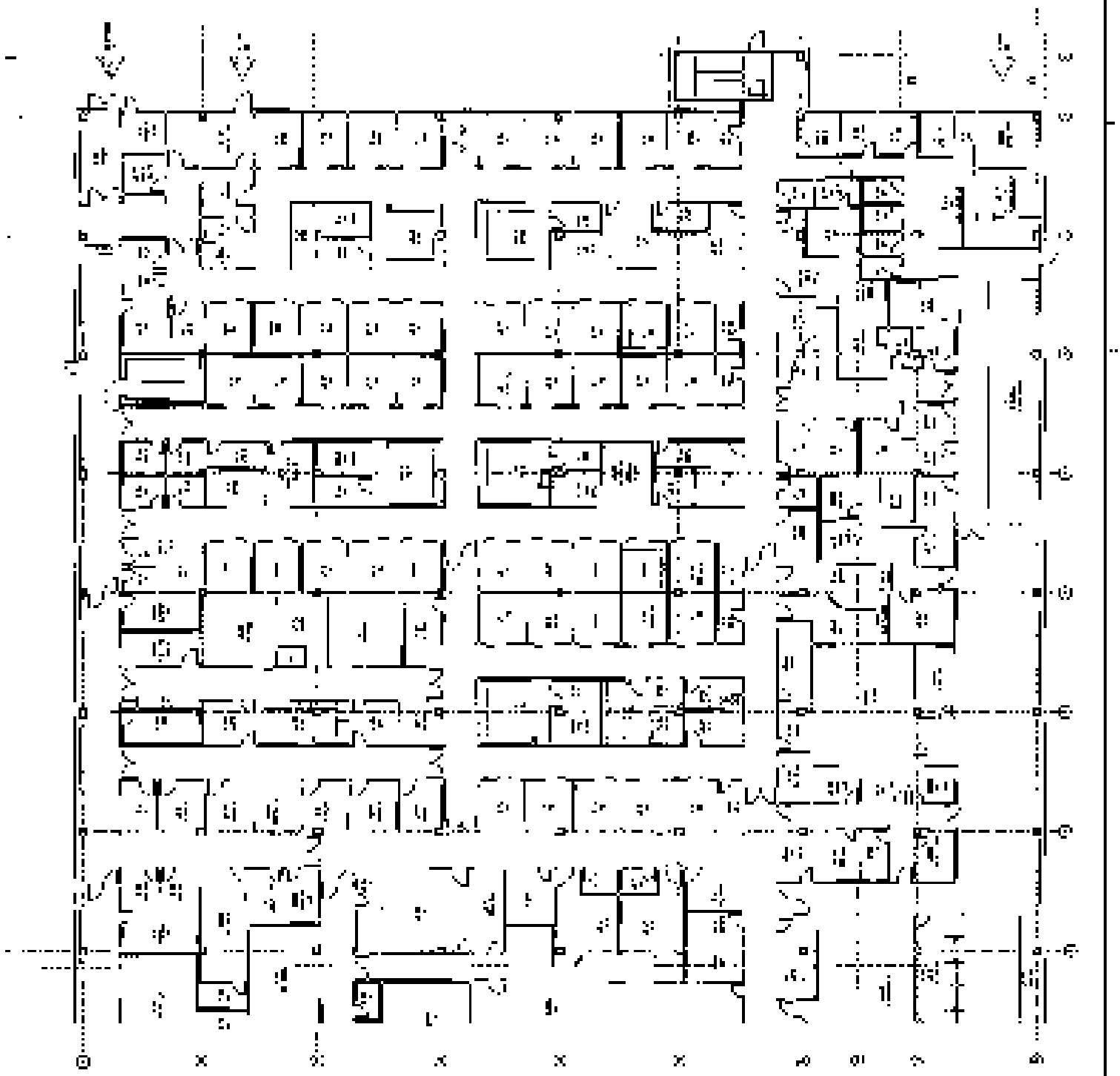

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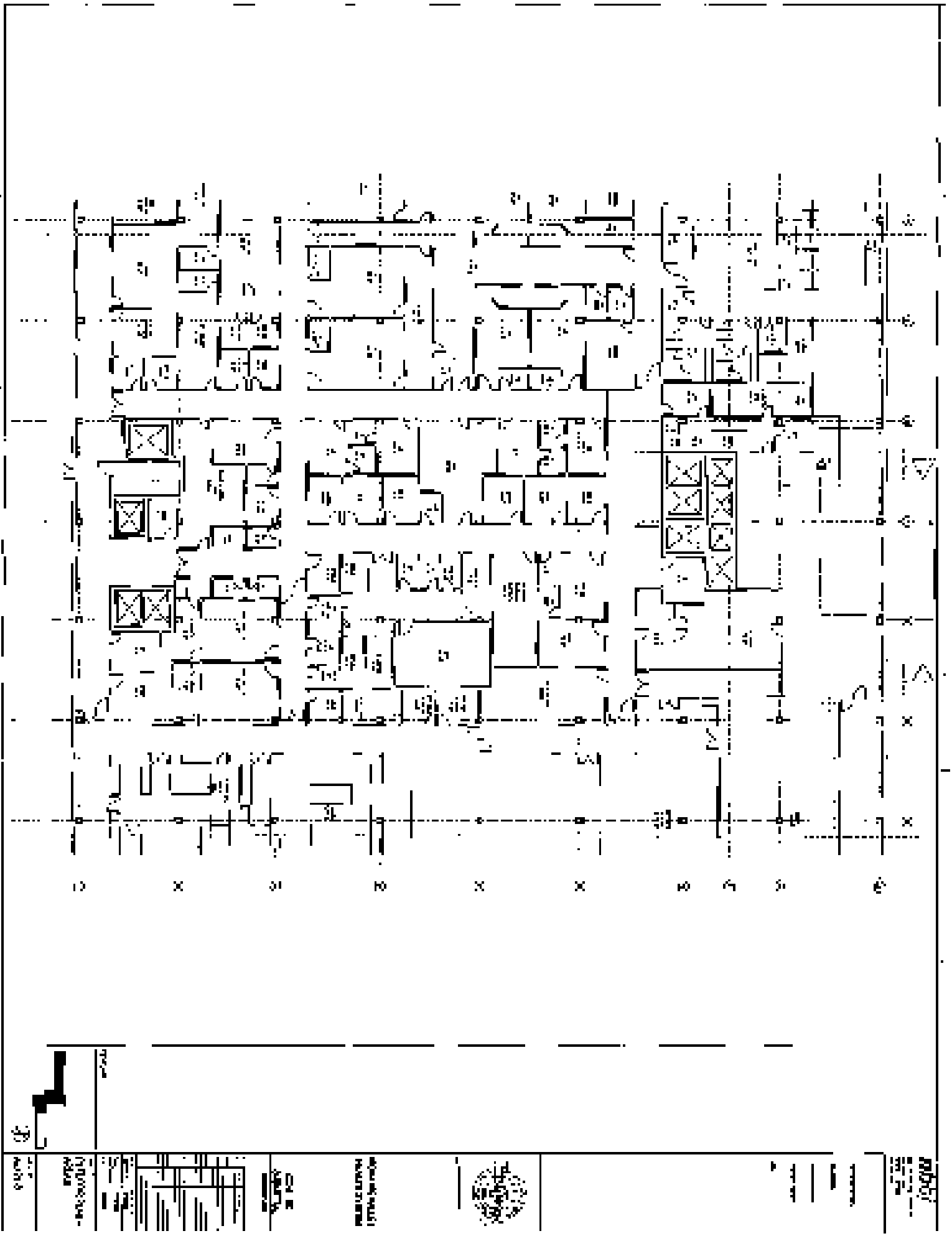

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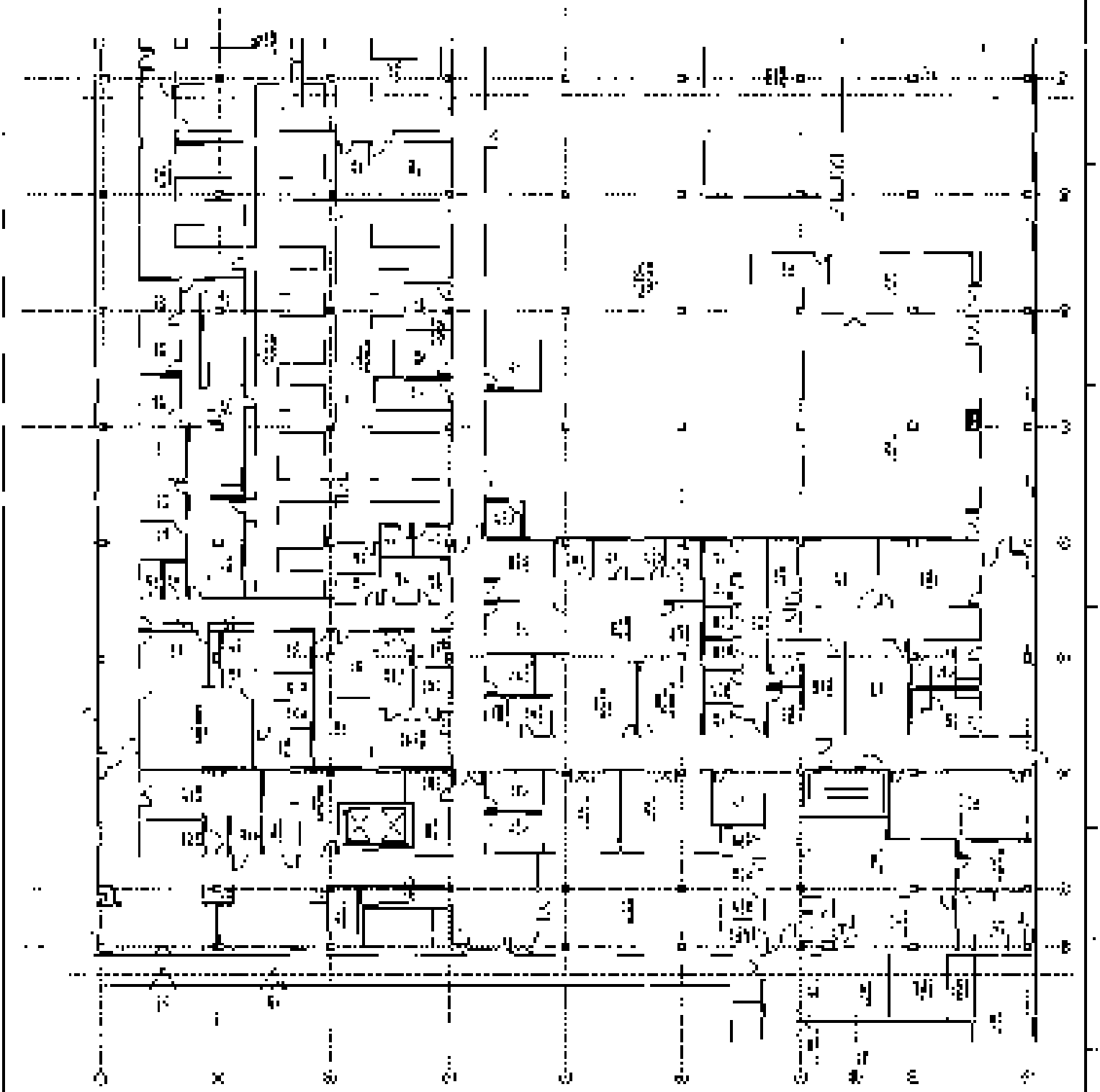

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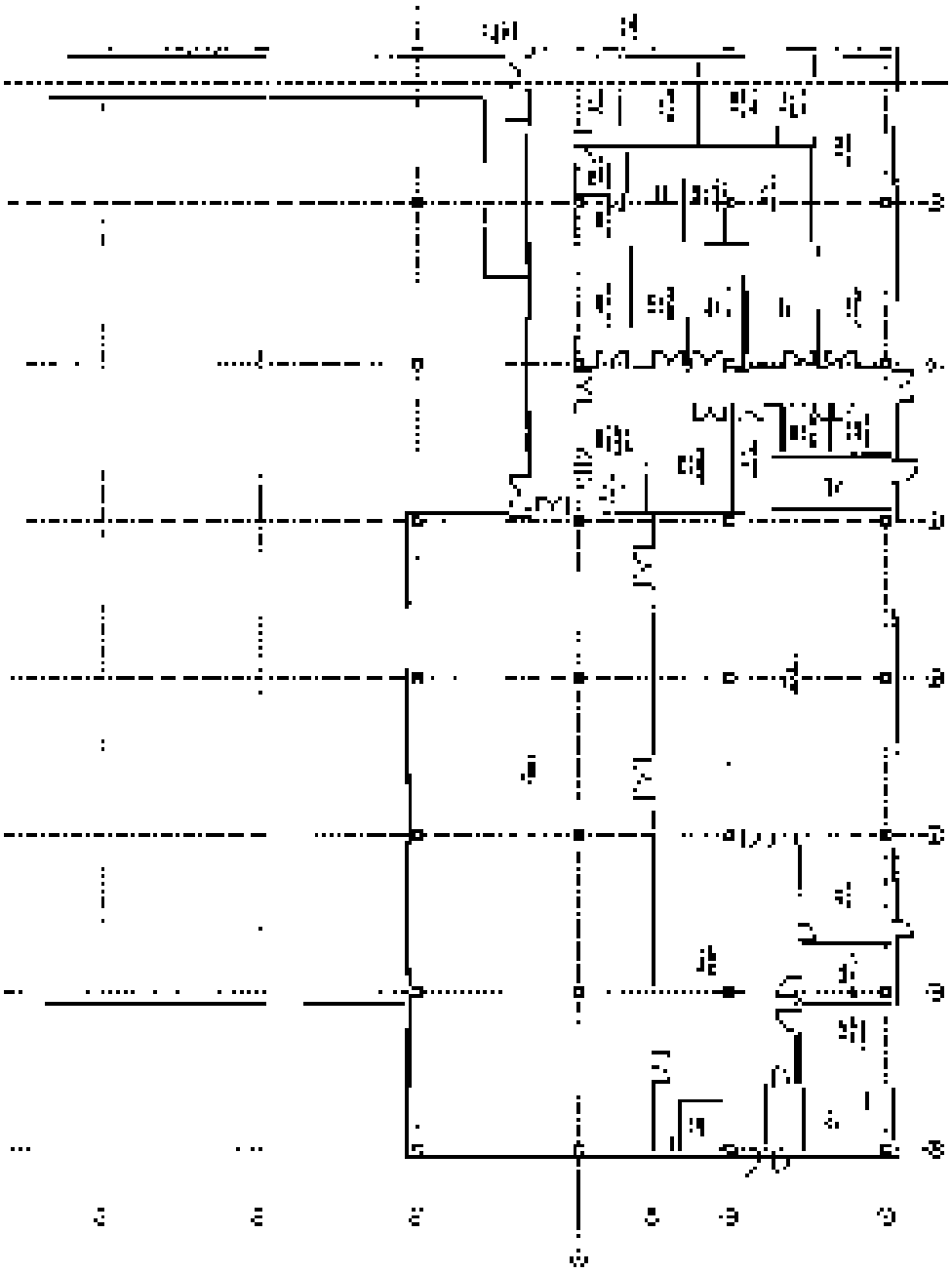

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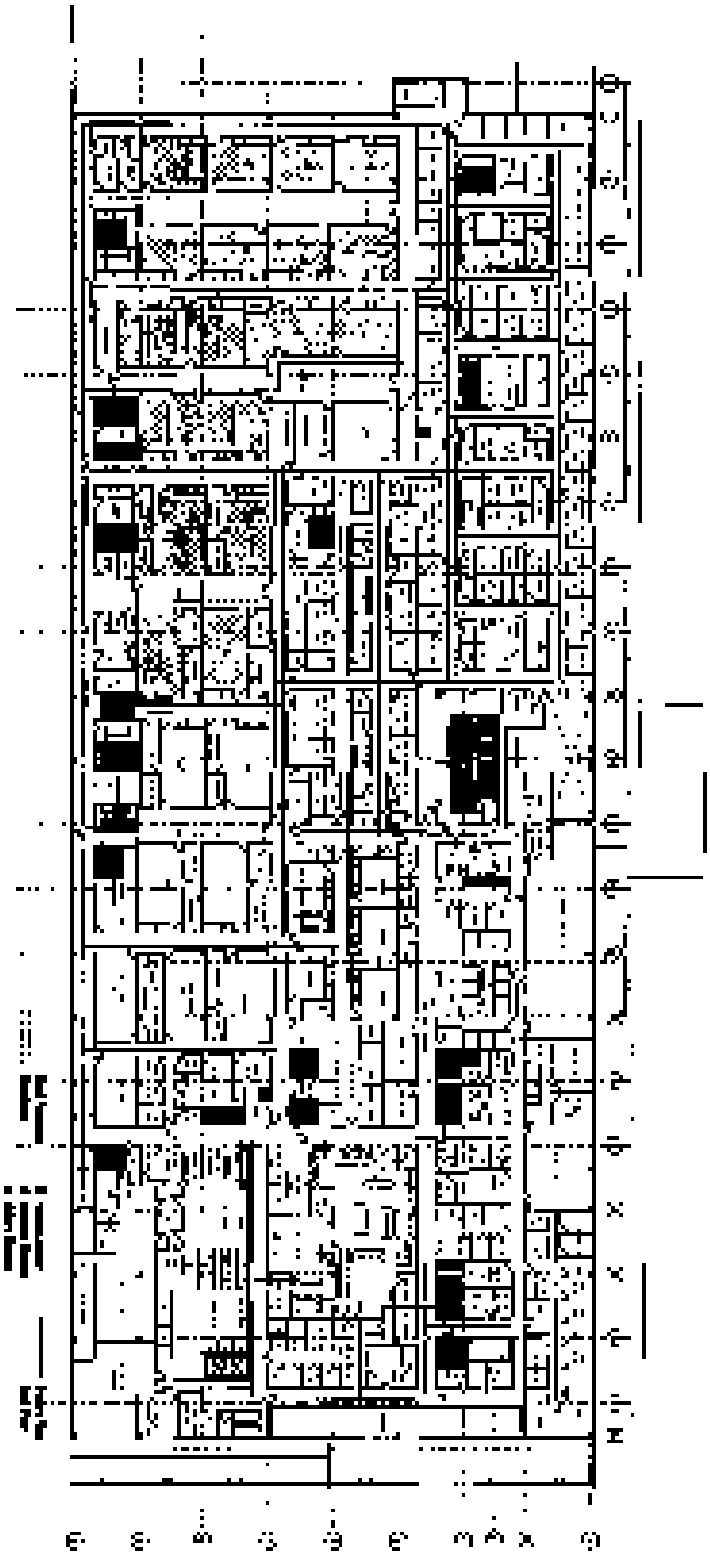

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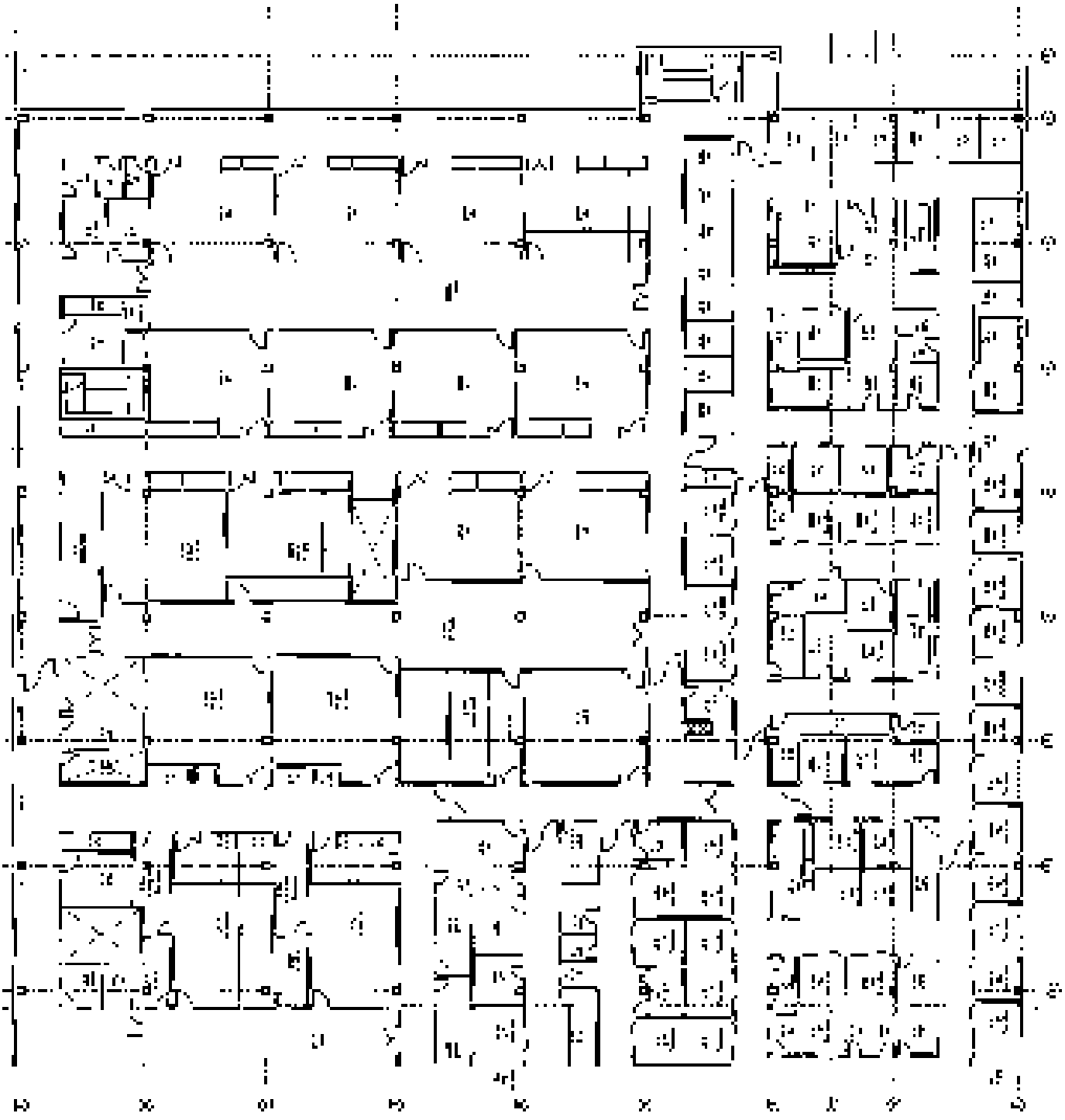

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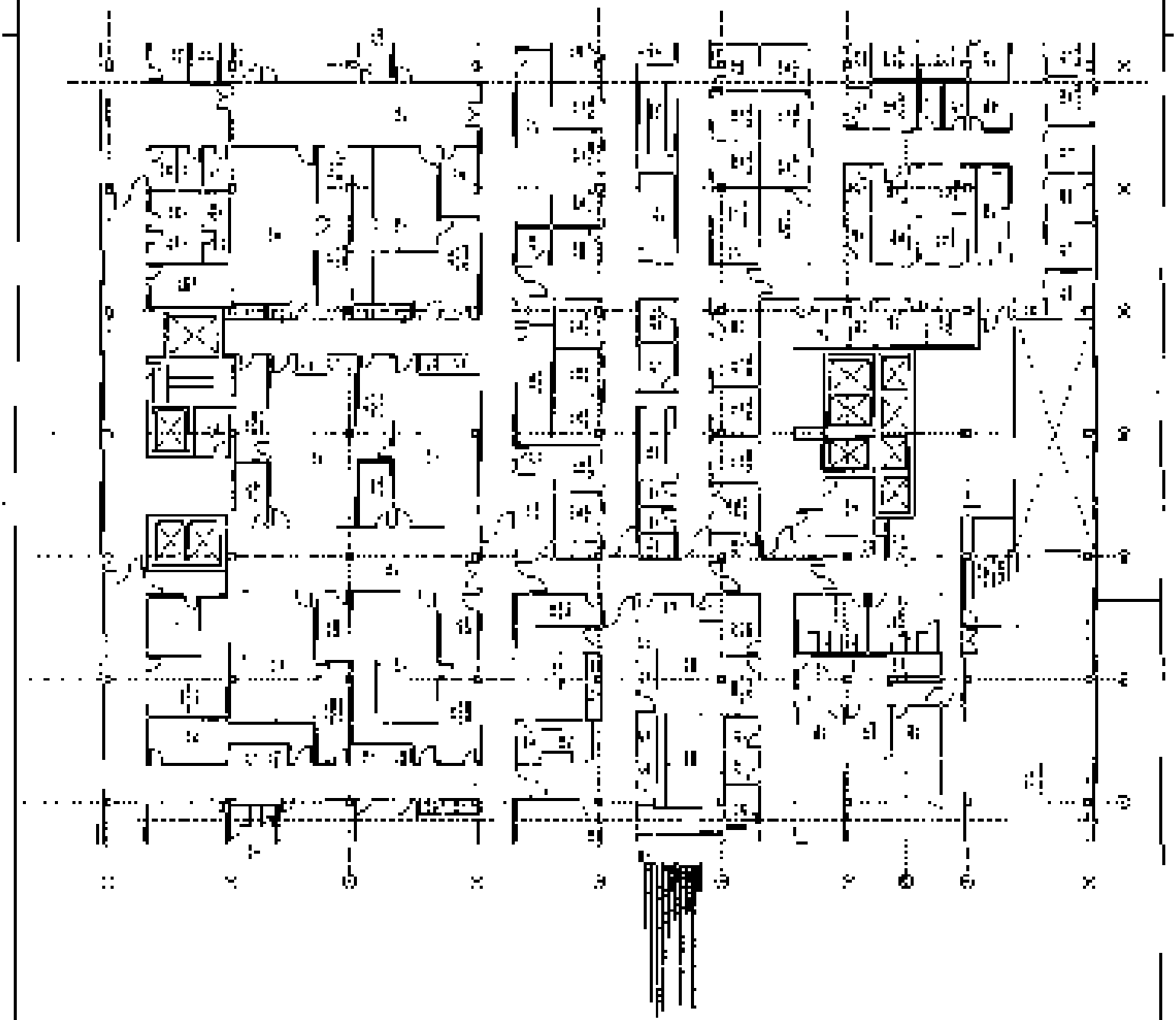

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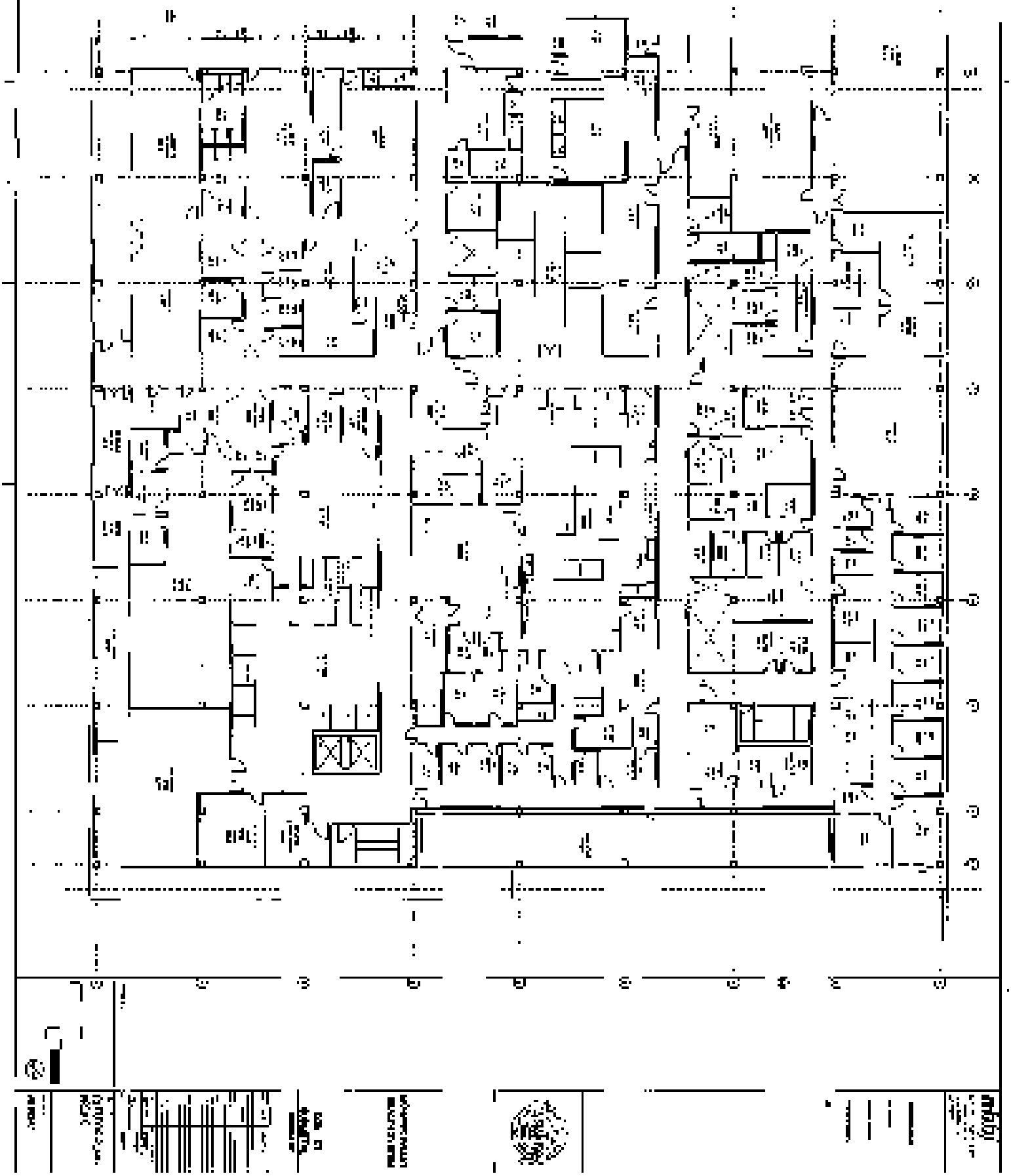

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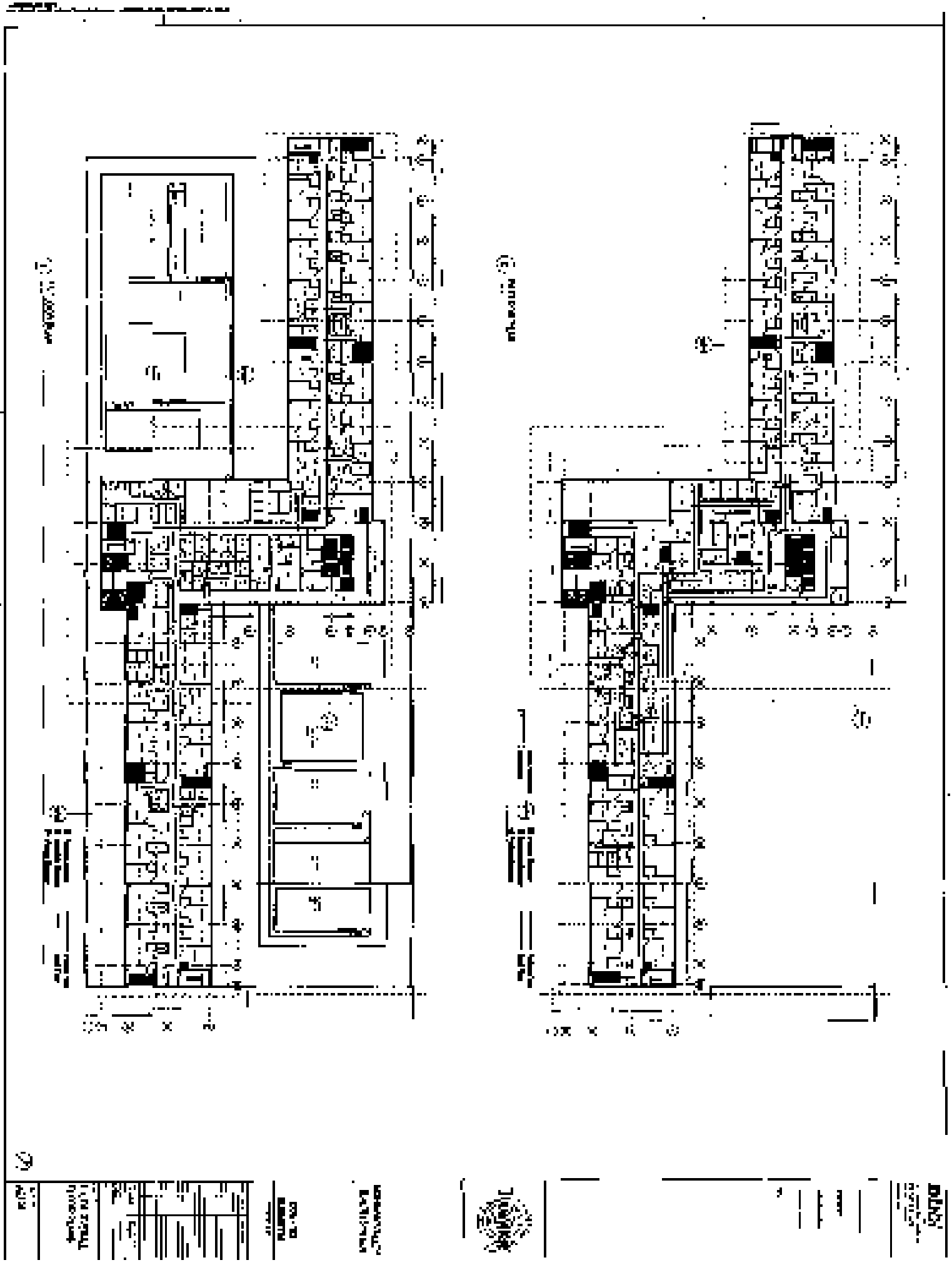

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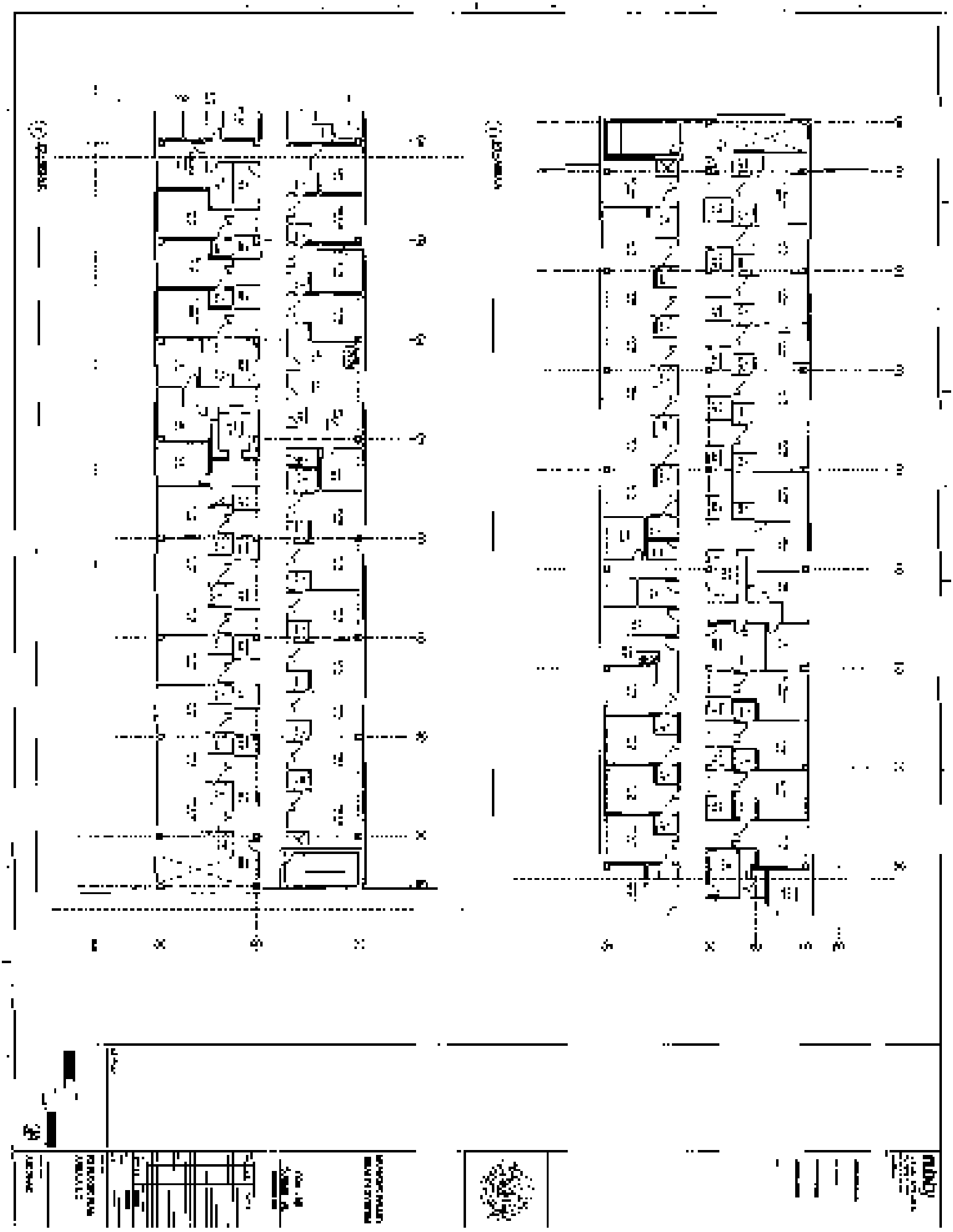

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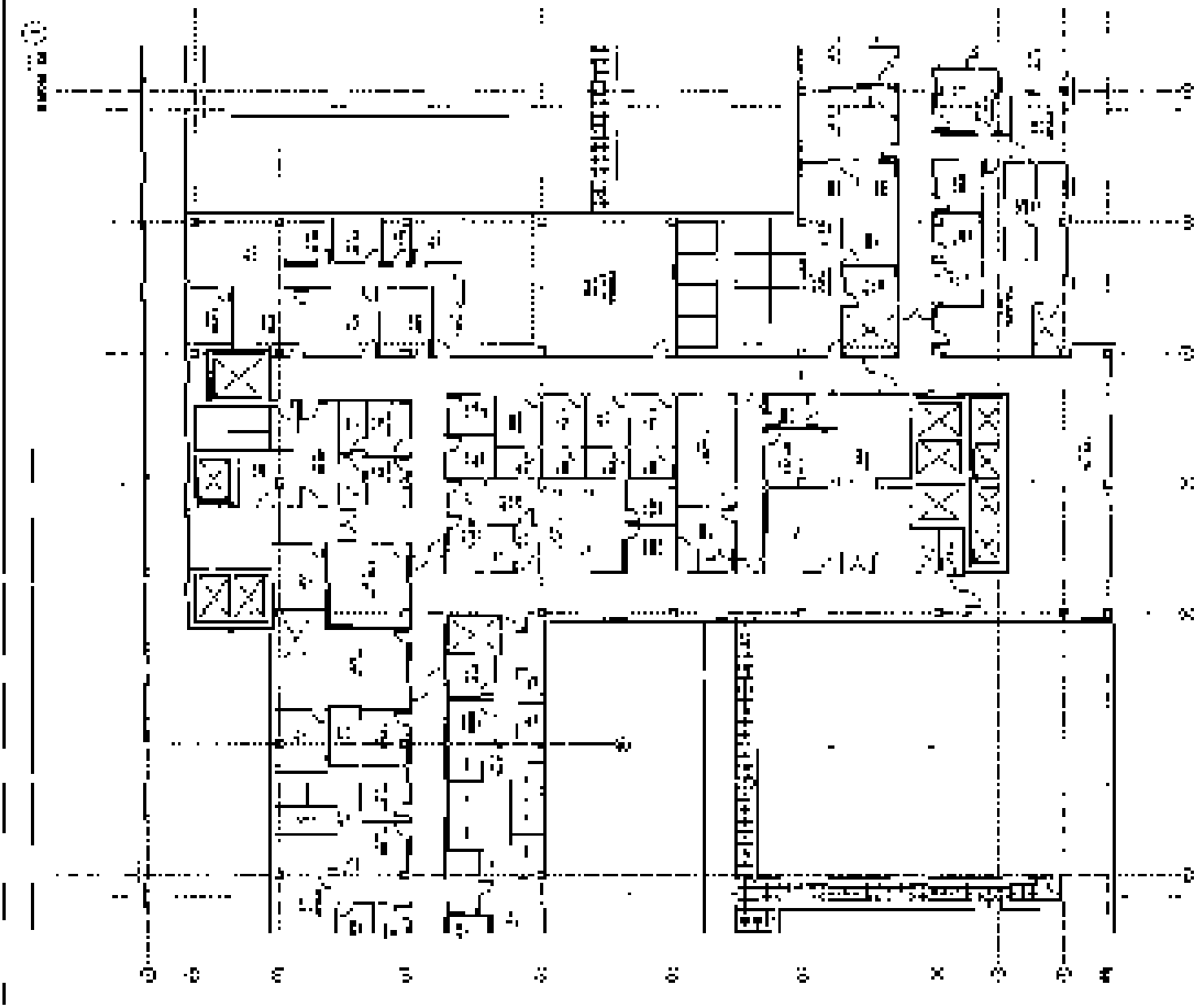

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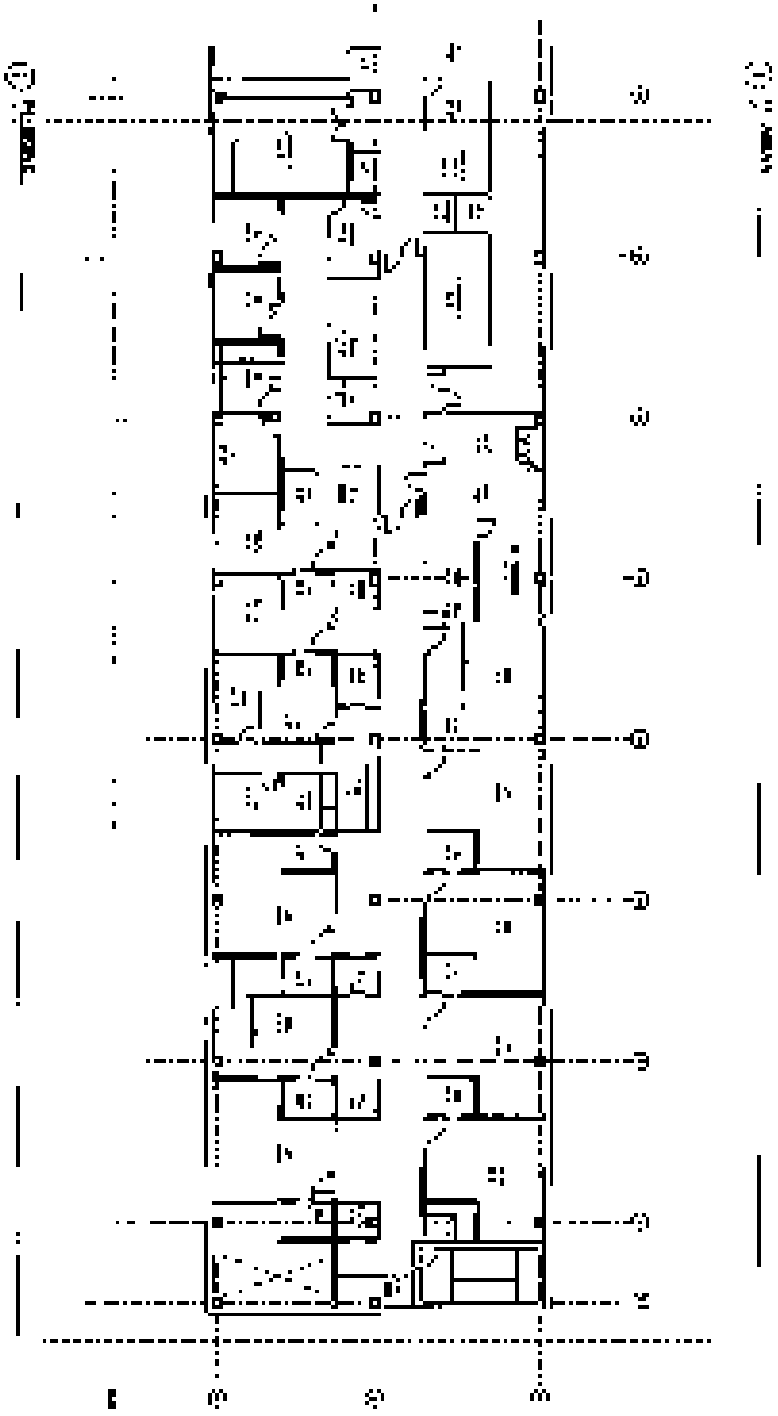

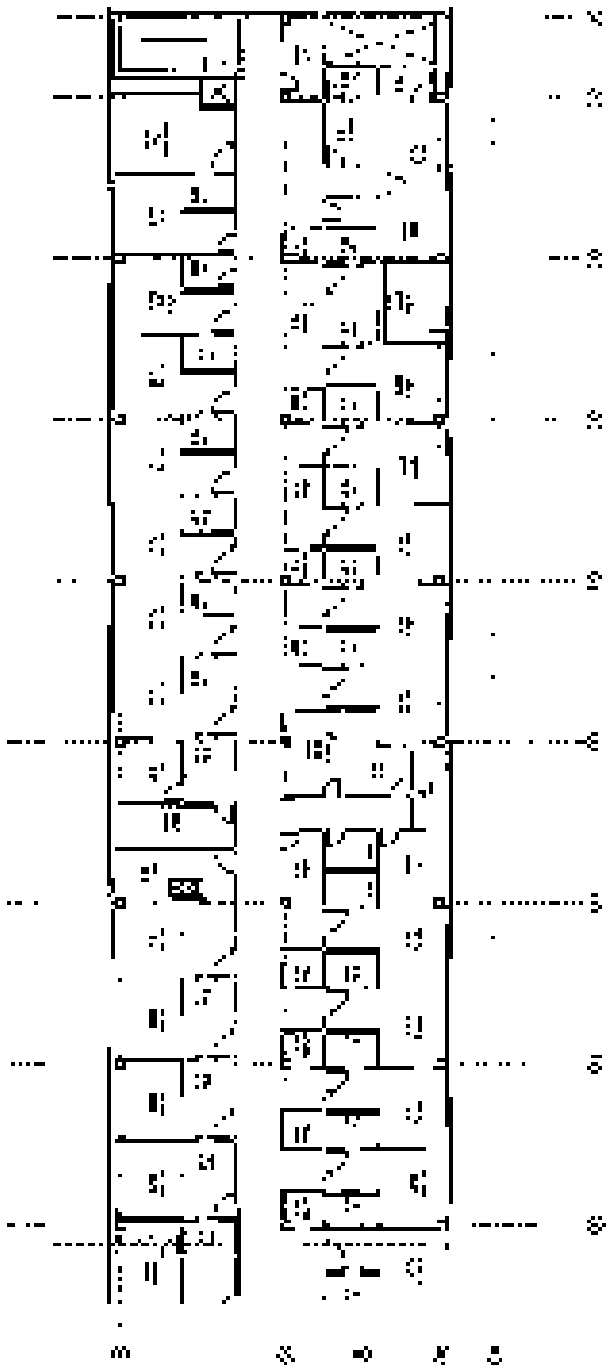

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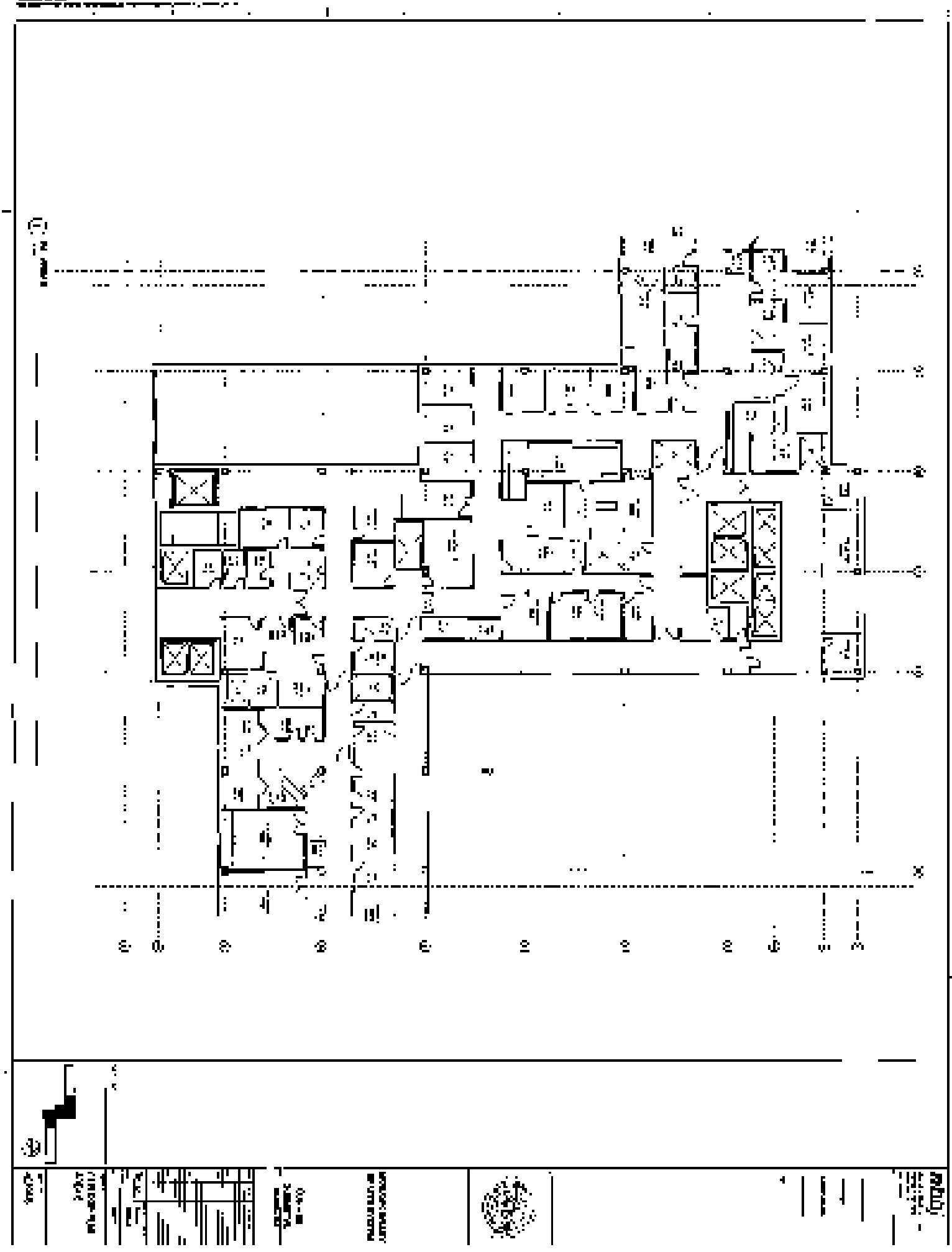

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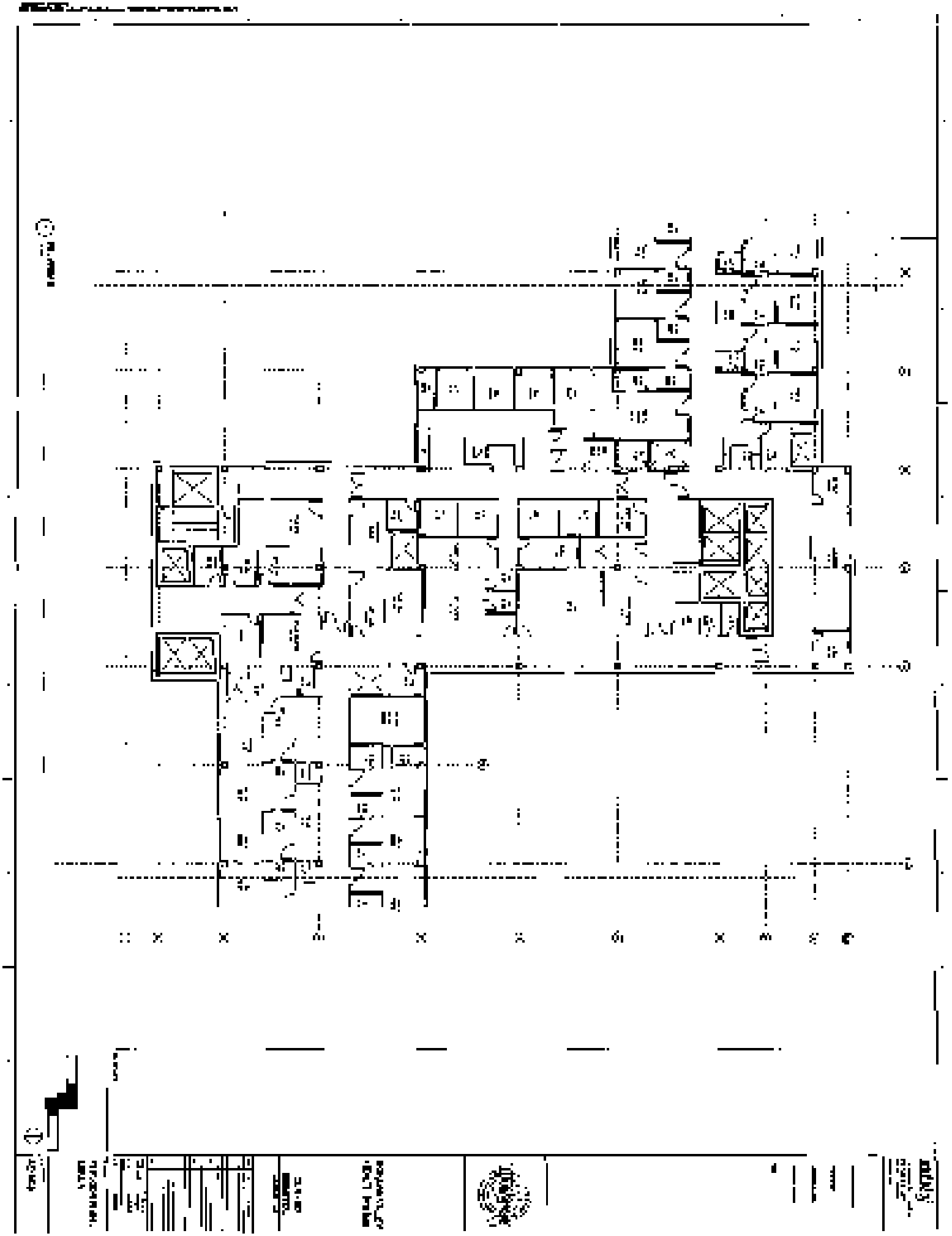

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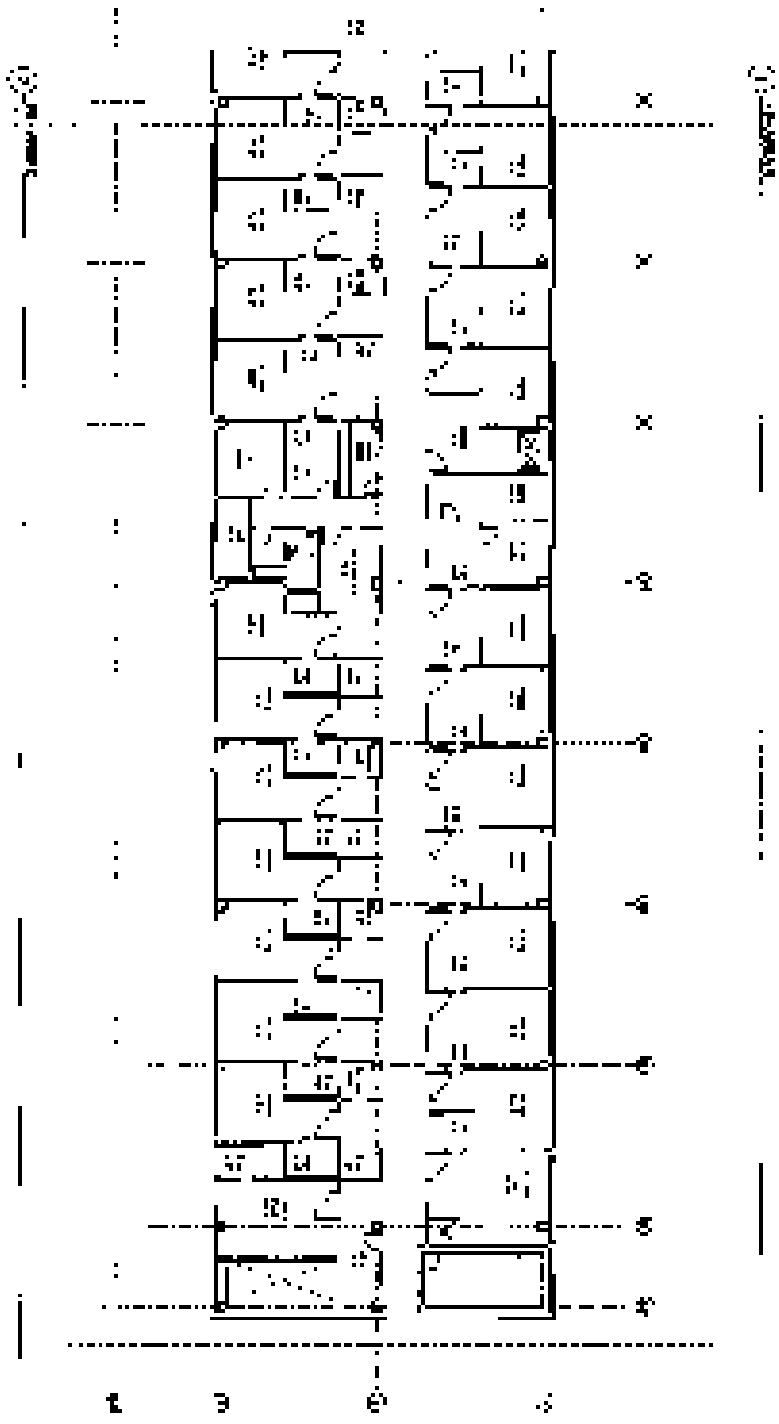

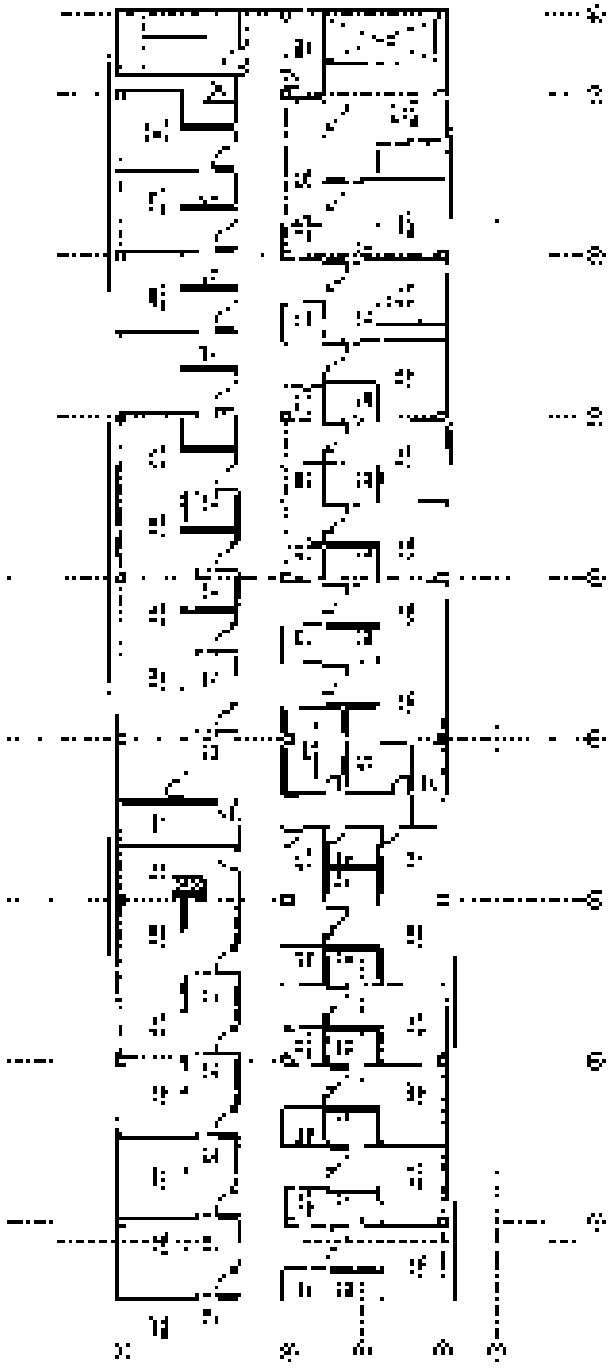

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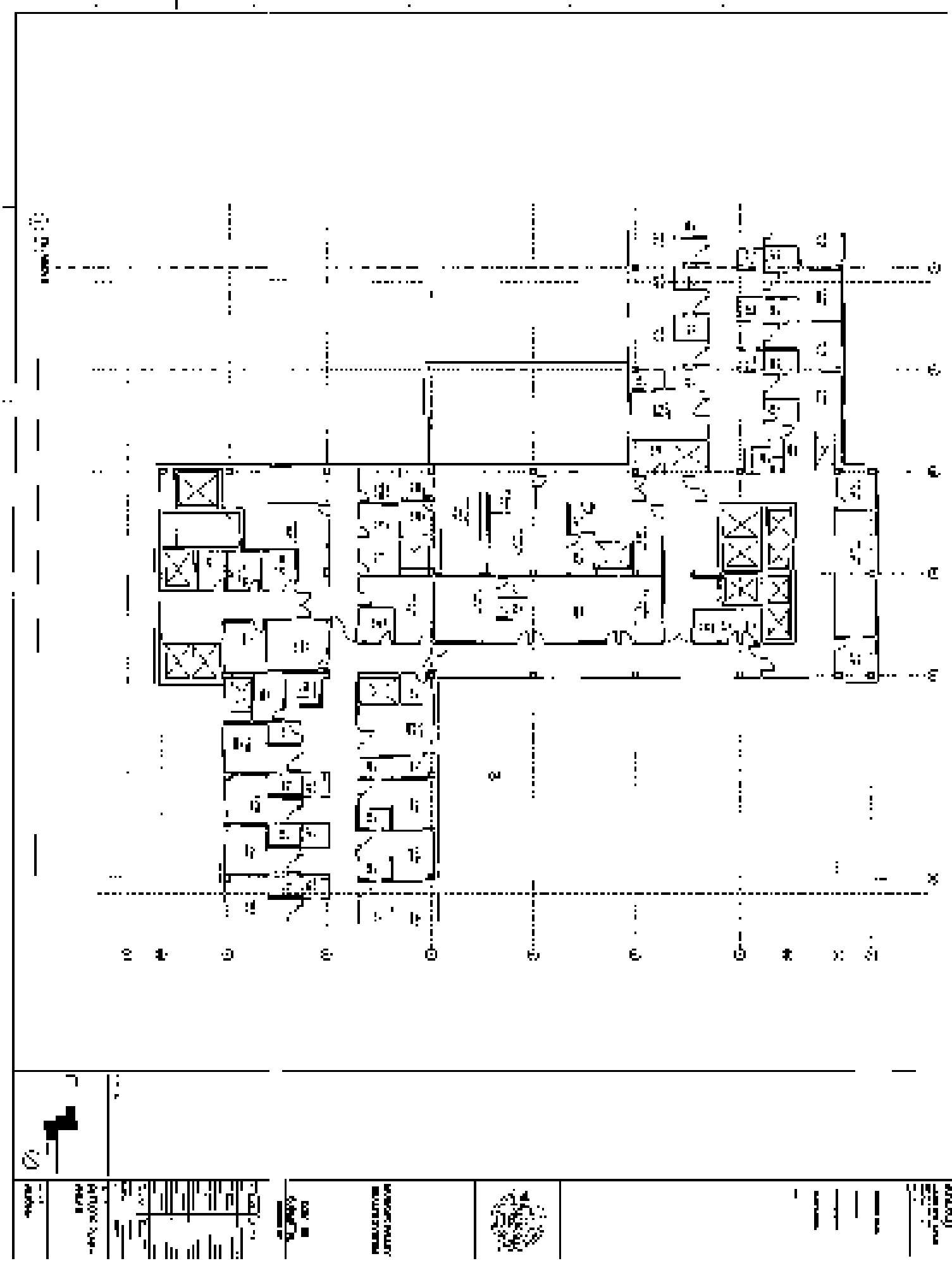

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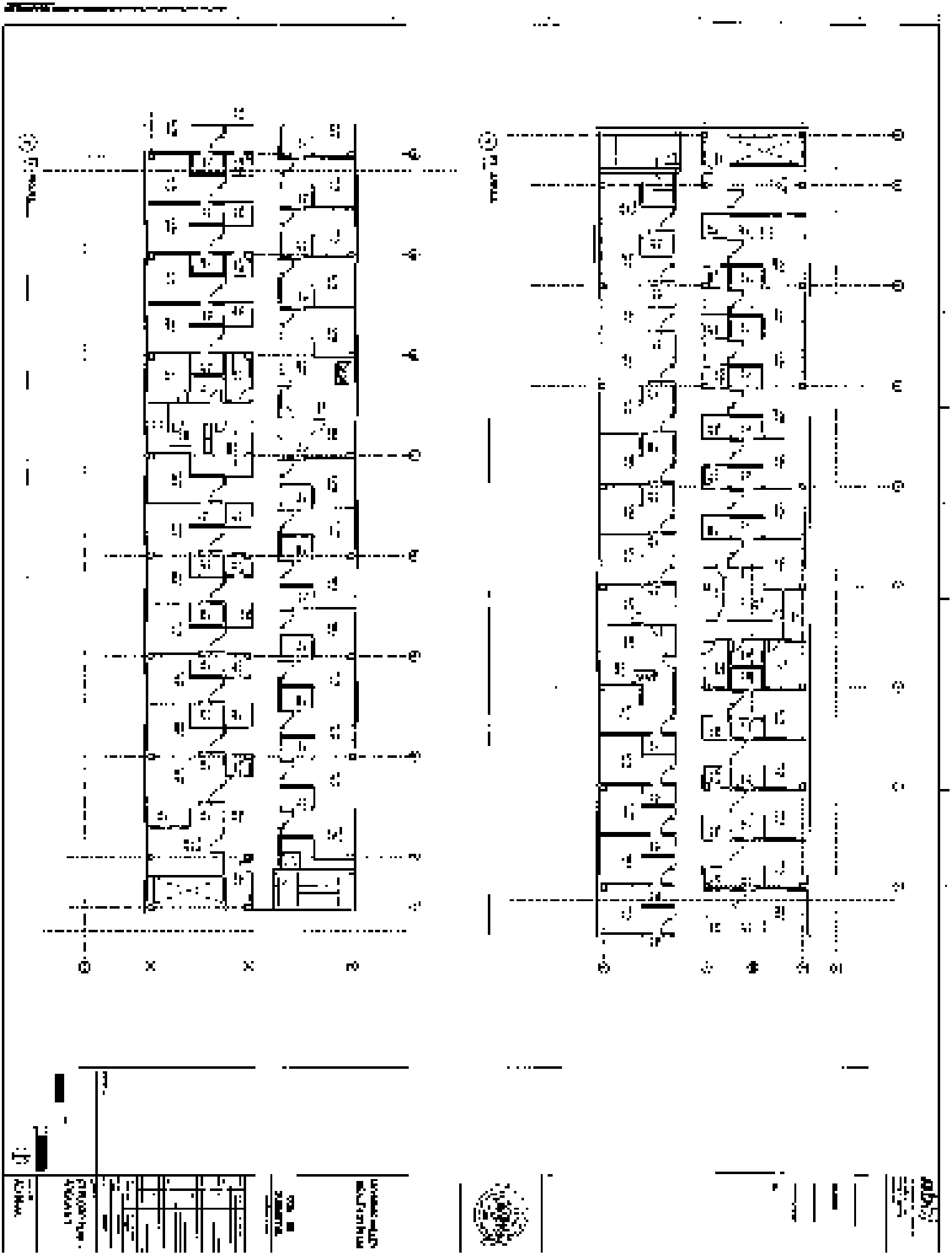

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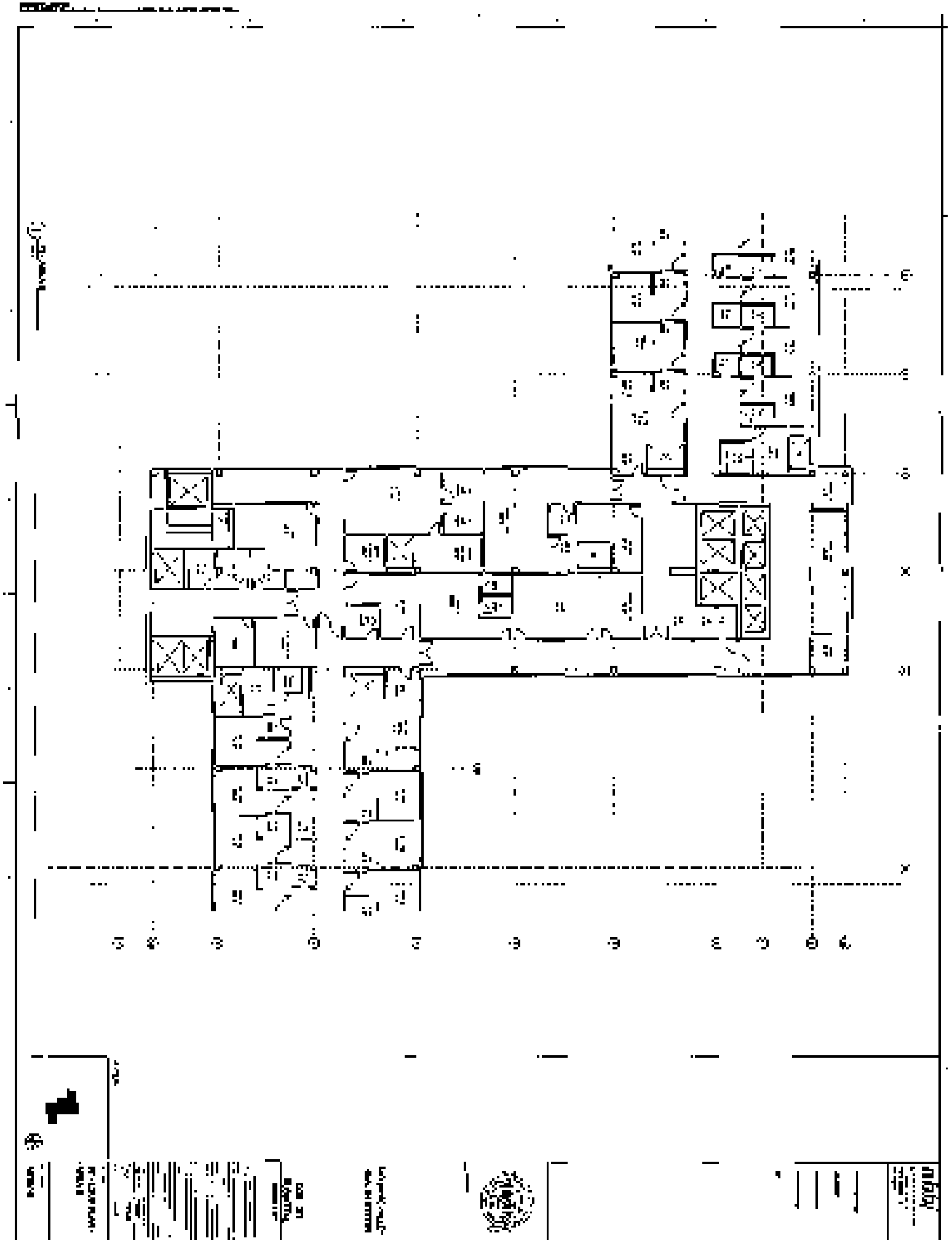

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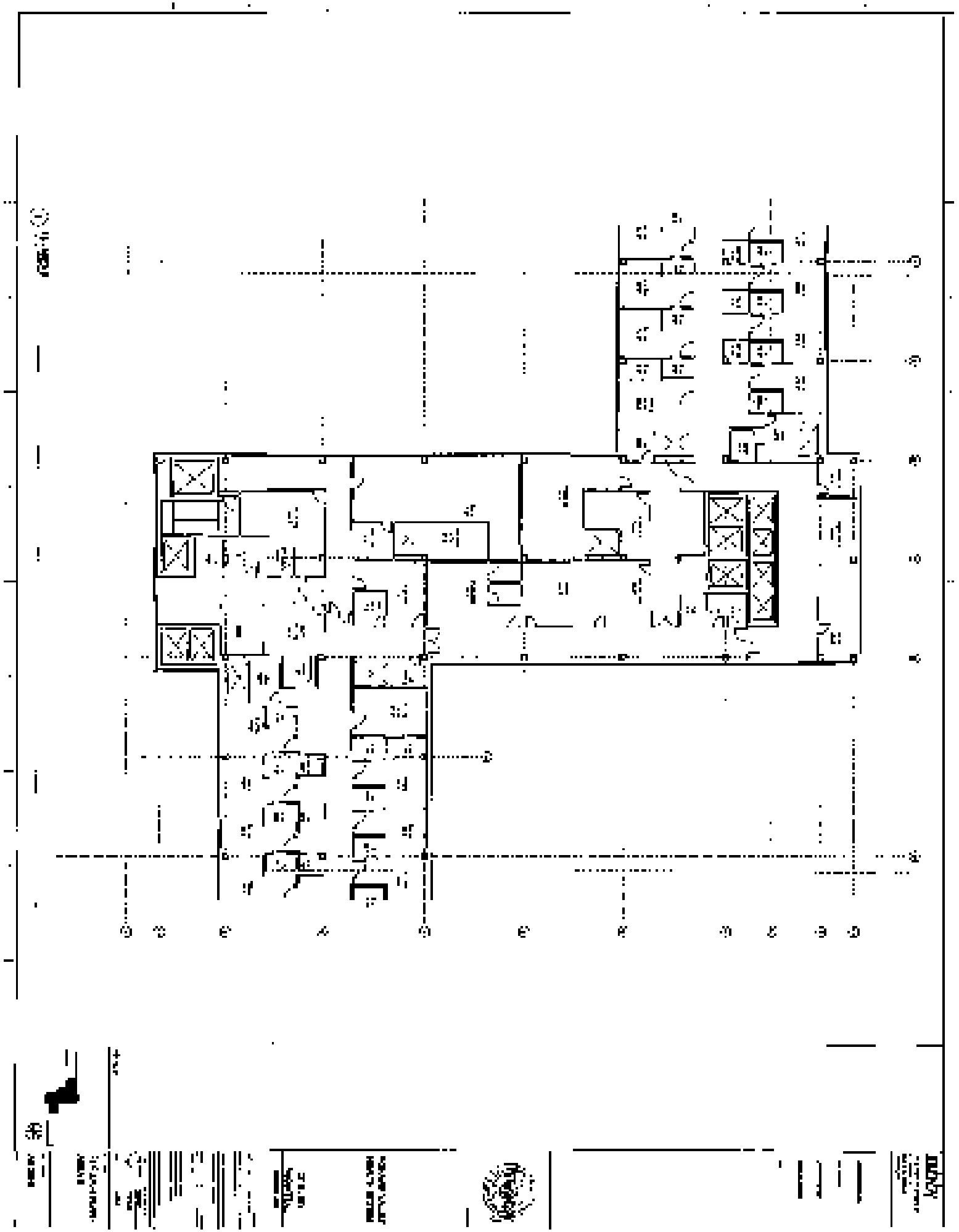

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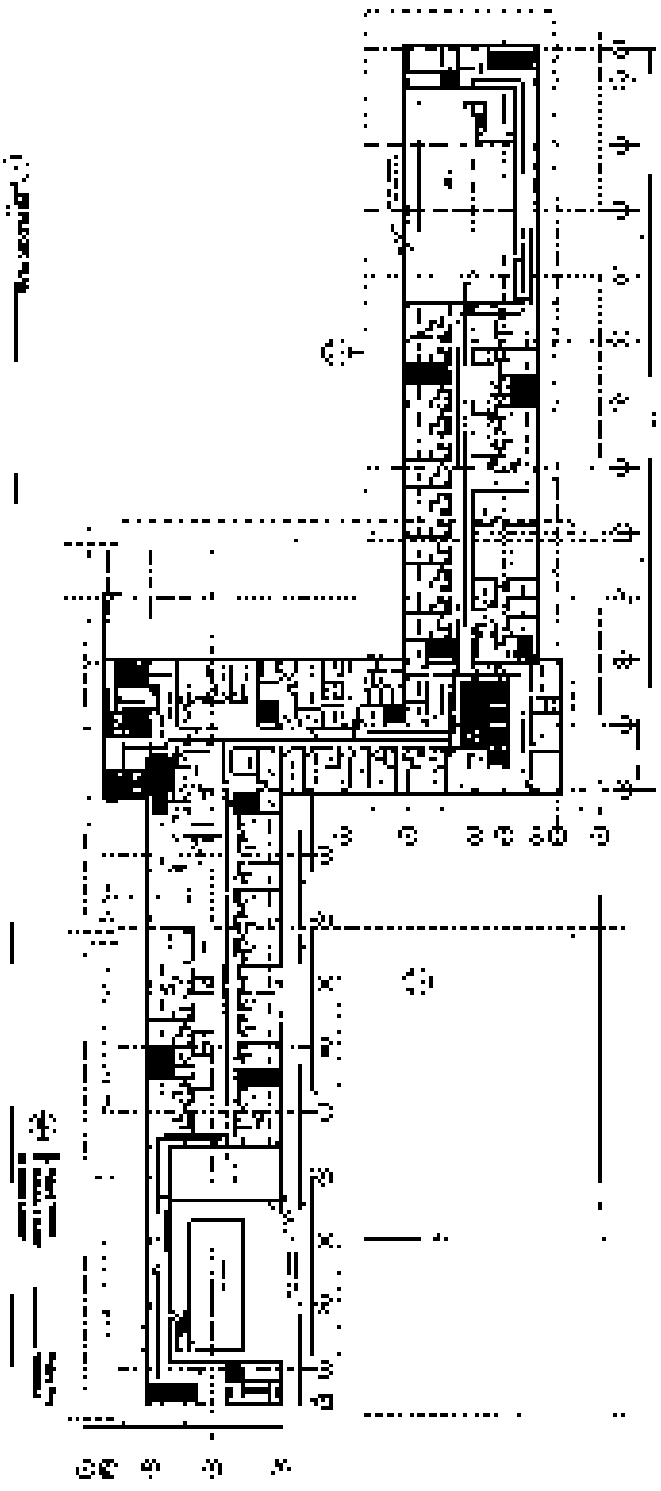

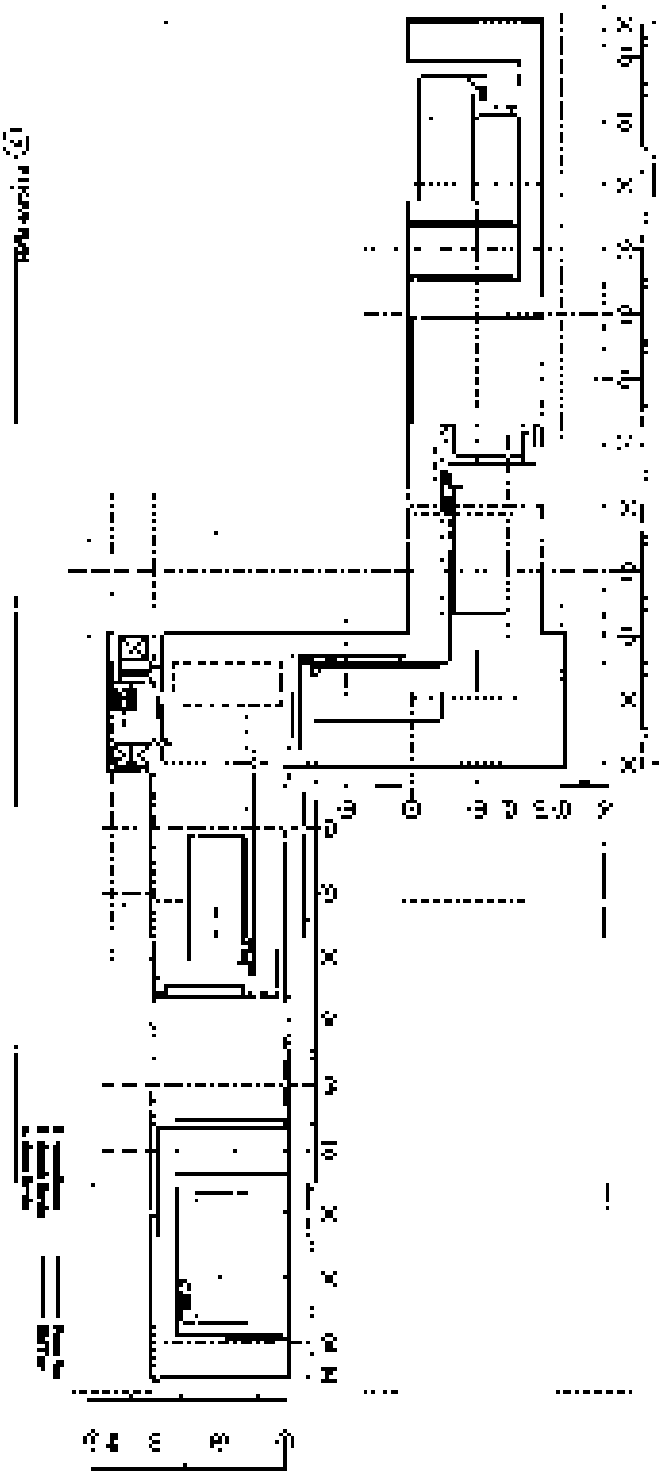

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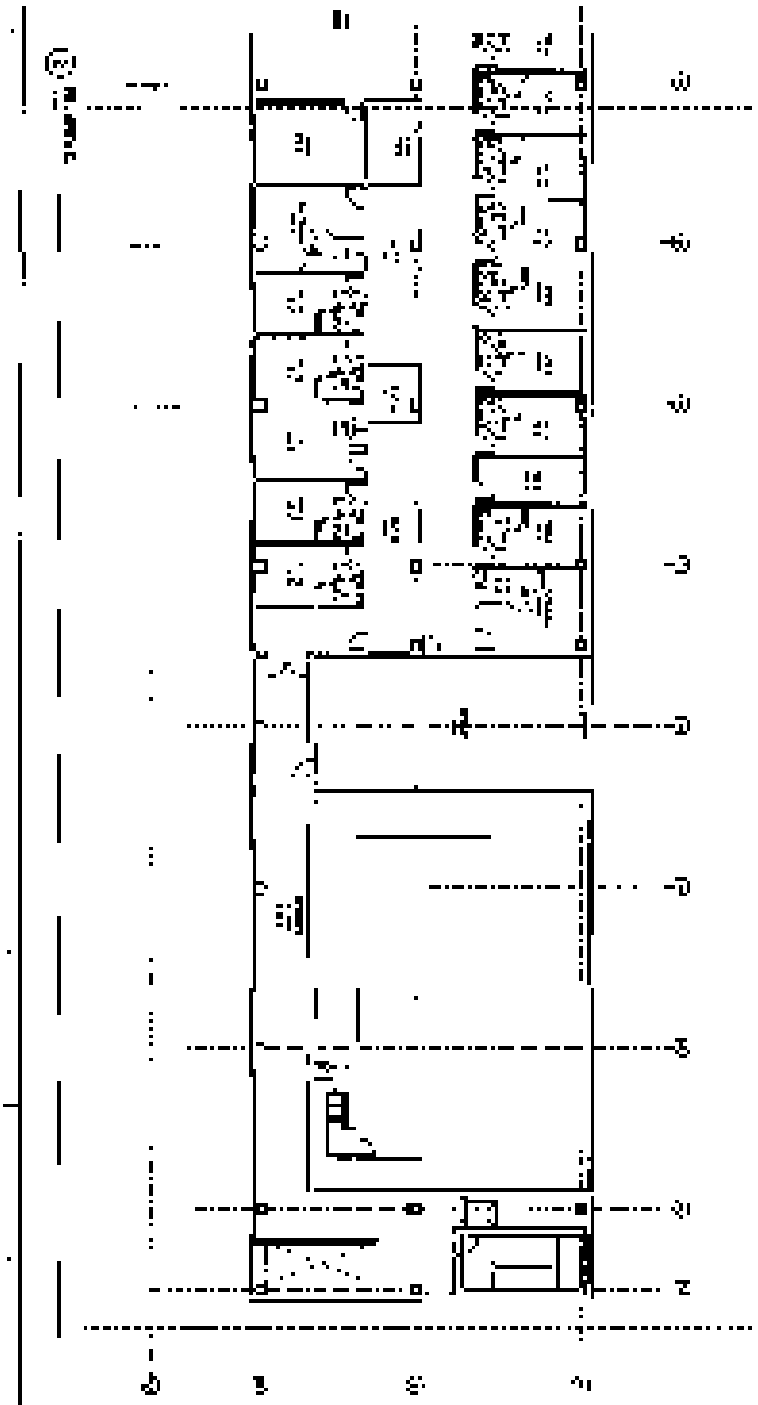

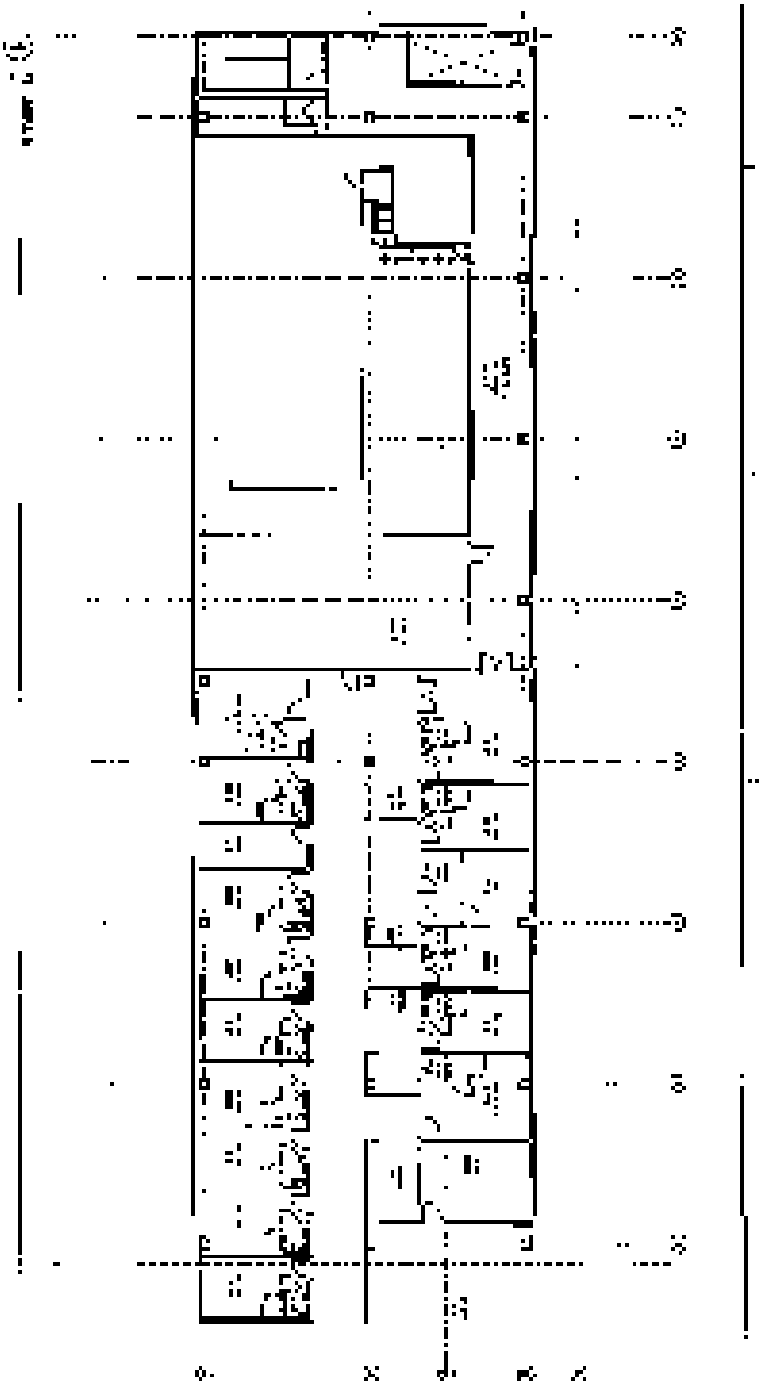

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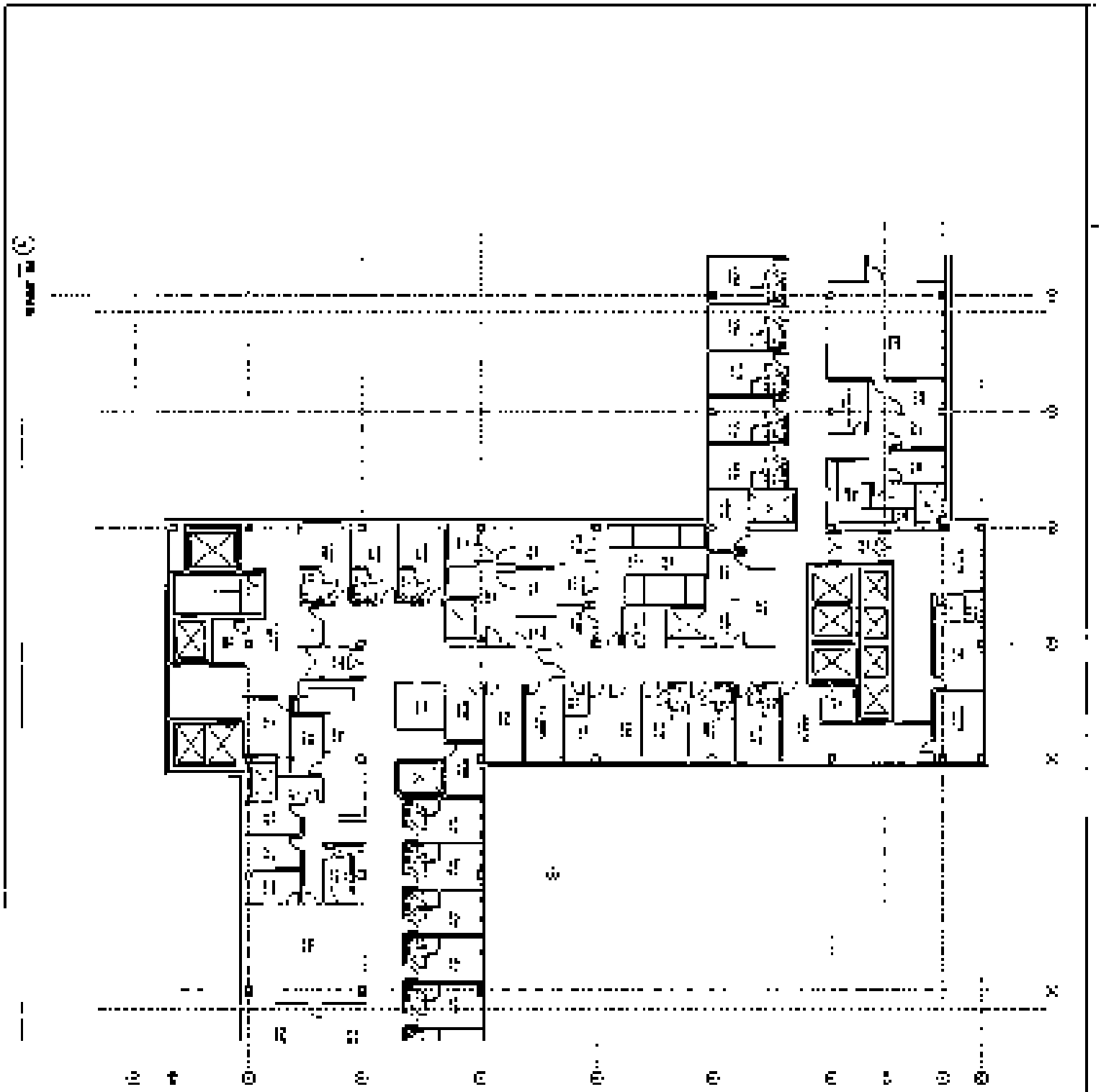

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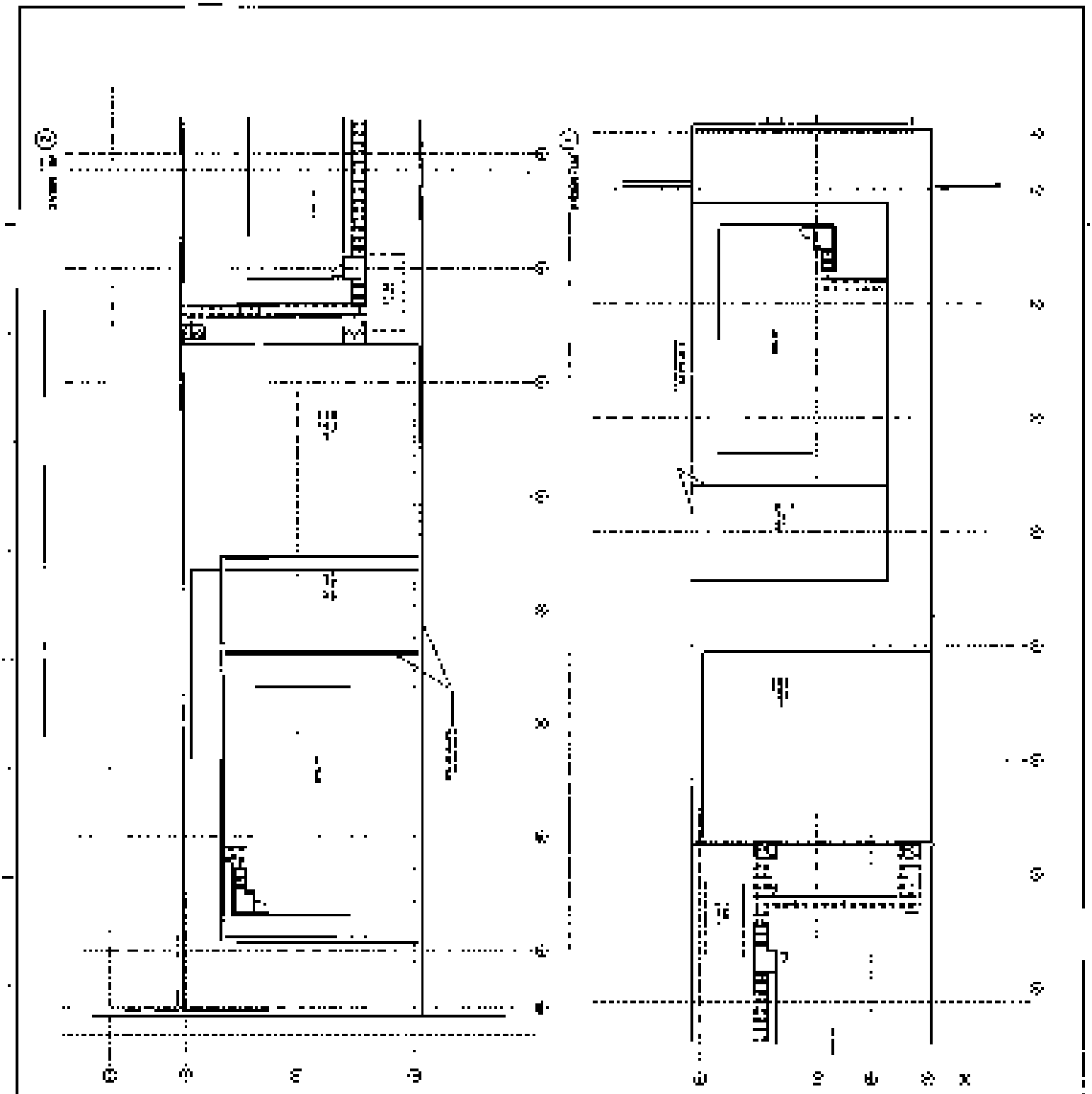

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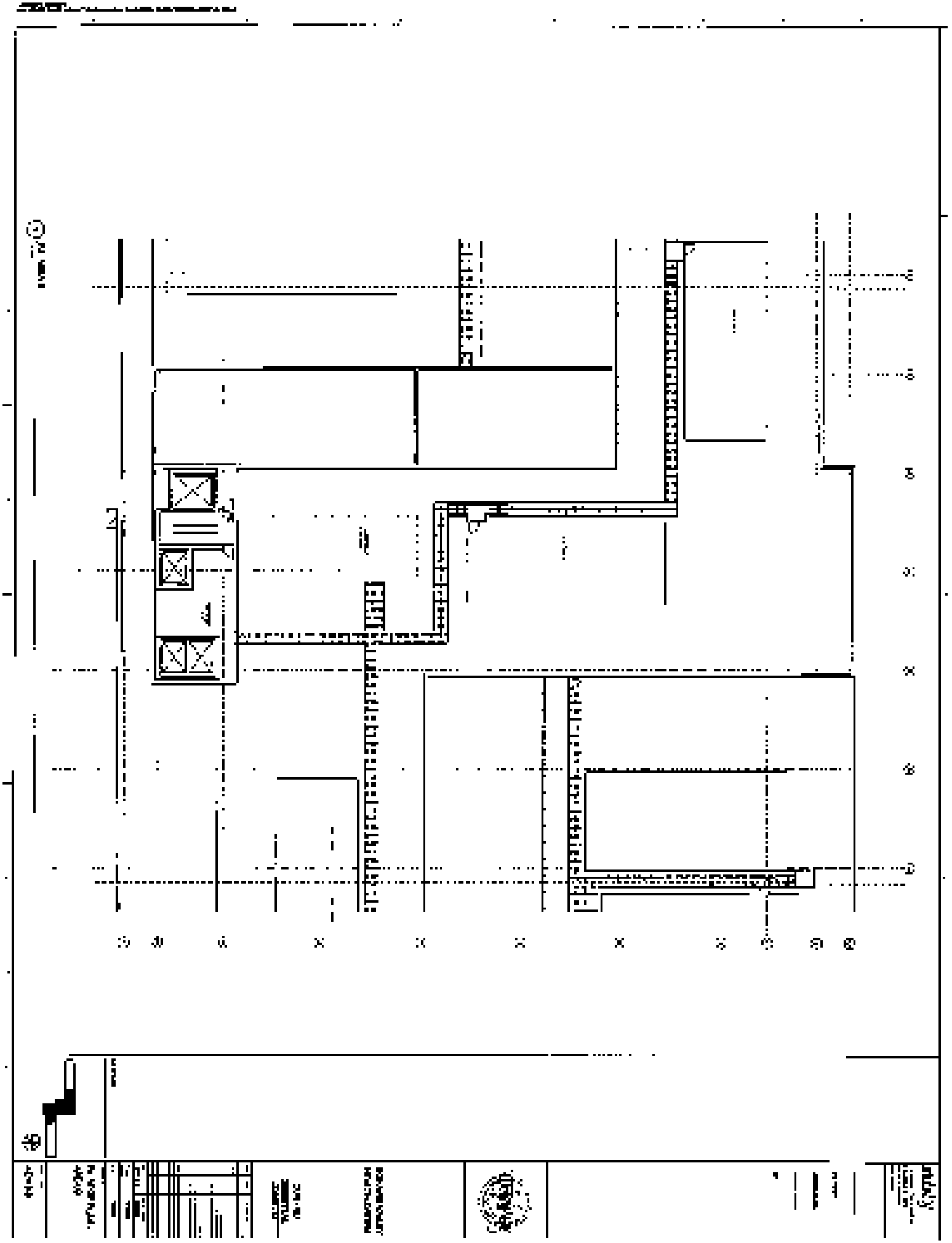

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Environmental Assessment

Part I.

The following questions help determine whether the project is "significant" from an environmental standpoint.

		Yes	No
1.1	If this application involves establishment, will it involve more than a change of ownership only, or a transfer of stock or partnership membership interests only, or the conversion of existing beds to the same or fewer number of a different level of care beds? This project does not involve establishment.		N/A
1.2	Does this plan involve construction and change land use or density?	☒	☐
1.3	Does this plan involve construction and have a permanent effect on the environment if temporary and use is involved? The plan involves the construction of a new hospital facility and attendant features in a previously developed and disturbed urban area.	☒	☐
1.4	Does this plan involve construction and require work related to the disposition of asbestos?	☐	☐

Part II.

If any question in Part I is answered "yes" the project may be significant and Part II must be completed. If all questions in Part II are answered "no" it is likely that the project is not significant.

2.1	Does the project involve physical alteration of ten acres or more?	☐	☐
2.2	If an expansion of an existing facility, will the area physically altered by the facility expanding by more than 50% and will the total existing and proposed altered area be ten acres or more? This is not an expansion project.		N/A
2.3	Will the project involve use of ground or surface water or discharge of wastewater to ground or surface water in excess of 2,000,000 gallons per day?	☐	☒
2.4	If an expansion of an existing facility, will use of ground or surface water or discharge of wastewater by the facility increase by more than 50% and exceed 2,000,000 gallons per day?	☐	☒
2.5	Will the project involve parking for 1,000 vehicles or more?	☒	☐
2.6	If an expansion of an existing facility, will the project involve a 50% or greater increase in parking spaces and will total parking exceed 1000 vehicles? This is not an expansion project.	☐	☐ N/A
2.7	In a city, town or village of 150,000 population or fewer, will the project entail more than 100,000 square feet of gross floor area?	☑	☐
2.8	If an expansion of an existing facility in a city, town or village of 150,000 population or fewer, will the project expand existing floor space by more than 50% so that gross floor area exceeds 100,000 square feet? This is not an expansion project.		N/A
2.9	In a city, town or village of more than 150,000 population, will the project entail more than 240,000 square feet of gross floor area? Ulster population 62,259 (2019 Census)		N/A

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2.10	For expansion of existing facility in city, town, or village of more than 150,000 population, will the project expand existing floor space by more than 50% or net gross floor area exceed 240,000 square feet? *This is not an expansion project*	☐	☐
2.11	In a locality without any zoning regulations, will the project contain any structure exceeding 100 feet above the original ground level? *There is no restriction in the Code. The Historic Canal Gateway District overlay has guidelines of 3 stories and 70 feet. Approx. height of new facility is 145 feet.*	☒	☐
2.12	Is the project wholly or partially within an agricultural district certified pursuant to Agriculture and Markets Law Article 25, Section 303?	☐	☒
2.13	Will the project significantly affect drainage flow on adjacent sites? *Drainage will be directed to existing storm sewers or to new storm infrastructure constructed as part of the project*	☐	☒
2.14	Will the project affect any threatened or endangered plants or animal species?	☐	☒
2.15	Will the project result in a major adverse effect on air quality? *This question will be examined as part of the Environmental Impact Statement (EIS).*	☐	☐ EIS pending
2.16	Will the project have a major effect on visual character of the community or scenic views or vistas known to be important to the community? *This question will be examined as part of the EIS.*	☐	☐ EIS pending
2.17	Will the project result in major traffic problems or have a major effect on existing transportation systems? *This question will be examined as part of the EIS.*	☐	☐ EIS pending
2.18	Will the project regularly cause objectionable odors, noise, glare, vibration, or electrical disturbance as a result of the project's operation? *This question will be examined as part of the EIS.*	☐	☐ EIS pending
2.19	Will the project have any adverse impact on health or safety? *This question will be examined as part of the EIS.*	☐	☐ EIS pending
2.20	Will the project affect the existing community by directly causing a growth in residential population of more than five percent over a one-year period or have a major negative effect on the character of the community or neighborhood? *This question will be examined as part of the EIS.*	☐	☐ EIS pending
2.21	Is the project wholly or partially within or contiguous to any facility or site listed on the National Register of Historic Places, or any historic building, structure, or site, or district listed on the State Register of Historic Places, or that has been proposed by the Commissioner for such designation by the New York State Board on Historic Preservation for recommendation to the State Historic Officer for nomination for inclusion in said National Register?	☒	☐
2.22	Will the project cause a potential or actual adverse effect on property listed on the National or State Register of Historic Places or on property which is determined to be eligible for listing on the State Register of Historic Places by the Commissioner of Parks, Recreation, and Historic Preservation? *This question will be examined as part of the EIS.*	☐	☐ EIS pending
2.23	Is this project within the Coastal Zone as defined in Executive Law, Article 42? If Yes, please complete Part IV.	☐	☒

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Part III.

Must be completed if any question on Part II was answered "Yes".

3.1	Are there any other state or local agencies involved in approval of the project? If so, fill in **Contact Information to Question 3.1 below.**	☒	☐
3.2	Has any other agency made an environmental review of this project? If so, give name.	☐	☒
3.3	Is there a public controversy concerning environmental aspects of this project? If yes, briefly describe the controversy in the space below.	☒	☐

A group No Hospital Downtown was formed. Some of the concerns expressed by this group are related to public costs for parking garage, loss of police and courthouse buildings, demolition of historical buildings, loss of tax dollars, necessity to CRX old lines, and consistency with Master Plan and Gateway Historic Canal District planning.

Contact Information to Question 3.1

Agency Name:	City of Utica
Contact Name:	Brian Thomas, Commissioner UED; Lt. Michael Mahoney, Deputy Eng
Address:	1 Kennedy Plaza, Utica
State and Zip Code:	NY, 13502
E-Mail Address:	bthomas@cityofutica.com; lmmahoney@cityofutica.com
Phone Number:	315-792-0181 UED; 315-792-0152 Engineering
Agency Name:	NYSDEC
Contact Name:	Thomas M. Vigneault, P.E., Regional Water Engineer
Address:	207 Genesee Street, Utica
State and Zip Code:	NY, 13501
E-Mail Address:	thomas.vigneault@dec.ny.gov
Phone Number:	315-793-2796
Agency Name:	NYSDOT
Contact Name:	Brian Hoffmann, Regional Design Engineer
Address:	207 Genesee Street, Utica
State and Zip Code:	NY, 13501
E-Mail Address:	brian.hoffmann@dot.ny.gov
Phone Number:	315-793-2428
Agency Name:	State Historic Preservation Office
Contact Name:	Anthony Opalka, Historic Preservation Program Analyst
Address:	Peebles Island State Park, P.O. Box 189, Waterford
State and Zip Code:	NY, 12188-0189
E-Mail Address:	Anthony.Opalka@parks.ny.gov
Phone Number:	518-268-2177
Agency Name:	Mohawk Valley Water Authority
Contact Name:	Dick Goodney P.E., Director of Engineering
Address:	1 Kennedy Plaza, Utica
State and Zip Code:	NY, 13502
E-Mail Address:	rgoodney@mvwa.us
Phone Number:	315-792-0338

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Agency Name:	Oneida County Department of Health
Contact Name:	Daniel W. Gilmore, Ph.D. Environmental Health Director
Address:	185 Genesee Street, 4th Floor
State and Zip Code:	NY 13501
E-Mail Address:	environmentalhealth@ocgov.net

Part IV. Storm and Flood Mitigation

Please use the FEMA Flood Designations scale below as a guide to answering Part IV. Refer to Attachment A on page 6.

1.	Are you in a flood plain? If so, what classification? a. Moderate to Low Risk Area _____ b. High Risk Area _____ c. High Risk Coastal Area _____ d. Undetermined Risk Area _____	☐	☒
2.	Are you in a designated evacuation zone? If so, which zone _____	☐	☒
3.	Does this project reflect the post Hurricane Lee and or Irene, and Superstorm Sandy mitigation standards? 100-Year Floodplain _____ 500-Year Floodplain _____	☐	☐

The Elevation Certificate provides a way for a community to document compliance with the community's floodplain management ordinance.

http://www.fema.gov/media-library-data/20130726-1437-20490-3457/f_053_elevationcertificate_jan13.pdf

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Attachment A - FEMA Flood Designations

Definitions of FEMA Flood Zone Designations

Flood zones are geographic areas that the FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

Moderate to Low Risk Areas

In communities that participate in the NFIP, flood insurance is available to all property owners and renters in these zones:

ZONE	DESCRIPTION
B and X	Area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. Are also used to designate base flood levels of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile
C and X	Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level

High Risk Areas

In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all of these zones:

ZONE	DESCRIPTION
A AE	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones. The basic exception when base flood elevations are provided. AE Zones are now used on new format FIRMs instead of A1-A30
A1-30	These are known as numbered A Zones (e.g., A7 or A14). This is the basic exception when one FIRM shows a whole flood format
AH	Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AO	River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usual in the form of sheet flow, with average depth ranging from 1 to 3 feet. There also has a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones.
AR	Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase requirements will apply, but rates will not exceed the rates for unnumbered A zones if the structure is built or restored in accordance with Zone AR floodplain management regulations.
A99	Areas with a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. No depths or base flood elevations are shown within these zones.

High Risk - Coastal Areas

In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all of these zones:

ZONE	DESCRIPTION
V	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. No base flood elevations are shown within these zones.
VE, V1 - 30	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.

Undetermined Risk Areas

ZONE	DESCRIPTION

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New York State Department of Health
Certificate of Need Application
Schedule 8A Summarized Project Cost and Construction Dates

This schedule is required for all Establishment Applications and Full or Administrative Review Construction Applications.

1.) Project & Subject Cost Summary data:

	Total	Subproject 1	Subproject 2	Source
Project/Subproject Description:		Article 28 - New Hospital Campus	Non-Article 28 - Masonic Medical Research Laboratory	
Project/Subproject Cost	$478,744,035	$477,372,452	$1,371,583	Schedule 8a or 8c, column C line 8
Total Basic Cost of Construction	$464,744,035	$463,372,452	$1,371,583	Schedule 8b or 8c column C line 5
Total Cost of Moveable Equipment	$29,275,000	$25,275,000	$0	Schedule 8b or 8c, column C line 5.1
Cost/Per Square Foot for New Construction	$291.44	$445.01	$477.09	Schedule 10
Cost/Per Square Foot for Renovation Construction	N/A	N/A	N/A	Schedule 10
Total Incremental Operating Cost	$575,213,099	---	---	Schedule 13c, 17c or 19d
Amount Financed ($)	$150,000,000	$150,000,000	$0	Schedule 9
Percentage Financed as % of Total Cost	31.2%	31.3%	0.0%	Schedule 9
Depreciation Life (in years)				
2) Construction Dates				
Anticipated Start Date	1/1/2019	1/1/2019	1/1/2019	Schedule 8b
Anticipated Completion Date	5/1/2022	5/1/2022	5/1/2022	Schedule 8b

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Certificate of Need Application

Schedule 8B - Total Project Cost - For Projects with up to 8 Subprojects

For Article 20, 30, and 40 Establishment & Construction Requiring Full, Administrative or Limited Review *
For Limited Review, complete column C only.

Constants:	Value	Comments:
Design Contingency - New Construction as %		Normally 10%
Construction Contingency - New Construction as %	See	Normally 10%
Design Contingency - Renovation as %	Information	Normally 10%
Construction Contingency - Renovation as %	for Various	Normally 10%
Construction Start Date:	Sub-Projects	as mm/dd/yy
Midpoint of Construction Date		as mm/dd/yy
Completion of Construction Date		as mm/dd/yy
Year used to compute Current Dollars:		

Subject of attachment:	Attachment Number	Filename of attachment - PDF
For new construction and addition, at the schematic stage the design contingency will be normally be 10% and the construction contingency will be 5%. If percentages are otherwise, please explain in an attachment.	Professional Cost Estimator	N/A
For renovation, the design contingency will normally be 10% and the construction contingency 10%. If percentages are otherwise, please explain in an attachment.	Professional Cost Estimator	N/A

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Certificate of Need Application
Schedule 8B - Total Project Cost - For Projects with up to 8 Subprojects

	A	B	C
Item	Project Cost as	Escalation amount to	Estimated Project
Source	Schedule 10 Col 7	Corrected by applicant	(A - B)
1.1 Land Acquisition	$12,000,000		$12,000,000
1.2 Building Acquisition	$0		$0
2.1 New Construction	$301,827,830	$12,113,258	$320,600,588
2.2 Removal on & Demolition	$1,803,774	$95,228	$1,760,000
2.3 Site Development	$27,028,302	$1,621,698	$28,650,000
2.4 Temporary Utilities	$2,839,823	$170,377	$3,010,000
2.5 Asbestos Abatement or Removal	$0	$0	$0
3.1 Design Contingency	$9,732,214	$684,122	$10,416,336
3.2 Construction Contingency	$9,680,253	$630,911	$10,311,164
4.1 Fixed Equipment (NIC)	$0	$0	$0
4.2 Planning Consultant Fees	$698,491	$41,909	$740,400
4.3 Architect/Engineering Fees	$17,670,006	$1,060,200	$18,730,206
4.4 Construction Manager Fees	$3,325,843	$199,557	$3,525,500
4.5 Other Fees (Consultant, etc.)	$15,315,577	$918,935	$16,234,512
Subtotal (Total 1.1 thru 4.5)	$401,781,842	$23,537,193	$425,319,035
5.1 Movable Equipment (Sched 11)	$28,275,000	$0	$28,275,000
5.2 Telecommunications	$10,150,000	$0	$10,150,000
6. Total Basic Cost of Construction(total 1.1 thru 5)	$441,206,842	$23,537,193	$464,744,035
7.1 Financing Costs (Points etc)	$3,500,000		$3,500,000
7.2 Interim Interest Expense: $160,000,000 At 6.25% for 32 months	$10,500,000		$10,500,000
8. Total Project Cost w/o CON fees - Total 6 thru 7.2	$455,206,842	$23,537,193	$478,744,035
Application fees: 9.1 Application Fee $2,000. Only applies to Article 28.	$2,000		$2,000
9.2 Additional Processing Fee for Article 28 projects involving Construction (.005 x line 8) Only applies to Article 28	$2,625,548		$2,625,548
10 Total Project Cost with CON fees	$457,834,390	$23,537,193	$481,371,583

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Schedule 8B - Sub Project Cost

Subproject Number: 1

Subproject title: Article 20 - New Hospital Campus

For Article 28, 35 and 40 Establishment & Construction Requiring Full Administrative or Limited Review
For Limited Review, escalation values may be entered as '0'

Constants:	Value	Comments:
Design Contingency - New Construction (%)	3.20%	Normally 10%
Construction Contingency - New Construction (%)	3.20%	Normally 5%
Design Contingency - Renovation Work (%)	N/A	Normally 10%
Construction Contingency - Renovation (%)	N/A	Normally 10%
Subproject Construction Start Date	1/1/2018 (on or before)	as mm/dd/yyyy
Midpoint of Subproject Construction	6/1/2020 (on or before)	as mm/dd/yyyy
Completion of Subproject Construction Date	6/1/2022 (on or before)	as mm/dd/yyyy
Year used to compute Current Dollars	2017	

Subject of attachment:	Attachment Number	Filename of attachment - PDF
For new construction and addition, at the schematic stage the design contingency will be normally be 10% and the construction contingency will be 5%. If percentages are otherwise, please explain in an attachment	Professional Cost Estimator	N/A
For renovation the design contingency will normally be 10% and the construction contingency 10%. If percentages are otherwise, please explain in an attachment	Professional Cost Estimator	N/A

Subproject : 1 Article 28 - New Hospital Campus

	A	B	C
Item	Project Cost in	Escalation amount to	Estimated Project
Source:	Completed by Consultant	Completed by Applicant	(A + B)
1.1 Land Acquisition	$12,000,000		$12,000,000
1.2 Building Acquisition	$0		$0
2.1 New Construction	$320,096,742	$10,063,746	$315,628,988
2.2 Renovation & Demolition*	$1,630,774	$46,226	$1,700,000
2.3 Site Development	$27,028,202	$1,021,798	$28,050,000
2.4 Temporary Utilities	$2,039,623	$170,377	$2,210,000
2.5 Asbestos Abatement or Removal	$0	$0	$0
3.1 Design Contingency	$9,632,026	$577,822	$10,209,847
3.2 Construction Contingency	$9,630,189	$577,811	$10,208,000
4.1 Fixed Equipment (N.C)	$0	$0	$0
4.2 Planning Consultant Fees	$699,491	$41,609	$740,400
4.3 Architect/Engineering Fees	$17,670,006	$1,060,200	$18,730,205
4.4 Construction Manager Fees	$3,326,948	$199,067	$3,526,500
4.5 Other Fees (Consultant, etc.)**	$7,620,577	$819,926	$10,226,512
Subtotal (Total 1.1 thru 4.5)	$400,629,672	$23,817,700	$423,617,492
5.1 Movable Equipment (From Sched 11)	$29,275,000	$0	$29,275,000
5.2 Telecommunications**	$10,150,000	$0	$10,150,000
6 Total Basic Cost of Construction (Total 1.1 thru 5)	$440,054,672	$23,817,730	$463,042,492
7.1 Financing Costs (Points etc)	$3,500,000		$3,500,000
7.2 Interim Interest Expense: $ 50,000,000 At 5.25% for 12 months	$10,000,000		$10,000,000
8 Estimated SubProject Cost: Total 6 thru 7.2	$454,054,672	$23,817,730	$477,372,492

* Represents demolition of the existing building structures on the new hospital campus

** Please refer to the Schedule B Attachment for a detailed breakdown of these capital costs.

*** Please refer to the Schedule 11 Attachment for a New Telecommunications Equipment List.

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Schedule 8B - Sub Project Cost Subproject Number 2

Subproject title: Non-Article 28 - Biomedical Research Laboratory

For Article 28, 26, and 40 Establishment & Construction Requiring Full, Administrative or Limited Review -
For Limited Review escalation values may be entered as "0"

Constants:	Value	Comments:
Design Contingency - New Construction (%)	10.00%	Normally 10%
Construction Contingency - New Construction (%)	5.00%	Normally 5%
Design Contingency - Renovation Work (%)	N/A	Normally 10%
Construction Contingency - Renovation (%)	N/A	Normally 10%
Subproject Construction Start Date:	10/2018 (on or before)	as mm/dd/yyyy
Midpoint of Subproject Construction	8/2020 (on or before)	as mm/dd/yyyy
Completion of Subproject Construction Date	5/2022 (on or before)	as mm/dd/yyyy
Year used to compute Current Dollars:	2017	

Subject of attachment:	Attachment Number:	Filename of attachment - PDF
For new construction and addition, at the schematic stage the design contingency will be normally be 10% and the construction contingency will be 5%. If percentages are otherwise, please explain in an attachment	Professional Cost Estimator	N/A
For renovation, the design contingency will normally be 10% and the construction contingency 10%. If percentages are otherwise, please explain in an attachment	Professional Cost Estimator	N/A

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Subproject : 2 Non-Article 28 - Masonic Medical Research Laboratory

	A	B	C
Item	Project Cost in	Escalation amount to	Estimated Project
Source:	Schedule 10 Col. 7	Computed by applicant	(A + B)
1.1 Land Acquisition	$0		$0
1.2 Building Acquisition	$0		$0
2.1 New Construction	$1,001,887	$90,113	$1,092,000
2.2 Renovation & Demolition	$0	$0	$0
2.3 Site Development	$0	$0	$0
2.4 Temporary Utilities	$0	$0	$0
2.5 Asbestos Abatement or Removal	$0	$0	$0
3.1 Design Contingency	$100,188	$106,200	$206,309
3.2 Construction Contingency	$50,094	$53,100	$102,194
4.1 Fixed Equipment (NIC)	$0	$0	$0
4.2 Planning Consultant Fees	$0	$0	$0
4.3 Architect/Engineering Fees	$0	$0	$0
4.4 Construction Manager Fees	$0	$0	$0
4.5 Other Fees (Cost in tent. 90%)	$0	$0	$0
Subtotal (Total 1.1 thru 4.5)	$1,152,170	$219,413	$1,371,583
5.1 Movable Equipment (From Sched 11)	$0	$0	$0
5.2 Telecommunications	$0	$0	$0
6. Total Basic Cost of Construction (total 1.1 thru 5)	$1,152,170	$219,413	$1,371,583
7.1 Financing Costs (Points etc)	$0		$0
7.2 Interim Interest Expenses $ [ ] At [ ] % for [ ] months	$0		$0
9. Estimated SubProject Cost (Total 6 thru 7.2)	$1,152,170	$219,413	$1,371,583

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SCHEDULE A ATTACHMENT

MOHAWK VALLEY HEALTH SYSTEM

BREAKDOWN OF "OTHER FEES"
(SUB-PROJECT #1)

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[redacted]

[redacted]

[redacted]

	Description	Unaudited Q3'23	Audited	Audited Q3'22
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New York State Department of Health
Certificate of Need Application

Schedule B

Schedule 9 Proposed Plan for Project Financing:

I. Summary of Proposed Financial plan:

Check all that apply and fill in corresponding amounts

	Type	Amount
☐	A. Lease	
☒	B. Cash	$33,071,587
☐	C. Land	
☐	D. Other	
☒	E. Mortgage, Notes, or Bonds	$150,000,000
☒	Total Project Financing (Sum A to E) (equals line 10, Column C of Sch. 8b)	$183,071,587

If refinancing is used, please complete area below

☐	Refinancing	
☐	Total Mortgage/Notes/Bonds (Sum F) plus Refinancing	

II. Details

A. Leases N/A

	Not Applicable	Title of Attachment
1. List each lease with corresponding cost as if purchased each leased item. Breakdown each lease by total project cost and subproject costs, if applicable.	☒	
2. Attach a copy of the proposed lease(s).	☐	
3. Submit an affidavit indicating any business or family relationships between principals of the landlord and tenant.	☒	
4. If applicable, provide a copy of the lease assignment agreement and the Landlord's consent to the proposed lease assignment.	☒	
5. If applicable, identify separately the total square footage to be occupied by the Article 28 facility and the total square footage of the building.	☒	
6. Attach two letters from independent realtors verifying square footage rate.	☒	
7. For all capital leases as defined by FASB Statement No. 13 "Accounting for Leases", provide the net present value of the monthly, quarterly or annual lease payments.	☒	

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New York State Department of Health
Certificate of Need Application

Schedule 9

B. Cash - Not required for limited review

Type	Amount
Accumulated Funds	$31,191,563
Sale of Existing Assets	
Gifts (fundraising program)	
Government Grants – Oneida County Transformation	$31,000,000
Other	
TOTAL CASH	$62,191,563

	Not Applicable	Title of Attachment
1. Provide a breakdown of the sources of cash. See sample table above.	☐	See Table Above
2. Attach a copy of the latest audited financial statement and current internal financial reports to cover the balance of time to date. If applicable, address the reason(s) for any operational losses, negative working capital and/or negative equity or net asset position and explain in detail the steps implemented to improve operations.		
2a. In establishment applications for Residential Health Care Facilities, attach a copy of the latest audited financial statement and current internal financial reports to cover the balance of time to date for affiliated Residential Health Care Facilities. If applicable, address the reason(s) for any operational losses, negative working capital and/or negative equity or net asset position and explain in detail the steps implemented to improve operations.	☐	Please refer to the Schedule 9 Attachment
3. If amounts are listed in "Accumulated Funds" provide a cross-reference to certified financial statement or Schedule 2h, if applicable.	☐	Please refer to the Schedule 9 Attachment
4. Attach a full and complete description of the assets to be sold, if applicable.	☒	
5. If amounts are listed in "Gifts (fundraising program)" • Provide a breakdown of total amount expected, amounts already raised, and any terms and conditions offered in pledges. • If a professional fundraiser has been engaged, submit fundraiser's contract and fundraising plan. • Provide a history of recent fund drives, including amount pledged and amount collected.	☒	
6. If amounts are listed in "Government Grants" • List the grant programs which are to provide the funds with corresponding amounts. Include the date the application was submitted. • Provide documentation of eligibility for the funds. • Attach the name and telephone number of the primary person at the awarding Agency/Dept.	☐	Please refer to the Schedule 9 Attachment (NYSDOH Grant Award Letter)
7. If amounts are listed in "Other" attach a description of the source of financial support and documentation of its availability.	☒	
8. Current Department policy requires a minimum equity contribution of 10% of total project cost (Schedule 6b line 10), for all Article 28 facilities, with the exception of Residential Health Care Facilities that require 25% of the total project cost (Schedule 6b line 10).	☐	10% Equity Min

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C. Mortgage, Notes, or Bonds - Not required for limited review

1. Provide a breakdown of the terms of the mortgage. See sample table below:

	Total Project	Units
Interest	5.25%	%
Term	20	Years
Payout Period	25	Years
Principal	$150,000,000	$

	Not Applicable	Title of attachment
2. Attach a copy of a letter of interest from the intended source of permanent financing that indicates principal, interest, term, and payout period.	☐	Please refer to the Schedule B Attachment
3. If New York State Dormitory Authority (DASNY) financing, then attach a copy of a letter from a mortgage banker.	☒	
4. If the financing of this project becomes part of a larger overall financing, then a flow of funds plan indicative of a feasibility package for the overall financing will be required by DOH review prior to proceeding with the combined financing.	☒	

D. Land: Not required for limited review N/A

1. Provide details for the land including but not limited to: appraised value, historical cost, and purchase price. See sample table below.

	Total Project
Appraised Value	
Historical Cost	N/A
Purchase Price	
Other	

	Not Applicable	Title of attachment
2. If amounts are listed in "Other" attach documentation and a description as applicable.	☒	
3. Attach a copy of the Appraisal. Supply the appraised date and the name of the appraiser.	☒	N/A
4. Submit a copy of the proposed purchase/option agreement.	☒	
5. Provide an affidavit indicating any and all relationships between seller and the proposed operator/owner.	☒	

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E. Other - Not required for limited review N/A

1. Provide listing and explanation of other financing mechanisms

	Total Project
Notes Stock	N/A
Other	

	Not Applicable	Title of attachment
2. Attach documentation and a description of the method of financing.	☒	

F. Refinancing - Not required for limited Review N/A

	Not Applicable	Title of attachment
1. Provide a breakdown of the terms of the refinancing, including principal, interest rate, and term remaining.	☒	
2. Attach a description of the mortgage to be refinanced. Provide full details of the existing debt and refinancing plan, inclusive of origina and current amounts, term, assumption date, and refinancing fees. The term of the debt to be refinanced may not exceed the remaining average useful life of originally financed assets. If existing mortgage debt will not be refinanced, provide documentation of consent from existing lien holders of the proposed financing plan.	☒	

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SCHEDULE 9 ATTACHMENT

MOHAWK VALLEY HEALTH SYSTEM

FINANCIAL AND SPACE DOCUMENTS

1. Financial Narrative
2. 2017 Internal Financial Statement - MVHS
3. 2016 Audited Financial Statement – St. Luke's
4. 2016 Audited Financial Statement – St. Elizabeth
5. Oneida County Transformation Grant Award Letter
6. Memorandum of Agreement (Parking)
7. Financing Letter of Interest

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MOHAWK VALLEY HEALTH SYSTEM

FINANCIAL NARRATIVE

Proposal

Mohawk Valley Health System (MVHS) is submitting this Full Review Certificate of Need (C.O.N.) Application that seeks approval for the construction of a new hospital campus. MVHS is the active parent and co-operator of St. Elizabeth Medical Center (STMC) and of Faxton St. Luke's Healthcare St. Luke's Division (St. Luke's). St. Luke's is currently located at 1656 Champlin Avenue, Utica (Oneida County), New York 13502. St. Elizabeth Medical Center is currently located at 2209 Genesee Street, Utica (Oneida County), New York 13501. Cardiac PCI and cardiac surgery services currently offered through the Mohawk Valley Heart Institute are also provided on the campus of St. Elizabeth at 2209 Genesee Street, Utica (Oneida County), New York 13501. This C.O.N. Application will be funded, in part, through the Health Care Facility Transformation Program: Oneida County grant awarded to MVHS specifically for this purpose. This project is one (1) of at least two (2) Applications being submitted to the New York State Department of Health (NYSDOH) for the transformation of services within the Oneida County region, as described in detail below.

Through New York Public Health Law Section 1125-h, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA #150506032S) from the New York State Department of Health (NYSDOH) and Monitoring Authority of the State of New York (DASNY), MVHS was awarded $300 million in grant funding for the project proposed in this C.O.N. Application (i.e., the creation of a new hospital campus), which will result in the transformation of healthcare services in the region.

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Current Situation

MVHS is currently the active parent and co-operator of St. Luke's and St. Elizabeth. In addition, cardiac PCI and cardiac surgery services currently offered through the Mohawk Valley Heart Institute are provided on the campus of St. Elizabeth at 2209 Genesee Street, Utica (Oneida County), New York 13501. The location and NYSDOH identifying information for these facilities are as follows:

- Faxton St. Luke's Healthcare St. Luke's Division – Operating Certificate #3202003B; PFI #0599 – 1656 Champlin Avenue, Utica (Oneida County), New York 13502.
- St. Elizabeth Medical Center – Operating Certificate #3202002H; PFI #0598 – 2209 Genesee Street, Utica (Oneida County), New York 13501.
- Mohawk Valley Heart Institute (MVHI) – Operating Certificate #3202004H; PFI #7528 – 2209 Genesee Street, Utica (Oneida County), New York 13501.

Future Situation

This C.O.N. Application is the first in a series of (at least two (2)) Applications that Mohawk Valley Health System and its two (2) related facilities (St. Elizabeth and St. Luke's) will be submitting, that will lead to the merger of St. Elizabeth and St. Luke's, and the relocation and consolidation of the majority of services comprising St. Elizabeth and St. Luke's to the new hospital campus in Utica, New York. A description of the expected Application submissions is as follows:

- Application #1 – Full Review C.O.N. Application (Subject of this Application) – Construction of a new hospital campus. The new, consolidated hospital campus will be located on a 25-acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Oriskany Street West, and Columbia Street.* Please refer to Appendix I for a map of the proposed campus. An address has not yet been assigned to the site.

* The proposed property is comprised of several land parcels, some of which have structures or them that will need to be demolished. Mohawk Valley Health System is in the process of working with the property owners to attempt to purchase the parcels of land for the proposed new hospital campus. Should an owner of a parcel of land elect not to negotiate with MVHS, the Hospital may need to proceed through the eminent domain process to secure the parcel.

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Through this C.O.N. Application, all inpatient and most outpatient services from the current St. Elizabeth campus will be relocated to the new hospital campus, which will be known as the "Mohawk Valley Health System Campus". A separate "merger" C.O.N. Application will be submitted, as described in the next bullet point.[4]

The following programs and services will remain on the St. Elizabeth site, with no construction or relocation necessary:

- Article 28 Services – The St. Elizabeth site will be converted into an outpatient extension clinic to be known as "St. Elizabeth Campus". MVHS prefers that this site maintain its current PFI number. In particular, sleep center services (Mohawk Valley Sleep Disorders Center), cardiac and thoracic surgery-related services (all of which are medical-only services, no surgical services will be provided at this site), primary care and laboratory patient services center (PSC) services will continue to be provided at this site.

  The Mohawk Valley Sleep Disorders Center and some primary care services are currently located on the campus located at 2209 Genesee Street, Utica (Oneida County), New York 13501. The cardiac and thoracic surgery offices, other primary care services and the laboratory patient service center (PSC) services are located within the Marian Medical Building at 2209 Genesee Street, Utica (Oneida County), New York 13501. This site will become an extension clinic with no construction needed.[5] MVHS prefers that a new

[4] Upon implementation of the merger project, which will result in MVHS having a single operating certificate number and PFI number through which the two (2) hospital sites will operate as divisions, MVHS will relocate all inpatient and outpatient services from the St. Elizabeth and the St. Luke's sites to the new hospital campus (with the exception of 24 PM&R beds at the St. Luke's Campus and some other outpatient services as described within this C.O.N. Application).

[5] For purposes of this C.O.N. Application, we are assuming that although these services will be located in different buildings, they will remain in their current locations and MVHS prefers that they share the same Operating Certificate and PFI numbers. MVHS is willing to discuss this issue with the State Health Department should the Department prefer to certify the sleep center and outpatient cardiothoracic services, primary care practice and laboratory PSC as separate extension clinics.

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operating certificate be created for the extension clinic while minimizing its current PFI number and being certified for the services of "Medical Services – Primary Care" and "Medical Services – Other Medical Specialties".

- Non-Article 28 Services (St. Elizabeth College of Nursing) – This program is not an Article 28 service, but it will remain on the current site of St. Elizabeth.

➢ Application #2 – Full Review C.O.N. Application – This project will represent the "merger" C.O.N. Application through which St. Elizabeth and St. Luke's will be merged to become a single hospital entity, preferably with a single operating certificate number and new PFI number. St. Luke's will become a division of MVHS. In addition, through this C.O.N. Application, the majority of services from the St. Luke's and St. Elizabeth sites will be relocated to the new hospital campus. The "merger" process is expected to be implemented while the new hospital campus is being constructed.

The following programs and services will remain on the St. Luke's campus, with no construction or relocation necessary after the merger:

- Article 28 Services – The St. Luke's site, which will be a hospital "division", will retain the following services, with no construction needed: 24 certified, inpatient PM&R beds, laboratory PSC service, outpatient primary care and obstetrics services, and outpatient support offices for medical visits/services.

  This site will be known as the "St. Luke's Campus". As part of this C.O.N. Application, the majority of the inpatient and outpatient services will relocate to the new hospital campus, leaving behind the 24 PM&R beds and other outpatient services at 1656 Champlin Avenue, Utica (Oneida County), New York 13502. The laboratory PSC, primary care, obstetrics, and

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outpatient surgeon offices will continue to be located within a Physician Office Building on the St. Luke's Campus.[5] This campus will be certified for 24 inpatient PM&R beds and the certified services of "Medical Services – Primary Care" and "Medical Services – Other Medical Specialties"

- Article 28 Services – The Operating Certificates of all extension clinics of MVHS (St. Elizabeth and St. Luke's) will be consolidated under the single operating certificate of the operator. In addition, some of the extension clinic sites with different operating certificates have the same addresses. These sites will need to be consolidated to a single operating certificate for each extension clinic.

- Article 28 Services – To maintain service continuity, PCI and Cardiac Surgery services currently offered through Mohawk Valley Heart Institute will be provided on the new hospital campus. MVHS will work with the NYSDOH to determine how to handle the services offered through the Mohawk Valley Heart Institute, and if this entity can be eliminated.

- Other Article 28 and Article 36 Services:
  - St. Luke's Home – A 202-bed residential health care facility (RHCF) with an Adult Day Health Care Program (ADHCP) affiliated with MVHS.
  - Mohawk Valley Home Care – A licensed home care services agency (LHCSA) affiliated with MVHS.
  - Visiting Nursing Association of Utica and Oneida County – A certified home health agency (CHHA) and a long-term home health care program (LTHHCP) affiliated with MVHS.

[5] For purposes of this CON Application, we are assuming that, although the inpatient PM&R beds and the outpatient services will be located in different buildings, they will remain in their same locations and will continue to share the same Operating Certificate and NPI numbers. MVHS is willing to discuss this issue with the State Health Department should the Department prefer to certify the outpatient services as a separate extension clinic from the PM&R bed hospital division.

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The new hospital campus will have the following inpatient bed complement: coronary care (eight (8) beds); intensive care (40 beds); maternity (23 beds); medical/surgical (230 beds); neonatal intermediate care (eight (8) beds); pediatric (16 beds); and psychiatric (44 beds). In addition, the St. Luke's campus will retain 24 physical medicine and rehabilitation beds. In total, MVHS (inclusive of its two (2) divisions) will reduce its overall inpatient bed complement by 174 beds, from 571 beds to 397 beds (including 373 beds at the new hospital campus and 24 PM&R beds at its St. Luke's Campus).

Project Funding

The Total Project Cost for this project is estimated to be $481,371,583, which is broken down into the following two (2) sub-projects:

- Sub-Project No. 1 – Article 28 New Hospital Campus ($480,000,000, including C.O.N. Application and Processing Fees). This amount will be funded through the Oneida County Health Care Transformation Program grant funds that MVHS was awarded (in the amount of $400,000,000), as well as financing (in the amount of $150,000,000) and existing cash equity (in the amount of $30,000,000).

- Sub-Project No. 2 – Non-Article 28 Masonic Medical Research Lab ($1,371,583). This amount will be funded through existing cash equity of MVHS. The Masonic Medical Research Lab will lease certain space on the new hospital campus, within the new hospital building structure, from MVHS.

Please refer to this Attachment for the Financial Narrative, a recent 2017 Internal Financial Statement for MVHS, the 2016 Audited Financial Statement for St. Luke's, the 2016 Audited Financial Statement of St. Elizabeth, the Oneida County Transformation Grant Award Letter, the Memorandum of Agreement (Parking) and the Financing Letter of Interest. For purposes of the

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financial analysis for this project, we have assumed a 30 year term and a fixed rate of 5.25%, which is higher than the 4.00% tax-exempt interest rate noted in the Loan Letter of Interest.

Working capital needs will be funded through existing cash equity and ongoing operations. Please refer to this Attachment for the Financial Narrative, a recent 2017 Internal Financial Statement for MVHS, the 2016 Audited Financial Statement for St. Luke's, the 2016 Audited Financial Statement of St. Elizabeth.

Basis for Utilization, Revenues and Expenses

The operating budget for this project aligns with the operating budget approved within the Oneida County Health Care Transformation Program grant application of MVHS. In particular, the incremental utilization is based upon the expected growth of services upon the consolidation and relocation of services to the new hospital campus, given the historical experience of the hospital. Incremental expenses are related to capital depreciation and interest, as well as the incremental utilization associated with the operating budget. Likewise, the incremental revenues are related to the incremental utilization projected for this project, in line with the reimbursement experience of Mohawk Valley Health System. Please refer to the backup Operating Budget documents under the **Schedule 13 Attachment** for additional information.

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MOHAWK VALLEY HEALTH SYSTEM
HOSPITAL STATEMENTS OF OPERATIONS
SEPTEMBER 2017

	YTD ACTUAL Fulton-St Lukes	YTD ACTUAL St. Elizabeth	YTD ACTUAL Kupiec Combined
Net Patient Service Revenue	213,915,443	60,137,555	274,050,441
Bad Debts	(4,024,442)	(5,080,197)	(9,064,580)
Patient Service Revenue Net of Bad Debts	200,739,001	104,677,342	274,180,343
Other Operating Revenue	17,163,374	5,445,247	22,608,621
Total Operating Revenue	256,173,376	100,234,088	356,792,424
Operating Expenses			
Salaries & Wages	88,513,514	85,150,279	159,882,783
Provider Salaries	17,932,181	12,455,018	30,418,199
Employee benefits	35,133,578	19,253,642	44,457,218
Medical Supplies	16,039,488	27,975,006	47,010,903
Non Medical Supplies	2,346,544	2,640,684	7,460,478
Purchased Services	23,181,457	12,695,008	35,125,489
Utilities	2,800,452	1,453,929	4,254,379
Drugs	17,887,553	4,659,779	22,547,671
Other Expenses	17,163,377	8,147,574	25,310,614
Depreciation & amortization	10,600,107	7,545,026	18,104,730
Taxes	1,001,202	435,019	1,436,221
Interest Expense	1,234,410	935,879	2,170,291
Total Operating Expenses	237,061,217	103,491,794	380,574,011
Income (loss) from Operations	(579,845)	(3,166,200)	(3,746,045)
Operating Margin	-0.25%	-1.57%	-0.97%
Realized investment gain/(loss) & interest income	1,067,452	405,025	1,772,270
Contributions for operations	524	27,106	27,088
Net excess (deficiency)	790,845	(2,733,210)	(1,937,770)
Bottom Line Margin	0.25%	-1.72%	

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY HEALTH SYSTEM
❖ HOSPITAL BALANCE SHEETS
SEPTEMBER 2017

	SEP 2017	DEC 2016	CHANGE YTD
CURRENT ASSETS:			
Cash and cash equivalents	4,616,190	14,359,772	(9,743,593)
Unrestricted Investments	101,629,213	92,830,863	8,798,350
Patient accounts receivable, net	60,657,934	55,602,157	5,255,477
Insurances, related party, grants, & other receivables	18,656,938	12,649,460	6,007,479
Inventory	12,461,524	12,072,927	388,797
Prepaid & other assets	5,009,962	4,814,649	1,145,313
Total Current Assets	204,281,550	192,429,729	11,851,821
Investment in Foundations	(388)	-	(388)
Investment in Paraffin	91,322	86,480	4,842
Investment in MVEC	845,644	907,644	(62,000)
Assets limited as to use	4,165,471	2,557,473	1,607,998
Investments	6,195,050	5,802,337	392,713
Property & equipment, net	133,259,498	142,957,148	(9,698,650)
Unamortized debt issuance	862,136	947,630	(85,494)
Insurances, direct financing lease, goodwill, & other	24,153,760	23,999,738	154,022
Total Assets	372,852,938	369,688,079	4,164,850
LIABILITIES AND NET ASSETS			
Short term borrowings	1,184,000	-	1,184,000
Current long-term debt	4,521,211	4,805,456	(284,246)
Capital lease obligations- current	4,257,065	4,420,488	(163,423)
Self-insured liabilities, current	11,841,650	10,464,039	1,377,611
Accounts payable	32,905,096	31,728,676	1,176,420
Accrued payroll, taxes	17,305,714	19,987,695	(2,681,981)
Due to (from) third party	4,918,005	1,905,567	2,612,038
Other current liabilities	5,411,664	4,735,614	676,050
Total Current Liabilities	82,254,605	78,027,935	4,226,670
Notes payable	4,925,830	6,710,970	(1,785,140)
Civic facility revenue bonds	37,833,359	36,542,029	(708,371)
Capital lease obligations	3,927,281	6,068,949	(2,241,668)
Insurances, accrued ESLB, interest rate swaps	37,712,738	37,557,042	155,696
Estimated self-insured liabilities, net	5,010,172	5,728,525	(718,353)
Deferred pension liability	46,002,341	46,815,314	(812,973)
Total Liabilities	217,666,326	219,448,764	(1,862,439)
Unrestricted	148,492,428	140,463,157	8,026,270
Restricted	9,764,197	9,773,158	21,025
Total Net Assets	158,286,613	150,239,314	6,047,299
Total Liabilities and Net Assets	373,852,938	369,688,079	4,164,850

❖ Fairton-St. Luke's healthcare and St. Elizabeth Medical Center combined. Does not include eliminations

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MOHAWK VALLEY HEALTH SYSTEM
AFFILIATE BALANCE SHEETS
SEPTEMBER 2017

	SEP 2017	DEC 2015	Change FTD	SEP 2017	DEC 2015	Change FTD
	Fulton-St Lukes	Fulton-St Lukes	Fulton-St Lukes	St Elizabeth	St Elizabeth	St Elizabeth
CURRENT ASSETS						
Cash and cash equivalents	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Unrestricted investments	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Patient accounts receivable net	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Insurance receivable [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Inventory	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Prepaid & other assets	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total Current Assets	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Investment in Foundations	-			[illegible]	-	[illegible]
Investment in Tariffs	[illegible]	[illegible]	[illegible]	-	-	-
Investment in MVEC	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Assets Restricted to [illegible]	[illegible]	[illegible]	-	[illegible]	[illegible]	[illegible]
Investments	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Property & equipment net	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Unrestricted debt issuance	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Insurance, direct financing assets, goodwill & other	[illegible]	[illegible]	[illegible]	-	-	
Total Assets	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
LIABILITIES AND NET ASSETS						
Short term borrowings	[illegible]	-	[illegible]	-		-
Current [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Accrued payroll	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Accrued payroll [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Due to [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Other current liabilities	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total Current Liabilities	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Notes payable	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Capital lease obligations	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Insurance accrued ESLB internal sale [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-
Estimated [illegible] net	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-
[illegible]			-	[illegible]	[illegible]	[illegible]
Total Liabilities	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Unrestricted	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Restricted	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
Total Net Assets	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total Liabilities and Net Assets	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Remove Watermark
Wondershare PDFelement

EASTON-ST. LUKE'S HEALTHCARE AND AFFILIATE

Consolidated Financial Statements

December 31, 2016 and 2015

Remove Watermark Wondershare PDFelement

Fust Charles Chambers LLP
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT AUDITOR'S REPORT

The Board of Directors
Mohawk Valley Health System:

We have audited the accompanying consolidated financial statements of Faxton-St. Luke's Healthcare and Affiliate, which comprise the consolidated balance sheets as of December 31, 2016 and 2015, and the related consolidated statements of operations and changes in net assets and consolidated cash flows for the years then ended, and the related notes to the consolidated financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

(Continued)

Remove Watermark Wondershare PDFelement

[redacted] First Charles Chambers LLP

Opinion

In our opinion, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of Faxton-St. Luke's Healthcare and Affiliates as of December 31, 2016 and 2015, and the results of its operations, changes in net assets and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Our audits were conducted for the purpose of forming an opinion on the consolidated financial statements as a whole. The consolidating information in Schedules I and II is presented for purposes of additional analysis of the consolidated financial statements rather than to present the financial position, results of operations and changes in net assets of the individual organizations, and is not a required part of the consolidated financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the consolidated financial statements. The consolidating information has been subjected to the auditing procedures applied in the audits of the consolidated financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the consolidated financial statements or to the consolidated financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the consolidating information is fairly stated in all material respects in relation to the consolidated financial statements as a whole.

[redacted] LLP

May 31, 2017

Remove Watermark Wondershare PDFelement

FAXTON-ST. LUKE'S HEALTHCARE AND AFFILIATE

Consolidated Balance Sheets

December 31, 2016 and 2015

Assets		2016	2015
Current assets:			
Cash and cash equivalents	$	5,802,574	1,458,858
Investments and assets limited as to use		33,284,031	28,379,823
Patient accounts receivable, net of reserve for doubtful accounts of approximately $7,711,000 in 2016 and $7,527,000 in 2015		31,516,572	38,999,629
Pledges receivable		335,273	571,367
Other current assets		6,853,883	5,424,254
Inventories		6,280,789	5,873,362
Prepaid expenses		3,335,552	3,003,276
Due from affiliates, net		1,367,027	4,044,954
Estimated third-party payor settlements, net		1,948,925	1,649,371
Total current assets		140,724,626	139,404,894
Investment in affiliates		86,480	830,969
Due from affiliates, net		2,004,544	1,955,488
Investments		4,528,164	4,528,164
Beneficial interest in charitable trusts		1,483,000	1,265,000
Property and equipment, net		73,352,206	77,976,552
Other assets		24,453,511	18,589,052
Total assets	$	251,632,531	244,550,121

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Liabilities and Net Assets	2015	2014
Current liabilities:		
Revolving note payable	$ -	5,673,000
Current portion of long-term debt	3,186,209	2,752,367
Current portion of capital lease obligations	4,076,665	3,825,676
Accounts payable and accrued expenses	15,150,802	15,134,168
Accrued payroll, payroll taxes and benefits	10,095,770	10,392,132
Current portion of estimated insurance liabilities	4,621,654	5,798,357
Other current liabilities	4,650,197	3,032,187
Total current liabilities	43,782,817	47,557,887
Long-term debt, net of current portion:		
Notes payable	5,218,968	4,463,569
Civic facility revenue bonds	14,149,514	14,773,963
Capital lease obligations	5,183,062	6,254,414
Total long-term debt, net of current portion	24,851,544	25,492,346
Other liabilities	36,713,497	30,846,580
Estimated insurance liabilities, net of current portion	5,057,692	3,994,434
Total liabilities	110,405,550	107,871,247
Net assets:		
Unrestricted	132,869,688	127,892,575
Temporarily restricted	3,829,129	4,258,135
Permanently restricted	4,528,164	4,528,164
Total net assets	141,226,981	136,678,874
Commitments and contingencies (notes 6 and 9)		
Total liabilities and net assets	$ 251,632,531	244,550,121

See accompanying notes to consolidated financial statements.

Remove Watermark Wondershare PDFelement

FAXTON-ST. LUKE'S HEALTHCARE AND AFFILIATE

Consolidated Statements of Operations and Changes in Net Assets

Years ended December 31, 2016 and 2015

	2016	2015
Unrestricted revenues, gains and other support:		
Patient service revenue (net of contractual allowances and discounts)	$ 273,563,012	269,603,957
Provision for bad debts	(5,277,188)	(5,357,923)
Net patient service revenue less provision for bad debts	268,285,825	262,216,034
Other operating revenue	16,830,683	13,985,931
Net assets released from restrictions used for operations	741,271	900,853
Total unrestricted revenues, gains and other support	285,857,779	277,102,818
Expenses:		
Salaries and wages	138,026,697	129,371,185
Employee benefits	24,984,148	36,411,289
Supplies and other	105,957,386	101,516,920
Depreciation and amortization	14,272,748	16,073,436
Interest	1,243,087	1,998,101
New York State gross receipts taxes	1,102,309	1,069,659
Total expenses	286,080,475	276,445,590
Net income (loss) from operations	(228,696)	657,228
Other revenue (expense):		
Contributions and other unrestricted revenue (expense)	(78,867)	(1,465,539)
Investment income, net of fees	1,158,178	2,997,210
Total other revenue, net	1,079,311	1,531,571
Excess of revenues over expenses	$ 850,615	2,188,799

(Continued)

Remove Watermark Wondershare PDFelement

FAXTON-ST. LUKE'S HEALTHCARE AND AFFILIATE

Consolidated Statements of Operations and Changes in Net Assets, Combined

Years ended December 31, 2016 and 2015

	2016	2015
Unrestricted net assets:		
Excess of revenues over expenses	$ 850,453	$ 2,188,799
Change in fair value of interest rate swaps	631,564	241,570
Net assets released for capital acquisitions	1,345,078	780,004
Contributions used for capital acquisitions	41,000	85,004
Transfer to affiliate	-	(150,000)
Reserve for doubtful accounts due from affiliate	(1,665,180)	-
Change in net unrealized gains and losses on investments	3,773,782	(6,822,127)
Increase (decrease) in unrestricted net assets	4,977,113	(3,976,550)
Temporarily restricted net assets:		
Contributions	1,436,348	1,998,498
Change in value of charitable trusts	228,000	(12,000)
Net assets released from restrictions	(2,093,349)	(1,682,317)
Increase (decrease) in temporarily restricted net assets	(429,001)	304,181
Total increase (decrease) in net assets	4,548,112	(3,672,369)
Net assets at beginning of year	136,672,879	140,345,248
Net assets at end of year	$ 141,220,991	$ 136,672,879

See accompanying notes to consolidated financial statements.

Remove Watermark Wondershare PDFelement

FAXTON-ST. LUKE'S HEALTHCARE AND AFFILIATE

Consolidated Statements of Cash Flows

Years ended December 31, 2016 and 2015

		2016	2015
Cash flows from operating activities:			
Change in net assets	$	4,548,107	(9,672,179)
Adjustments to reconcile change in net assets to net cash provided by operating activities:			
Depreciation and amortization		14,252,748	16,078,455
Amortization of debt issuance costs		25,551	25,551
Provision for bad debts		5,277,188	5,387,923
Change in net unrealized gains and losses on investments		(3,773,782)	6,822,127
Change in fair value of interest rate swaps		(633,888)	(241,570)
Amortization of unearned lease income		(177,826)	(204,213)
Net realized gain on sale of investments		(396,317)	(1,385,939)
Change in value of charitable trusts		(218,000)	13,000
Loss on disposition of property and equipment		201,655	97,869
Gain in earnings of investees		(194,562)	(54,459)
Contributions for capital acquisitions		(41,750)	(85,093)
Changes in operating assets and liabilities:			
Patient accounts receivable		2,205,869	(2,215,036)
Inventories, prepaid expenses and other current assets		(210,108)	1,909,981
Due from affiliates, net		(1,906,667)	116,912
Accounts payable, accrued expenses and other liabilities		1,124,505	150,864
Estimated insurance liabilities		(111,442)	3,303,802
Estimated third-party payor settlements		(299,554)	4,470,266
Net cash provided by operating activities		30,501,734	36,767,683
Cash flows from investing activities:			
Purchases of property and equipment		(7,183,101)	(5,857,421)
Proceeds from sale of property and equipment		11,438	49,501
Purchases of investments, net		(734,124)	(1,492,637)
Change in other assets		177,441	2,085,986
Net cash used in investing activities		(7,728,036)	(5,209,671)
Cash flows from financing activities:			
Payments on revolving note payable, net		(5,623,000)	(10,377,000)
Changes in advances to affiliates, net		3,750,000	(4,250,000)
Proceeds from long-term debt		-	1,397,636
Principal payments on long-term debt and capital lease obligations		(7,145,548)	(9,183,937)
Minimum direct financing lease payments received		547,116	547,116
Contributions for capital acquisitions		41,750	85,093
Net cash used in financing activities		(8,429,683)	(21,781,092)
Increase (decrease) in cash and cash equivalents		4,343,716	(231,080)
Cash and cash equivalents at beginning of year		1,458,858	1,681,938
Cash and cash equivalents at end of year	$	5,802,574	1,458,858

See accompanying notes to consolidated financial statements

Remove Watermark Wondershare PDFelement

FAXTON-ST. LUKE'S HEALTHCARE AND AFFILIATE

Notes to Consolidated Financial Statements

December 31, 2016 and 2015

(1) Description of Organization and Summary of Significant Accounting Policies

(a) Organization

Faxton-St. Luke's Healthcare (Healthcare), located in Utica, New York, is a not-for-profit healthcare delivery system providing inpatient, outpatient, emergency care, cancer treatment, rehabilitation, dialysis, maternity, child care, long term care, surgical, psychiatric and community services to residents of the Mohawk Valley Region. Admitting physicians are primarily practitioners in the local area.

Faxton-St. Luke's Healthcare Foundation (Foundation) is a not-for-profit tax-exempt corporation that carries out fund raising activities which benefit Healthcare and certain affiliates. Healthcare is the sole member of the Foundation.

Mohawk Valley Health System (MVHS), a not-for-profit corporation, is the sole corporate member of Healthcare and various other organizations involved in providing health care services to the Mohawk Valley Region.

(b) Basis of Accounting

The accompanying consolidated financial statements include the consolidated accounts of Healthcare and Foundation (the Corporation). Included on the equity method of accounting are SLM Medical Office Building, Inc. (SLM), whose stock is owned by a trust of which Healthcare is the sole beneficiary, and Paraffin, LLC (Paraffin), of which Healthcare is the sole member. All significant intercompany balances and transactions have been eliminated in the consolidated financial statements.

SLM, is a for-profit corporation that promotes, encourages and aids in the acquisition and construction of a medical office building to promote the operations of Healthcare. During 2016, Healthcare assumed the assets and liabilities of SLM, which primarily consisted of debt and fixed assets. Paraffin is a not-for-profit limited liability company that provides laboratory services to a local hospital.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(b) Basis of Accounting, Continued

As a member of MVHS, Healthcare is affiliated with and interacts business with other healthcare providers in the MVHS network. St. Elizabeth Medical Center (SEMC), a subsidiary of MVHS, provides acute care. Senior Network Health, LLC (SNH), a wholly owned subsidiary of MVHS, provides Medicaid managed care to seniors. Mohawk Valley Home Care, LLC (MVHC), a wholly owned subsidiary of MVHS, provides nursing services. Visiting Nurse Association of Utica and Oneida County, Inc. (VNA), a wholly-owned subsidiary of MVHS, provides home health care services.

(c) New Accounting Pronouncement

In April 2015, the FASB issued ASU 2015-03, "Interest - Imputation of Interest (Subtopic 835-30): Simplifying the Presentation of Debt Issuance Costs," which simplifies the presentation of debt issuance costs to be presented as a deduction from the corresponding debt liability. Amortization of debt issuance costs shall be reported as interest expense. ASU 2015-03 is effective for consolidated financial statements issued for fiscal years beginning after December 15, 2015 and is to be applied on a retrospective basis for all previous periods presented. Healthcare adopted ASU 2015-03 as of and for the year ended December 31, 2016. The retrospective adoption of ASU 2015-03 resulted in a decrease in long-term assets, and long-term liabilities of approximately $500,000 on the balance sheet for the year ended December 31, 2015 a reclassification of approximately $26,000 of amortization of debt issuance costs from depreciation and amortization to interest expense on the consolidated statement of operations and changes in net assets and consolidated cash flows (cash flows from operations) for the year ended December 31, 2015, but had no effect on excess of revenues over expenses or net assets as of or for the year ended December 31, 2015.

(d) Use of Estimates

The preparation of consolidated financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the consolidated financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies Continued

(e) Collective Bargaining Agreements

At December 31, 2016, Healthcare has approximately 65% of its employees working under collective bargaining agreements. The agreements will expire in June 2017.

(f) Cash and Cash Equivalents

Cash and cash equivalents include certain investments in highly liquid debt instruments with original maturity of three months or less, excluding temporary investments included in investments.

(g) Investments and Assets Limited as to Use

Investments in equity securities with readily determinable fair values and all investments in debt securities are measured at fair value which is determined utilizing quoted market prices. Investments in insurance group fixed annuity contracts (Guaranteed Investment Contracts) are valued at contract value, which is considered the best representation of fair value. Investment income or loss (including realized gains and losses on investments, interest and dividends) is included in the excess of revenues over expenses unless the income or loss is restricted by donor or law. Unrealized gains and losses on investments are excluded from the excess of revenues over expenses since none of the investments are classified as trading securities.

Certain investments that do not have readily determinable fair values are valued by using the net asset value (NAV) per share (or its equivalent), as a practical expedient permitted under the Fair Value Measurement Topic of the FASB Accounting Standards Codification.

The Corporation invests in various investment securities. Investment securities are exposed to various risks such as interest rate, market, and credit risks. Due to the level of risk associated with certain investment securities, it is at least reasonably possible that changes in the values of investment securities will occur in the near term and that such changes could materially affect the Corporation's net assets.

Assets limited as to use are comprised of cash held by a financial institution as required for the Corporation's major construction projects.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(h) Inventories

Inventories are stated at the lower of average cost or net realizable value.

(i) Property and Equipment

Property and equipment acquisitions are recorded at cost. Depreciation is calculated over the estimated useful life of each class of depreciable asset ranging from 3 - 40 years using the straight line method. Property and equipment under capital leases and leasehold improvements are amortized on the straight-line method over the lesser of the lease term or the estimated useful life of the asset. Amortization of equipment under capital leases and leasehold improvements is included in depreciation and amortization expense.

Gifts of long-lived assets, such as land, buildings or equipment are reported as unrestricted support and are excluded from the excess of revenues over expenses, unless explicit donor stipulations specify how the donated asset must be used. Gifts of long-lived assets with explicit restrictions that specify how the assets are to be used and gifts of cash or other assets that must be used to acquire long-lived assets are reported as restricted support. Absent explicit donor stipulations about how long those long-lived assets must be maintained, expirations of donor restrictions are reported when the donated or acquired long-lived assets are placed in service.

(j) Unamortized Debt Issuance Costs

Debt issuance costs are amortized using the straight-line method, which approximates the effective interest method, over the terms of the related debt. Accumulated amortization of approximately $369,000 and $243,000 was recorded at December 31, 2016 and 2015, respectively. Amortization expense amounted to approximately $56,000 in 2016 and 2015, and is included in interest expense within the consolidated statements of operations and change in net assets.

(k) Insurance Claims and Related Recoveries

The Corporation recognizes liabilities associated with malpractice claims or similar contingent liabilities when the incidents that give rise to the claims occur. Further, the liability shall not be presented net of anticipated insurance recoveries. Any amounts expected to be reimbursed from an insurance company are presented in other assets.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(f) Pledges Receivable

Pledges receivable are stated at the amount management expects to collect from outstanding balances. Management provides for probable uncollectible amounts through a provision for bad debts and an adjustment to a valuation allowance based on its assessment of the current status of individual accounts. Balances that are still outstanding after management has used reasonable collection efforts are written off through a charge to the valuation allowance and a credit to pledges receivable. At December 31, 2016 and 2015, no allowance was recorded. The original pledge amount at December 31, 2016 was discounted approximately $8,000 using a discount rate of 1.91% to reflect the net present value. The original pledge amount at December 31, 2015 approximated the net present value. The pledges receivable, net of discount due to be collected during 2017 is approximately $171,000 and during 2018-2020 is approximately $161,000.

(g) Beneficial Interest in Charitable Trusts

The Foundation has beneficial interests in various irrevocable split-interest agreements that are administered by independent trustees which consist of charitable remainder unitrusts. The Foundation's interest in these trusts is recorded at the present value of the estimated future cash flows from the trust's assets using a discount rate that reflects current market conditions and is included in temporarily restricted net assets for renovations and equipment. At December 31, 2016, the value of the beneficial interest in these agreements approximated net present value as a result of the death of one of the unitrust holders. The Foundation used a discount rate of 2.0% at 2015. Changes in the fair value of the beneficial interest are reflected as change in value of charitable trusts in the consolidated statements of changes in net assets.

(h) Temporarily Restricted Net Assets

Temporarily restricted net assets are those whose use has been limited by donors to a specific time period or purpose.

(Continued)

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(p) Permanently Restricted Net Assets (Endowment Funds)

The Corporation maintains various donor-restricted and board-designated funds whose purpose is to provide long-term support for its charitable programs. In classifying such funds for consolidated financial statement purposes as either permanently restricted, temporarily restricted or unrestricted net assets, the Board of Directors looks to the explicit directions of the donor where applicable and the provisions of the laws of the State of New York. To constitute an endowment under New York State law, the restriction must arise from a clearly expressed donor limitation, not a limitation from within the beneficiary organization. The Board of Directors has determined that, absent donor stipulations to the contrary, the provisions of New York State law do not impose either a permanent or temporary restriction on the income or capital appreciation derived from the original gift. Therefore, all income and appreciation derived from the original gift are classified as unrestricted net assets absent any restrictions on the use made by the donor. Permanently restricted net assets consist of endowment funds of $4,328,164 at December 31, 2016 and 2015, and are included in long-term investments in the consolidated balance sheets.

The Corporation utilizes an investment strategy that emphasizes preservation of principal and total return consistent with prudent levels of risk. Investments are allocated over a diversified portfolio of multiple asset classes of domestic and international equities and pooled investment funds.

Interpretation of Relevant Law

Prior to September 17, 2010, New York State law required the preservation of an endowment fund's historic dollar value. Historic dollar value is defined as the aggregate fair value in dollars of an endowment fund at the time it becomes an endowment fund, each subsequent donation to the fund at the time it is made and each accumulation made pursuant to a direction in applicable gift instrument at the time an accumulation is added to the fund. The law permitted an organization to spend the income earned by an endowment fund (i.e. interest, dividends) as well as the net appreciation (realized with respect to all assets and unrealized with respect to readily marketable assets) of such fund.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(e) Permanently Restricted Net Assets (Endowment Funds), Continued

Interpretation of Relevant Law, Continued

On September 17, 2010, the New York Prudent Management of Institutional Funds Act (NYPMIFA) was signed into New York State law. The most prominent feature of NYPMIFA is the elimination of the requirement to preserve an endowment fund's historic dollar value which allows an organization to spend from an endowment whose market value has dropped below the historic dollar value, as long as it is deemed prudent under the organization's policies. In accordance with NYPMIFA, an organization must consider the following factors in exercising a standard of prudence:

1. The duration and preservation of the endowment fund
2. The purposes of the organization and the donor-restricted endowment fund
3. General economic conditions
4. The possible effect of inflation and deflation
5. The expected total return from income and the appreciation of investments
6. Other resources of the organization
7. The investment policies of the organization
8. Where appropriate, alternatives to spending from the endowment fund and the possible effects of those alternatives on the organization

NYPMIFA requires compliance with donor intent when making investment or spending decisions with respect to an endowment fund. In addition, NYPMIFA creates a restriction on the portion of an endowment fund that is not classified as permanently restricted net assets, even in the absence of a donor restriction. Such portion is classified as temporarily restricted net assets until appropriated for expenditure by the organization.

The Corporation has interpreted NYPMIFA as requiring the preservation of the purchasing power of the donor restricted endowment funds absent explicit donor stipulations to the contrary. As a result, Healthcare continues to classify permanently restricted net assets at the historic dollar value of the fund in accordance with donor instructions.

Funds with Deficiencies

From time to time, the fair value of assets associated with individual donor-restricted endowment funds may fall below the level that the donor or NYPMIFA requires the Corporation to retain as a fund of perpetual duration. If this situation were to occur, the deficiency would be recorded in the Corporation's unrestricted net assets. A deficiency did not exist at December 31, 2016 or 2015.

(Continued)

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(e) Permanently Restricted Net Assets (Endowment Funds), Continued

Return Objectives, Strategies, Spending Policy and Investment Objectives

The Corporation has adopted investment and spending policies for endowment assets that attempt to provide a predictable stream of funding to programs supported by its endowment. Under this policy, as approved by the Board of Directors, the endowment assets are to be invested in a well-diversified asset mix that can be expected to generate acceptable long-term returns at an acceptable level of risk. The Corporation targets a diversified asset allocation that places a greater emphasis on equity-based investments and bonds to achieve its long-term return objectives within prudent risk constraints.

Changes in Endowment Net Assets

		2016		
		Unrestricted	Permanently restricted	Total
Endowment net assets, January 1	$	44,788	4,528,164	4,572,952
Investment return:				
Investment income		-	168,504	168,504
Disbursements		-	(299,809)	(299,809)
Net gain (realized and unrealized)		-	294,810	294,810
Transfer of earnings over historical value		134,577	(134,577)	-
Endowment net assets, December 31	$	179,365	4,528,164	4,730,529

		2015		
		Unrestricted	Permanently restricted	Total
Endowment net assets, January 1	$	138,650	4,528,164	4,856,820
Investment return:				
Investment income		-	111,475	111,475
Net loss (realized and unrealized)		-	(395,346)	(395,346)
Transfer of earnings over historical value		(93,862)	283,868	-
Endowment net assets, December 31	$	44,788	4,528,164	4,572,952

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(p) Net Patient Service Revenue and Patient Accounts Receivable

Healthcare has agreements with third-party payers that provide for payments to the various organizations within its healthcare delivery system at amounts different from their established rates. Payment arrangements include prospectively determined rates per discharge or visit, cost-based reimbursement, discounted charges, per diem payments and fee-for-service payments. Healthcare recognizes patient service revenue associated with services provided to patients who have third-party coverage on the basis of contractual rates for the services rendered, including estimated retroactive adjustments due to future audits, reviews and investigations. Retroactive adjustments are included in the recognition of revenue on an estimated basis in the period the related services are rendered and adjusted in future periods as adjustments become known or as years are no longer subject to such audits, reviews and investigations. Healthcare recognizes revenue for uninsured patients who do not qualify for charity care at standard rates, less a 40% self-pay discount. On the basis of historical experience, a significant portion of Healthcare's uninsured patients will be unable or unwilling to pay for the services provided. Thus, Healthcare records a provision for bad debts related to uninsured patients in the period the services are provided. Patient service revenue, net of contractual allowances and discounts (but before the provision for bad debts) from these major payor sources, is as follows for the years ended December 31:

	2016			
	Government payors	Commercial insurance and others	Self-pay	Total
Patient service revenue (net of contractual allowances and discounts)	$ 169,175,730	104,658,348	1,845,945	275,569,023

	2015			
	Government payors	Commercial insurance and others	Self-pay	Total
Patient service revenue (net of contractual allowances and discounts)	$ 131,712,147	112,122,692	3,869,118	247,703,957

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(p) Net Patient Service Revenue and Patient Accounts Receivable, Continued

Revenue from the Medicare and Medicaid programs accounted for approximately 60% and 17% of Healthcare's patient service revenue, net of contractual allowances and discounts (but before the provision for bad debts) for 2016 and 2015, respectively. Laws and regulations governing the Medicare and Medicaid programs are extremely complex and subject to interpretation. As a result, there is at least a reasonable possibility that recorded estimates will change by a material amount in the near term. Patient service revenue increased approximately $1,444,000 and $600,000 in 2016 and 2015, respectively, related to either settlement of prior year issues or changes in estimates associated with third party issues. As of December 31, 2016, all cost reports through 2015 have been filed and Medicare cost reports through 2012 have been final settled.

Healthcare grants unsecured credit to its patients, most of whom are local residents and are insured under third-party payor agreements. The mix of receivables from patients and third-party payors at December 31 was as follows:

	2016	2015
Medicare	36%	37%
Medicaid	18%	19%
Private payors	4%	3%
Insurance and all others	42%	41%
	100%	100%

Patient accounts receivable are reduced by a reserve for doubtful accounts. In evaluating the collectibility of patient accounts receivable, Healthcare analyzes past payment history and identifies trends for each of its major payor sources of revenue to estimate the appropriate reserve for doubtful accounts and provision for bad debts. For receivables associated with patients who have third party coverage, Healthcare analyzes contractually due amounts and provides a reserve for doubtful accounts and a provision for bad debts, if necessary (for example, for expected uncollectible deductibles and copayments, or for payors who are known to be having financial difficulties that make the realization of amounts due unlikely). For receivables associated with self-pay patients (which includes both patients without insurance and patients with deductible and copayment balances due for which third-party coverage exists for part of the bill), Healthcare records a reserve for doubtful accounts and a provision for bad debts in the period of service based on its past experience, which indicates that many patients are unable or unwilling to pay the portion of their bill for which they are financially responsible. The difference between the standard rates (or the discounted rates if negotiated) and the amount actually collected after all reasonable collection efforts have been exhausted is charged off against the allowance for doubtful accounts.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(p) Net Patient Service Revenue and Patient Accounts Receivable, Continued

Healthcare's reserve for doubtful accounts was approximately 79% and 42% of self-pay accounts receivable at December 31, 2016 and 2015, respectively. Healthcare has not changed its charity care policy during 2016 or 2015. Healthcare does not maintain a material allowance for doubtful accounts from third-party payers, nor did it have significant write-offs from third-party payers.

(q) Charity Care

Healthcare provides care to patients who meet certain criteria under its charity care policy without charge or at amounts less than established rates. Because Healthcare does not pursue collection of such amounts, they are not reported as net patient service revenue. During 2016 and 2015, costs incurred by Healthcare in the provision of charity care were based on the ratio of Healthcare's costs to gross charges and approximated $790,000 and $770,000, respectively.

(r) Contributions

Unconditional promises to give cash and other assets are reported at fair value at the date the promise is received. Conditional promises to give and indications of intentions to give are reported at fair value at the date the gift is received. Contributions are reported as either temporarily or permanently restricted support if they are received with donor stipulations that limit the use of the donated assets. When a donor restriction expires, that is, when a stipulated time restriction ends or purpose restriction is accomplished, temporarily restricted net assets are reclassified as unrestricted net assets and reported in the consolidated statements of operations and changes in net assets as net assets released from restrictions. Donor-restricted contributions whose restrictions are met within the same year as received are reported as unrestricted contributions in the consolidated statements of operations and changes in net assets.

Conditional contributions or amounts to give are recorded when donor-imposed stipulations have been substantially met.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(s) Excess of Revenues over Expenses

The consolidated statements of operations and changes in net assets include excess of revenues over expenses. Changes in unrestricted net assets which are excluded from excess of revenues over expenses, consistent with industry practice, include changes in unrealized gains and losses on investments other than trading securities, the effective portion of gains and losses on derivative instruments, permanent transfers of assets to and from affiliates for other than goods and services and contributions of long-lived assets (including assets acquired using contributions which by donor restriction were to be used for the purpose of acquiring such assets).

(t) Income Taxes

Healthcare and the Foundation are not-for-profit corporations and have been recognized as tax-exempt pursuant to Section 501(c)(3) of the Internal Revenue Code. As of December 31, 2016 and 2015, Healthcare and the Foundation did not have any unrecognized tax benefits or any related accrued interest or penalties. The tax years open to examination by federal and state taxing authorities are 2013 through 2016. Healthcare and the Foundation do not anticipate the total unrecognized tax benefits will change in the next twelve months.

(u) Concentration of Credit Risk

The Corporation invests cash and cash equivalents with financial institutions and has determined that the amount of credit exposure at any one financial institution is immaterial to the Corporation's financial position.

(v) Subsequent Events

In April 2017, MVHS was notified by the New York State Department of Health of an award of $200 million granted under the Statewide Health Care Facility Transformation Program. This program provides funds to health care providers for the purpose of strengthening and protecting continued access to health care services in communities throughout New York State which are associated with a merger, consolidation or significant corporate restructuring activity that is part of an overall transformation plan intended to create a financially sustainable system of care. This award will be used by MVHS to consolidate inpatient care from Healthcare and SCMC into one new integrated health campus. The cost projection for the new campus is estimated to be $400 million for a 350,000 square foot facility. The remaining $180 million will come from MVHS capital, bonds and fundraising. The planning and construction for this project is expected to take approximately 3 years.

Subsequent events have been evaluated through May 31, 2017, which is the date consolidated financial statements were issued.

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FAXTON-ST. LUKE'S HEALTHCARE AND AFFILIATE

Notes to Consolidated Financial Statements

(2) Investments and Assets Limited as to Use

At December 31, investments and assets limited as to use, at fair value, are comprised of the following:

		2016	2015
Investments:			
Cash and cash equivalents	$	377,336	412,716
Mutual funds		49,664,271	44,593,424
Common stock		2,516,036	2,222,204
Pooled investment funds		35,325,259	35,360,634
		87,882,902	82,994,478
Accrued investment income		-	353,578
Total investments		87,882,902	83,348,056
Assets limited as to use - cash and cash equivalent		250,000	250,000
Total investments and assets limited as to use	$	88,132,902	83,598,056

The above accounts are included in the accompanying consolidated financial statements as follows:

		2016	2015
Investments and assets limited as to use - current assets	$	83,244,031	78,379,823
Cash and cash equivalents		320,707	600,069
Investments - long term		4,528,164	4,528,164
	$	88,132,902	83,598,056

Investment income (loss) and gains (losses) on investments are comprised of the following for the years ended December 31:

		2016	2015
Investment income:			
Interest income and dividends, net of fees	$	761,866	1,411,151
Realized gains		396,312	1,585,939
		1,158,178	2,997,110
Change in net unrealized gains and losses on investments		3,773,782	(6,822,127)
	$	4,931,960	(3,825,017)

(Continued)

Remove Watermark Wondershare PDFelement

(2) Investments and Assets Limited as to Use, Continued

The Corporation periodically reviews investments for other-than-temporary impairment whenever the fair value of an investment is less than amortized cost and evidence indicates that an investment's carrying amount is not recoverable within a reasonable period of time. In the evaluation of whether an impairment is other-than-temporary, the Corporation considers the reasons for the impairment, its ability and intent to hold the investment until the market price recovers or the investment matures, compliance with its investment policy, the severity and duration of the impairment, and expected future performance.

The Corporation's investments in common stocks, mutual funds and pooled investment funds consist of investments diversified in several different industries. The Corporation evaluated the near-term prospects of the issuer in relation to the severity and duration of impairment. Based upon the evaluation and the Corporation's ability and intent to hold the securities for a reasonable period of time sufficient for a forecasted recovery of fair value, the Corporation does not consider any securities in an unrealized loss position to be other-than-temporarily impaired at December 31, 2016 or 2015.

The following table presents the gross unrealized losses and fair value of the Corporation's investment portfolio with unrealized losses that are not deemed to be other-than-temporarily impaired, aggregated by investment category and length of time that individual securities have been in a continuous unrealized loss position at December 31, 2016 and 2015:

	2015					
	Less than Twelve Months		Twelve Months or Greater		Total	
Securities	Fair value	Unrealized losses	Fair value	Unrealized losses	Fair value	Unrealized losses
Mutual funds	$ -		22,076,737	(1,023,824)	22,076,737	(1,023,824)
Common stocks	301,948	(15,765)	265,942	(58,044)	567,890	(73,809)
Pooled investment funds	-	-	2,535,084	(1,355,815)	2,535,084	(1,355,815)
	$ 301,948	(15,765)	24,877,763	(2,437,683)	25,179,711	(2,453,448)

	2014					
	Less than Twelve Months		Twelve Months or Greater		Total	
Securities	Fair value	Unrealized losses	Fair value	Unrealized losses	Fair value	Unrealized losses
Mutual funds	$ 13,733,281	(1,149,363)	8,719,906	(1,092,011)	22,453,187	(2,241,374)
Common stocks	220,859	(18,141)	220,986	(117,121)	441,845	(135,262)
Pooled investment funds	1,234,250	(65,338)	9,215,211	(1,415,913)	10,449,461	(1,481,251)
	$ 15,188,390	(1,232,842)	18,156,103	(2,625,045)	33,344,493	(3,857,887)

(Continued)

Remove Watermark Wondershare PDFelement

(3) Property and Equipment

Property and equipment is comprised of the following at December 31:

	2016	2015
Land and land improvements	$ 7,661,134	7,496,386
Buildings	124,984,678	118,577,611
Fixed equipment	46,195,246	42,961,551
Movable equipment	118,674,318	123,651,817
Property and equipment under capitalized leases	21,877,952	20,113,609
	319,211,218	312,800,974
Less accumulated depreciation and amortization	(242,097,684)	(236,445,605)
	77,113,532	76,355,369
Construction-in-process	1,238,674	1,613,252
Property and equipment, net	$ 78,352,206	77,968,621

Depreciation and amortization expense amounted to approximately $14,373,000 and $16,078,000 for the years ended December 31, 2016 and 2015, respectively.

(4) Direct Financing Lease

In 2001, Healthcare completed construction of a medical office building with a cost of approximately $5 million on land owned by an affiliate of Slocum-Dickson Medical Group, P.C. (SDMG). The building is leased to SDMG under a direct financing lease for minimum lease payments of approximately $45,000 per month through November 2021.

The consolidated balance sheet presentation of the direct financing lease at December 31 is as follows:

	2016	2015
Minimum lease payments receivable	$ 2,671,815	3,218,131
Unearned lease income	(436,342)	(614,168)
Net investment in direct financing lease	2,235,473	2,603,963
Less current portion, included in other current assets	547,116	547,116
Long-term net investment in direct financing lease, included in other assets	$ 1,687,357	2,056,847

(Continued)

Remove Watermark Wondershare PDFelement

(5) Extended Sick Leave

The Corporation employees are permitted to accumulate unused extended sick leave time up to specified maximum amounts. The Corporation accrues the estimated expense related to extended sick leave based on pay rates currently in effect. Upon retirement, employees who have met certain criteria shall have the option to receive payment or receive sick leave credits to pay for post-employment health insurance payments based upon the formula in place. The Corporation has accrued an estimated liability of approximately $11,405,000 and $10,892,000 at December 31, 2016 and 2015, respectively, for these anticipated termination payments.

Amounts are included in the accompanying consolidated financial statements as follows at December 31:

	2016	2015
Accrued payroll, payroll taxes and benefits	$ 586,600	658,000
Other liabilities	10,818,400	10,234,000
	$ 11,405,000	10,892,000

(6) Long-Term Debt and Lease Obligations

Long-term debt consists of the following at December 31:

	2016	2015
Variable rate demand 2006 Civic Facility Revenue Bonds (a)	$ 15,120,000	15,400,000
Revolving note payable (b)		5,015,000
Note payable in monthly principal installments of $750,000 maturing April 2018 (c)	1,200,0000	2,100,000
Note payable in monthly installments beginning July 2016 of $56,617 at a fixed rate of 2.6% through May 2021 (d)	3,338,127	1,174,159
Mortgage payable in monthly installments of $44,245 at a fixed rate of 4.5%, maturing January 2020 and collateralized by the related building	1,113,211	1,830,228

Remove Watermark Wondershare PDFelement

(6) Long-Term Debt and Lease Obligations (Continued)

	2016	2015
Note payable in monthly installments of $27,661 at a fixed rate of 4.0%, maturing October 2018	585,616	887,116
Note payable in monthly installments of $15,249 at a fixed rate of 5.5% through March 2017	55,773	230,316
Note payable in monthly installments of $9,223 at a fixed rate of 4.0% maturing July 2020	368,003	461,627
Note payable in monthly installments beginning April 2016 of $9,137 at an adjustable fixed rate of 4.0% (through March 2021) maturing March 2026	844,514	900,000
Other	-	12,360
Capital lease obligations (interest rates ranging from 2.6% to 8.0%)	9,559,727	10,110,490
	32,484,904	39,069,426
Less unamortized debt issuance costs	(370,486)	(396,037)
	32,111,418	38,673,389
Less current portion:		
Revolving note payable		(5,623,000)
Debt	(3,186,209)	(3,752,367)
Capital lease obligations	(4,076,665)	(3,825,676)
Long-term debt, net of current portion and unamortized debt issuance costs	$ 24,851,544	25,472,346

(a) Healthcare, through the Oneida County Industrial Development Agency (OCIDA), has issued serial and term Civic Facility Revenue Bonds as follows:

Series	Term	Annual principal payments
Faxton-St. Luke's Healthcare:		
2006F - tax-exempt	2041	$250,000 - $535,000
2006F - taxable	2041	$350,000 - $955,000

Remove Watermark Wondershare PDFelement

(6) Long-Term Debt and Lease Obligations (Continued)

The bonds are secured and are collateralized by HealthCare's gross receipts (as defined), including all rights to receive such receipts whether in the form of accounts receivable, contract rights or other rights. HealthCare entered into a lease agreement with OCIDA, which also acts as security for payment of the revenue bonds. Additional security is provided by a Master Trust Indenture under which the initial Members of the Obligated Group (HealthCare and MVHS) are jointly and severally responsible for payment of the bonds. Various agreements relating to the bonds establish covenants with which HealthCare has agreed to comply, including provisions regarding liquidity ratio, minimum debt service coverage ratio and liquidity to funded debt. At December 31, 2016 and 2015, the Obligated Group was in compliance with these covenants that are considered events of default.

The bonds bear interest based on one of three modes - the weekly rate, the term rate, or the fixed rate - as periods selected by HealthCare. The interest rate for each mode will be the current market interest rate as determined by the remarketing agent of the bonds. HealthCare used the weekly rate during 2016 and 2015. At December 31, 2016, the bonds carried interest rates of 0.83% (tax-exempt) and 0.88% (taxable). At December 31, 2015, the bonds carried interest at rates of 0.09% (tax-exempt) and 0.48% (taxable).

The bonds are remarketed by a remarketing agent in accordance with the terms of a remarketing agreement. The bonds will be remarketed whenever a new interest rate is in effect. If the bonds cannot be remarketed, they would be due and payable under the terms of the remarketing agreement; however, the bonds are collateralized by an irrevocable letter of credit, which is set to expire June 26, 2018. In the event that the remarketing agent is unable to remarket the bonds, the bond trustee will make a draw on the letter of credit and the tendered variable rate bonds will become bank bonds.

Remove Watermark Wondershare PDFelement

(6) Long-Term Debt and Lease Obligations, Continued

As a result of the aforementioned 2006 bond issuances, Healthcare has entered into two interest rate swap contracts to reduce its risk of exposure to changes in interest rates. The interest rate swaps effectively convert the variable rates of the 2006 bonds to fixed rates of 3.938% and 4.216% through June 2031. The swaps have been designated as cash flow hedges of the variable interest rates and are recorded at fair value as a liability of $3,964,349 in other liabilities on the accompanying consolidated balance sheet as of December 31, 2016. The amounts exchanged are based on the notional amounts whereby Healthcare pays the swap counter-party interest at a fixed rate (4.216% - tax-exempt, 5.938% - taxable) and the swap counter-party pays Healthcare a variable rate (based on 70% of 1 month LIBOR tax-exempt, BMA bond - taxable). The notional amounts and fair values based on quoted market prices of Healthcare's interest rate swaps are as follows at December 31, 2016:

	Notional amount	Liability fair value
Healthcare - Series I	$ 5,000,000	1,166,436
Healthcare - Series F	9,460,000	2,797,913
	$ 15,130,000	3,964,349

The mark-to-market adjustments resulted in an increase of approximately $654,000 and $239,000 in unrestricted net assets for the years ended December 31, 2016 and 2015, respectively. Changes in value of the swaps determined to arise from ineffectiveness of the instruments, as determined through the hypothetical derivative method, are recorded as a component of interest expense in the consolidated statements of operations and changes in net assets. For the years ended December 31, 2016 and 2015, there was no significant ineffectiveness. Healthcare expects that the loss existing in unrestricted net assets will be reclassified as net loss from operations within the next 12 months will not be significant.

Remove Watermark Wondershare PDFelement

(6) Long-Term Debt and Lease Obligations, Continued

(b) At December 31, 2016 and 2015, Healthcare had a $24,500,000 revolving note payable with a bank, collateralized by certain investments. The revolving note payable on short term borrowings bears a daily interest rate at prime (3.75% at December 31, 2016). The revolving note payable on long-term borrowings bears a monthly interest rate at 1 month LIBOR plus 95 basis points (1.73% at December 31, 2016). The revolving note payable is available through July 2017. At December 31, 2016, a portion of the revolving note payable was reserved for four letters of credit totaling approximately $4,110,000 primarily related to self-insured liabilities. At December 31, 2016, Healthcare had $624,000 outstanding on the short-term borrowings. At December 31, 2016 and 2015, Healthcare had $0 and $9,000,000 outstanding on the long-term borrowings, respectively. The revolving note payable contains financial covenants including a debt service coverage ratio requirement, a days cash on hand requirement and a minimum unrestricted liquidity to funded debt ratio. At December 31, 2016 and 2015, Healthcare was in compliance with the covenants that are considered material liquidity.

(c) The note payable bears interest at a rate of 1 month LIBOR plus 2.15% (2.92% at December 31, 2016). In connection with the note payable, Healthcare has entered into an interest rate swap contract to reduce its risk of exposure to changes in interest rates. The interest rate swap effectively converts the variable rates of the note payable to a fixed rate of 3.01% through April 2041. The swap has been designated as a cash flow hedge of the variable interest rate and is recorded at fair value as a liability of $3,791 in other liabilities on the accompanying consolidated balance sheet as of December 31, 2016. The amounts exchanged are based on the notional amounts whereby Healthcare pays the swap counterparty interest at a fixed rate (3.0%) and the swap counterparty pays Healthcare a variable rate. The notional amount and fair value based on quoted market prices, of Healthcare's interest rate swap is as follows at December 31, 2016:

	Notional amount	Liability fair value
Healthcare - note payable	$ 12,000,000	2,201

The mark-to-market adjustments resulted in an increase of $2,711 in unrestricted net assets for the year ended December 31, 2015. Healthcare did not record mark to market adjustments for the year ended December 31, 2016. Changes in value of the swap determined to arise from ineffectiveness of the instrument as determined through the hypothetical derivative method, is recorded as a component of interest expense in the consolidated statements of operations and changes in net assets. For the years ended December 31, 2016 and 2015, there was no significant ineffectiveness. Healthcare expects that the loss existing in unrestricted net assets will be reclassified into net loss from operations within the next 12 months will not be significant.

(Continued)

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(6) Long-Term Debt and Lease Obligations, Continued

(d) In May 2016, SLM's note payable, with principal balance of $5,683,324, of which approximately $1,100,000 was already allocated and recorded by HealthCare, was assigned to Healthcare. In conjunction with the assignment, the bank agreed to extend the maturity date of loan through May 2021. The note payable is collateralized by the building constructed with the original funds. The note payable agreement contains various covenants including provisions regarding minimum days cash on hand, minimum debt service coverage ratio, and minimum unrestricted liquidity to funded debt ratio. At December 31, 2016, Healthcare was in compliance with the financial covenants that are considered events of default.

Healthcare leases certain equipment under capital leases. Healthcare also leases equipment and facilities under cancelled table operating leases, including leases with affiliates. The net book value of the equipment capitalized under lease agreements at December 31, 2016 and 2015 amounted to approximately $10,303,000 and $10,691,000, respectively.

The table below reflects principal payments and the present value of future or minimum capital lease payments over the next five years and beyond and assumes that the letter of credit related to the 2006 Series E and F Bonds are renewed in 2018 and that Bank of New York does not exercise its put option for the 2006 Series Bonds in 2018. If the letter of credit is not renewed, the outstanding of the 2006 Series Bonds would be due on demand, as described above, in 2018.

	Long-term debt	Capital lease obligations	Operating leases: Affiliates	Operating leases: Other
Years ended December 31,				
2017	$ 3,185,209	4,354,004	624,413	2,530,391
2018	2,675,449	2,814,022	624,413	1,627,291
2019	2,184,324	1,337,161	624,413	475,312
2020	1,670,411	917,621	624,413	428,956
2021	1,301,287	440,930	624,413	262,623
Thereafter	11,907,479	266,084		
Total payments	$ 22,925,177	10,184,922		
Less amounts representing interest		625,195		
Present value of capital lease obligations		9,559,727		
Less current portion		4,076,565		
Capital lease obligations, net of current portion		$ 5,483,062		

Rent expense under operating leases amounted to approximately $5,619,000 and $5,767,000 in 2016 and 2015, respectively.

Remove Watermark Wondershare PDFelement

(7) Temporarily and Permanently Restricted Net Assets

Temporarily restricted net assets are available for the following purposes at December 31:

	2016	2015
Funds held in trust by others (life unitrust)	$ 1,433,000	1,365,000
Children's Miracle Network	795,729	676,934
Continuous Learning Center	117,978	117,827
Scholarship assistance	31,199	31,199
Programs	511,251	709,993
Renovations	989,869	1,499,182
	$ 3,879,129	4,399,135

Permanently restricted net assets at December 31 are restricted to:

	2016	2015
Investments to be held in perpetuity, the income from which is to support charity care, health care services, scholarships and facility maintenance	$ 4,528,164	4,528,164

(8) Pension Plans

The Corporation sponsors a 401(k) plan that covers substantially all full-time non-union employees. The Corporation contributes 4% of eligible compensation to the plan (5% for employees hired before December 1, 2001). The Corporation also makes a matching contribution up to 100% of the first 4% of employee contributions to the 401(k) plan. The Corporation also sponsors a 403(b) plan that covers union and certain other employees. The Corporation contributes 3% of eligible compensation to the plan and also makes a matching contribution for employees with 3 years of service, up to 100% of the first 3% of employee contributions to the 403(b) plan.

Pension expense under all plans aggregated approximately $6,486,0000 in 2016 and approximately $6,166,0000 in 2015.

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(9) Contingencies

Professional Liability Insurance

Malpractice insurance coverage is provided under a claims-made based policy, which provides for $1,000,000 coverage for each claim, not to exceed $3,000,000 in aggregate annual coverage. Additionally, the insurance policy includes a per claim $50,000 uninsured deductible, not to exceed $250,000 in aggregate annual coverage. A deposit for the $250,000 has been established as required. In addition, the Corporation has purchased excess insurance policies. Claims alleging malpractice have been asserted against the Corporation and are currently in various stages of litigation. There are known claims and incidents that may result in the assertion of additional claims, as well as claims from unknown incidents that may be asserted relating to services provided to patients. Accrued malpractice losses, in management's opinion, provide an adequate reserve for loss contingencies. The Corporation has accrued a liability included in other liabilities of approximately $8,833,000 and $12,012,000 at December 31, 2016 and 2015, respectively. A corresponding receivable included in other assets of approximately $16,575,000 and $6,152,000, respectively, has been recorded to record anticipated recoveries from the insurance company.

Self-Insured Risks

The Corporation and certain affiliates are self-insured for employee healthcare costs. The group has obtained a stop loss coverage policy for healthcare costs to supplement its self-insurance coverage. An accrual for healthcare claims, including those incurred but not reported, is included in the current portion of estimated self-insured liabilities.

Workers' Compensation Insurance

The Corporation is primarily self-insured for employee workers' compensation and disability claims along with certain of its affiliates for certain years 2007 and prior. During 2016 and 2015, the Corporation and certain of its affiliates were enrolled in a high deductible plan with an insurance company with a deductible of $500,000 per each employee and occurrence, and an aggregate deductible of $7,909,000. Self-insured and high deductible liabilities are based on claims filed and estimates for claims incurred but not reported. As required by the State of New York Workers' Compensation Board, the Corporation has purchased letters of credit to guarantee payment of workers' compensation claims. Stop loss insurance for losses exceeding certain amounts has been purchased for workers' compensation. Each affiliate is jointly and severally liable for the satisfaction of all obligations. These liabilities are recorded at discounted amounts using a 3% and 4% interest rate in 2016 and 2015, respectively. From 2010 to 2014, the Corporation and certain of its affiliates were insured in a retrospectively rated workers' compensation and disability policy and premiums are accrued based on the ultimate cost of the experience to date of the Corporation and its affiliates. The Corporation has accrued a liability included in other liabilities and a corresponding receivable in other receivables for anticipated recoveries from the insurance company of approximately $7,335,000 and $6,647,000 as of December 31, 2016 and 2015, respectively.

(Continued)

Remove Watermark Wondershare PDFelement

(10) Affiliated Entities

The following represents summarized financial information from the consolidated financial statements of the Corporation's affiliates that are included in the accompanying consolidated financial statements on the equity method of accounting.

2016		SLM	Paraffin
Total assets	$	-	244,868
Total liabilities		-	158,388
Net assets	$		86,480
Total revenues		1,231,651	1,936,962
Total expenses		(1,140,472)	(1,832,579)
Excess of revenues over expenses	$	91,179	104,383

2015		SLM	Paraffin
Total assets	$	4,648,163	146,745
Total liabilities		3,800,291	162,648
Net assets (deficit)	$	847,872	(15,903)
Total revenues		1,356,114	1,838,796
Total expenses		(1,234,396)	(1,902,301)
Excess (deficiency) of revenues over expenses	$	117,772	(63,205)

The following are approximate dollar amounts of significant transactions and balances with affiliated entities:

(a) *Elizabeth Medical Center*

During 2016 and 2015, Healthcare advanced funds to the Medical Center. As of December 31, 2015, there was $3,750,000 outstanding on this advance which is included within current portion of due from affiliates. There were no amounts outstanding at December 31, 2016. Total interest charged in 2016 and 2015 amounted to approximately $28,000 and $12,000, respectively.

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(10) Affiliated Entities, Continued

St. Alexius Medical Center, Continued

Healthcare has contracted with the Medical Center to provide certain operational services, including shared employment, provider coverage, patient care, rental of office space, and other shared services as needed. In 2016 and 2015, Healthcare purchased services totalling approximately $2,606,000 and $1,720,000 respectively, from the Medical Center and sold services totalling approximately $3,968,000 and $2,115,000 respectively.

During 2015, Healthcare forgave a $450,000 liability payable from the Medical Center which related to a joint venture prior to their affiliation. This was recorded as a transfer to affiliate for the year ended December 31, 2015.

St. Luke's Home

Healthcare has contracted with the Home to provide certain operational services. In 2016 and 2015, Healthcare purchased approximately $1,255,000 and $1,142,000, respectively, for services rendered and rental of space within the Home. Healthcare billed the Home for services totalling approximately $495,000 and $469,000, respectively.

Visiting Nurse Association

Healthcare charges VNA for certain shared operating expenses paid on its behalf. Additionally, during 2015, Healthcare loaned funds to VNA to pay down the outstanding balance on their short-term borrowing arrangement. At December 31, 2016 and 2015, there was $500,000 outstanding on this advance. Healthcare charged interest on a monthly basis through May 2016 using a monthly LIBOR rate plus 70 basis points. Total interest charged in 2016 and 2015 amounted to approximately $2,000. The net receivable, before reserve, as of December 31, 2016 and 2015 was approximately $1,280,000 and $1,602,000, respectively. In 2016, Healthcare recorded a reserve for $1,065,000 on the amounts due from VNA based on management's evaluation of VNA's historical and expected future cash flows. This reserve for doubtful accounts was recorded in the consolidated statements of operations and consolidated changes in net assets as a reduction of unrestricted net assets.

Healthcare billed VNA for certain shared services totalling approximately $47,000 and $196,000 in 2016 and 2015, respectively.

(Continued)

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(10) Affiliated Entities, Continued

Senior Network Health

During 2016, Healthcare paid in full amounts previously loaned from SNH. The balance of the loan was approximately $401,000 at December 31, 2015.

Healthcare billed SNH for certain shared services totalling approximately $169,000 and $220,000 in 2016 and 2015, respectively.

New Hartford Scanner Associates

New Hartford Scanner Associates (NHSA) is a joint venture between Healthcare and several radiologists to provide CT scan services. Healthcare receives income from NHSA, which amounted to approximately $563,000 and $621,000 in 2016 and 2015, respectively. Healthcare charges NHSA for equipment, which amounted to approximately $120,000 in 2016 and 2015.

Mohawk Valley EC, LLC

Faxton-St. Luke's Healthcare, St. Elizabeth Medical Center and Mohawk Valley EC Holdings, LLC entered into an agreement for the purpose of owning and operating a single-specialty ambulatory surgery center, exclusively providing gastroenterology services in Oneida County. As part of the agreement, the three members formed the Mohawk Valley EC, LLC (MVEC), a New York limited liability company. Healthcare maintains a 30% interest and sharing ratio in MVEC. The amount recognized as income based on Healthcare's share is approximately $219,000 and $210,000 for the years ended December 31, 2016 and 2015, respectively.

Healthcare recognizes income from these joint ventures in other revenue.

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(10) Affiliated Entities, Continued

Net receivables (payables) at December 31 from (to) affiliates for loans and advances, services performed and billing of other pass-through expenses to and from the Corporation were approximately as follows:

		2016	2015
Home	$	(1,209,000)	(1,214,000)
MVHS		486,000	436,000
SEML		1,939,000	5,119,000
New Hartford Scanner Associates		289,000	399,000
VNA		3,280,000	1,602,000
SLM		-	(64,000)
Barghin		(74,000)	19,000
SNH		311,000	(395,000)
MVHC		15,000	99,000
		5,037,000	6,001,000
Reserve for doubtful accounts		(1,665,000)	-
	$	3,372,000	6,001,000

(11) Statements of Cash Flows – Supplemental Disclosures

The Corporation's non-cash investing and financing activity and cash payments for interest for the years ended December 31 were as follows:

		2016	2015
Capital lease obligations issued for property and equipment	$	3,674,880	1,026,801
Cash paid for interest		1,720,080	1,972,500
SEML Transfer:			
Debt obligations assumed, net		2,509,145	-
Net book value of fixed asset assumed		3,423,729	-

(12) Functional Expenses

The Corporation provides general health care services to residents of the Mohawk Valley Region. Expenses related to providing these services are as follows:

		2016	2015
Health care services	$	247,801,022	238,200,885
General and administrative		37,490,599	37,269,742
Fundraising		794,852	974,963
	$	286,086,473	276,445,590

(Continued)

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(19) Fair Value of Financial Instruments

The Fair Value Measurement Topic of the FASB Accounting Standards Codification requires disclosures that categorize assets and liabilities measured at fair value based on a fair value hierarchy. The hierarchy prioritizes the inputs into three levels based on the extent to which inputs used in measuring fair value are observable in the market. Each fair value measurement is reported in one of the three levels which is determined by the lowest level input that is significant to the fair value measurement in its entirety.

The following methods and assumptions were used by the Corporation in estimating the fair value of its financial instruments:

Cash and Cash Equivalents: The amount reported on the balance sheet for cash and cash equivalents approximates fair value.

Mutual Funds and Common Stock: The fair values, which are the amounts reported on the consolidated balance sheets, are based on quoted market prices, if available, or estimated using quoted market prices for similar securities.

Pooled Investment Funds: Fair values are based on NAV per share as determined by the fund's investment manager or general partner.

Estimated Third-Party Payor Settlements: The amount reported on the consolidated balance sheet for estimated third-party payor settlements approximates its fair value.

Long-Term Debt: The fair value of fixed rate issues was determined by price quotes from an investment banker or estimated using discounted cash flow analysis, based on the current incremental borrowing rate of similar types of borrowing arrangements (considered a Level 2 input). The fair value of variable rate debt approximates its reported value on the consolidated balance sheet. Fixed rate long-term debt is the only financial instrument with a difference between carried and fair value. The recorded value of fixed rate long-term debt on the consolidated balance sheet at December 31, 2016 approximates its fair value.

The following tables present information about assets and liabilities that are measured at fair value on a recurring basis as of December 31 and indicate the fair value hierarchy of the valuation techniques utilized to determine such fair value. In general, fair values determined by Level 1 inputs utilize quoted prices in active markets for identical assets or liabilities. The Corporation considers a security that trades at least weekly to have an active market. Fair values determined by Level 2 inputs utilize data points that are observable, such as quoted prices, interest rates and yield curves. Investments valued using NAV as a practical expedient are classified as Level 2 if the investment is redeemable at NAV (as adjusted for subsequent gains or losses through the effective date of redemption) in the near-term (generally within a 3-month period) without significant restrictions on redemption. Fair values determined by Level 3 inputs are unobservable data points for the asset or liability, and include situations where there is little, if any, market activity for the asset or liability. Investments valued using NAV as a practical expedient are classified as Level 3 if the investment is not redeemable in the near-term or has significant restrictions

Remove Watermark Wondershare PDFelement

PANTON ST. LUKE'S HEALTHCARE AND AFFILIATE

Notes to Consolidated Financial Statements

(13) Fair Value of Financial Instruments, Continued

		Fair value measurements at December 31, 2016		
	Total	Level 1	Level 2	Level 3
Assets				
Cash and cash equivalents	$ 320,707	320,707		
Asset limited as to use - cash and cash equivalents	250,000	250,000	-	-
Investments:				
Cash and cash equivalents	56,629	56,629	-	-
Mutual funds:				
U.S. large cap	29,383,132	29,383,132	-	-
U.S. mid cap	6,731,491	6,731,491	-	-
Emerging markets	2,346,271	2,346,271		-
Fixed income funds	10,914,537	10,914,537	-	-
Other	298,840	298,840	-	-
	49,654,271	49,654,271	-	-
Common stock:				
Consumer	319,857	319,857	-	-
Energy	323,899	323,899		
Financial	557,014	557,014	-	-
Healthcare	351,154	351,154	-	-
Industrial	336,418	336,418	-	-
Information technology	161,670	161,670	-	
Materials	213,108	213,108	-	-
Utilities	252,916	252,916	-	-
	2,516,036	2,516,036	-	-
Pooled investment funds:				
Hedge funds	6,597,116	-	6,597,116	-
Real estate funds	4,988,137	-	4,988,137	
Bond funds	4,202,897	-	4,202,897	
Foreign equity funds	9,537,109	-	9,537,109	-
	25,325,259	-	25,325,259	-
Beneficial interest in charitable trust	1,483,000	-	1,483,000	-
Total assets at fair value	$ 89,615,902	52,807,643	36,808,259	-
Cash and cash equivalents	320,707	320,707	-	-
Investments	89,295,195	52,486,936	36,808,259	-
Total	$ 89,615,902	52,807,643	36,808,259	-
Liabilities:				
Interest rate swaps	$ 3,966,550	-	3,966,550	-

(Continued)

Remove Watermark Wondershare PDFelement

(19) Fair Value of Financial Instruments, Continued

		Fair value measurements at December 31, 2015		
	Total	Level 1	Level 2	Level 3
Assets				
Cash and cash equivalents	$ 690,069	690,069	-	-
Assets limited as to use - cash and cash equivalents	259,000	259,000		-
Investments:				
Cash and cash equivalents	122,647	122,647	-	-
Mutual funds:				
U.S. large cap	24,538,180	24,538,180	-	-
U.S. mid cap	5,171,798	5,171,798		-
Emerging markets	3,285,255	3,285,255	-	
Fixed income funds	11,023,217	11,023,217	-	-
Other	471,924	471,924	-	-
	44,590,424	44,590,424	-	-
Common stock:				
Consumer	389,963	389,963	-	-
Energy	144,455	144,455	-	-
Financial	332,429	332,429	-	-
Healthcare	203,312	203,312	-	-
Industrial	335,455	335,455		
Information technology	133,599	133,599	-	-
Materials	303,514	303,514	-	-
Utilities	295,057	295,057		-
	2,337,784	2,337,784	-	-
Pooled investment funds:				
Hedge funds	19,124,150		19,124,150	-
Real estate funds	6,805,977	-	6,805,977	-
Bond funds	3,956,277	-	3,956,277	-
Foreign equity funds	7,413,930	-	7,413,930	-
	37,300,334	-	37,300,334	-
Beneficial interest in charitable trusts	1,265,000	-	1,265,000	-
Total assets at fair value	$ 86,309,478	47,887,944	38,565,334	-
Cash and cash equivalents	690,069	690,069	-	-
Investments	45,419,409	47,197,875	38,625,534	-
Total	$ 87,309,478	47,887,944	38,625,534	-
Liabilities				-
Interest rate swaps	$ 1,620,438	-	1,620,438	-

(Continued)

Remove Watermark Wondershare PDFelement

(5) Fair Value of Financial Instruments, Continued

The following is a summary of the investments whose NAV approximates fair value and the related redemption restrictions associated with each major category at December 31:

	2016		
Pooled investment funds	Total fair value	Redemption frequency	Redemption notice periods
Hedge funds	$ 16,597,116	Monthly	90 days
Real estate funds	4,988,137	Monthly	None
Bond funds	4,118,897	Monthly	10 days
Foreign equity funds	9,621,109	Monthly	10 days
	$ 35,325,259		

	2015		
Pooled investment funds	Total fair value	Redemption frequency	Redemption notice periods
Hedge funds	$ 19,124,150	Monthly	90 days
Real estate funds	4,810,977	Monthly	None
Bond funds	3,956,277	Monthly	10 days
Foreign equity funds	7,473,220	Monthly	10 days
	$ 35,360,624		

Hedge Funds

Hedge fund strategies involve funds with investment managers who have the authority to invest in various asset classes at their discretion and who have the ability to employ multiple investments strategies within their respective portfolios. Investment strategies may include the following categories: merger arbitrage, distressed, long/short credit, fixed income arbitrage and convertible arbitrage. These funds attempt to reduce individual manager risk by allocating capital among multiple investment managers. Funds with hedged strategies generally hold securities or other financial instruments for which a ready market exists and may include stocks, bonds, put or call options, swaps, currency hedges, and other instruments and are valued accordingly.

Remove Watermark Wondershare PDFelement

(13) Fair Value of Financial Instruments, Continued

Real Estate Funds

Real estate funds hold interests in publicly traded equity securities issued by real estate investment trusts ("REITs"), private real estate partnerships, and privately held REITs. Strategies of these funds often require the estimation of fair values by the fund managers in the absence of readily determinable market values. Because of the inherent uncertainties of valuation, these estimated fair values may differ significantly from values that would have been used had a ready market existed, and the differences could be material. Such valuations are determined by fund managers and generally consider variables such as operating results, comparable earnings multiples, projected cash flows, recent sales prices, and other pertinent information, and may reflect discounts for the illiquid nature of certain investments held. Moreover, the fair values of the Corporation's interests in shares or units of these funds, because of the liquidity and capital commitment terms that vary depending on the specific fund or pertinent agreement, may differ from the fair value of the funds' underlying net assets.

Bond Funds

Bond funds are invested in a globally diversified portfolio of primarily debt and debt-like securities. The funds are controlled by an investment manager. The investment manager generally will acquire positions in debt securities and currencies that are rated investment grade by Standard & Poor's Credit Market Services, or if unrated, an equivalent rating determined by the investment manager at its sole discretion.

Foreign Equity Funds

Foreign equity funds are invested in a diversified portfolio of equity securities of companies ordinarily located in any country other than the United States and Canada. The funds are controlled by an investment manager.

Remove Watermark Wondershare PDFelement

Schedule 1

[illegible]

Consolidating Balance Sheet

December 31, 2015
with comparative consolidated amounts for 2015

Assets		Baptist-St. Luke's Healthcare	Baptist-St. Luke's Healthcare Foundation	Eliminations	Consolidated 2016	Consolidated 2015
Current assets						
Cash and cash equivalents	1	[illegible]	[illegible]	-	[illegible]	[illegible]
Investments and assets [illegible]		[illegible]	[illegible]	-	[illegible]	[illegible]
Patient accounts receivable net of reserves for doubtful accounts of approximately [illegible] in 2016 and [illegible] in 2015		[illegible]		-	[illegible]	[illegible]
Pledges receivable		-	[illegible]	-	[illegible]	[illegible]
Other current assets		[illegible]	-	-	[illegible]	[illegible]
Inventories		[illegible]	-		[illegible]	[illegible]
Prepaid expenses		[illegible]	[illegible]	-	[illegible]	[illegible]
Property affiliates, net		[illegible]	-	[illegible]	[illegible]	[illegible]
Estimated third-party payor settlements, net		[illegible]	-	-	[illegible]	[illegible]
Total current assets		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Investment in Baptist-St. Luke's Healthcare Foundation		[illegible]	-	[illegible]	-	-
Investment in affiliates		[illegible]	-		[illegible]	[illegible]
Due from affiliates, net		[illegible]	-	-	[illegible]	[illegible]
Investments		[illegible]	-	-	[illegible]	[illegible]
Beneficial interest in charitable assets			[illegible]		[illegible]	[illegible]
Property and equipment, net		[illegible]	[illegible]	-	[illegible]	[illegible]
Other assets		[illegible]	-		[illegible]	[illegible]
Total assets		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Schedule I

FACTSHEET LUKE'S HEALTHCARE AND AFFILIATES

Consolidating Balance Sheets, Continued

December 31, 2015
(With comparative consolidated amounts for 2014)

Liabilities and Net Assets	Factsheet St. Luke's Healthcare	Factsheet St. Luke's Healthcare Foundation	Eliminations	Consolidated 2015	Consolidated 2014
Current liabilities:					
Accounts payable	$ -	-	-	-	$ 5,673,000
Current portion of long-term debt	$ 3,185,000	-	-	$ 3,185,000	$ 3,035,000
Current portion of capital lease obligations	4,176,000	-	-	4,176,000	3,854,000
Accrued payroll and payroll related expenses	15,175,000	21,000		15,196,000	15,121,000
Accrued payroll, payroll taxes and benefits	12,693,000	-	-	12,693,000	10,293,000
Current portion of insurance reserves, estimated	6,275,000	-	-	6,275,000	5,796,000
Due to affiliates, net	-	164,000	(164,000)	-	-
Other current liabilities	4,418,000	111,000	-	4,529,000	3,993,000
Total current liabilities	48,023,000	296,000	(164,000)	48,055,000	48,015,000
Long-term debt, net of current portion					
Notes payable	3,118,000	-	-	3,118,000	6,303,000
Capital facility revenue bonds	11,115,000	-	-	11,115,000	11,725,000
Capital lease obligations	3,183,000	-		3,183,000	6,284,000
Total long-term debt, net of current portion	17,416,000		-	17,416,000	24,312,000
Other liabilities	13,712,000	-	-	13,712,000	13,506,000
Estimated third-party payor liabilities	5,967,000			5,967,000	3,994,000
Total liabilities	85,118,000	296,000	(164,000)	85,250,000	89,827,000
Net assets					
Unrestricted	135,975,000	5,810,000	(3,540,000)	138,245,000	127,800,000
Temporarily restricted	8,635,000	8,161,000	(3,595,000)	13,201,000	11,229,000
Permanently restricted	4,838,000	-	-	4,838,000	4,838,000
Total net assets	149,448,000	13,971,000	(7,135,000)	156,284,000	143,867,000
Commitments and contingencies (notes 9 and 10)					
Total liabilities and net assets	$ 234,566,000	14,267,000	(7,299,000)	241,534,000	233,694,000

See accompanying independent auditors' report.

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Schedule 2

[illegible] HEALTHCARE AND AFFILIATE

Consolidating Statements of Operations and Changes in Net Assets

[illegible] December 31, 2015
with comparative consolidated amounts for 2015

	Eastern St. Luke's Healthcare	Eastern St. Luke's Healthcare Foundation	Eliminations	Consolidated 2015	Consolidated 2014
Unrestricted revenues, gains and other support					
Patient service revenue (net of contractual allowances and discounts)	$ [illegible]			[illegible]	[illegible]
Provision for bad debts	[illegible]			[illegible]	[illegible]
Net patient service revenue less provision for bad debts	[illegible]	-	-	[illegible]	[illegible]
Other operating revenue	[illegible]	-	-	[illegible]	[illegible]
Net assets released from restrictions and for operations	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total unrestricted revenues, gains and other support	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Expenses					
Salaries and wages	[illegible]	[illegible]		[illegible]	[illegible]
Employee benefits	[illegible]	[illegible]		[illegible]	[illegible]
Supplies and other	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Depreciation and amortization	[illegible]	[illegible]	-	[illegible]	[illegible]
Interest	[illegible]	-	-	[illegible]	[illegible]
New York State prior recoupments	[illegible]	-	-	[illegible]	[illegible]
Total expenses	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Net operating (loss) from operations	[illegible]	[illegible]		[illegible]	[illegible]
Other revenue (expenses)					
Contributions and other unrestricted revenue (expense)	[illegible]	[illegible]	-	[illegible]	[illegible]
Investment income (net of loss)	[illegible]	[illegible]	-	[illegible]	[illegible]
Total other revenue, net	[illegible]	[illegible]	-	[illegible]	[illegible]
Excess (deficiency) of revenues over expenses	$ [illegible]	[illegible]	-	[illegible]	[illegible]

(Continued)

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Schedule 3

FASTENS LUKE'S HEALTHCARE AND AFFILIATE

Consolidating Statements of Operations and Changes in Net Assets, Continued

Year ended December 31, 2016
with comparative consolidated amounts for 2015

		Fastens St. Luke's Healthcare	Fastens St. Luke's Healthcare Foundation	Eliminations	Consolidated 2016	Consolidated 2015
Unrestricted net assets						
Excess (deficiency) of revenues over expenses	$	932,480	(102,828)	-	829,613	2,188,290
Change in Deferred or matured non-exempt		677,888	-		677,888	241,570
Change in net assets restricted for assets of Foundation		61,219	-	(61,219)	-	-
Net assets released for capital acquisitions		1,742,078	-		1,742,078	590,004
Contributions and for capital acquisitions		41,750	-		41,750	85,094
Transfer to affiliate		-	-	-	-	(494,023)
Reserve for doubtful accounts due from affiliate		(1,555,100)	-	-	(1,555,100)	-
Change in net assets and pay in and losses on investments		3,004,758	165,024	-	3,072,782	(6,622,127)
Increase (decrease) in unrestricted net assets		4,977,113	61,219	(61,219)	4,977,113	(3,976,650)
Temporarily restricted net assets						
Contributions		-	1,470,747		1,470,747	1,558,338
Change in value of Fastenss assets			218,000		218,000	(15,233)
Net assets released from restrictions		-	(2,353,345)	-	(2,353,345)	(1,691,857)
Change in interest in temporarily restricted net assets of Foundation		(429,006)	-	429,006		-
Increase (decrease) in temporarily restricted net assets		(429,006)	(429,006)	429,006	(429,006)	(204,481)
Total increase (decrease) in net assets		4,248,107	(367,787)	367,787	4,248,107	(2,872,174)
Net assets at beginning of year		150,678,877	2,000,774	(7,334,724)	150,678,877	1,613,051
Net assets at end of year	$	14,1,326,981	6,638,527	(6,966,937)	14,1,326,981	156,678,874

See accompanying independent auditors' report

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ST. ELIZABETH MEDICAL CENTER AND AFFILIATE

Consolidated Financial Statements

December 31, 2016 and 2015

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Fust Charles Chambers LLP
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT AUDITOR'S REPORT

The Board of Directors
Mohawk Valley Health System

We have audited the accompanying consolidated financial statements of St. Elizabeth Medical Center and Affiliate, which comprise the consolidated balance sheets as of December 31, 2016 and 2015, and the related consolidated statements of operations and changes in net assets and cash flows for the years then ended, and the related notes to the consolidated financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

(Continued)

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Opinion

In our opinion, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of St. Elizabeth Medical Center and Affiliates as of December 31, 2016 and 2015, and the results of its operations, changes in net assets and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

May 22, 2017

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ST. ELIZABETH MEDICAL CENTER AND AFFILIATES

Consolidated Balance Sheets

December 31, 2016 and 2015

Assets	2016	2015
Current assets:		
Cash and cash equivalents	$ 8,206,918	5,902,557
Assets limited as to use	109,519	63,909
Investments	9,596,864	9,391,986
Patient accounts receivable, net of allowance for doubtful accounts of approximately $5,400,000 in 2016 and $6,300,000 in 2015	24,272,573	25,942,350
Other current assets	2,122,651	1,238,811
Inventories	5,792,039	5,596,544
Prepaid expenses	1,579,098	1,396,560
Total current assets	51,757,702	50,036,727
Assets limited as to use	3,934,345	4,003,224
Property and equipment, net	64,504,940	70,513,093
Other assets	826,347	1,340,723
Total assets	$ 121,123,334	125,899,769
Liabilities and Net Assets		
Current liabilities:		
Current portion of long-term debt	1,619,248	1,590,550
Current portion of capital lease obligations	340,825	404,670
Current portion of estimated insurance liabilities	2,843,745	1,236,428
Accounts payable and accrued expenses	16,758,469	18,864,930
Accrued payroll, payroll taxes and benefits	7,858,797	7,724,790
Estimated third party payor settlements, net	3,854,892	3,545,369
Due to affiliates, net	1,879,496	5,181,453
Other current liabilities	250,466	316,380
Total current liabilities	35,428,939	38,864,563
Accrued pension liability	46,815,317	50,183,961
Long-term portion of debt	24,976,869	26,452,589
Capital lease obligations	585,868	989,711
Estimated insurance liabilities	3,665,471	4,381,699
Other long-term liabilities	678,496	535,284
Total liabilities	112,110,999	121,308,829
Net assets:		
Unrestricted	7,596,468	3,250,882
Temporarily restricted	499,561	421,769
Permanently restricted	946,306	918,289
Total net assets	9,012,335	4,590,940
Commitments and contingencies (notes 5 and 8)		
Total liabilities and net assets	$ 121,123,334	125,899,769

See accompanying notes to the consolidated financial statements.

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ST. ELIZABETH MEDICAL CENTER AND AFFILIATE

Consolidated Statements of Operations and Changes in Net Assets

Years ended December 31, 2016 and 2015

	2016	2015
Unrestricted revenues, gains and other support:		
Patient service revenue (net of contractual allowances and discounts)	$ 217,633,469	205,681,545
Provision for bad debts	(6,268,979)	(7,845,812)
Net patient service revenue less provision for bad debts	211,364,490	197,835,733
Other operating revenue	6,225,090	6,701,146
Net assets released from restrictions used for operations	31,330	40,459
Total unrestricted revenues, gains and other support	217,620,999	204,577,348
Expenses:		
Salaries and wages	103,919,937	101,720,950
Employee benefits	22,809,674	21,560,839
Supplies and other	78,612,213	73,080,786
Depreciation and amortization	10,454,515	10,605,634
Interest	1,127,239	1,551,662
New York State gross receipts taxes	674,428	614,897
Total expenses	217,028,005	209,137,758
Gain (loss) from operations	582,772	(4,560,410)
Other revenue:		
Contributions and other unrestricted revenue	73,237	96,477
Investment income, net of fees	355,557	342,288
Total other income	428,794	438,765
Excess (deficiency) of revenues over expenses	1,011,566	(4,121,645)
Change in net unrealized gains and losses on investments	205,791	(941,537)
Pension related changes other than net periodic pension cost	2,672,766	270,191
Contribution from affiliate	-	450,000
Investment income (loss) on board designated net assets	261,472	(56,094)
Net assets released from restrictions used for capital purposes	194,001	519,162
Increase (decrease) in unrestricted net assets	4,345,586	(3,199,923)

(Continued)

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ST. ELIZABETH MEDICAL CENTER
AND AFFILIATE

Consolidated Statements of Operations and Changes in Net Assets, Continued

	2016	2015
Temporarily restricted net assets:		
Contributions	227,191	409,135
Change in net unrealized gains and losses on investments	22,510	42,548
Interest income on permanently restricted net assets	13,342	14,619
Net assets released from restrictions	(215,251)	(559,631)
Increase (decrease) in temporarily restricted net assets	47,792	(93,329)
Permanently restricted net assets:		
Contributions	28,017	31,256
Increase in permanently restricted net assets	28,017	31,256
Total increase (decrease) in net assets	1,421,395	(3,278,684)
Net assets at beginning of year	4,590,940	7,869,624
Net assets at end of year	$ 6,012,335	4,590,940

See accompanying notes to the consolidated financial statements.

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ST. ELIZABETH MEDICAL CENTER AND AFFILIATE

Consolidated Statements of Cash Flows

Years ended December 31, 2016 and 2015

		2016	2015
Cash flows from operating activities:			
Change in net assets	$	4,421,395	(3,258,694)
Adjustments to reconcile change in net assets to net cash provided by operating activities:			
Depreciation and amortization		10,434,515	10,695,624
Provision for bad debts		6,268,979	7,845,812
Amortization of debt issuance costs		88,441	88,441
Contribution from affiliate		-	(450,000)
Decrease in pension related changes other than net periodic pension cost		(2,672,266)	(270,191)
Change in net unrealized gains and losses on investments		(205,381)	261,537
Investment (loss) income on board designated net assets		(261,472)	56,094
(Gain) loss on sale of assets		(15,388)	33,420
Contributions received for long-term purposes		(194,001)	(443,543)
Changes in operating assets and liabilities:			
Patient accounts receivable		(4,599,192)	(5,726,271)
Inventories		(201,495)	(495,408)
Due to affiliate, net		148,015	1,594,550
Prepaid expenses		(188,538)	(486,799)
Other assets		60,526	(622,515)
Accounts payable and accrued expenses		(2,645,017)	(1,180,713)
Estimated third-party payers settlements, net		309,503	110,195
Accrued pension liability		(695,881)	(60,181)
Other liabilities		950,390	(150,966)
Net cash provided by operating activities		11,339,261	7,439,004
Cash flows from investing activities:			
Purchases of property and equipment		(1,751,790)	(5,968,754)
Proceeds from sale of property and equipment		15,388	
Change in assets limited as to use		490,492	(414,747)
Change in investments, net		(298,878)	631,082
Net cash used in investing activities		(3,531,788)	(5,852,414)
Cash flows from financing activities:			
Short-term borrowings paid off		-	(4,999,000)
Proceeds from (payments on) affiliate advances		(3,750,000)	3,750,000
Proceeds from long-term debt		-	500,000
Principal payments of long-term debt and capital lease obligations		(1,940,111)	(1,945,900)
Contributions received for long-term purposes		194,001	443,543
Net cash used in financing activities		(5,496,112)	(1,252,357)
Net increase in cash and cash equivalents		2,298,361	534,233
Cash and cash equivalents at beginning of year		5,902,557	5,368,324
Cash and cash equivalents at end of year	$	8,200,918	5,902,557

See accompanying notes to the consolidated financial statements.

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ST ELIZABETH MEDICAL CENTER
AND AFFILIATE

Notes to Consolidated Financial Statements

December 31, 2016 and 2015

(1) Description of Organization and Summary of Significant Accounting Policies

(a) Organization

St. Elizabeth Medical Center (the Medical Center) is a voluntary not-for-profit acute care facility located in Utica, New York. The Medical Center provides medical, surgical, and psychiatric inpatient services. In addition, the Medical Center offers outpatient general diagnostic, ambulatory care, physical therapy, and emergency care services.

St. Elizabeth Medical Center Foundation, Inc. (the Foundation) is a not-for-profit organization whose primary purpose is to solicit, collect, and invest funds on behalf of the Medical Center.

Mohawk Valley Health System (MVHS), a not-for-profit corporation, and Partners in Ministries, Inc., which is sponsored by the Sisters of St. Francis of the Neumann Communities, are co-members of the Medical Center. MVHS is also the sole corporate member of various other organizations involved in providing healthcare services in the Mohawk Valley Region.

(b) New Accounting Pronouncement

In April 2015, the FASB issued ASU 2015-03, "Interest - Imputation of Interest (Subtopic 835-30): Simplifying the Presentation of Debt Issuance Costs", which simplifies the presentation of debt issuance costs to be presented as a deduction from the corresponding debt liability. Amortization of debt issuance costs shall be reported as interest expense. ASU 2015-03 is effective for financial statements issued for fiscal years beginning after December 15, 2015 and is to be applied on a retrospective basis for all previous periods presented. The Medical Center adopted ASU 2015-03 as of and for the year ended December 31, 2016. The retrospective adoption of ASU 2015-03 resulted in a decrease to long-term assets and long-term liabilities of $665,581 on the balance sheet for the year ended December 31, 2015, a reclassification of $88,441 of amortization of debt issuance costs from depreciation and amortization to interest expense on the consolidated statements of operations and changes in net assets and cash flows (cash flows from operations) for the year ended December 31, 2015, but had no effect on deficiency of revenues over expenses or net assets as of or for the year ended December 31, 2015.

(Continued)

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(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(c) Basis of Accounting

The accompanying consolidated financial statements include the accounts of the Medical Center and the Foundation. The Medical Center is the sole corporate member of the Foundation. For financial reporting purposes, the Medical Center is considered the reporting entity. All significant intercompany balances and transactions have been eliminated in the consolidated financial statements.

As a member of MVHS, the Medical Center is affiliated with and contracts business with other healthcare providers in the MVHS network. Faxton-St. Luke's Healthcare (Healthcare), provides home care. Seneca Network Health, LLC (SNH), provides Medicaid managed care services. St. Luke's Residential Healthcare Facility (SLHF), provides long-term healthcare. Mohawk Valley Home Care, LLC (MVHC), provides nursing services. Visiting Nurse Association of Utica and Oneida County, Inc. (VNA), provides home health care services.

(d) Use of Estimates

The preparation of consolidated financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the consolidated financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

(e) Collective Bargaining Agreements

At December 31, 2018, the Medical Center had approximately 58% of its employees working under collective bargaining agreements. Certain agreements expire in September 2017. One agreement expires in June 2019.

(f) Cash and Cash Equivalents

Cash and cash equivalents include certain investments in highly liquid debt instruments with original maturity of three months or less at date of purchase, excluding amounts classified as assets limited as to use.

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(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(g) Investments and Assets Limited as to Use

Investments, assets limited as to use and pension plan assets are reported at fair value. FASB ASC No. 820, Fair Value Measurement (ASC 820), defines fair value as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. See note 12 for discussion on fair value measurements.

Investment income or loss (including realized gains and losses on investments, interest and dividends) is included in the excess (deficiency) of revenues over expenses unless the income or loss is restricted by donor or law. Unrealized gains and losses on investments are excluded from the excess (deficiency) of revenues over expenses since none of the investments are classified as trading securities.

The Medical Center invests in various investment securities. Investment securities are exposed to various risks, such as interest rate, market and credit risks. Due to the level of risk associated with certain investment securities, it is at least reasonably possible that changes in the values of investment securities will occur in the near term and that such changes could materially affect the Medical Center's net assets.

(h) Inventories

Inventories are stated at the lower of average cost or net realizable value.

(i) Property and Equipment

Property and equipment acquisitions are recorded at cost, if purchased, or at fair value at the date of acquisition when acquired by gift. Property and equipment which is purchased under capital leases is stated at the lower of the present value of minimum lease payments at the beginning of the lease term or the fair market value at the inception of the lease.

Depreciation of property and equipment is calculated over the estimated useful life of each class of depreciable asset (ranging from 3-40 years) using the straight-line method. Property and equipment held under capital leases is amortized on the straight-line method over the lesser of the estimated useful life of the asset or the lease term. Amortization of equipment under capital leases is included in depreciation and amortization expense.

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ST. ELIZABETH MEDICAL CENTER AND AFFILIATE

Notes to Consolidated Financial Statements

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(i) Property and Equipment, Continued

Gifts of long-lived assets, such as land, buildings or equipment are reported as unrestricted support and are excluded from the excess (deficiency) of revenues over expenses, unless explicit donor stipulations specify how the donated assets must be used. Gifts of long-lived assets with explicit restrictions that specify how the assets are to be used and gifts of cash or other assets that must be used to acquire long-lived assets are reported as restricted support. Absent explicit donor stipulations about how long these long-lived assets must be maintained, expirations of donor restrictions are reported when the donated or acquired long-lived assets are placed in service.

(j) Unamortized Debt Issuance Costs

Debt issuance costs are amortized using the straight-line method, which approximates the effective interest method over the terms of the related debt obligations. At December 31, 2016 and 2015, the accumulated amortization on the debt issuance costs was approximately $1,255,000 and $1,167,000, respectively. Amortization expense amounted to approximately $86,000 in 2016 and 2015, respectively, and is included in interest expense within the consolidated statements of operations and changes in net assets.

(k) Temporarily Restricted Net Assets

Temporarily restricted net assets are those whose use has been limited by donors to a specific time period or purpose.

(l) Permanently Restricted Net Assets (Endowment Funds)

The Medical Center maintains various donor-restricted and board-designated funds whose purpose is to provide long-term support for its charitable purposes. In classifying such funds for financial statement purposes as either permanently restricted, temporarily restricted or unrestricted net assets, the Board of Directors looks to the explicit directions of the donor where applicable and the provisions of the laws of the State of New York. To constitute an endowment under New York State law, the restriction must arise from a clearly expressed donor limitation, not a limitation from within the beneficiary organization. The Board of Directors has determined that, absent donor stipulations to the contrary, the provisions of New York State law do not impose either a permanent or temporary restriction on the income or capital appreciation derived from the original gift. Therefore, all income and appreciation derived from the original gift are classified as unrestricted net assets absent any restrictions set by the donor made by the donor. Permanently restricted net assets consist of endowment funds of $528,864 and $513,105 at December 31, 2016 and 2015, respectively, and are included in assets limited as to use in the consolidated balance sheets.

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(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(l) Permanently Restricted Net Assets (Endowment Funds)

The Medical Center utilizes an investment strategy that emphasizes preservation of principal and total return consistent with prudent levels of risk. Investments are allocated over a diversified portfolio of multiple asset classes.

Interpretation of Relevant Law

Prior to September 17, 2010, New York State law required the preservation of an endowment fund's historic dollar value. Historic dollar value is defined as the aggregate fair value in dollars of an endowment fund at the time it becomes an endowment fund, each subsequent donation to the fund at the time it is made and each accumulation made pursuant to a direction in applicable gift instrument at the time an accumulation is added to the fund. The law permitted an organization to spend the income earned by an endowment fund (or interest, dividends), as well as the net appreciation (realized with respect to all assets and unrealized with respect to readily marketable assets) of such fund.

On September 17, 2010, the New York Prudent Management of Institutional Funds Act (NYPMIFA) was signed into New York State law. The most prominent feature of NYPMIFA is the elimination of the requirement to preserve an endowment fund's historic dollar value which allows an organization to spend from an endowment whose market value has dropped below the historic dollar value, so long as it is deemed prudent under the organization's policies. In accordance with NYPMIFA, an organization must consider the following factors in exercising a standard of prudence:

1. The duration and preservation of the endowment fund
2. The purposes of the organization and the donor-restricted endowment fund
3. General economic conditions
4. The possible effect of inflation and deflation
5. The expected total return from income and the appreciation of investments
6. Other resources of the organization
7. The investment policies of the organization
8. Where appropriate, alternatives to spending from the endowment fund and the possible effects of those alternatives on the organization

NYPMIFA requires compliance with donor intent when making investment or spending decisions with respect to an endowment fund. In addition, NYPMIFA creates a presumption on the portion of an endowment fund that is not classified as permanently restricted net assets, even in the absence of a donor restriction. Such portion is classified as temporarily restricted net assets until appropriated for expenditure by the organization.

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(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(f) Permanently Restricted Net Assets (Endowment Funds), Continued

Interpretation of Relevant Law, Continued

The Medical Center has interpreted NYPMIFA as requiring the preservation of the purchasing power of the donor restricted endowment funds absent explicit donor stipulations to the contrary. As a result, the Medical Center continues to classify permanently restricted net assets at the historic dollar value of the fund in accordance with donor instructions.

Funds with Deficiencies

From time to time, the fair value of assets associated with individual donor restricted endowment funds may fall below the level that the donor or NYPMIFA requires the Medical Center to retain as a fund of perpetual duration. If the situation were to occur, the deficiency would be recorded in the Medical Center's unrestricted net assets. A deficiency did not exist at December 31, 2016 or 2015.

Return Objectives, Strategies, Spending Policy and Investment Objectives

The Medical Center has adopted investment and spending policies for endowment assets that attempt to provide a predictable stream of funding to programs supported by its endowment. Under this policy, as approved by the Board of Directors, the endowment assets are to be invested in a well-diversified asset mix that can be expected to generate acceptable long-term returns at an acceptable level of risk. The Medical Center targets a diversified asset allocation that places a greater emphasis on equity-based investments and seeks to exercise its long-term return objectives within prudent risk constraints.

(p) Insurance Claims and Related Recoveries

The Medical Center recognizes liabilities associated with malpractice claims or similar contingent liabilities when the incidents that give rise to the claims occur. Further, the liability shall not be presented net of anticipated insurance recoveries. Any amounts expected to be reimbursed from an insurance company are presented in other assets. For the years ended December 31, 2016 and 2015, $675,000 and $708,000, respectively, has been recognized on these statements as a liability and a corresponding asset has been received to account for the anticipated recovery from the insurance company.

(1) Description of Organization and Summary of Significant Accounting Policies, (Continued)

(n) Net Patient Service Revenue and Patient Accounts Receivable

The Medical Center has agreements with third party payors that provide for payments at amounts different from their established rates. Inpatient acute care services rendered are paid at prospectively determined rates per discharge in accordance with the Federal Prospective Payment System (PPS) for Medicare and generally at negotiated or otherwise pre-determined amounts under the provisions of the New York Health Care Reform Act (HCRA) and related legislation for all other payors. Reimbursement rates for Medicaid, Workers' Compensation and No-Fault are determined on a prospective basis defined by HCRA that is based on clinical, diagnostic, and other factors. Inpatient psychiatric and outpatient services are paid at certain rates under different arrangements with third-party payors, commercial insurance carriers and health maintenance organizations. The basis for payment under these agreements includes prospectively determined per diem and per visit rates, discounts from established charges, fee schedules, and prospective cost. Medicare outpatient services are paid under a prospective payment system whereby services are reimbursed on a predetermined amount for each outpatient procedure, subject to various mandated modifications.

Net patient service revenue is recognized in the period services are performed, is reported at estimated net realizable amounts from patients, third party payors, and others for services rendered and includes estimated retroactive revenue adjustments due to future audits, reviews and investigations. Retroactive adjustments are considered in the recognition of revenue on an estimated basis in the period the related services are rendered, and such amounts are adjusted in future periods as adjustments become known or as years are no longer subject to such audits, reviews and investigations.

In addition, under HCRA, all Non-Medicare payors are required to make surcharge payments for the subsidization of indigent care and other health care initiatives. The percentage amounts of the surcharge varies by payor and applies to a broader array of health care services. Also, certain payors are required to make a covered lives payment to further fund the indigent care pools and other health care initiatives for inpatient services or through voluntary election to pay a covered lives assessment directly to the New York State Department of Health (DOH). The funds are distributed to the hospitals based on each hospital's level of bad debt in relation to all other hospitals. The Medical Center recorded distributions of approximately $1,165,000 and $1,260,000 for the years ended December 31, 2016 and 2015, respectively, from the indigent care pool.

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(h) Net Patient Service Revenue and Patient Accounts Receivable, Continued

Both federal and New York State regulations provide for certain adjustments to current and prior years' payment rates and indigent care pool distributions based on industry-wide and hospital-specific data. The Medical Center has established estimates based on information presently available of the amounts due to or from Medicare, Medicaid, workers' compensation and non-fault payors and amounts due from the indigent care pool for such adjustments. Those adjustments which can be reasonably estimated have been provided for in the accompanying consolidated financial statements. The Medical Center has estimated the potential impact of such adjustments based on the most recent information available.

The Medical Center is required to prepare and file various reports of actual and allowable costs annually. Provisions have been made in the consolidated financial statements for prior and current years' estimated final settlements to the Medicare program and other third-party payors. The difference between the amount provided and the actual final settlement is recorded as an adjustment to net patient service revenue in the year the final settlement is determined. The Medical Center recorded adjustments for estimated settlements with third-party payors related to either settlement of prior year issues or changes in estimates resulting in an increase of approximately $3,610,000 and $900,000 in net patient service revenue for the years ended December 31, 2016 and 2015, respectively. The laws and regulations governing the reimbursement for healthcare services are extremely complex and subject to interpretation. Third-party payors retain the right to review and propose adjustments to amounts requested and recorded by the Medical Center. As a result, there is at least a reasonable possibility that recorded estimates will change by a material amount in the near future. As of December 31, 2016, all cost reports through 2012 have been filed and Medicare cost reports through 2013 have been filed and settled. In accordance with FASB ASC Topic 954 any amounts recognized as bad debt reduces net patient service revenue in the period in which the bad debt is recognized.

(Continued)

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(n) Net Patient Service Revenue and Patient Accounts Receivable, Continued

For the years ended December 31, 2016 and 2015, revenue from the Medicare and Medicaid programs accounted for approximately 61% and 63%, respectively, of the Medical Center's net patient service revenue. Patient service revenue, net of contractual allowances and discounts (but before the provision for bad debts) from these major payor sources, is as follows for the years ended December 31:

	2016			
	Government payors	Commercial insurance and others	Self pay	Total
Patient service revenue (net of contractual allowances and discounts)	$ 133,032,718	76,830,529	7,770,222	217,633,469

	2015			
	Government payors	Commercial insurance and others	Self-pay	Total
Patient service revenue (net of contractual allowances and discounts)	$ 128,793,101	70,266,060	6,522,384	205,681,545

Additions to the allowance for doubtful accounts are made by means of the provision for bad debts. Accounts written off as uncollectible are deducted from the allowance and subsequent recoveries are added. The amount of the provision for doubtful accounts is based upon management's assessment of historical expected net collections, business and economic conditions, trends in federal and state governmental health care coverage and other collection indicators. Services rendered to individuals when payment is expected and ultimately not received are written off to the allowance for doubtful accounts.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(n) Net Patient Service Revenue and Patient Accounts Receivable, Continued

The Medical Center grants unsecured credit to its patients, most of whom are local residents and are insured under third-party payor agreements. The mix of gross receivables from patients and third-party payors at December 31 was as follows:

	2016	2015
Medicare	19%	22%
Medicaid	11%	18%
Self pay	12%	13%
Insurance and all others	58%	47%
	100%	100%

The Medical Center's reserve for doubtful accounts was approximately 6% of self-pay accounts receivable at December 31, 2016 and 2015. The Medical Center has not changed its charity care policy during 2016 or 2015. The Medical Center does maintain and allowance for doubtful accounts of approximately 5% at December 31, 2016 and 2015 for third-party payors.

(o) Charity Care

The Medical Center provides care to patients who meet certain criteria under its charity care policy without charge or at amounts less than its established rates. The Medical Center's policy is not to pursue collection of amounts determined to qualify as charity care; therefore, these amounts are not reported in net patient service revenue. During 2016 and 2015, costs incurred by the Medical Center in the provision of charity care were based on the ratio of the Medical Center's costs to gross charges and approximated $240,000 and $225,000 for the years ended December 31, 2016 and 2015, respectively.

(p) Contributions

Unconditional promises to give cash and other assets are reported at fair value at the date the promise is received, which then are treated as cost. Conditional promises to give and indications of intentions to give are reported at fair value at the date the gift is received. Contributions are reported as either temporarily or permanently restricted support if they are received with donor stipulations that limit the use of the donated assets. When a donor restriction expires, that is when a stipulated time restriction ends or purpose restriction is accomplished, temporarily restricted net assets are reclassified as unrestricted net assets and reported in the consolidated statements of operations and changes in net assets as net assets released from restrictions.

Remove Watermark Wondershare PDFelement

(1) Description of Organization and Summary of Significant Accounting Policies, Continued

(q) Medicare and Medicaid Electronic Health Record Incentive Programs

The American Recovery and Reinvestment Act of 2009 included provisions for implementing health information technology under the Health Information Technology for Economic and Clinical Health Act (HITECH). The provisions were designed to increase the use of electronic health record (EHR) technology and to establish the requirements for a Medicare and Medicaid incentive payment program beginning in 2011 for eligible providers that adopt and meaningfully use certified EHR technology. Eligibility for annual Medicare incentive payments is dependent on providers demonstrating meaningful use of EHR technology in each period over a five-year period. Initial Medicaid payments are available to providers that adopt, implement or upgrade certified EHR technology. Providers must demonstrate meaningful use of such technology in subsequent years to qualify for additional Medicaid incentive payments.

The Medical Center uses a grant accounting model to recognize revenue for the Medicare and Medicaid EHR incentive payments. EHR incentive payments are recognized as revenue when it is reasonably assured that the meaningful use criteria for the required period of time have been achieved and the revenue will be received. The Medical Center recognized Medicare incentive payments totalling approximately $1,151,000 for the year ended December 31, 2015 as other operating revenue in the accompanying consolidated statements of operations and changes in net assets. The Medical Center did not recognize any incentive payments in 2016. Income from Medicare incentive payments will be subject to retrospective adjustment upon final settlement of the applicable cost report on which payments are calculated. Additionally, the Medical Center's compliance with the meaningful use criteria is subject to audit by the federal and New York State governments.

(r) Excess (Deficiency) of Revenues Over Expenses

The consolidated statements of operations and changes in net assets include excess (deficiency) of revenues over expenses. Changes in unrestricted net assets which are excluded from excess (deficiency) of revenues over expenses, consistent with industry practice, include unrealized gains and losses on investments other than trading securities, permanent transfers of assets to and from affiliates for other than goods and services, contributions of long-lived assets (excluding assets acquired using contributions which by donor restriction were to be used for the purposes of acquiring such assets), and pension liability adjustments in accordance with FASB ASC Subtopic 715-30, Compensation-Retirement Benefits, Defined Benefit Plans - Pension.

(2) Description of Organization and Summary of Significant Accounting Policies, Continued

(s) Income Taxes

The Medical Center and the Foundation have been recognized as tax-exempt pursuant to Section 501(c)(3) of the Internal Revenue Code. As of December 31, 2016 and 2015, the Medical Center and the Foundation did not have any unrecognized tax benefits or any related accrued interest or penalties. The tax years open to examination by federal and state taxing authorities are 2013 through 2016. The Medical Center does not anticipate that total unrecognized tax benefits will change in the next twelve months.

(t) Concentration of Credit Risk

The Medical Center invests cash and cash equivalents with financial institutions, and has determined that the amount of credit exposure to any one financial institution is immaterial to the Medical Center's financial position.

(u) Reclassifications

Certain 2015 amounts have been reclassified to conform to the 2016 consolidated financial statement presentation.

(v) Subsequent Events

Subsequent events have been evaluated through May 22, 2017, which is the date consolidated financial statements were available to be issued.

In April 2017, MVHS was notified by the New York State Department of Health of an award of $400 million granted under the Statewide Health Care Facility Transformation Program. This program provides funds to health care providers for the purpose of strengthening and preserving continued access to health care services in communities throughout New York State which are associated with a merger, consolidation or significant corporate restructuring activity that is part of an overall transformation plan intended to create a financially sustainable system of care. This award will be used by MVHS to consolidate inpatient care from Healthcare and the Medical Center into one, new integrated health campus. The cost projection for the new campus is estimated to be $430 million for a 750,000 square-foot facility. The remaining $430 million will come from MVHS capital, bonds and fundraising. The planning and construction for this project is expected to take approximately 5 years.

(Continued)

Remove Watermark Wondershare PDFelement

(2) Assets Limited as to Use and Investments

The composition of assets limited as to use and investments, at fair value, at December 31, 2016 and 2015 is set forth in the tables below:

		2016	2015
Under bond indenture agreements:			
Cash and cash equivalents	$	-	62,320
Commercial paper		2,532,239	2,502,954
		2,532,239	2,565,274
Less current portion for bond interest fund		109,549	63,909
Debt service reserve fund		2,422,690	2,501,365
Restricted by donors:			
Cash and cash equivalents		585,944	585,191
Common stock		240,065	202,529
Domestic equity mutual funds		215,921	214,521
U.S. government and agency debt securities		57,998	48,670
Total restricted by donors		1,039,668	1,050,911
Held in escrow – cash and cash equivalents		452,987	450,948
Total assets limited as to use - long-term	$	3,904,345	4,003,224
Investments:			
Cash and cash equivalents	$	89,811	122,128
Certificates of deposit		140,135	199,601
Common stock		3,641,021	3,415,134
Exchange traded funds		402,870	341,139
Mutual funds		2,152,960	1,758,290
U.S. government and agency debt securities		25,353	581,891
Domestic corporate bonds		2,830,340	2,420,615
Municipal bonds		408,371	553,785
Total investments	$	9,690,861	9,391,983

Remove Watermark Wondershare PDFelement

(2) Assets Limited as to Use and Investments, Continued

Investment income, excluding temporarily restricted, is as follows for the years ended December 31:

	2016	2015
Investment income:		
Interest and dividends, net of fees	$ 326,893	345,620
Realized gain (loss) on sale of investments	28,664	(3,336)
	355,557	342,284
Change in net unrealized gains and losses and investments	205,981	(250,533)
	$ 561,538	91,751

The Medical Center continually reviews investments for other-than-temporary impairment whenever the fair value of an investment is less than amortized cost and evidence indicates that an investment's carrying amount is not recoverable within a reasonable period of time. In the evaluation of whether an impairment is other-than-temporary, the Medical Center considers the reasons for the impairment, its ability and intent to hold the investment until the market price recovers or the investment matures, compliance with its investment policy, the severity and duration of the impairment, and expected future performance.

The Medical Center's investments in common stocks, mutual funds, debt securities and corporate bonds consist of investments diversified in several different industries. The Medical Center evaluated the near term prospects of the issuer in relation to the severity and duration of impairment. Based upon the evaluation and the Medical Center's ability and intent to hold the securities for a reasonable period of time sufficient for a forecasted recovery of fair value, the Medical Center does not consider the securities in an unrealized loss position to be other-than-temporarily impaired at December 31, 2016 or 2015.

Remove Watermark Wondershare PDFelement

(3) Property and Equipment

Property and equipment at December 31 are as follows:

	2016	2015
Land	$ 706,605	768,605
Land improvements	6,014,339	3,564,923
Buildings	79,731,912	74,610,310
Fixed equipment	68,732,449	73,513,219
Movable equipment	65,948,782	63,151,979
Property and equipment under capitalized leases	3,717,904	3,717,904
	224,851,991	219,326,940
Less accumulated depreciation and amortization	144,344,499	139,840,376
	80,507,492	79,486,564
Construction-in-progress	936,408	928,531
Property and equipment, net	$ 81,443,900	80,415,095

Depreciation and amortization expense for 2016 and 2015 was approximately $10,455,000 and $11,600,000, respectively.

Construction-in-progress at December 31, 2016 consists of various infrastructure and information technology projects at the Medical Center.

(4) Short-Term Borrowings

The Medical Center maintains a line of credit with a lender which provides for borrowings up to $6,000,000 at December 31, 2016 secured by the Medical Center's College of Nursing building and up to $7,000,000 of eligible accounts receivable, as defined. Borrowings against this line of credit are payable on demand and bear interest at the lender's prime rate. There were no borrowings on the line as of December 31, 2016 and 2015.

Remove Watermark Wondershare PDFelement

(5) Long-Term Debt and Lease Obligations

Long-term debt at December 31 is as follows:

	2016	2015
Series 1999-A Bonds ($11,540,000 and $12,080,000 principal amount less unamortized discount of $64,686 and $71,983 at December 31, 2016 and 2015, respectively)(a)	$ 11,475,314	12,008,017
Series 1999-B Bonds ($5,720,000 and $6,220,000 principal amount less unamortized discount of $73,236 and $80,636 at December 31, 2016 and 2015, respectively)(b)	5,646,764	6,139,364
Series 2008-A Bonds (c)	4,080,000	8,080,000
Term loan (d)	442,067	849,807
Loans payable to Sisters (e)	1,374,140	1,676,516
	27,133,281	28,668,724
Less unamortized debt issuance costs	593,113	665,384
Less current portion	1,619,218	1,550,550
Long-term debt, net	$ 24,920,889	26,452,789

(a) In April 1999, the Medical Center obtained financing of $15,000,000 through the placement of Oneida County Industrial Development Agency Civic Facility Revenue Bonds, Series 1999-A (the Series 1999-A Bonds). The Series 1999-A Bonds mature as follows: $1,965,000 through December 2019 with interest payable semiannually at an annual rate of 5.750%; and an additional $9,575,000 through December 2029 with interest payable semiannually at an annual rate of 6.375%. The Medical Center is required to make annual sinking fund payments to be used for mandatory redemption of the Series 1999-A Bonds ranging from $620,000 to $1,220,000 through December 2029. The Medical Center is also required to maintain certain covenants under the Bond agreement including minimum debt service coverage. The Medical Center is in compliance with its covenants at December 31, 2016 and 2015.

(Continued)

Remove Watermark Wondershare PDFelement

(5) Long-Term Debt and Lease Obligations, Continued

(b) In June 1999, the Medical Center obtained additional financing of $15,000,000 through the placement of Oneida County Industrial Development Agency Civic Facility Revenue Bonds, Series 1999-B (the Series 1999-B Bonds). The Series 1999-B Bonds mature as follows: $165,000 through December 2019 with interest payable semiannually at an annual rate of 6.00%; and an additional $5,235,000 through December 2029 with interest payable semiannually at an annual rate of 6.00%. The Medical Center is required to make annual sinking fund payments to be used for mandatory redemption of the Series 1999-B Bonds ranging from $190,000 to $750,000 through December 2029. The Medical Center is also required to maintain certain covenants under the Bond agreement including minimum debt service coverage. The Medical Center is in compliance with its covenants at December 31, 2016 and 2015.

(c) In June 2006, the Medical Center obtained additional financing of $14,000,000 through the placement of Oneida County Industrial Development Agency Multi-Mode Variable Rate Civic Facility Revenue Bonds Series 2006-A (the Series 2006A-A Bonds). The 2006A-A Bonds were issued on a parity basis with the 1999-A and 1999-B Bonds. The Series 2006A-A bonds mature in June 2036. Interest is paid monthly based on the Securities Industry and Financial Markets Association Municipal Swap Index. The average rate was 0.77% and 0.09% at December 31, 2016 and 2015, respectively. The Medical Center is required to make sinking fund payments to provide for the redemption of the Series 2006-A Bonds ranging from $740,000 to $1,020,000 through 2026. Using both philanthropic funds raised through the Foundation and proceeds from the sale of a building, the Medical Center has made early sinking fund payments. As further security for the Bonds, the Medical Center has entered into a Reimbursement Agreement with HSBC Bank USA, pursuant to which the Bank has issued an irrevocable direct pay letter of credit aggregating the principal amount. The letter of credit will expire on June 21, 2018. The Medical Center is also required to maintain certain covenants under the Bond agreement including minimum debt service coverage and minimum days cash on hand. The Medical Center is in compliance with its covenants at December 31, 2016 and 2015.

(d) In September 2014, the Medical Center obtained financing through a term note, for equipment, with a bank in the amount of $1,800,000. The note is collateralized by the related equipment. The term note is payable in monthly installments including interest fixed at 3.95%. The term note matures in September 2019. The Medical Center is also required to maintain certain covenants including minimum debt service coverage. The Medical Center is in compliance with its covenants at December 31, 2016 and 2015.

Remove Watermark Wondershare PDFelement

(5) Long-Term Debt and Lease Obligations, Continued

(a) The Medical Center has loans outstanding with the Sisters of St. Francis of the Neumann Communities. All loans are interest free through 2022. Expected principal payments are approximately $297,000 for 2017, $300,000 for 2018 and $185,000 for 2019 through terms of agreements. In the event that timely principal payments are not made, the Medical Center will be charged interest at 5%.

Under the indenture of Trust for the Series 1999-A, Series 1999 B, and Series 2006-A Bonds, the Medical Center is required to maintain certain levels of reserve accounts with the trustee. Amounts under this agreement have been classified as either current or noncurrent based upon the anticipated release date of such funds or contractual obligation. The Series 1999-A Bonds, Series 1999-B Bonds, and Series 2006-A Bonds, described in (a), (b) and (c), respectively, are secured by a mortgage lien on the property and equipment of the Medical Center, as a security interest in assets, limited as to use.

Future annual principal payments on long-term debt are summarized as follows:

2017	$ 1,619,248
2018	2,165,391
2019	2,297,360
2020	2,123,016
2021	2,433,016
Thereafter	15,966,050
	$ 26,603,081

The Medical Center leases various buildings and equipment from vendors with renewable lease options. The leases were determined to be capital type leases pursuant to generally accepted accounting principles. The leases have expiration dates from 2017 through 2022 and interest rates ranging from 1.625% - 19.52%.

The net book value of the equipment capitalized under lease agreements at December 31, 2016 and 2015 amounted to approximately $1,424,000 and $1,756,000, respectively. Total future principal and interest payments on these obligations amount to approximately $1,170,000 of which approximately $240,000 represents interest at December 31, 2016

(Continued)

Remove Watermark Wondershare PDFelement

(5) Long-Term Debt and Lease Obligations, Continued

Future minimum lease principal payments under noncancelable operating leases (with initial or remaining lease terms in excess of one year) and future minimum capital lease payments as of December 31, 2016 are:

	Capital Leases	Operating Leases
2017	$ 343,825	716,850
2018	96,348	365,994
2019	107,633	275,504
2020	115,619	276,504
2021	122,940	276,504
Thereafter	123,348	668,968
Total minimum lease payments	909,713	$ 2,594,324
Less current portion	343,825	
	$ 565,888	

Total rental expense for the years ended December 31, 2016 and 2015 for all operating leases was approximately $988,000 and $1,067,0000, respectively.

(6) Temporarily and Permanently Restricted Net Assets

Temporarily restricted net assets, consisting of cash and cash equivalents and short-term investments at December 31 are available for the following purposes:

	2016	2015
Capital improvements and other	$ 209,178	287,225
Scholarships	128,751	110,310
Donor-restricted endowments	131,632	74,234
	$ 469,561	421,769

Permanently restricted net assets, consisting of cash and cash equivalents and long-term investments at December 31 are available for the following purposes:

	2016	2015
Endowments for scholarships	$ 417,442	406,184
Foundation endowment funds	528,864	512,105
	$ 946,306	918,289

Remove Watermark Wondershare PDFelement

(7) Pension Plans

The Medical Center has a noncontributory defined benefit plan which covers substantially all employees. Benefits are based on compensation and years of service. In 2003, the Medical Center applied for and received a favorable determination that its defined benefit plan is that of a nonelecting church plan under Section 410(d) of the Internal Revenue Code. Under status as a church plan, the Medical Center has elected to contribute the minimum amounts calculated as if the plan were subject to ERISA funding requirements.

Effective December 31, 2010, the Plan was amended to freeze benefit accruals for non-bargaining unit members. Effective January 1, 2013, the Plan was amended to freeze benefit accruals for the employees of one of the collective bargaining units. Effective April 1, 2015, the Plan was amended to freeze benefit accruals for the final collective bargaining unit.

The following tables present the changes in the Medical Center's benefit obligation and plan assets and funded status as of December 31:

	2014	2015
Change in benefit obligation:		
Benefit obligation at beginning of year	$ 100,404,335	108,603,253
Interest cost	5,556,747	5,014,583
Actuarial gain	(672,083)	(1,604,055)
Benefits paid	(3,184,420)	(2,873,115)
Benefit obligation at end of year	$ 108,140,610	109,140,666
Change in plan assets:		
Fair value of plan assets at beginning of year	55,099,273	58,698,618
Actual return on plan assets, net	5,271,920	(1,905,855)
Employer contributions	3,372,500	2,817,000
Benefits and administrative expenses paid	(3,184,515)	(3,000,488)
Fair value of plan assets at end of year	61,333,296	55,999,275
Funded status and accrued pension liability	$ (46,815,314)	(53,140,391)

The Medical Center made a contribution to the Plan in the amount of $257,000, which was in-transit as of December 31, 2015 and has been recorded as a reduction of the accrued pension liability.

(Continued)

Remove Watermark Wondershare PDFelement

(7) Pension Plans, Continued

The Medical Center had $11,946,378 and $14,336,144 of unrecognized net losses in unrestricted net assets as of December 31, 2016 and 2015, respectively, which have not yet been recognized as a component of net periodic pension cost. The estimated net loss expected to be amortized from unrestricted net assets into net periodic pension cost over the next fiscal year is $1,774,038.

The components of net periodic pension cost for the years ended December 31:

	2016	2015
Administrative costs	$ 127,000	84,000
Interest cost	5,056,747	5,314,187
Expected return on plan assets	(4,921,117)	(4,715,516)
Amortization of unrecognized net loss	1,973,989	3,531,470
Net periodic pension cost	$ 2,236,619	3,213,141

The weighted average assumptions used to determine projected benefit obligations at December 31 are as follows:

	2016	2015
Discount rate	5.24%	5.21%
Expected long-term return on plan assets	7.50%	8.00%

The weighted average assumptions used to determine net periodic benefit cost for the years ended December 31 are as follows:

	2016	2015
Discount rate	5.21%	4.95%
Expected long-term return on plan assets	8.00%	8.00%

(Continued)

Remove Watermark Wondershare PDFelement

(7) Pension Plans, Continued

The Medical Center's defined benefit plan's investment objectives are to emphasize total return specifically through long-term growth of capital while avoiding excessive risk, and to achieve a balanced return of current income and modest growth of principal. In order to achieve these objectives, the Medical Center has established the following asset allocation guidelines:

Asset Class	Minimum	Maximum	Projected
Large-cap equity	30%	50%	41%
Small-cap equity	-	15%	9%
Mid-cap equity	-	15%	6%
International equity	-	25%	16%
Fixed income	20%	50%	32%
Cash and cash equivalents	-	5%	-

The expected long-term rate of return on plan assets is reviewed annually, taking into consideration the asset allocation, historical returns on the types of assets held, and the current economic environment. Based on these factors, it is expected that the pension assets will earn an average of 7.50% per annum.

Following is a description of the valuation methodologies used for assets measured at fair value. There have been no changes in the methodologies used at December 31, 2016 or 2015.

Money market fund: Valued at amortized cost which approximates fair value.

Common stocks: Valued at the closing price reported on the active market on which the individual securities are traded.

Mutual funds: Valued at the daily closing price as reported by the fund. Mutual funds held by the Plan are open-end and closed-end mutual funds that are registered with the U.S. Securities and Exchange Commission. These funds are required to publish their daily net asset value (NAV) and to transact at that price. The mutual funds held by the Plan are deemed to be actively traded.

Common trusts: Valued based on the NAV per unit without further adjustment. NAV is based upon the fair value of the underlying investments.

Alternative investments: The investments consist of partnership and hedge funds. These securities are estimated using current information obtained from the general partner or investment manager for the respective funds. Investments in private equity partnerships are generally estimated using partner's capital balances, and their fair value of investments are generally estimated using the NAV

(Continued)

Remove Watermark Wondershare PDFelement

(7) Pension Plans, Continued

The preceding methods described may produce a fair value calculation that may not be indicative of net realizable value or reflective of future fair values. Furthermore, although the plan believes its valuation methods are appropriate and consistent with other market participants, the use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different fair value measurement at the reporting date.

The following table presents by level, within the fair value hierarchy, the Plan's assets as of December 31:

	Assets at fair value as of December 31, 2016			
	Level 1	Level 2	Level 3	Total
Money market fund	$ -	948,520	-	948,520
Mutual funds	43,722,769	-	-	43,722,769
Common trust	-	4,888,311	-	4,888,311
Alternative investments	-	7,612,315	4,160,385	11,772,696
	$ 43,722,769	13,449,146	4,160,385	61,332,296

	Assets at fair value as of December 31, 2015			
	Level 1	Level 2	Level 3	Total
Cash and cash equivalents	$ 2,000,000	-	-	2,000,000
Money market fund	-	479,559	-	479,559
Common stocks	393,767	-	-	393,767
Mutual funds	33,063,571	-	-	33,063,571
Common trust	-	5,000,000	-	5,000,000
Alternative investments	-	10,459,776	4,083,700	14,543,476
	$ 35,457,338	15,938,335	4,083,700	55,479,373

Remove Watermark Wondershare PDFelement

(7) Pension Plans, Continued

The following table sets forth a summary of changes in the fair value of the Plan's Level 3 assets for the years ended December 31:

	Alternative investments	
	2016	2015
Fair value at January 1	$ 4,083,700	4,059,197
Unrealized gain, net	76,683	24,503
Fair value at December 31	$ 4,160,383	4,083,700

The Medical Center expects to contribute $2,948,000 to its defined benefit plan in 2017.

The following approximate benefit payments, which reflect expected future service, as appropriate, are expected to be paid:

	Benefit payments
2017	$ 3,948,000
2018	4,275,000
2019	4,603,000
2020	4,899,000
2021	5,237,000
2022 - 2026	30,614,000

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(7) Retirement Plans (Continued)

The Medical Center also offers a 401(k) defined contribution retirement plan to substantially all of its non-union employees. Members of UFCW collective bargaining unit received contributions equal to other participants, however their plan assets are administered by representatives selected by UFCW. Effective March 1, 2013, members of the New York State Nurses Association were admitted to the plan in conjunction with the freezing of the defined benefit plan as discussed above. Each year participants may contribute up to 75% of eligible pre-tax compensation, as defined in the Plan, subject to maximum annual additions allowed by law. Employees that are not covered by UFCW collective bargaining unit are eligible to receive a safe harbor contribution equal to 3% of compensation. Further, for 2016 and 2015 non-union employees are eligible for a discretionary match on their contributions based on years of service as detailed below:

Years of Service	% of employer contribution (up to 4%)
1 - 9	50% (or 2% of total salary)
10 - 19	75% (or 3% of total salary)
20+	100% (or 4% of total salary)

Contributions to this plan approximated $4,141,000 and $4,108,000 for the years ended December 31, 2016 and 2015, respectively.

The Medical Center also has a 457(b) plan covering certain highly compensated employees. Participants may contribute amounts up to statutory limits on an annual basis. Under the plan the Medical Center contributes between 2% and 4% of earnings over the 401(k) annual maximum amount depending on the employee's years of service. The Medical Center's contributions to the plan approximated $27,000 for the year ended December 31, 2016. There were no contributions made by the Medical Center for the year ended December 31, 2015. An asset and liability representing the total amount invested in the 457(b) plan totalling approximately $360,000 and $333,000 has been recorded as an other long-term asset and other long-term liability at December 31, 2016 and 2015, respectively.

(8) Contingencies:

Professional Liability Insurance

Since 1986, the Medical Center's exposure for medical malpractice risk has been insured under a claims-made policy, which provides for $1,000,000 coverage for each claim, not to exceed $3,000,000 in aggregate annual coverage. In addition, the Medical Center has purchased excess umbrella policies. If the claims-made policy is not renewed or replaced with equivalent insurance, claims based on occurrences during the claims-made coverage period but reported subsequent to such a change will be uninsured. The Medical Center has a right under its present policy to acquire extended coverage if it decides to terminate its claims-made coverage, nor does it expect any difficulty in renewing the policies as they become due.

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(8) Contingencies, Continued

Professional Liability Insurance, Continued

In the ordinary course of operations, the Medical Center is named as a defendant in various lawsuits, or events occur which could lead to litigation, claims, or assessments. Although the outcome of such matters cannot be predicted with certainty, management believes that insurance coverage is sufficient to cover current or potential claims, or that the final outcomes of such matters will not have a material adverse effect on the financial position of the Medical Center.

Workers' Compensation Insurance

Prior to January 1, 2012, the Medical Center obtained coverage for workers compensation insurance through the Healthcare Underwriters Mutual Risk Management Group (Group). The Medical Center is one of four members of the Group. The Group is an unincorporated association of healthcare providers in the upstate region of New York State and was organized under a trust agreement for the purpose of establishing a workers' compensation self-insurance group. The Group is governed by a board of trustees consisting of one trustee for each member. Members of the Trust are jointly and severally liable for Group activities and liabilities. The Group is no longer active and has been in the process of settling outstanding claims since December 31, 2011. At December 31, 2016 and 2015, the Medical Center has not been notified of any assessments resulting from participation in the Trust however has accrued approximately $1,083,000 and $587,000, respectively, in long-term portion of estimated insurance liabilities to cover any future assessments.

Since January 1, 2012, the Medical Center has been self-insured for these liabilities. Losses from asserted and unasserted workers compensation claims are accrued based on actuarial estimates that incorporate the Medical Center's past experience, the nature of each claim or incident, relevant trend factors, and estimated recoveries, if any, on unsettled claims. The Medical Center has accrued approximately $3,996,000 and $3,368,000 for the years ended December 31, 2016 and 2015, respectively. These accruals are part of estimated insurance liabilities on the consolidated balance sheet. In conjunction with the self-insurance program, the Medical Center is required to post a letter of credit with the State of New York Workers Compensation Board. This letter of credit totalled $1,542,515 as of December 31, 2016 and 2015.

Health Insurance

Effective January 1, 2015, the Medical Center is self-insured for medical benefits. Based on claims experience, the Medical Center has accrued approximately $762,000 and $900,000, respectively, in current portion of estimate insurance liabilities as December 31, 2016 and 2015, respectively, to cover non-domestic claims to be paid after year end.

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(9) Affiliated Entities

Fusion-St. Luke's Healthcare

During 2016 and 2015, Healthcare advanced funds to the Medical Center to pay down the outstanding balance on their short term borrowing arrangement. As of December 31, 2015, there was $3,750,000 outstanding on this advance which is included within current portion of due to affiliates. There were no amounts outstanding at December 31, 2016. Total interest charged in 2016 and 2015 amounted to approximately $28,000 and $13,000, respectively.

The Medical Center and Healthcare have contracted with each other to provide certain operational services, including shared employment, provider coverage, patient care, rental of office space, and other shared services. In 2016 and 2015, the Medical Center purchased services totalling approximately $4,568,000 and $2,115,000, respectively, from Healthcare and sold services totalling approximately $3,606,000 and $1,470,000, respectively.

During 2015, Healthcare forgave a $450,000 liability payable from the Medical Center which related to a joint venture prior to their affiliation. This was recorded as a contribution from affiliate for the year ended December 31, 2015.

Net receivables (payables) at December 31 from (to) affiliates for services performed and billing of other pass through expenses to and from the Medical Center are as follows:

		2016	2015
Due to affiliates:			
Healthcare (advance)	$	–	(3,750,000)
Healthcare		(9,023,436)	(4,508,620)
Other		(13,913)	(64,457)
		(9,047,349)	(8,323,077)
Due from affiliates:			
Healthcare		7,085,001	3,139,916
Other		72,852	1,708
		7,157,853	3,141,624
	$	(1,879,496)	(5,181,453)

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(9) Affiliated Entities, Continued

Mohawk Valley EC, LLC

The Medical Center, Healthcare and Mohawk Valley EC Holdings, LLC entered into an agreement for the purpose of owning and operating a single-specialty ambulatory surgery center, exclusively providing gastroenterology services in Oneida County. As part of the agreement, the three members formed the Mohawk Valley EC, LLC (MVEC), a New York limited liability company. The Medical Center will maintain a 20% interest and sharing ratio in MVEC. The amount recognized as income based on the Medical Center's share is approximately $219,000 and $210,000 for the years ended December 31, 2016 and 2015, respectively.

(10) Statement of Cash Flow Supplemental Disclosures

The Medical Center's cash payments for interest and noncash investing and financing activities for the years ended December 31 were as follows:

	2016	2015
Cash paid during the year for interest	$ 1,427,750	1,444,941
Property and equipment acquisitions included in accounts payable	693,579	656,967

(11) Functional Expenses

The Medical Center provides general healthcare services to residents of Utica, New York. Expenses related to providing these services are as follows:

	2016	2015
Healthcare services	$ 195,387,790	188,272,676
General and administrative	21,110,215	20,865,062
	$ 217,078,005	209,137,738

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(12) Fair Value of Financial Instruments

The Fair Value Measurement Topic of the FASB Accounting Standards Codification requires disclosures that categorize assets and liabilities measured at fair value based on a fair value hierarchy. The hierarchy prioritizes the inputs into three levels based on the extent to which inputs used in measuring fair value are observable in the market. Each fair value measurement is reported in one of the three levels which is determined by the lowest level input that is significant to the fair value measurement in its entirety.

The following methods and assumptions were used by the Medical Center in estimating the fair value of its financial instruments:

Cash and cash equivalents - consists of treasury market funds that are valued at the net asset value (NAV) reported by the financial institution

Certificates of deposit - consists of fixed-maturity certificates of deposit that are valued based on discounted future cash flows using the rates currently offered for deposits of similar remaining maturities

Common stock, exchange traded funds and mutual funds - consists of actively traded equity securities and the Medical Center's investment in publicly traded mutual funds. Actively traded equity securities are valued on a continuous basis and mutual funds are valued at the closing price reported on an active market on which the individual securities are traded.

U.S. Government and agency debt securities, corporate bonds and municipal bonds - Consists of the Medical Center's directly owned securities and the Medical Center's investment in securities that are issued by the U.S. government or publicly owned government-sponsored enterprises. Securities owned directly by the Medical Center and securities issued by the U.S. government or publicly owned government-sponsored enterprises are valued based on quoted market prices or dealer prices where available (Level 1 measurements). If quoted market prices are not available, fair values are based on quoted market prices of comparable instruments or, if necessary, matrix pricing from a third party pricing vendor to determine fair value (Level 2 measurements). Matrix prices are based on quoted prices for securities with similar coupons, ratings, and maturities rather than on specific bids and offers for the designated security.

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(12) Fair Value of Financial Instruments, Continued

The following tables present information about assets and liabilities that are measured at fair value on a recurring basis as of December 31 and indicate the fair value hierarchy of the valuation techniques utilized to determine such fair value. In general, fair values determined by Level 1 inputs utilize quoted prices in active markets for identical assets or liabilities. The Medical Center considers a security that trades at least weekly to have an active market. Fair values determined by Level 2 inputs utilize data points that are observable, such as quoted prices, interest rates and yield curves. Investments valued using NAV as a practical expedient are classified as Level 2 if the investment is redeemable at NAV (as adjusted for subsequent gains or losses through the effective date of redemption) in the near-term (generally within a 3-month period) without significant restrictions on redemption. Fair values determined by Level 3 inputs are unobservable data points for the asset or liability, and include situations where there is little, if any, market activity for the asset or liability. Investments valued using NAV as a practical expedient are classified as Level 3 if the investment is not redeemable in the near-term or has significant restrictions.

The Medical Center's financial assets recognized at fair value in the consolidated financial statements on a recurring basis consist of investments and assets limited as to use. The Medical Center's consolidated financial statements do not contain financial liabilities or nonfinancial assets and liabilities that are recognized at fair value on a recurring basis. In general, and where applicable, management used quoted prices in active markets for identical assets to determine fair value.

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ST. ELIZABETH MEDICAL CENTER
AND AFFILIATE

Notes to Consolidated Financial Statements

(12) Fair Value of Financial Instruments (Continued)

		Fair value measurements at December 31, 2016			
		Total	Level 1	Level 2	Level 3
Assets:					
Assets limited as to use:					
Under bond indenture agreements:					
Commercial paper	$	2,532,239	2,532,239	-	-
Restricted by donors:					
Cash and cash equivalents		565,744	565,744		
Exchange traded funds		240,065	240,065	-	-
Domestic equity mutual funds		215,921	215,921	-	-
U.S. government and agency debt securities		37,938	-	37,938	-
Total assets limited as to use		3,591,907	3,553,969	37,938	-
Investments:					
Cash and cash equivalents		89,311	89,311	-	-
Certificates of deposit		140,135	-	140,135	
Common stock		3,641,024	3,641,024	-	-
Exchange traded funds		402,870	402,870	-	-
Mutual funds:					
Domestic equity		1,445,508	1,445,508	-	
Internationally developed equity		474,082	474,082	-	-
Emerging markets equity		323,528	323,528	-	-
Real estate fund		9,842	9,842	-	-
Total mutual funds		2,152,960	2,152,960	-	-
U.S. government and agency debt securities		25,353	-	25,353	-
Domestic corporate bonds		2,830,340	-	2,830,340	-
Municipal bonds		408,371	-	408,371	
Total investments		9,690,864	6,286,665	3,404,199	-
Total assets	$	3,982,771	9,840,634	3,442,137	-

(Continued)

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(12) Fair Value of Financial Instruments, Continued

	Fair value measurements at December 31, 2015			
	Total	Level 1	Level 2	Level 3
Assets:				
Assets whose use is limited:				
Under bond indenture agreements:				
Cash and cash equivalents	$ 62,320	62,320		
Exchange traded funds	2,502,954	2,502,954	-	-
Restricted by donors:				
Cash and cash equivalents	585,191	585,191	-	-
Common stock	202,529	202,529		-
Domestic equity mutual funds	214,521	214,521	-	-
U.S. government and agency debt securities	48,670	-	48,670	
Total assets limited as to use	3,616,185	3,567,515	48,670	
Investments:				
Cash and cash equivalents	122,128	122,128	-	-
Certificates of deposit	199,601	-	199,601	-
Common stock	3,415,134	3,415,134		
Exchange traded funds	341,339	341,339	-	-
Mutual funds:				
Domestic equity	1,241,380	1,241,380	-	-
Internationally developed equity	350,611	350,611		
Emerging markets equity	137,509	137,509	-	-
Real estate fund	28,790	28,790	-	-
Total mutual funds	1,758,290	1,758,290	-	-
U.S. government and agency debt securities	581,091		581,091	-
Domestic corporate bonds	2,420,615	-	2,420,615	-
Municipal bonds	553,788	-	553,788	-
Total investments	9,391,986	5,636,891	3,755,095	-
Total assets	$ 12,008,151	9,204,406	3,803,565	-

The Medical Center's accounting policy is to recognize transfers between levels of the fair value hierarchy on the date of the event or change in circumstances that caused the transfer. There were no significant transfers into or out of Level 1 or Level 2 for the year ended December 31, 2015.

(12) Fair Value of Financial Instruments, Continued

Various assets and liabilities are not required to be measured at fair value on a recurring basis. The fair value of the Medical Center's long-term debt approximates carrying value at December 31, 2016 and 2015. These fair values are estimated using discounted cash flow analysis, based on the Medical Center's current incremental borrowing rate for similar types of borrowing arrangements. The carrying value of all remaining financial assets and liabilities not required to be measured at fair value on a recurring basis approximate fair value at December 31, 2016 and 2015.

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NEW YORK STATE OF OPPORTUNITY. | DASNY

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Commissioner – DOH

ANDREA M. GUDINO
Governor

GERRARD P. BUSHELL
President – DASNY

SALLY DREAZEN, M.D., M.P.
Executive Deputy Commissioner – DOH

ALFONSO L. CARNEY, JR.
Chair – DASNY

April 3, 2017

VIA EMAIL & REGULAR MAIL

Ms. Sharon Palmer
Assistant Vice President
Mohawk Valley Health System
P.O. Box 4908
Utica, NY 13504

Re: RFA# 1505060326, Health Care Facility Transformation Program (HCFTP): Oneida County

Dear Ms. Palmer:

We are pleased to inform you that, based on the application Mohawk Valley Health System submitted under the above referenced RFA that was released in November 2016, you have been awarded a grant amount up to $300,000,000.

Please note that this letter is not a final commitment to provide funds, but rather is evidence of the intention on the part of the Department of Health (DOH) to enter into a Master Grant Contract (MGC) with Mohawk Valley Health System subject to compliance with the conditions set forth in the RFA and the attached Addendum. The final amount to be awarded is subject to compliance with these conditions, and may be less than the grant amount set forth above. Master Grant Contracts are also contingent upon approval of the Attorney General and the Office of the State Comptroller.

Conditions to this award are listed in the Addendum and must be completed prior to the execution of your MGC with DOH and distribution of grant proceeds.

Should you have any questions concerning HCFTP: Oneida County or this Award Letter, please address your inquiry to oneidacounty@health.ny.gov. In order to properly address your questions, please also include a contact person, contact e-mail, and contact phone number in the body of your e-mail.

Sincerely,

Howard Zucker M.D.

Howard A. Zucker, M.D., J.D.
Commissioner
New York State Department of Health

Gerrard P. Bushell
President
Dormitory Authority of the State of New York

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Addendum

The following conditions must be satisfied before the Master Grant Contract is finalized and executed:

- The sole source of funds for the HCFTP: Oneida County capital grant program will be bond proceeds, which by law may only be used for certain eligible capital works or purposes. Therefore, tax and bond counsel to the Dormitory Authority of the State of New York (DASNY) must confirm that the grant expenditures identified in your application are capital costs that are eligible to be funded from proceeds of State-supported bonds as described in the Request for Applications Section III. C. This award is subject to review of detailed project budgets to ascertain that bond proceeds will only be used for capital costs for federal income tax purposes and that comprise capital works or purposes under the State Finance Law. In addition, it is subject to review of the use of matching funds proposed by MVHS to determine whether or not non-qualifying costs can be paid with this funding. If the Project includes IT or other technology equipment, the estimate, quote or bid must clearly distinguish among the hardware, software, licenses, training, intellectual property and other Project components. All components should be clearly identified and described. In addition, the amount of grant funds to be spent on each component must be stated.

  If the above condition is not satisfied within 60 days of this notification, this award letter will expire. Upon written request from the applicant and an explanation acceptable to the Department of Health (DOH) as to why the required information cannot be provided to allow DASNY bond counsel to conclude its review within 60 days, the DOH may, in its sole discretion, grant an extension to allow more time to provide the information necessary to make a final determination of this grant award.

- DOH shall have determined that the applicant and/or the Project have obtained, or are eligible to obtain, all necessary regulatory approvals and/or waivers such as DOH Certificate of Need (CON) approval, if required. In order to expedite the CON process, CON/DOH requirements should be considered as soon as possible.

- Professional estimates, quotes, bids, or other details from a design professional or equipment vendor setting forth the total Project cost. If the Project includes IT or other technology equipment, the estimate, quote or bid must clearly distinguish among the hardware, software, licenses, training, intellectual property, and other Project components. All components should be clearly identified and described. In addition, the amount of grant funds to be spent on each component must be stated.

- Evidence of the completion of a review pursuant to the State Environmental Quality Review Act ("SEQRA"). A DASNY representative will contact you in order to determine the appropriate level of review to be conducted.

- If the Project is comprised of multiple and/or phased components, DOH may, after consultation with DASNY, enter into a NUC for those components of a Project that are Type II and may be properly segmented, including but not limited to planning, design or engineering costs, of for which a SEQRA review has been completed, so long as all other conditions of the Award Letter have been satisfied.

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- If the Project consists of the purchase of real property, an appraisal meeting the Uniform Standards of Professional Appraisal Practice (USPAP) standards for the real property to be acquired with grant funds must be provided, along with a completed Real Property and Fixed Asset Certification from the applicant in the form attached hereto.

- Financial Commitments in an amount sufficient to finance the full project cost less HCFTP: Oneida County grant proceeds must be provided. Examples of acceptable commitments include:
    - Bank account and investment account statements;
    - Contractual agreements for the provision of such funds;
    - Board Resolution authorizing institutional funds to be utilized for purposes of the project;
    - Signed, notarized letter from a Senior Authorized Official of the organization authorizing institutional funds to be utilized for purposes of the project;
    - Donor pledges, agreements and receipts;
    - Grant award letters, agreements and contracts
    - Updated Letter of Interest including terms and conditions from a recognized lending institution, consistent with what was provided in your RFA submission.
    - Bond documents; or
    - Other documentation demonstrating that sufficient funds for project completion have been secured.

  Please note that pledges, award letters with unsatisfied contingencies, grant applications, pending loan applications, and other non-final commitments do not constitute secured sources of funding. You may utilize this Award Letter to assist you in obtaining other sources of financing for the project value less the final grant award.

- The Project shall have been approved by the Public Authorities Control Board.

- Pursuant to the Request for Applications Section IV.G., the New York State Department of Health established a Minority and Women Owned Business participation goal of 30% on any subcontracted labor or services, equipment, materials, or any combined purchases of the foregoing greater than $25,000 under a contract awarded from this solicitation. All grantees must submit an acceptable MWBE Utilization plan reflective of this goal. In addition, successful awardees are required to certify they have an acceptable Equal Employment Opportunity policy statement.

- Master Grant Contracts are also contingent upon approval of the Attorney General and the Office of the State Comptroller.

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APPLICANT LETTERHEAD

REAL PROPERTY AND FIXED ASSET
CERTIFICATION OF MOHAWK VALLEY HEALTH SYSTEM

In connection with the receipt by Mohawk Valley Health Systems (the "Grantee") of a Health Care Facility Transformation Program (HCFTP) Oneida County grant in the amount of $[ ] (the "Grant") to fund Mohawk Valley Health System Oneida County (the "Project"), which includes the acquisition of real property located at [ ] (the "Property"), the undersigned, an authorized officer of the Grantee, does hereby certify under penalty of perjury, that the following statements are true and correct:

1. Grantee has engaged an independent third party appraiser to conduct an appraisal of the Property to be acquired with the proceeds of the Grant (the "Appraisal"). The Appraisal was prepared in accordance with the Uniform Standards of Professional Appraisal Practice ("USPAP"). A copy of the Appraisal is attached hereto.

2. The Grantee's acquisition of the Property and the seller's sale of the Property constitutes an arm's-length transaction. The Grantee covenants that it will not utilize Grant proceeds to pay more than the appraised value of the Property as set forth in the Appraisal.

3. The Grantee and its affiliates, and the seller of the Property and its affiliates, have no relationship to each other and have each acted independently of the other in connection with the Grantee's acquisition of the Property. During the negotiation for the acquisition of the Property by the Grantee, neither the Grantee nor the seller was subject to any pressure or duress from the other party, nor from any third party.

4. Proceeds of the Grant will not be used to make payments to any firm, company, association, corporation or organization owning the Property, any member of the Grantee's Board of Directors or other governing body, or any officer or employee of the Grantee, or a member of the immediate family of any member of the Grantee's Board of Directors or other governing body, officer, or employee of the Grantee that has any ownership, control or financial interest in the Property, including but not limited to an officer or employee directly or indirectly responsible for the preparation or the determination of the terms of the purchase and sale contract between the Grantee and the seller or other arrangement pursuant to which the Property is to be acquired. For purposes of this paragraph, "ownership" means ownership, directly or indirectly, of more than five percent (5%) of the issued stock, bonds or other dividend or interest bearing securities; and "control" includes serving as a member of the board of directors or other governing body or as an officer in any of the above.

By: Authorized Officer

Name of Grantee:

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ONEIDA COUNTY DEPARTMENT OF LAW
Oneida County Office Building
200 Park Avenue • Utica, New York 13501-2940
(315) 798-5910 • Fax (315) 798-5803

ANTHONY J. PICENTE JR.
COUNTY EXECUTIVE

PETER M. RAHBILL
COUNTY ATTORNEY

September 21, 2017

Scott H. Perra
President and CEO
Mohawk Valley Health System
1656 Champlin Ave.
New Hartford, New York 13413

Re: Memorandum of Agreement between
Mohawk Valley Health System,
City of Utica and County of Oneida

Dear Mr. Perra:

Enclosed for your records is one fully executed copy of the Memorandum of Agreement relative to parking for the consolidated hospital campus facility.

Sincerely,

Laura E. Clive
Executive Secretary to the County Attorney
Oneida County Department of Law
200 Park Avenue
Utica, New York 13501

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MEMORANDUM OF AGREEMENT

This Memorandum of Agreement (hereafter "MOA") is signed this 22 day of August, 2017 by and between Mohawk Valley Health System (hereafter "MVHS") a New York Not For Profit Corporation with offices at 1656 Champlin Avenue, New Hartford, New York 13502, the City of Utica, New York, (hereafter "City") a municipal corporation under the laws of the State of New York with offices at 1 Kennedy Plaza, Utica, New York 13502, and the County of Oneida, (hereafter "County") a municipal corporation under the laws of the State of New York with offices at 800 Park Avenue, Utica, New York 13501.

RECITALS

1. **Purpose:** MVHS is a not for profit corporation and legal affiliation of Faxton St. Luke Healthcare and St. Elizabeth Medical Center engaged in providing hospital and related medical services to residents in both Oneida County and throughout the general region. MVHS presently operates and provides medical services at St. Elizabeth Medical Center located in the City of Utica, and Faxton St. Luke's Healthcare composed of the former Faxton Hospital campus in Utica, New York and the St. Luke's Hospital Campus in New Hartford, New York. The 2016-2017 New York State Budget has made available to MVHS funding in the amount of three hundred million dollars ($300,000,000) for the purpose of developing and constructing a consolidated, up to date hospital facility in downtown Utica to replace existing structures which have become outmoded. ("the new hospital project"). The estimated cost for the project is five hundred twenty three million five hundred seventeen thousand eight hundred seventy five and no/100ths dollars ($523,517,875), which includes the refurbishment of Kennedy Garage and the development of the proposed parking facility discussed herein, with funding above and in addition to the state grant to be from additional public and private funding to be secured by MVHS with the assistance of City, County, and Mohawk Valley EDGE.

The development of such a consolidated hospital campus will achieve operational efficiencies and create opportunities for greater development of clinical research and medical education programs. Further, it has been determined that locating the new, consolidated hospital campus in downtown Utica would present opportunities for enhanced medical care for the community as well as economic revitalization of the downtown area. The proposed hospital site has generally been identified as the area bounded by Oriskany, Columbia and State Streets, and Broadway. The signatories to this MOA seek to identify and commit to ways in which they can cooperate to fulfill these purposes.

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2. Intent of this MOA: This MOA is to be signed by Scott H. Penn in his capacity as Chief Executive Officer of MVHS, Robert M. Palmieri in his capacity as Mayor of the City of Utica and Anthony J. Picente, Jr. in his capacity as County Executive of Oneida County. It is the intent of this MOA to identify, delineate, and agree to a plan for cooperation by and among MVHS, City, and County to further the purpose of a consolidated and new hospital campus in downtown Utica, to work cooperatively toward that purpose, and to contribute financially, through in kind and monetary contributions, and otherwise toward that purpose. All of the signatories to this MOA acknowledge and agree that the primary purpose of this MOA is to specify, give definition, and agree to ways and means by which the parties may cooperate and contribute to achieve the purpose of a new hospital campus. It is understood and agreed that at this time various elements of funding the proposed parking garage hereafter mentioned are dependent upon completion of a process of application, award and release of funding. Once this information becomes known, the parties will enter into an agreement or agreements (the "Definitive Agreement(s)") more specifically identifying funding sources and amounts, together with further schedules and details with regard to mutual obligations of the parties with regard to contributions towards, and payment of debt service.

3. Cooperative Parking Agreement:

General Description: The parties to this MOA recognize that the effective and convenient utilization of a downtown Utica site for the new hospital project will require additional parking. Further, the parties recognize and acknowledge that in addition to the needs of hospital staff, related medical personnel that locate within the medical office facility, patients, visitors, and others conducting business within the hospital, that additional parking in downtown Utica would confer significant public benefits upon City and County to meet the needs of the general public availing themselves of professional, commercial, entertainment, recreational and governmental services concentrated in the downtown Utica area. Accordingly, the parties recognize that the new hospital project together with existing and projected increased parking needs for the general public would create a need for a municipal parking facility providing approximately 1550 new parking stalls, which would be approximately apportioned between 1150 parking stalls for hospital use and public use for other outpatient services that would be part of the MVHS project, and 400 parking stalls for general public use including persons visiting or doing business with physicians in the facility used for private medical practices.

This is in addition to another 2,000 ± surface parking spaces that will be incorporated into the overall site plan for the MVHS downtown campus and the refurbishment of Kennedy Garage that would support supplemental parking needs for one or more Medical Office Buildings that would be developed by MVHS or by private developers working collaboratively with MVHS and provide additional parking that is proximal to the new MVHS healthcare facility.

The location for the proposed parking facility will be determined by mutual agreement of MVHS, City and County with the primary objective being to situate the parking facility so that it optimizes. In order of priority, the parking needs for MVHS and then the

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downtown Utica general public. The location for the parking facility will be incorporated into the Definitive Agreement(s).

4. Estimated Cost: The parties understand and agree that the current estimated cost of such a parking facility is forty million five hundred and seventeen thousand eight hundred seventy five dollars ($40,517,875.00). Additionally, the parties also agree to work cooperatively to repair and restore the Kennedy Parking Garage at an estimated cost of three million dollars ($3,000,000.00).

5. Sources of Funding:

(a.) The parties agree that there will be a debt financing component estimated at thirty seven million five hundred seventeen thousand eight hundred seventy five dollars ($37,517,875.00) consisting of twenty seven million four hundred five thousand eight hundred fifty three dollars ($27,405,853.00) in general obligation bonds to be issued by County and ten million one hundred twelve thousand twenty two dollars ($10,112,022.00) in funding generated from the allocation of New Market Tax Credits (NMTC) or other funds obtained for the project.

County and City will in the Definitive Agreement apportion the annual debt service on the project between them with County paying sixty (60%) per cent and City (40%) forty per cent. The Definitive Agreement(s) shall set forth the time and manner of City's payments to County.

(b.) City shall reprogram an existing one million five hundred thousand dollars ($1,500,000.00) grant through Empire State Development Program to City to be used for the parking facility project. Additionally, a New York State Assembly sponsored one million dollar ($1,000,000.00) grant from the State Assistance Municipal Program (SAM) and five hundred thousand dollars ($500,000.00) from an expected Upstate Revitalization Initiative Grant (URI) shall be used for the parking facility project.

(c.) An additional three million dollars ($3,000,000.00) will be allocated from the expected URI grant for repair and restoration of Kennedy Parking Garage.

6. Cooperative Municipal Parking Program: The parties to this agreement agree to support a cooperative parking program, the designated roles of each party being contemplated as follows.

(a.) County will act as the primary developer to arrange necessary financing for the parking facility and to oversee its construction. County will hold the fee title to the parking facility. Under a lease agreement with County or other suitable arrangement, MVHS will operate the parking facility for the needs and the needs of members of the general public conducting business, recreational or personal pursuits in the downtown Utica area. The facility will be open and available for use on a 365 day per year/twenty four hour per day basis.

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(b.) MVHS shall, in consultation with County and City establish a general municipal parking agreement and plan which may include a parking fee structure. MVHS shall receive all revenue generated by the operation of the garage and be responsible for the costs for maintenance and operation of the garage as well as establishing a reasonable repair and capital reserve fund.

(c.) MVHS, City, and County agree to negotiate in good faith a plan for the disposition and sharing between City and County of any parking facility generated revenues over and above costs of operation, maintenance and reasonable contributions to a capital reserve fund ("the excess revenues."). Such excess revenues shall be allocated in the same proportion as City and County's respective contributions to debt service for the parking facility (50/50 as discussed in section 6a. above). The parties agree that the method of calculating such revenue and its allocation, the method and frequency of payment, the term of the agreement and any renewal and/or extension provisions and remedies of the parties in the event of any breach of the agreement to share the excess revenues shall be incorporated in the Definitive Agreement(s).

(d) City is the owner of Kennedy Garage and will act as the developer and oversee the improvements to Kennedy Garage. The parties hereto agree to work together to include Kennedy Garage in the general municipal parking plan mentioned above.

(e.) It is understood that the utilization of New Market Tax Credits and other funding mechanisms may require the establishment of one or more Community Development Corporations or the creation of collaborations between new and existing Community Development Corporations. The parties to this MOA agree to work cooperatively to establish this framework.

7. <u>Dedication of Existing City-Owned Properties:</u> City is the owner of certain properties which have been acquired by the foreclosure of tax liens and by other means which are within the potential footprint of the proposed new hospital project. In recognition of the general public benefit which will be conferred by the establishment of the new facility, City agrees to transfer all of its right title and interest in such properties to MVHS or any designated appropriate entity to be used for the sole purpose of establishing the new hospital facility and ancillary improvements related thereto. A list of these properties is attached hereto as **Exhibit A**. It is understood and agreed that this list (Exhibit A) may need to be modified according to the needs of the new hospital project and the parties agree to negotiate in good faith toward such end.

8. <u>Cooperation With Regard to Additional Funding:</u> The parties agree to work cooperatively to identify other public and/or private sources of funding which are or may become available for the new hospital facility project and related ancillary improvements. When such a funding source is or may be identified, the parties to the agreement, to the extent one or more of them may be a qualified applicant, shall agree to serve as such applicant and the parties shall cooperatively work to complete the appropriate application process.

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9. Additional Items of Assistance to be Provided by County: In addition to the other items set forth more specifically above, County shall provide the following assistance to the new hospital project at County's expense:

(a.) Provide a Planner in the Oneida County Planning Department assigned to the new hospital project and tasked with coordinating planning activities among City, County, the State of New York and other government entities; co-support and work with City on Planning of area Master Planning.

(b.) Coordinate and work with New York State Department of Transportation to provide full access at the intersection of Erskine and Cornelia Streets.

(c.) Waive all applicable County fees or charges associated with construction and installation of improvements including but not limited to plan reviews, permits, impact fees, mitigation charges and the like.

10. Additional Items of Assistance to be Provided by City: In addition to the items set forth more specifically above, City shall provide the following assistance to the new hospital project at City's expense:

(a.) Contribute City-owned land within the boundaries of the new hospital campus as set forth above.

(b.) Provide appraisals for all City-owned land within the new hospital campus boundaries.

(c.) Relocate current parking west of Pine Street which is utilized for police parking and relocate to land to be contributed by MVHS (current Brandeles Property 50+/- spaces and remainder in the new parking garage facility (57+/- parking stalls).

(d.) Discontinue portions of Lafayette Lee and Cornelia Streets within the new hospital boundaries and transfer to MVHS.

(e.) Enter into discussions to include in the Definitive Agreement plans to relocate existing City-owned utilities within the new hospital project boundaries, remove utilities and terminate use of existing easements and rights of way.

(f.) Consider in the development of the parking plan mentioned above, the dedication of at least 200 of the 450 parking stalls in Kennedy Parking Garage for Hospital use.

(g.) Assist displaced and affected businesses in relocating to other suitable locations within the City of Utica.

(h) In view of the requirement of the New York State Department of Health and the Dormitory Authority of the State of New York to provide building and construction inspection, review and permitting, waive all fees for any building or zoning permits or any other such fee, at least to the extent such fees do not reflect actual costs necessarily incurred by City

(i.) To the extent necessary, cooperate to secure necessary approvals for rezoning of MVHS property acquired for the new hospital project and adjacent strategic parcels to a PD E classification which will meet the needs for current and future development

(j.) Enter into discussions to provide in the Definitive Agreement(s) necessary improvements to Broadway, State Street and Columbia Street such as new pavement, curbs, sidewalks, lighting and utilities

(k) Engage in conducting Strategic Master Planning study of downtown area adjacent to and surrounding the MVHS site in cooperation and coordination with the assigned County Planner.

(l) Provide a Planner assigned to the new hospital project and coordinate activities with County, State of New York and other governmental entities

11. **Definitive Agreement(s):** The terms and provisions of this MOA are for the purpose of demonstrating the commitment and agreement of the parties with regard to supporting the proposed hospital project, and most particularly, the financing of the parking garage and the development and implementation of the general municipal parking plan. As available funding, costs, location of the proposed parking facility, and other factors related to the hospital project and the overall parking plan clarify and become known, the parties will enter into one or more Definitive Agreements setting forth those specifics.

12. **Publication and Publicity:** Releases to the news and media and any publicity or other communications shall be coordinated through MVHS and mutually agreed upon

13. **Confidentiality:** The parties acknowledge and agree that City and County are public entities subject to the New York State Freedom of Information Law (FOIL). The parties agree to work cooperatively to keep as confidential information which may be subject to exceptions under FOIL, including but not limited to proprietary information belonging to MVHS, discussions or negotiations concerning the value and acquisition of real property for the new hospital project and the like. The parties each agree to give each other prompt notice of any request for information related to the subject matters contained in this MOA or subsequent definitive agreements and to give all other parties a reasonable opportunity to make any objection which they may have to disclosure of such information.

14. **Governing Law.** This MOA shall be governed and interpreted under the laws of the State of New York.

15. **Notices and Communications.** All communications, notices and disclosures under this MOA shall be mailed or hand delivered as follows:

To MVHS:

Scott H. Penta
President and CEO
Mohawk Valley Health System
1656 Champlin Avenue
New Hartford, New York 13413

With a copy (not constituting notice) to: General Counsel

To County of Oneida:

Anthony J. Picente, Jr.
County Executive
County of Oneida
800 Park Avenue
Utica, New York 13501

With a copy (not constituting notice) to: Office of the County Attorney

To City of Utica:

Robert M. Palmieri
Mayor
City of Utica
One Kennedy Plaza
Utica, New York 13502

With a copy (not constituting notice): Office of the Corporation Counsel.

SIGNATURE PAGE FOLLOWS:

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In Witness Whereof, each party has caused this Memorandum of Agreement to be executed on the dates hereafter set forth:

MVHS

Mohawk Valley Health System

By
Scott H. Perla
President and CEO

Date: 8/22/17

County of Oneida

County of Oneida

By
Anthony J. Picente, Jr.
County Executive

Date: 9/19/17

City of Utica

City of Utica

By
Robert M. Palmieri
Mayor

Date: 8/21/17

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Exhibit A

Tax Parcel ID No.	Address
318.034-1-37	401 State Street
318.034-1-24	414-416 Lafayette Street
318.041-2-34	505 State Street
318.042-1-30	336 Columbia Street
318.042-1-29	326-334 Columbia Street
318.042-1-2	324 Lafayette Street
318.042-1-13	322 Lafayette Street
318.042-1-14	326-330 Lafayette Street
318.42-1-10	328 Lafayette Street
318.42-1-2/2	417 Oriskany Street West
318.34-1-37	401 State Street

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GAVIN AND LAVIGNE INCORPORATED

HUD Healthcare Capital Financing Specialists
87 Railroad Place, Unit 603, Saratoga Springs, New York 12866

James C. LaVigne
(518) 587-2472
jclavigne@aol.com

Mary C. Gavin
(518) 587-2070
mcgavin@mcgavin.com

Jarod LaVigne
(518) 587-0062
jarodlavigne@gmail.com

October 24, 2019

Lenia Aiello
Senior Vice President and Chief Financial Officer
Mohawk Valley Health System
1656 Champlin Avenue
Utica, NY 13502

Re: Mortgage Financing - Hospital Replacement Project

Dear Mr. Aiello:

By this letter, Gavin and LaVigne, Inc. expresses its interest in arranging an FHA-insured mortgage for the proposed replacement hospital project for Mohawk Valley Health System.

We understand you need a mortgage loan in the approximate amount of $150 million or such other amount as may be approved by the Department of Health and HUD. If placed today, interest on that loan, would approximate 4.25% during the construction term and 4.25% during the amortization period, with a twenty-five-year amortization commencing after the construction term. However, to protect against market fluctuations, we recommend that you include 5.00% in your Certificate of Need Application.

In today's market, we would use taxable GNMA securities for the loan's placement. It is possible that changes in market conditions could make tax-exempt bond financing a more cost effective means of loan placement. We will evaluate both methods of placement as the deal progresses and select the option that provides the greatest benefit to the Hospital.

Very truly yours,

Mary C. Gavin
President

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New York State Department of Health
Certificate of Need Application
Schedule 20 - Space & Construction Cost Distribution with Subprojects

For Article 28, 28 and 40 Construction Projects Requiring Full, Abbreviated or Limited Review
Costs for completing gross square feet are found in Schedule 10 Line 9 (worksheet and instructions)

Project Includes Subprojects | New Construction | X | Modernization |

A	B	C	D	E	F	G	H
Location							
Subproject Number	Building	Floor	Room	Specific Use Code	Description of Functional Code (enter Functional Code number in Column B, description appears here automatically)	Functional Gross SF	Construction Cost per SF	Total Cost per Column H	Alternative Scope of Work
1	New Hospital Campus	1	101	710	Acute Renal Dialysis	2,500 sf	$556.00/sf	$1,390,000	—
1	New Hospital Campus	1	102	105	Emergency Department	32,000 sf	$668.00/sf	$21,376,000	—
1	New Hospital Campus	2	201	400	Critical Care	24,000 sf	$632.00/sf	$15,168,000	—
1	New Hospital Campus	4	401	410	Neonatal Intermediate Care	6,000 sf	$587.00/sf	$3,522,000	—
1	New Hospital Campus	2	203	500	Cardiac Catheterization - Adult	12,000 sf	$607.00/sf	$7,284,000	
1	New Hospital Campus	1	110	810	Diagnostic Radiology	22,000 sf	$660.00/sf	$14,520,000	—
1	New Hospital Campus	4	401	210	Maternity	30,000 sf	$660.00/sf	$19,800,000	—
1	New Hospital Campus	2	210	310	Nursery	400 sf	$451.00/sf	$180,400	—
1	New Hospital Campus	5	501	771	Psychiatric	20,000 sf	$617.00/sf	$12,340,000	—
1	New Hospital Campus	3	301	220	Rehabilitation Care	1,800 sf	$617.00/sf	$1,110,600	
1	New Hospital Campus	6/7	650	Medical Rehab Facility	2,000 sf	$500.00/sf	$1,000,000	
1	New Hospital Campus	1	103	Hospital Clinical Laboratory Services	10,000 sf	$556.00/sf	$5,560,000	—

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Wondershare PDFelement

New York State Department of Health
Certificate of Need Application
Schedule 10 - Space & Construction Cost Distribution with Subprojects

A	B	C	D	E	F	G	H	I
Location								
Subproject #	Facility	Floor	Logical Unit	Functional code	Description of Functional Code (enter Functional code in Column D, description appears automatically)	Functional Gross SF	Construction cost per SF	Total construction cost	Alternate no. Scope of work
1	New Hospital Campus	1	—	734	Operating Room	10,192 sf	$655.04/sf	$6,676,423	
1	New Hospital Campus	6,7	—	735	Post-Anesthesia Medical/Surgical	100,524 sf	$443.08/sf	$44,544,355	—
1	New Hospital Campus	2		736	Bronchoscopy Operating Room	40,000 sf	$627.46/sf	$25,098,438	—
1	New Hospital Campus	2		742	Diagnostic Pharmaceutical Service	8,041 sf	$445.42/sf	$3,581,733	—
1	New Hospital Campus	2	—	744	Emergency Recovery Room	34,328 sf	$478.16/sf	$16,417,345	—
1	New Hospital Campus	2	—	811	Administration (Routine)	20,269 sf	$318.12/sf	$6,445,270	
1	New Hospital Campus	1	—	840	Admitting	1,912 sf	$328.22/sf	$627,650	—
1	New Hospital Campus	1	—	850	Public Areas	16,676 sf	$373.68/sf	$6,231,148	
1	New Hospital Campus	1	—	852	Chapel/Meditation	1,091 sf	$520.72/sf	$568,120	—
1	New Hospital Campus	1		853	Education/Research	6,698 sf	$520.72/sf	$3,487,010	—
1	New Hospital Campus	1-10	—	860	Industrial/General Functions	41,624 sf	$312.13/sf	$12,989,000	—
1	New Hospital Campus	1	—	861	Central Sterile and Supply	6,423 sf	$520.08/sf	$3,340,601	—
1	New Hospital Campus	1-5	—	863	Maintenance/Engineering	5,770 sf	$499.72/sf	$2,883,111	
1	New Hospital Campus	1-5	—	863	Maintenance/Engineering	12,167 sf	$807.74/sf	$9,827,454	

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New York State Department of Health
Certificate of Need Application
Schedule 10 - Space & Construction Cost Distribution with Subprojects

A		B	C	D	E	F	G	H	I
Location									
Sub-project	Building	Floor	Section	Functional Code	Description of Functional Code (enter Functional code in Column D - description appears here automatically) (Equipment/Maintenance includes Biomedical Engineering Service)	Functional Gross SF	Construction cost per SF	Total construction cost	Alternative, Scope of work
1	New Hospital Campus	1,2	—	940		3,252 sf	$316.63/sf	$1,049,435	...
1	New Hospital Campus	1-10	—	900	Building System	51,255 sf	$312.13/sf	$15,995,385	...
1	New Hospital Campus	3,10		957	Electrical System	12,000 sf	$351.70/sf	$4,220,400	...
1	New Hospital Campus	1-10	—	958	Vertical & Horizontal Mechanical Movement (elevators, conveyors)	1,659 sf	$312.13/sf	$512,821	...
1	New Hospital Campus	9	—	960	Clean Functions	5,512 sf	$312.13/sf	$1,201,290	
1	New Hospital Campus	3	—	962	Housing on Cell (interns, residents, physicians)	900 sf	$254.19/sf	$208,101	...
1	New Hospital Campus	2	—	902	General Administration	2,020 sf	$312.13/sf	$630,011	—
					SUB-TOTAL (Sub-Project #1)	471,512 sf	$448.01/sf	$[illegible]	
2	Massive Medical Research Laboratory	3	—	930	Education/Research	2,100 sf	$477.09/sf	$1,001,087	—
					SUB-TOTAL (Sub-Project #2)	2,100 sf	$477.09/sf	$1,001,087	
Raw totals for whole project						473,712 sf	$448.10/sf	$[illegible]	

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New York State Department of Health
Certificate of Need Application
Schedule 10 - Space & Construction Cost Distribution with Subprojects

Subtotals for Sub Project 1	[illegible]	[illegible]	[illegible]	
Subtotals for Sub Project 2	[illegible]	[illegible]	[illegible]	
Subtotals for Sub Project 3				
Subtotals for Sub Project 4				
Subtotals for Sub Project 5				
Subtotals for Sub Project 6				
Subtotals for Sub Project 7				
Subtotals for Sub Project 8				
Totals for Whole Project	[illegible]	[illegible]	[illegible]	

Is New Construction Involved, a Threshold no?	Yes	No
Sub Project 1	X	
Sub Project 2	X	
Sub Project 3		
Sub Project 4		
Sub Project 5		
Sub Project 6		
Sub Project 7		
Sub Project 8		
Totals for Whole Project		

2. Check the box that best describes the location of the facilities affected by this project	Same Number	Other Nearby Facilities or Subproject	Rural
Sub Project 1		X	
Sub Project 2		X	
Sub Project 3			
Sub Project 4			
Sub Project 5			
Sub Project 6			
Sub Project 7			
Sub Project 8			
Totals for Whole Project			

The section below must be filled out and signed by the applicant. Applicant is representative, project architect, project engineer or project estimator engineer.

SIGNATURE	DATE
[signature]	11/16/17
PRINT NAME	TITLE
Scott Parra	President and CEO
ORGANIZATION	
Mohawk Valley Health System	
STREET & NUMBER	
1656 Champlin Avenue	

CITY	STATE	ZIP	PHONE NUMBER
Utica	New York	13502	(315) 624-0001

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New York State Department of Health
Certificate of Need Application
Schedule 10 - Space & Construction Cost Distribution with Subprojects

For Article 20, 36 and 40 Construction Projects Requiring Full Administrative or Limited Review in Codes for completing this table are found in Schedule 10 lookups sheet (see list below)

Indicate if this project is: New Construction: ☐ Renovation: ☒

A	B	C	D	E	F	G	H	I
Location								
[illegible]	[illegible]	[illegible]	[illegible]	Description of Functional Code (enter Functional code in Column D description appears here automatically)	Functional Gross SF	Construction cost per SF	Total construction cost	Alternative Scope of work
				Demolition of existing structures on new hospital campus	N/A	N/A	$1,000,774	N/A
				SUB-TOTAL (Sub-Project #1)	N/A	N/A	$1,000,774	N/A
Raw totals for whole project: (NOTE: EXCLUDES DEMOLITION)					N/A	N/A	$1,000,774	N/A

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New York State Department of Health
Certificate of Need Application
Schedule 10 - Space & Construction Cost Distribution with Subprojects

Subtotals for Sub Project 1	N/A	N/A	$1,[illegible]
Subtotals for Sub Project 2	N/A	N/A	N/A
Subtotals for Sub Project 3			
Subtotals for Sub Project 4			
Subtotals for Sub Project 5			
Subtotals for Sub Project 6			
Subtotals for Sub Project 7			
Subtotals for Sub Project 8			
Totals for Whole Project (NOTE: EXCLUDES DEMOLITION)	N/A	N/A	$1,[illegible]

1. Is New Construction Intended, Or If Investigating?	YES	NO	N/A
Sub Project 1			
Sub Project 2			
Sub Project 3			
Sub Project 4			
Sub Project 5			
Sub Project 6			
Sub Project 7			
Sub Project 8			
Totals for Whole Project:			

2. Check the applicable box describing the location of the facilities affected by this project	Owned by	Other	Other	Other
Sub Project 1			X	
Sub Project 2			X	
Sub Project 3				
Sub Project 4				
Sub Project 5				
Sub Project 6				
Sub Project 7				
Sub Project 8				
Totals for Whole Project:				

The section below must be filled out and signed by the applicant. Applicant's representative, project architect, project engineer or project estimator, or other.

SIGNATURE	DATE
[signature]	11/6/17
PRINT NAME: Scott Perra	TITLE: President, and CEO
FACILITY NAME: Mohawk Valley Health System	
STREET ADDRESS: 1656 Champlin Avenue	

CITY	STATE	ZIP	PHONE NUMBER
Utica	New York	13502	(315) 624-5001

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New York State Department of Health
Certificate of Need Application
Schedule 11 - Moveable Equipment
For Article 28, 36, and 40 Construction Projects Requiring Full or Administrative Review

Table I: New Equipment Description

Sub project Number	Purchase Code	Description, including model, manufacturer, year of manufacture where applicable	Month of Purchase	Year of Purchase?	Downtime and of Interest period	Lease Amount or Purchase Price
1	—	Please refer to the Schedule 11 Attachment for the New Moveable Equipment List.	—	—	—	$29,275,000
2	—	N/A		—	...	$0
Total lease and purchase costs: Subproject 1						$29,275,000
Total lease and purchase costs: Subproject 2						$0
Total lease and purchase costs: Subproject 3						
Total lease and purchase costs: Subproject 4						
Total lease and purchase costs: Subproject 5						
Total lease and purchase costs: Subproject 6						
Total lease and purchase costs: Subproject 7						
Total lease and purchase costs: Subproject 8						
Total lease and purchase costs: Whole Project						$29,275,000

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New York State Department of Health
Certificate of Need Application
Schedule 11 - Moveable Equipment

Table 3 - Equipment being replaced: N/A

Site Project Number	Function of Code	Description, including model, manufacturer, year of manufacture where applicable	Number of units	Disposition	Estimated Current Value
		Total estimated value of equipment being replaced: Subproject 1			
		Total estimated value of equipment being replaced: Subproject 2			
		Total estimated value of equipment being replaced: Subproject 3			
		Total estimated value of equipment being replaced: Subproject 4			
		Total estimated value of equipment being replaced: Subproject 5			
		Total estimated value of equipment being replaced: Subproject 6			
		Total estimated value of equipment being replaced: Subproject 7			
		Total estimated value of equipment being replaced: Subproject 8			
		Total estimated value of equipment being replaced: Whole Project			$0

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SCHEDULE II ATTACHMENT

MOHAWK VALLEY HEALTH SYSTEM

NEW MOVEABLE EQUIPMENT LIST
(SUB-PROJECT #1)

AND

NEW TELECOMMUNICATIONS EQUIPMENT LIST
(SUB-PROJECT #1)

WVHS

Integrated Laboratory Complex

Medical equipment budget

Description	Qty	Unit Cost	Total Cost
Patient bed - MVS	192	$11,500	$2,208,000
Isolation bed - ICU/CCU	42	$18,500	$756,000
Ventilator	64	$15,000	$1,024,000
Operative Suite			
Laser / Delivery	6	$25,000	$150,000
Heart Performance Pacemaker	42	$40,000	$1,680,000
Defibrillator	2	$30,000	$60,000
MICU	8	$15,000	$120,000
Defibrillator Monitor	44	$4,000	$176,000
Emergency			
Emergency Care	42	$18,000	$756,000
Trauma	2	$75,000	$150,000
Defibrillator	6	$22,000	$132,000
Heart Trauma	4	$10,000	$40,000
Surgery			
General	12	$100,000	$1,200,000
Cardiology	2	$750,000	$1,500,000
Orthopedic	2	$775,000	$1,550,000
PACU	13	$29,064	$377,832
Pre-Treatment	18	$12,000	$216,000
Central Sterile Process	1	$500,000	$500,000
Endoscopy	5	$250,000	$1,250,000
Interventional Cardiac Cath	3	$1,700,000	$5,100,000
IR/Endovascular Procedures	4	$1,800,000	$7,200,000
Imaging			
MRI	1	$2	$11
CT	2	$550,000	$1,100,000
Radiography/Fluoro	4	$125,000	$500,000
Nuclear Physician	2	$587,500	$1,175,000
Ultrasound	4	$206,000	$824,000
OR			
Laboratory	1	$1,200,000	$1,200,000
Pharmacy	1	$800,000	$800,000
Radiotherapy Care	1	$750,000	$750,000
Physiological Monitoring	1	$1,500,000	$1,500,000
Materials Management	1	$175,000	$175,000
Environmental Services	1	$200,000	$200,000
Subtotal			$41,203,253
Discount	-15.00%		($6,180,488)
Freight	1.56%		$651,912
Handling/Storage/Installation	1.56%		$643,522
Initial O	20.00%		
Grand Total			$29,878,500

Capital equipment budget for the Integrated Laboratory Complex at WVHS. The budget includes costs for medical equipment, including ventilators, patient beds, and imaging devices. The total budget amount is $29,878,500.

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MVRS

Integrated Healthcare Campus

Information Systems & Low Voltage

Description	Units	Unit Cost	Total Cost
Security Systems			$0
Camera	200	$1,200	$210,000
Head-end Equipment	200	$150	$30,000
Access Control Systems			0
Controlled Doors	325	$1,500	$487,500
Head-end Equipment	1	$250,000	$250,000
Duress / Emergency Lockdown	1	$50,000	$50,000
Infant abduction	1	$50,000	$50,000
			0
Network & Communications			0
Telephone System	1,600	$300	$480,000
Head-end Equipment	1,150	$300	$345,000
Handsets (staff)	450	$100	$45,000
Wireless Access Points	990	$775	$767,250
Distributed Antenna System (DAS)	600,000	$2	$1,200,000
			0
Structure Cabling System			0
Horizontal Cabling	8,900	$250	$ 2,225,000
Telecom Room Build-out	[illegible]	$3,500	$3,500
HC/A Build-out	5,040	$25	$126,000
Network Electronics			$0
Edge Switches	180	$7,500	$1,350,000
Core Switches	2	$225,000	$450,000
Servers			$0
Storage			$0
Office Equipment	400	$2,200	$880,000
PC's	1,500	$650	$975,000
PC's Charting Station Mounts	880	$450	$396,000
Nurse Call			$0
Patient Rooms	370	$3,000	$1,110,000
Other Rooms	100	$ 1,500	$150,000
Custom Integration	4	$30,000	$480,000
Mobile Handsets	500	$800	$400,000
Audio/Video Systems			$0
Small Conference	17	$3,000	$51,000
Medium Conference	4	$7,000	$28,000
Large Conference	0	$15,000	$2,250
AV Systems - Portable			$0
Televisions	500	$500	$250,000
Patient Education / Entertainment	1	100,000	$100,000
Video/Web Conferencing			0
Building & Miscellaneous Systems			$0
Wireless Clocks	1	$300,000	$300,000
Time & Attendance	20	$2,700	$40,000
Overhead Paging			$0

Asset Tags	7,500	$30	$225,000
Headend Software	1	$100,000	$100,000
Installation (Point to Point)			$0
Licensing	10	$1,050,000	$10,500,000
Field Radio	1	$375,000	$375,000
Subtotal			$13,750,000
Discount	10%		($4,125,000)
Freight	0	$0	$0
Receiving/Storage/Installation	0		$0
Inflation/escalation	Included		$0
Grand Total			$10,150,000

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New York State Department of Health Certificate of Need Application

Schedule 13A

Schedule 13 A. Assurances From Article 28 Applicants

Article 28 applicants seeking combined establishment and construction or construction approval only must complete this schedule.

The undersigned, as a duly authorized representative of the applicant, hereby gives the following assurances:

a) The applicant has or will have a fee simple or such other estate or interest in the site, including necessary easements and rights-of-way, sufficient to provide use and possession for the purposes of the construction and operation of the facility.

b) The applicant will obtain the approval of the Commissioner of Health of all required authorizations which shall conform to the standards of construction and equipment in Subchapter C of Title 10 (Health) of the Official Compilation of Codes, Rules and Regulations of the State of New York (Title 10).

c) The applicant will submit to the Commissioner of Health final working drawings and specifications, which shall conform to the standards of construction and equipment of Subchapter C of Title 10, prior to contracting for construction, unless otherwise provided for in Title 10.

d) The applicant will cause the project to be completed in accordance with the application and approved plans and specifications.

e) The applicant will provide and maintain competent and adequate architectural and/or engineering supervision at the construction site to ensure that the completed work conforms to the approved plans and specifications.

f) If the project is an addition to a facility already in existence, upon completion of construction all patients shall be received from areas of the facility that are not in compliance with pertinent provisions of Title 10, unless a waiver is granted by the Commissioner of Health under Title 10.

g) The facility will be operated and maintained in accordance with the standards prescribed by law.

h) The applicant will comply with the provisions of the Public Health Law and the applicable provisions of Title 10 with respect to the operation of all health related, existing medical facilities in which the applicant has a controlling interest.

i) The applicant understands and recognizes that any approval of this application is not to be construed as an approval of, nor does it provide assurance of, reimbursement for any costs identified in the application. Reimbursement for all costs shall be in accordance with and subject to the provisions of Part 86 of Title 10.

Date 11/16/17

Signature

Scott Perra

Name (Please Type)

President and Chief Executive Officer

Mohawk Valley Health System

Title (Please type)

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Schedule 13 B. Staffing

Table 13B- 1: Staff Information Required for Each Type of LHCSA for which this Application is Submitted. Use the "Other" categories for [illegible] staff not listed. The project sponsor may add rows to the staffing table for additional titles.

[X] This Project [ ] Subproject number ____.

	A	B	C	D
		Number of FTEs in the Relevant Tenth		
	Staffing Classification	10th Full	20th Full Operational Year*	Third Year Increment	Third Year Increment
1.	Management & Supervisory	58.0	46.2	104.2	104.2	104.2
2	Therapists & Specialist	153.7	99.5	252.6	252.6	252.6
3	Registered Nurses	512.3	480.5	1,201.1	1,201.8	1,201.8
4	Licensed Practical Nurses	48.3	28.7	77.9	77.1	77.1
5	Aides, Orderlies & Attendants	222.6	170.6	393.2	283.6	283.6
6	Physicians	26.0	36.0	74.0	74.0	74.0
7	PCP physicians		74.1	31.1	24.7	31.1
8	Physicians' Assistants	15.7	10.4	24.1	24.1	24.1
9	Nurse Practitioners	46.2	31.4	77.5	61.8	61.8
10.	Social Workers					
11.	Social Workers and Psychologists**	24.9	15.5	40.4	40.4	40.4
12	Physical Therapists and PT Assistants	31.7	21.5	53.1	53.2	53.2
13.	Occupational Therapists and OT Assistants	22.1	8.3	26.4	26.5	26.4
14.	Speech Therapists and Speech Assistants	8.5	2.0	10.8	7.0	7.5
15	Other Therapists and Assistants	27.0	28.1	51.1	46.6	46.1
16.	Infection Control, Communicable Disease Nurses	111.8	53.5	165.1	181.3	181.3
17	Medical Records Administrators	46.0	16.0	62.0	59.7	62.0
18	Other Pharmacists	9.0	11.4	19.1	17.4	17.4
19.	Clinical Laboratory	2.0	1.0	3.0	3.0	3.0
20	Other: Other	247.6	46.2	293.8	717.7	717.7
21.	Total Number of Employees	2,125.3	1,096.8	3,653.2	3,426.1	3,426.1

* Last complete year prior to submitting application
** Licensed Social Workers and Licensed Psychologists

Describe how the number and mix of staff were determined:

[illegible] based on [illegible] of [illegible] given comparable facilities with similar volumes for FTEs that would be required [illegible] by the staff [illegible]

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1.) All diagnostic and treatment centers should complete the following section: N/A

Name of medical director:	
License number of the Medical Director	

	Not Applicable:	Title of Attachment	Filename of attachment
Attach a copy of the medical director's curriculum vitae.			

Acute care facility with which an affiliation agreement is being negotiated:	
In the space below, indicate the status of those negotiations:	

Distance in miles from the proposed facility to the acute care affiliate	
Distance in minutes of travel time from the proposed facility to the acute care affiliate.	
Name of the acute care facility, nearest the proposed facility:	
Distance in miles from the proposed facility to the nearest acute care facility:	
Distance in minutes of travel time from the proposed facility to the nearest acute care facility	

	Not Applicable:	Title of Attachment	Filename of attachment
Attach a copy of a letter of intent or the affiliation agreement, if appropriate.	☐		

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Table 13B - 2. Ambulatory surgery centers should complete the following Table: N/A

List all practitioners - including surgeons, Dentists and Podiatrists, who have expressed an interest in practicing at the Center
NOTE: Attach copies of letters from each giving the number and type of procedures he or she expects to perform per year.

Practitioner's Name	License No.	Specialty (s)	Board Certified or Eligible	Expected Number of Procedures	List hospitals where Physician has Admitting Privileges:	Title and File Name of attachment
			YES ☐ NO ☐			
			YES ☐ NO ☐			
			YES ☐ NO ☐			
			YES ☐ NO ☐			
			YES ☐ NO ☐			
			YES ☐ NO ☐			
			YES ☐ NO ☐			

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Schedule 1 3C - Annual Operating Costs

See Worksheet Required for Each Type of CON to determine when this form is required.

Use this schedule to summarize the first full year's incremental costs for the categories which are affected by this project. The first full year is defined as the first 12 months of full operations after project completion. Project the first and third full years' total incremental costs in current year dollars.
Current year costs added to first year incremental operating budget should equal total first year budget.
Current year costs added to third year incremental budget should equal total third year budget.
Show cost reductions in parentheses.

[X] Total Project.
[ ] Subproject Number [ ]

Table 3C - 1

Categories			a	b	c
	FSLH*	SEHC*	Current Year	Year 1 Incremental Cost Impact**	Year 3 Incremental Cost Impact**
Beginning of year (projection) 1/1/2020	1/1/2020	1/1/2016	1/1/2020	1/1/2021	1/1/2023
1. Salaries and Wages	$137,[illegible]	$101,[illegible]	$241,[illegible]	$263,[illegible]	$[illegible]
a. FTEs	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2. Employee Benefits	$34,[illegible]	$22,[illegible]	$[illegible]	$38,[illegible]	$[illegible]
3. Professional Fees	$9,[illegible]	$4,[illegible]	$13,[illegible]	$18,[illegible]	$[illegible]
4. Supplies & Purchased Services	$28,[illegible]	$41,[illegible]	$[illegible]	$75,[illegible]	$[illegible]
5. Depreciation & Amortization	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
6. Utilities	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
7. Rent	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
8. Other Direct Expenses	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
9. Subtotal (Lines 1-8)	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
10. Indirect	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
11. Depreciation and Amortization	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
12. Total Incremental Operating Costs	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]

* Information originally from the 2018 Annual Financial Statement. Please see the New York State specific instructions for clarification on what to consider in order to be consistent with the cost impact considerations.

** Represents the combined total impact upon the implementation of the new licensed complex. ENR Year 1 and Year 3 expenses align with the consumer price index in the Oracle Cerner Transformation Grant Application of MVH.

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New York State Department of Health
Certificate of Need Application

Table 13C - 2

Operating Categories	FYE[1]	SEMC[2]	a Current Year	b Year 1 Incremental Cost Increase[3]	c Year 2 Incremental Cost Increase[3]
Number of years projected (Minimum 2)	12/31/16	12/31/16	12/31/16	12/31/17	12/31/18
1. Salaries and Wages	$60,552,882	$20,650,782	$118,112,843	$120,475,099	$122,884,601
Total FTEs	1,250.00	450.00	1,917.00	1,955.34	1,994.45
2. Employee Benefits	$13,321,634	$11,130,572	$37,118,575	$37,860,946	$38,618,165
3. Pharmaceuticals	$4,456,228	$4,633,477	$8,911,705	$9,090,939	$9,272,758
4. Medical & Surgical Supplies	$67,534,998	$30,782,928	$98,258,247	$100,223,412	$102,227,881
5. Minor Equipment & Supplies	$1,900,385	$1,900,973	$3,800,952	$3,877,971	$3,955,530
6. Utilities	$5,525,137	$888,764	$6,413,915	$6,542,193	$6,673,037
7. Purchased Services	$8,242,990	$4,391,264	$14,992,223	$15,292,067	$15,597,908
8. Other Direct Expenses	$15,915,035	$3,931,607	$19,846,642	$20,243,575	$20,648,446
9. Subtotal (Add 1-8)	$185,549,489	$78,310,333	$307,534,102	$313,684,784	$319,958,480
10. Overhead	$8,577,113	$3,999,447	$12,576,560	$12,828,091	$13,084,653
11. Depreciation and Rent	$5,218,334	$3,100,000	$8,318,334	$8,484,701	$8,654,395
12. Total Incremental Operating Costs	$199,345,036	$85,409,780	$328,429,996	$334,997,576	$341,697,528

Table 13C - 3

Operating Categories	FYE[1]	SEMC[2]	a Current Year	b Year 1 Incremental Cost Increase[3]	c Year 2 Incremental Cost Increase[3]
Number of years projected (Minimum 2)	12/31/16	12/31/16	12/31/16	12/31/17	12/31/18
1. Salaries and Wages	$57,591,900	$20,941,687	$100,533,587	$102,544,259	$104,595,144
Total FTEs	1,250.00	450.00	1,917.00	1,955.34	1,994.45
2. Employee Benefits	$13,321,634	$11,130,572	$37,118,575	$37,860,946	$38,618,165
3. Pharmaceuticals	$4,456,228	$4,633,477	$8,911,705	$9,090,939	$9,272,758
4. Medical & Surgical Supplies	$67,534,998	$30,782,928	$98,258,247	$100,223,412	$102,227,881
5. Minor Equipment & Supplies	$1,900,385	$1,900,973	$3,800,952	$3,877,971	$3,955,530
6. Utilities	$5,525,137	$888,764	$6,413,915	$6,542,193	$6,673,037
7. Purchased Services	$8,242,990	$4,391,264	$14,992,223	$15,292,067	$15,597,908
8. Other Direct Expenses	$15,915,035	$3,931,607	$19,846,642	$20,243,575	$20,648,446
9. Subtotal (Add 1-8)	$174,488,307	$78,755,272	$289,875,846	$295,673,363	$301,586,830
10. Overhead	$8,577,113	$3,999,447	$12,576,560	$12,828,091	$13,084,653
11. Depreciation and Rent	$5,218,334	$3,100,000	$8,318,334	$8,484,701	$8,654,395
12. Total Incremental Operating Costs	$188,283,754	$85,854,719	$310,770,740	$316,986,155	$323,325,878

[1] Information Should Include Costs for Each Facility Proposed in the Application. Please Include the New York State Fiscal Year Beginning and Ending Dates in the Column Headings. Do Not Include Costs for Facilities Not Proposed in the Application.

[2] Represents the combined facilities operating for the proposed duration of the new hospital campus. Enter New Construction Year 3 Expenses Only for the Facilities Proposed in the Schedule 13 Capital Expenditures Section of the Application.

	Title of Attachment	Title of Attachment
1. If an attachment, provide the basis and supporting calculations for depreciation and rent expense	Please refer to the Schedule 13 Attachment	N/A
2. If an attachment, provide the basis for interest cost. Separately identify, with supporting calculations, interest attributed to mortgages and working capital	Please refer to the Schedule 13 Attachment	N/A

Any approval of this application is not to be construed as an approval of any of the above indicated current or projected operating costs. Reimbursement of any such costs shall be in accordance with and subject to the provisions of Part 86 of 10 NYCRR. Approval of this application does not assure reimbursement of any of the costs indicated therein by payors under Title XIX of the Federal Social Security Act (Medicaid) or Article 4 5 of The State Insurance Law or by any other payers.

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Table 13D - 1

Category Sort Type of Gross Inpatient Revenue (Medicare)	A NSLIH* (12/31/16)	B SSNLC* (12/31/16)	C Current Year (12/31/16)	D Year 1 Incremental Change Inpatient* (12/31/17)	E Year 2 Incremental Change Inpatient* (12/31/18)
1. Daily Hospital Services	$145,141,804	$108,512,454	$253,654,258	$247,868,681	$242,082,957
2. Ambulatory Services	$121,668,495	$117,749,625	$239,418,120	$233,187,343	$226,956,566
3. Ancillary Services	$246,783,353	$240,283,200	$487,066,553	$474,367,551	$461,668,549
4. Total Gross Patient Care Services Revenue	$513,593,652	$466,545,279	$980,138,931	$955,423,575	$930,708,072
5. Deductions from Revenue	$246,528,953	$223,941,734	$470,470,687	$458,443,476	$446,416,265
6. Net Patient Care Services Revenue	$267,064,699	$242,603,545	$509,668,244	$496,980,099	$484,291,807
7. Other Operating Revenue (Identify Sources)			$23,811,241	$23,215,460	$22,619,679
SHIP, Drug Program	$6,971,272		$6,971,272	$6,796,515	$6,621,758
Retail Pharmacy	$4,063,245		$4,063,245	$3,961,214	$3,859,184
Food Bank Charity Pool	$3,133,047		$3,133,047	$3,054,671	$2,976,295
Other	$1,469,032	$2,246,245	$3,715,277	$3,621,895	$3,528,513
8. Total Operating Revenue (Total 6 + 7)	$284,701,295	$244,849,790	$529,551,085	$516,426,308	$503,301,531
9. Non-Operating Revenue	$1,013,111	$458,744	$1,471,855	$1,435,559	$1,399,263
10. Total Project Revenue	$285,714,406	$245,308,534	$531,022,940	$517,861,867	$504,700,794

*Inpatient revenue should exclude revenue from skilled nursing services. Provide information on the lines below if applicable to your facility.

**Explain how the above revenue projections were derived. Include the assumptions used, such as utilization, payor mix, and rate changes. Explain why the assumptions are reasonable.

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Table I-3D - 3

Six Tables

[illegible]

[illegible]

Inpatient Services Source of Revenue		Total Construction***			First Year Incremental***			Stabilized Year Incremental***		
		Net Revenue			Net Revenue			Net Revenue		
		Patient Days of Care Provided	%	Dollars ($)	Patient Days of Care Provided	%	Dollars ($)	Patient Days of Care Provided	%	Dollars ($)
Medicare	Managed Care	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Fee for Service	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Medicaid	Managed Care	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Fee for Service	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Private Pay (HMO, PPO, Other)	Managed Care	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Charity Care		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Other (Specify)										
All Other		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

*** Information should be consistent with Part 2 of the Cost Report.

**** Explain any increases in net revenue per patient day in the first year of operation and in the stabilized year of operation. Explain any increases in net revenue per patient day in the stabilized year of operation that are greater than the annual rate of increase in the Consumer Price Index for All Urban Consumers (CPI-U).

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Table 13D - 3

St. Elizabeth

* Various inpatient services may be characterized as discharges or days. Applicant should indicate which method applies in this table by choosing the appropriate checkbox.

Patient Days ☐ Patient Discharges ☒

Inpatient Services Source of Revenue		Total Current Year**			First Year Incremental***			Third Year Incremental***		
			Net Revenue			Net Revenue			Net Revenue	
		Patient Days or Discharges*	%	Dollars ($)	Patient Days or Discharges*	% Increase in Days or Discharges	Dollars ($)	Patient Days or Discharges*	% Increase in Days or Discharges	Dollars ($)
Commercial	Sec Fee Service	204	1.5%	[illegible]						
	Managed Care	[illegible]	13.3%	46,482,8[illegible]						
Medicare	Sec Fee Service	4,2[illegible]	2[illegible]%	33,[illegible]			See			See
	Managed Care	2,[illegible]	19.3%	15,205,[illegible]			Note			Note
Medicaid	Sec Fee Service	404	4.[illegible]%	3,[illegible]			Below			Below
	Managed Care	1,4[illegible]	13.8%	8,881,[illegible]			---			---
Private Pay		[illegible]	1.[illegible]%	[illegible]						
OASAS										
OMH			0.1%							
Charity Care		75[illegible]	[illegible]%	[illegible]						
Bad Debt										
All Other		[illegible]	[illegible]%	[illegible]						
Total		13,79[illegible]	100.0%	$116,[illegible]						

** Information [illegible] 2015 Cost Report

*** [illegible]

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Table 13D - 4

St. Luke's-St. Elizabeth

Classification of Services / Source of Revenue	Year Current Year			Year Prior to Current Year			Year Prior to Prior Year		
	Value	%	Dollars ($)	Value	%	Dollars ($)	Value	%	Dollars ($)
Commercial									
	Medical Services	27,222	4.0%	$18,313,167	28,038	4.1%	$19,139,032	28,413	4.1%	$19,444,111
	Managed Care	198,254	29.1%	$133,373,140	191,676	28.0%	$130,231,437	191,676	28.0%	$131,187,163
Medicare									
	Inpatient Services	189,131	27.7%	$127,242,114	190,575	27.8%	$129,961,681	190,575	27.8%	$130,611,489
	Managed Care	97,649	14.3%	$65,693,257	100,717	14.7%	$68,719,932	100,717	14.7%	$69,023,531
Medicaid									
	Medical Services	23,719	3.5%	$15,958,057	24,034	3.5%	$16,394,969	24,034	3.5%	$16,475,844
	Managed Care	146,823	21.5%	$98,761,114	145,823	21.3%	$99,078,111	145,823	21.3%	$99,771,863
Private Pay		20,839	3.0%	$14,143,283	21,248	3.1%	$14,491,253	21,248	3.1%	$14,567,153
CHAMPUS									
CHAMPVA									
Charity Care		13,149	1.9%	$8,923,240	2,001	0.3%	$1,365,540	2,001	0.3%	$1,406,901
Bad Debts									
All Other		36,248	5.3%	$25,013,857	31,250	4.6%	$21,320,229	31,250	4.6%	$21,430,312
Total		683,810	100.0%	$546,553,231	735,362	100.0%	$500,254,308	735,362	100.0%	$503,918,369

* Information from commercial insurance companies

Total of Inpatient and Outpatient Services		$546,553,231	$500,254,308	$503,918,369

	Title of Attachment	Filename of Attachment
1. Information about current payor mix and projected payor mix for the project.	Medicaid per the requirements of St. Elizabeth and St. Luke's	N/A
2. Information about current payor mix for charity care.	Medicaid per the requirements of St. Elizabeth and St. Luke's	N/A

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SCHEDULE B ATTACHMENT

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MOHAWK VALLEY HEALTH SYSTEM

FINANCIAL DOCUMENTATION

1. Calculation of Depreciation and Rent (Total)
2. Long Term Debt Projections
3. Consolidated Balance Sheet (Projected Operating)

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Mohawk Valley Health System
Calculation of Depreciation and Rent (Total)

			Final 2016	Final 2018	Budget 2017	2018	2019	PROJECTED 2020	2021	2022	2023	2024
[illegible]						[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]						[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]						[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]												
[illegible]	Normal replacement	[illegible]				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Normal replacement	[illegible]					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Normal replacement	[illegible]						[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Normal replacement	[illegible]							[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Normal replacement	[illegible]								[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]							[illegible]	[illegible]	[illegible]
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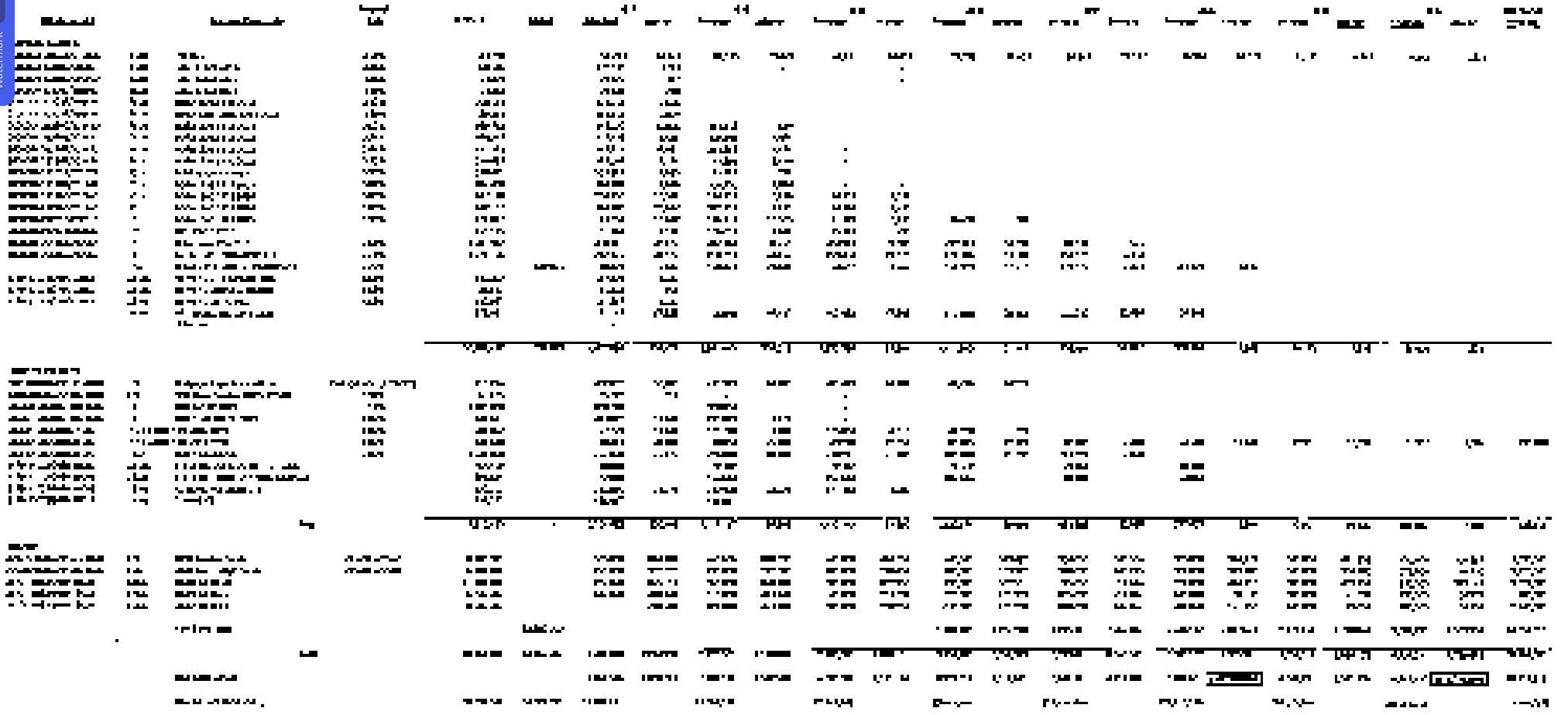
Long Term Cash Projections



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Amortization Table

This spreadsheet template creates an amortization table for a mortgage or other loan. For example, you can use the template to create a payment schedule for a conventional 30-year mortgage, or for a 15-year home improvement loan. Features of this amortization table include:

- To use the table, change the values in the Initial Data section of the worksheet.
- [illegible] The [illegible]
- [illegible] If you make extra payments, you can [illegible] Extra Payment column.
  - To [illegible] 0.5% APR, then enter 6.5% in the Interest Rate cell.
- [illegible] Extra payments can be made monthly, quarterly, annually, or at irregular intervals. To skip a payment, leave the Extra Payment cell blank or enter 0 (zero).
  - Scheduled Payment is calculated automatically. If you want to make a payment other than the scheduled payment, enter the amount you want to pay in the Extra Payment column.
  - Late payments are not handled by this template.

Initial Data

LOAN DATA

Loan amount	$150,000.00
Annual interest rate	5.250%
Loan period in years	30
Payments per year	12
Start date of loan	7/1/2020

TABLE DATA

Extra payment starting with number	121
Scheduled payment number	1

PERIODIC PAYMENT

Extra payment	$0.00
Scheduled payment	$828.38

Use this value for the number of the first payment you want to make an extra payment.

CALCULATIONS

Loan amount:	$828,395.59
Number of payments per year:	1
Beginning balance for payment 1:	$150,000.00
Scheduled interest rate per payment 1:	5.25%

Table

No.	Payment Date	Beginning Balance	Interest	Principal	Ending Balance	Cumulative Interest
1	7/1/2020	$150,000.00	$656.25	$172.13	$149,827.87	$656.25
2	8/1/2020	$149,827.87	$655.49	$172.89	$149,654.98	$1,311.74
3	9/1/2020	$149,654.98	$654.74	$173.64	$149,481.34	$1,966.48
4	10/1/2020	$149,481.34	$653.98	$174.40	$149,306.94	$2,620.46
5	11/1/2020	$149,306.94	$653.21	$175.17	$149,131.77	$3,273.67
6	12/1/2020	$149,131.77	$652.45	$175.93	$148,955.84	$3,926.12
7	1/1/2021	$148,955.84	$651.68	$176.70	$148,779.14	$4,577.80
8	2/1/2021	$148,779.14	$650.91	$177.47	$148,601.67	$5,228.71
9	3/1/2021	$148,601.67	$650.13	$178.25	$148,423.42	$5,878.84
10	4/1/2021	$148,423.42	$649.35	$179.03	$148,244.39	$6,528.19
11	5/1/2021	$148,244.39	$648.57	$179.81	$148,064.58	$7,176.76
12	6/1/2021	$148,064.58	$647.78	$180.60	$147,883.98	$7,824.54
13	7/1/2021	$147,883.98	$646.99	$181.39	$147,702.59	$8,471.53
14	8/1/2021	$147,702.59	$646.20	$182.18	$147,520.41	$9,117.73
15	9/1/2021	$147,520.41	$645.40	$182.98	$147,337.43	$9,763.13
16	10/1/2021	$147,337.43	$644.60	$183.78	$147,153.65	$10,407.73
17	11/1/2021	$147,153.65	$643.80	$184.58	$146,969.07	$11,051.53
18	12/1/2021	$146,969.07	$642.99	$185.39	$146,783.68	$11,694.52
19	1/1/2022	$146,783.68	$642.18	$186.20	$146,597.48	$12,336.70
20	2/1/2022	$146,597.48	$641.37	$187.01	$146,410.47	$12,978.07
21	3/1/2022	$146,410.47	$640.55	$187.83	$146,222.64	$13,618.62
22	4/1/2022	$146,222.64	$639.73	$188.65	$146,033.99	$14,258.35
23	5/1/2022	$146,033.99	$638.91	$189.47	$145,844.52	$14,897.26
24	6/1/2022	$145,844.52	$638.08	$190.30	$145,654.22	$15,535.34
25	7/1/2022	$145,654.22	$637.25	$191.13	$145,463.09	$16,172.59
26	8/1/2022	$145,463.09	$636.42	$191.96	$145,271.13	$16,809.01
27	9/1/2022	$145,271.13	$635.58	$192.80	$145,078.33	$17,444.59
28	10/1/2022	$145,078.33	$634.74	$193.64	$144,884.69	$18,079.33
29	11/1/2022	$144,884.69	$633.90	$194.48	$144,690.21	$18,713.23
30	12/1/2022	$144,690.21	$633.05	$195.33	$144,494.88	$19,346.28
31	1/1/2023	$144,494.88	$632.20	$196.18	$144,298.70	$19,978.48
32	2/1/2023	$144,298.70	$631.35	$197.03	$144,101.67	$20,609.83
33	3/1/2023	$144,101.67	$630.49	$197.89	$143,903.78	$21,240.32
34	4/1/2023	$143,903.78	$629.63	$198.75	$143,705.03	$21,869.95
35	5/1/2023	$143,705.03	$628.77	$199.61	$143,505.42	$22,498.72
36	6/1/2023	$143,505.42	$627.90	$200.48	$143,304.94	$23,126.62
37	7/1/2023	$143,304.94	$627.03	$201.35	$143,103.59	$23,753.65
38	8/1/2023	$143,103.59	$626.15	$202.23	$142,901.36	$24,379.80

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140	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
141	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
142	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
143	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
144	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
145	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
146	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
147	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
148	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
149	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
150	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
151	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
152	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
153	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
154	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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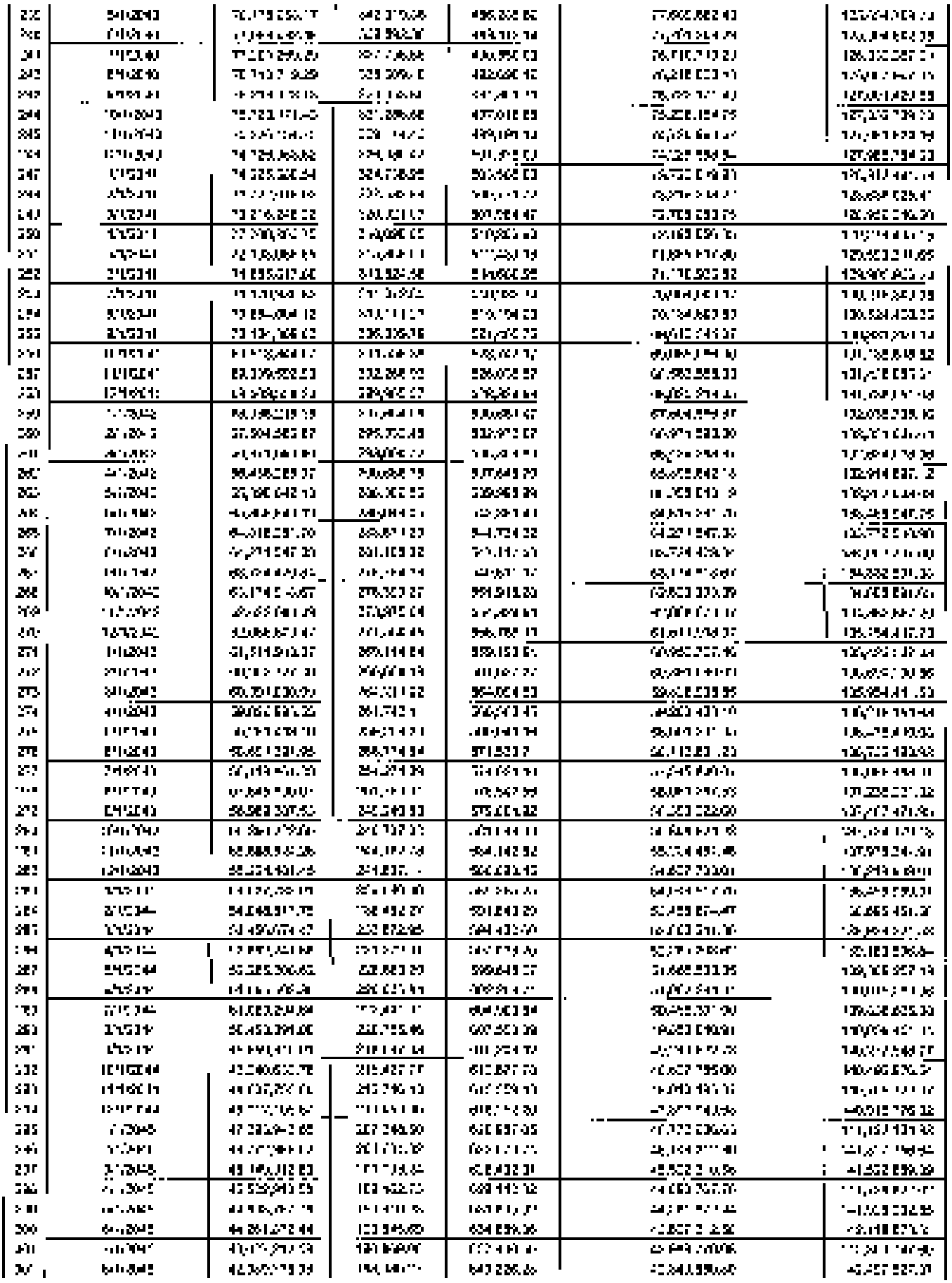

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Schedule 16 A. Hospital Program Information

See "Prospective Requirements for Each Type of CON" to determine when this form is required.

Instructions: Briefly indicate how the facility intends to comply with state and federal regulations specific to the services requested, such as cardiac surgery, home care, or hospice. For clinical services, please include the hours of service for each day of operation, name of the provider providing these services (indicating the travel time and distance from the clinic) and how the facility intends to provide quality oversight including credentialing, utilization and quality assurance monitoring.

The proposed project will be designed and operated in compliance with Federal and State regulations.

All administrative aspects of the services included as part of this project will continue to be directed by an individual who is qualified for such duties by education and experience. The Quality Assurance (QA) Program for these services will be administered by the Chief Quality Officer, and it will be consistent with, and an integral part of, Mohawk Valley Health System's (MVHS's) existing QA Program.

To ensure that care and services are appropriate to an individual's needs, MVHS will continue to use a comprehensive utilization review and monitoring program for services included as part of this project. The appropriate utilization of services will continue to be monitored through the QA Program, under the supervision of the Medical Director.

MVHS will utilize the same credentialing process for the services included as part of this project that is currently in place at its constituent hospitals. Only those physicians who are qualified by virtue of their training and experience will be considered for staff privileges and only those who demonstrate a high level of competence will be appointed to the staff of MVHS. A similar process will be followed for nursing, technical and support staff members who seek employment at MVHS.

In accordance with current policy at MVHS, the ability to pay will not be a factor in the process of accepting patients. Every effort will be made to ensure that appropriate payment is made, but in no circumstance will a patient be refused treatment based on ability to pay. MVHS currently has a sliding fee scale for its patients. All services will continue to be offered to those in need of care who satisfy admission requirements regardless of age, sex, sexual orientation, race, creed, religion, disability, source of payment or any other personal characteristic.

PLEASE REFER TO THE SCHEDULE 1 ATTACHMENT FOR THE PROJECT NARRATIVE.

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New York State Department of Health
Certificate of Need Application

For Hospital-Based Ambulatory Surgery Projects:

Please provide a list of ambulatory surgery categories you intend to provide

List of Proposed Ambulatory Surgery Category
Ambulatory Surgery – Multi-Specialty

For Hospital-Based Ambulatory Surgery Projects: See Table Below
Please provide the following information:

Number and Type of Operating Rooms:
- Current
- To be added
- Total ORs upon Completion of the Project:

Number and Type of Procedure Rooms:
- Current
- To be added
- Total Procedure Rooms upon Completion of the Project:

St. Elizabeth Medical Center (Hospital Campus)	Existing	Proposed
Number of Operating Rooms	Total OR rooms = 10 Total C-ARM rooms = 8 Hybrid room = 1 Cath Lab = 2 EP Lab = 1 Electrophysiology Fill Room = 1 (used for lab studies)	0
Number of Procedure Rooms	0	0

St. Luke's Division (Hospital Campus)	Existing	Proposed
Number of Operating Rooms	8	0
Number of Procedure Rooms	2 ER 4 Endo 1 Adv Imag Room	0

St. Elizabeth Campus (Primary Extension Clinic)	Existing	Proposed
Number of Operating Rooms	N/A	0
Number of Procedure Rooms	N/A	0

New Hospital Campus	Existing	Proposed
Number of Operating Rooms	N/A	10
Number of Procedure Rooms	N/A	4 OR rooms 2 EP, 2 Cath 1 Advanced GI 4 Endo rooms 1 Cath/TEE/GI/EP room

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Schedule 16 B. Community Need

See 'Schedules Required for Each Type of CON' to determine when this form is required

Public Need Summary:
Briefly summarize on this schedule why the project is needed. Use additional paper, as necessary. If the following items have been addressed in the project narrative, please cite the relevant section and pages.

1. Identify the relevant service area (e.g. Minor Civil Division(s), Census Tract(s), street boundaries, Zip Code(s), Health Professional Shortage Area (HPSA) etc.)

The primary service area (PSA) for this project is comprised of Oneida County. This county contains the two (2) main hospitals (St. Elizabeth's and St. Luke's), as well as many of their extension clinics. Please refer to the Project Narrative (under the Schedule 1 Attachment) for additional information.

2. Provide a quantitative and qualitative description of the population to be served. Data may include median income, ethnicity, payor mix, etc.

Oneida County is located in Central New York and had a population of 231,190 in 2016. The two (2) largest cities in Oneida County are Utica (with a 2015 population of 61,628 (most recent data available)) and Rome (with a 2015 population of about 32,016 (most recent data available)). MVH's patients generally come from 45 towns and villages covering 1,257 square miles surrounding the facilities. Approximately two-thirds (67%) of the County's population resides in suburban/urban areas, while the remaining one-third (33%) resides in rural areas. Please refer to the Project Narrative (under the Schedule 1 Attachment) for additional information.

3. Document the current and projected demand for the proposed service in the population you plan to serve. If the proposed service is covered by a DOH need methodology, demonstrate how the proposed service is consistent with it

The services included as part of this project are not covered by a DOH need methodology. Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $100 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA #150504A525) from the New York State Department of Health (NYSDOH) and Dormitory Authority of the State of New York (DASNY), MVHS was awarded $200 million in grant funding for the project proposed in this C.O.N. Application, which will result in the transformation of healthcare services in the region through the consolidation of services from MVHS's two (2) hospital campuses to a new hospital site in Utica, New York. Please refer to the Project Narrative (under the Schedule 1 Attachment) for additional information.

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4 (a) Describe how this project responds to and reflects the needs of the residents in the community you propose to serve

The new hospital campus will consolidate two (2) existing acute care hospitals into one (1) integrated location, will provide greater access to residents of the City of Utica, Oneida County and the region, and it will improve operational efficiency, patient satisfaction and safety for both patients and caregivers. In particular, this project will create a streamlined delivery system, end the current service fragmentation, increase service integration and coordinate the work of the hospitals and other community-based organizations. Furthermore, the implementation of this project will reduce gaps/inefficiencies in care coordination, aligned with payment reform and rebalances healthcare delivery through the reduction in the number of hospital beds as care is shifted from an inpatient care model to an outpatient care model focused on population health. Please refer to the Project Narrative (under the Schedule I Attachment) for additional information.

(b) Describe how this project is consistent with your facility's Community Service Implementation Plan (voluntary not-for-profit hospitals) or strategic plan (other providers)

This project is consistent with the Community Service Implementation Plan of Mohawk Valley Health System (MVHS). First, MVHS is dedicated to ensuring access to high-quality healthcare to the region's residents; this project will promote access to services to all patients in need of such services by making a number of the services more efficient and generally consolidated at a single site. Second, this project will help to improve public health outcomes for residents of the region through proper access to needed services. Please refer to the Project Narrative (under the Schedule I Attachment) for additional information.

(c) Will the proposed project serve all patients needing care regardless of their ability to pay or the source of payment? If so, please provide such a statement

This project will serve all patients needing care, regardless of their ability to pay or source of payment. Please refer to the Project Narrative (under the Schedule I Attachment) for additional information.

5. Describe where and how the population to be served currently receives the proposed services.

The individuals are currently being served at either the Faxton St. Luke's Healthcare St. Luke's Division (St. Luke's) or St. Elizabeth Medical Center (St. Elizabeth). This project consolidates and integrates a number of services into a single location in order to better serve the patient base. Please refer to the Project Narrative (under the Schedule I Attachment) for additional information.

6. Describe how the proposed services will be address specific health problems prevalent in the service area including any special experience, programs or methods that will be implemented to address these health issues.

Both campuses of MVHS are major care centers for residents of the region. This project seeks approval for the construction of a new hospital campus in Utica, New York, consistent with New York Public Health Law Section 2825-b. In terms of specific health issues, residents of Oneida County also experience poor health outcomes for a number of conditions, including cardiovascular disease, diseases of the heart, coronary heart disease, acute myocardial infarction (heart attack), congestive heart failure,

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cerebrovascular disease (stroke), hypertension, chronic kidney disease, diabetes, chronic lower respiratory disease, asthma and cancer. Please refer to the Project Narrative (under the Schedule 1 Attachment) for additional information.

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ONLY For Applicants Seeking Permanent Life *Not Applicable*

Diagnostic and Treatment Centers seeking approval for Indefinite Life MUST provide the following information:

Instructions: In the space below, please provide detailed information on the most recent CON application that was approved for the limited life.

i. CON number

ii. Date of approval

iii. Number of years of limited life approved for

iv. OpCert number and dates:

v. Please provide a table with information on projections by payor for year 1 and year 3 as reported on the approved CON. (Please identify the projections in terms of visits or procedures)

vi. Please provide a table with information on actual utilization by payor for each year since the implementation of the approved CON.

Note: Please use the same category of payors for actual utilization as those used for projections in item 'v' above. Also use the same category (i.e., visits or procedures) for actual utilization as those used for projections in item 'v' above

vii Did you achieve those projections reported in item 'v' above?
If not, please give reasons for not meeting those projections.

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New York State Department of Health
Certificate of Need Application

Schedule 16C

Impact of CON Application on Hospital Operating Certificate

Name of Active Parent:(if applicable): **N/A**
Name of Facility: **Mohawk Valley Health System Integrated Hospital Campus**
Address of Facility: **Address To Be Determined (See Note Below)**
Utica (Oneida County), New York 13502

NOTE: THIS OPERATING CERTIFICATE REFLECTS THE BEDS AND SERVICES OF THE NEW HOSPITAL CAMPUS. PLEASE REFER TO THE PROJECT NARRATIVE (UNDER THE SCHDULE 1 ATTACHMENT) AND ITS APPENDICES FOR ADDITIONAL INFORMATION.

Note: If the application involves an extension clinic, indicate which services should be added or removed from the certificate of the extension clinic alone, rather than for the hospital system as a whole. If multiple sites are involved complete a separate 16C for each site.

TABLE 16C-1 AUTHORIZED BEDS

Category	Code	Current Capacity	Add	Remove	Proposed Capacity
AIDS	30				
BONE MARROW TRANSPLANT	21				
BURNS CARE	09				
CHEMICAL DEPENDENCE-DETOX *	12				
CHEMICAL DEPENDENCE-REHAB *	13				
COMA RECOVERY	20				
CORONARY CARE	03		8		8
INTENSIVE CARE	02		17		17
MATERNITY	05		27		27
MEDICAL/SURGICAL	01		240		240
NEONATAL CONTINUING CARE	27				
NEONATAL INTENSIVE CARE	28				
NEONATAL INTERMEDIATE CARE	29		8		8
PEDIATRIC	04		16		16
PEDIATRIC ICU	10				
PHYSICAL MEDICINE & REHABILITATION	07				
PRISONER					
PSYCHIATRIC**	00		44		44
RESPIRATORY					
SPECIAL USE					
SWING BED PROGRAM					
TRANSITIONAL CARE	23				
TRAUMATIC BRAIN INJURY	11				
	TOTAL		380		380

*CHEMICAL DEPENDENCE: NCR requires additional approval by the Office of Alcohol and Substance Abuse Services (OASAS)
**PSYCHIATRIC: Requires additional approval by the Office of Mental Health (OMH)

Does the applicant have previously submitted Certificate of Need (CON) applications that have not been completed, including addition or decertification of beds?

☑ No

☐ Yes (Enter CON numbers to the right) ☐ ☐ ☐

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TABLE 16C-2 LICENSED SERVICES FOR HOSPITAL CAMPUSES

LOCATION:
Address To Be Determined
Utica (Oneida County), New York 13502

	Current	Add	Remove	Proposed
MEDICAL SERVICES – PRIMARY CARE[1]	☐	☒	☐	☒
MEDICAL SERVICES – OTHER MEDICAL SPECIALTIES	☐	☒	☐	☒
AMBULATORY SURGERY				
MULTI-SPECIALTY	☐	☐	☐	☐
SINGLE SPECIALTY – GASTROENTEROLOGY	☐	☐	☐	☐
SINGLE SPECIALTY – OPHTHALMOLOGY	☐	☐	☐	☐
SINGLE SPECIALTY – ORTHOPEDICS	☐	☐	☐	☐
SINGLE SPECIALTY – PAIN MANAGEMENT	☐	☐	☐	☐
SINGLE SPECIALTY – OTHER (specify)	☐	☐	☐	☐
CARDIAC CATHETERIZATION				
ADULT DIAGNOSTIC	☐	☐	☐	☐
ELECTROPHYSIOLOGY (EP)	☐	☒	☐	☒
PEDIATRIC DIAGNOSTIC	☐	☐	☐	☐
PEDIATRIC INTERVENTION (PCI)	☐	☐	☐	☐
PERCUTANEOUS CORONARY INTERVENTION (PCI)	☐	☒	☐	☒
CARDIAC SURGERY ADULT	☐	☒	☐	☒
CARDIAC SURGERY PEDIATRIC	☐	☐	☐	☐
CERTIFIED MENTAL HEALTH CPP[2]	☐	☐	☐	☐
CLINICAL DIAGNOSTIC - ICLHAA[3]	☐	☐	☐	☐
CHEMICAL DEPENDENCE - WITHDRAWAL OP[4]	☐	☐	☐	☐
CLINIC PARTIAL SERVICES	☐	☒	☐	☒
COMPREHENSIVE PSYCH EMERGENCY PROGRAM	☐	☐	☐	☐
DENTAL	☐	☒	☐	☒
EMERGENCY DEPARTMENT	☐	☒	☐	☒
EPILEPSY COMPREHENSIVE SERVICES	☐	☐	☐	☐
HOME PERITONEAL DIALYSIS TRAINING & SUPPORT	☐	☐	☐	☐
HOME HEMODIALYSIS TRAINING & SUPPORT	☐	☐	☐	☐
INTEGRATED SERVICES – MENTAL HEALTH	☐	☐	☐	☐
INTEGRATED SERVICES – SUBSTANCE USE DISORDER	☐	☐	☐	☐
LITHOTRIPSY	☐	☒	☐	☒
METHADONE MAINTENANCE OP[4]	☐	☐	☐	☐
RADIOLOGY THERAPEUTIC[5]	☐	☐	☐	☐
RENAL DIALYSIS, ACUTE	☐	☒	☐	☒
RENAL DIALYSIS CHRONIC (complete a separate worksheet)	—		—	

[1] Except for the following specialties which must be filed with the NYS Office of Mental Health in addition to the CON
[2] Except for the following specialties which must be filed with the NYS Office of Alcoholism and Substance Abuse Services in addition to the CON
[3] CLINICAL SERVICES require additional approval by Medicaid
[4] RADIOLOGY - THERAPEUTIC includes Linear Accelerators
[5] The Article 28 includes all services of the following Family Practice, Internal Medicine, Obstetrics or Pediatrics

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TABLE 16C-2 LICENSED SERVICES (cont.)	Current	Add	Remove	Proposed
TRANSPLANT				
HEART - ADULT	☐	☐	☐	☐
HEART - PEDIATRIC	☐	☐	☐	☐
KIDNEY	☐	☐	☐	☐
LIVER	☐	☐	☐	☐
TRAUMATIC BRAIN INJURY	☐	☐	☐	☐

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New York State Department of Health
Certificate of Need Application

Schedule 16C

Impact of CON Application on Hospital Operating Certificate

Name of Active Parent (if applicable): N/A
Name of Facility: St. Luke's Campus [PFI #0599]
Address of Facility: 1656 Champlin Avenue
Utica (Oneida County), New York 13502

NOTE: THIS OPERATING CERTIFICATE REFLECTS THE BEDS AND SERVICES OF THE ST. LUKE'S CAMPUS. PLEASE REFER TO THE PROJECT NARRATIVE (UNDER THE SCHEDULE 1 ATTACHMENT) AND ITS APPENDICES FOR ADDITIONAL INFORMATION.

Note: If the application involves an extension of hospital care which services should be added or removed from the certificate of the extension of hospital care (rather than for the hospital system as a whole), if multiple sites are involved, complete a separate 16C for each site.

TABLE 16C-1 AUTHORIZED BEDS

Category	Code	Current Capacity	Add	Remove	Proposed Capacity
AIDS	30				
BONE MARROW TRANSPLAN	21				
BURNS CARE	09				
CHEMICAL DEPENDENCE DETOX *	12				
CHEMICAL DEPENDENCE-REHAB *	13				
COMA RECOVERY	26				
CORONARY CARE	03				
INTENSIVE CARE	02				
MATERNITY	08				
MEDICAL/SURGICAL	01				
NEONATAL CONTINUING CARE	27				
NEONATAL INTENSIVE CARE	28				
NEONATAL INTERMEDIATE CARE	25				
PEDIATRIC	04				
PEDIATRIC ICU	10				
PHYSICAL MEDICINE & REHABILITATION	07		24		24
PRISONER					
PSYCHIATRIC**	03				
RESPIRATORY					
SPECIAL USE					
SWING BED PROGRAM					
TRANSITIONAL CARE	33				
TRAUMATIC BRAIN INJURY	11				
	TOTAL		24		24

*CHEMICAL DEPENDENCE: Requires validation approved by the Office of Alcohol and Substance Abuse Services (OASAS)
**PSYCHIATRIC: Requires additional approval by the Office of Mental Health (OMH)

Does the applicant have previously submitted Certificate of Need (CON) applications that have not been completed involving addition or decertification of beds?

☒ No

☐ Yes (Enter CON number in the table)

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TABLE 16C-2 LICENSED SERVICES FOR HOSPITAL CAMPUSES

LOCATION:
1656 Champlin Avenue
Utica (Oneida County), New York 13502

	Current	Add	Remove	Relocate
MEDICAL SERVICES – PRIMARY CARE [1]	☐	☒	☐	☒
MEDICAL SERVICES – OTHER MEDICAL SPECIALTIES	☐	☒	☐	☒
AMBULATORY SURGERY	[redacted]			
MULTI-SPECIALTY	☐	☐	☐	☐
SINGLE SPECIALTY – GASTROENTEROLOGY	☐	☐	☐	☐
SINGLE SPECIALTY – OPHTHALMOLOGY	☐	☐	☐	☐
SINGLE SPECIALTY – ORTHOPEDICS	☐	☐	☐	☐
SINGLE SPECIALTY – PAIN MANAGEMENT	☐	☐	☐	☐
SINGLE SPECIALTY – OTHER (specify)	☐	☐	☐	☐
CARDIAC CATHETERIZATION	[redacted]			
ADULT DIAGNOSTIC	☐	☐	☐	☐
ELECTROPHYSIOLOGY (EPI	☐	☐	☐	☐
PEDIATRIC DIAGNOSTIC	☐	☐	☐	☐
PEDIATRIC INTERVENTION ELECTIVE	☐	☐	☐	☐
PERCUTANEOUS CORONARY INTERVENTION (PCI)	☐	☐	☐	☐
CARDIAC SURGERY ADULT	☐	☐	☐	☐
CARDIAC SURGERY PEDIATRIC	☐	☐	☐	☐
CERTIFIED MENTAL HEALTH OP	☐	☐	☐	☐
CHEMICAL DEPENDENCE - REHAB [3]	☐	☐	☐	☐
CHEMICAL DEPENDENCE - WITHDRAWAL OP [2]	☐	☐	☐	☐
CLINIC PART-TIME SERVICES	☐	☐	☐	☐
COMPREHENSIVE PSYCH EMERGENCY PROGRAM	☐	☐	☐	☐
DENTAL	☐	☐	☐	☐
EMERGENCY DEPARTMENT	☐	☐	☐	☐
EPILEPSY COMPREHENSIVE SERVICES	☐	☐	☐	☐
HOME PERITONEAL DIALYSIS TRAINING & SUPPORT [4]	☐	☐	☐	☐
HOME HEMODIALYSIS TRAINING & SUPPORT [4]	☐	☐	☐	☐
INTEGRATED SERVICES – MENTAL HEALTH	☐	☐	☐	☐
INTEGRATED SERVICES – SUBSTANCE USE DISORDER	☐	☐	☐	☐
LITHOTRIPSY	☐	☐	☐	☐
METHADONE MAINTENANCE OP [2]	☐	☐	☐	☐
RADIOLOGY-THERAPEUTIC [5]	☐	☐	☐	☐
RENAL DIALYSIS, ADULT [6]	☐	☐	☐	☐
RENAL DIALYSIS CHRONIC (complete the ESRD section below) [6]	___	___	___	___

[1] A separate letter of approval is required from the NYS Office of Mental Health for each clinic location listed in the CON.
[2] A separate certificate application must be filed with the NYS Office of Alcoholism and Substance Abuse Services in addition to the CON.
[3] DIALYSIS SERVICES include additional approval by Medicare.
[4] RADIOLOGY – THERAPEUTIC includes Linear Accelerators.
[5] PRIMARY CARE includes practitioners in the following: Family Practice, Internal Medicine, Obstetrics or Pediatrics.

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TABLE 16C-2 LICENSED SERVICES (cont.)	Current	Add	Remove	Proposed
TRANSPLANT				
HEART - ADULT	☐	☐	☐	☐
HEART - PEDIATRIC	☐	☐	☐	☐
KIDNEY	☐	☐	☐	☐
LIVER	☐	☐	☐	☐
TRAUMATIC BRAIN INJURY	☐	☐	☐	☐

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TABLE 16C-3 LICENSED SERVICES FOR HOSPITAL EXTENSION CLINICS and OFF-CAMPUS EMERGENCY DEPARTMENTS

LOCATION: St. Elizabeth Campus (Extension Clinic) [PFI #0598] 2209 Genesee Street Utica (Oneida County), New York 13501	SEE NOTE BELOW			
	Current	Add	Remove	Proposed
MEDICAL SERVICES – PRIMARY CARE		X		X
MEDICAL SERVICES – OTHER MEDICAL SPECIALTIES		X		X
AMBULATORY SURGERY				
SINGLE SPECIALTY – GASTROENTEROLOGY				
SINGLE SPECIALTY – OPHTHALMOLOGY				
SINGLE SPECIALTY – ORTHOPEDICS				
SINGLE SPECIALTY – PAIN MANAGEMENT				
SINGLE SPECIALTY – OTHER (specify)				
MULTI-SPECIALTY				
CERTIFIED MENTAL HEALTH TRMT [1]				
CHEMICAL DEPENDENCE - REHAB [2]				
CHEMICAL DEPENDENCE - MTL. D/SAN/AL OP [2]				
DENTAL				
HOME PERITONEAL DIALYSIS - TRAINING & SUPPORT [3]				
HOME HEMODIALYSIS TRAINING & SUPPORT [3]				
INTEGRATED SERVICES – MENTAL HEALTH				
INTEGRATED SERVICES – SUBSTANCE USE DISORDER				
LITHOTRIPSY				
METHADONE MAINTENANCE OTP [4]				
RADIOLOGY-THERAPEUTIC [5]				
RENAL DIALYSIS-CHRONIC (complete SEE NOTE BELOW)				
TRAUMATIC BRAIN INJURY				
FOR OFF-CAMPUS EMERGENCY DEPARTMENTS ONLY [7]				
EMERGENCY DEPARTMENT				

[1] A separate license application must be filed with the NYS Office of Mental Health (see Section 1.3 (b)(3))
[2] A separate license application must be filed with the NYS Office of Alcoholism and Substance Abuse Services (see Section 1.3 (b)(3))
[3] LICENSED SERVICES require prior approval by Medicare
[4] Methadone – Treatment of Opiate Addiction
[5] RADIOLOGY-THERAPEUTIC includes [illegible]
[7] OFF-CAMPUS EMERGENCY DEPARTMENTS must meet the relevant Federal Conditions of [illegible] per 42 CFR 489.24(d)

Note: This site represents the services to be provided on the former inpatient campus of St. Elizabeth Medical Center. The former St. Elizabeth site will be converted into an outpatient extension clinic (to be known as "St. Elizabeth Campus"). As an extension clinic, it will maintain the current PFI number.

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New York State Department of Health
Certificate of Need Application

Schedule 16C

END STAGE RENAL DISEASE (ESRD)

N/A - Replacement Hospital Project

TABLE 16C-1 Vol CAPACITY	Existing	Add	Remove	Proposed
CHRONIC DIALYSIS				

If application involves dialysis services with existing capacity, complete the following table:

TABLE 16C-2 Vol TREATMENTS	Last 12 mos	2 years prior	3 years prior
CHRONIC DIALYSIS			

All Chronic Dialysis applicants must provide the following information in compliance with 10 NYCRR 670.8.

1. Provide a five-year analysis of projected costs and revenues that demonstrates that the proposed dialysis services will be clinically and financially feasible.

N/A

2. Provide evidence that the proposed dialysis services will enhance access to dialysis by patients, including members of medically underserved groups which have historically experienced difficulties obtaining access to health care, such as racial and ethnic minorities, women, disabled persons, and residents of remote rural areas.

N/A

3. Provide evidence that the hours of operation and admission policy of the facility will promote the availability of dialysis at times preferred by the patients, particularly to enable patients to continue employment.

N/A

4. Provide evidence that the facility is willing to and capable of safely serving patients.

N/A

5. Provide evidence that the proposed facility will not jeopardize the quality of care or the financial viability of existing dialysis facilities. This evidence should be derived from analysis of factors including, but not necessarily limited to, current and projected referral and use patterns of both the proposed facility and existing facilities. A finding that the proposed facility will jeopardize the financial viability of one or more existing facilities will not of itself require a recommendation to disapprove.

N/A

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Mobile Clinic Site Approval Request: N/A

One form must be submitted for each proposed mobile clinic site. Please feel free to photocopy this form as necessary. You may use attach additional sheets as necessary

Facility Name		
Proposed Site Address		
CITY	COUNTY	ZIP
Type of Facility at Site		
Name and Title of Representative at site		
Type of Service		

Is mobile clinic in a self-contained vehicle or is equipment moved into the temporary site?

Schedule of operation

Justification for service at this site

List of current sites where these services will no longer be offered

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a	b	d	f
	Year Year	Year Year	Year Year
CERTIFIABLE SERVICES			
MEDICAL SERVICES - PRIMARY CARE	[illegible]	[illegible]	[illegible]
MEDICAL SERVICES - OTHER MEDICAL SPECIALTIES	[illegible]	[illegible]	[illegible]
AMBULATORY SURGERY			
SINGLE SPECIALTY - GASTROENTEROLOGY			
SINGLE SPECIALTY - OPHTHALMOLOGY			
SINGLE SPECIALTY - ORTHOPEDICS			
SINGLE SPECIALTY - PAIN MANAGEMENT			
SINGLE SPECIALTY - OTHER			
MULTI-SPECIALTY	[illegible]	[illegible]	[illegible]
CARDIAC CATHETERIZATION			
ADULT DIAGNOSTIC	[illegible]	[illegible]	[illegible]
PEDIATRIC DIAGNOSTIC	[illegible]	[illegible]	[illegible]
PEDIATRIC INTERVENTIONAL ELECTIVE	[illegible]	[illegible]	[illegible]
PERCUTANEOUS CORONARY INTERVENTION (PCI)	[illegible]	[illegible]	[illegible]
CERTIFIED MENTAL HEALTH OP			
CHEMICAL DEPENDENCE - REHAB			
CHEMICAL DEPENDENCE - WITHDRAWAL OP			
CLINIC PART TIME SERVICES			
CLINIC SCHOOL BASED SERVICES			
CLINIC SCHOOL-BASED DENTAL PROGRAM			
COMPREHENSIVE EMPLOYEE CENTER			
COMPREHENSIVE PSYCH EMERGENCY PROGRAM			
DENTAL	[illegible]	[illegible]	[illegible]
EMERGENCY DEPARTMENT	[illegible]	[illegible]	[illegible]
HOME PERITONEAL DIALYSIS TRAINING & SUPPORT	[illegible]	[illegible]	[illegible]
HOME HEMODIALYSIS TRAINING & SUPPORT	[illegible]	[illegible]	[illegible]
INTEGRATED SERVICES - MENTAL HEALTH			
INTEGRATED SERVICES - SUBSTANCE USE DISORDER			
LITHOTRIPSY	[illegible]	[illegible]	[illegible]
METHADONE MAINTENANCE OP			
RADIOLOGY THERAPEUTIC	[illegible]	[illegible]	[illegible]
RENAL DIALYSIS, CHRONIC	[illegible]	[illegible]	[illegible]
OTHER SERVICES	[illegible]	[illegible]	[illegible]
TOTAL	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]

[illegible]

Utilization: Discharges and Patient Days

Service/Bed Classification	Current Year (Last complete 12 months)		1st Year (date: 2012)		2nd Year (Last date: 2013)	
	Discharges	Patient Days	Discharges	Patient Days	Discharges	Patient Days
ADS						
BONE MARROW TRANSPLANT						
BURN CARE						
CHEMICAL DEPENDENCE - DETOX						
CHEMICAL DEPENDENCE - REHAB						
CCRN RECOVERY						
CORONARY CARE	220	2,904	217	2,104	217	2,434
INTENSIVE CARE	670	3,920	670	4,988	650	5,038
MATERNITY	1,977	5,867	1,977	5,937	1,977	7,051
MEDICINE	17,857	76,147	18,273	74,274	18,272	74,974
NEONATAL CONTINUING CARE						
NEONATAL INTENSIVE CARE						
NEONATAL INTERMEDIATE CARE	127	1,793	134	1,715	161	1,715
PEDIATRIC	978	1,192	930	1,105	708	1,125
PEDIATRIC ICU						
PHYSICAL MEDICINE & REHABILITATION	948	7,870	938	4,571	328	4,977
PSYCHIATRIC						
PSYCHIATRIC	2,308	13,124	2,212	12,701	2,212	12,701
RESPIRATORY						
SPECIAL USE						
SWING BED PROGRAM						
TRANSITIONAL CARE						
TRAUMA (FREESTANDING ONLY)						
OTHER (specify)						
TOTAL	25,907	114,221	22,841	110,490	22,240	111,481

Explain overview of this table referred to: "Incremental" changes to discharges and days.
Note that the table now requires the full amount of discharges and days.

Note: Represents the combined facilities upon the implementation of the new hospital consolidation.

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New York State Department of Health Certificate of Need Application

Schedule 16F

Schedule 16 F. Facility Access N/A

See Schedules Required for Each Type of CON to determine when this form is required

Complete Table 1 to indicate the method of payment for inpatients and outpatients who were transferred to other health care facilities for the calendar year immediately preceding the application.
Start date of year for which data applied (mm/yyyy):

Table 1. Patient Characteristics	Total Number of Inpatients	Number of Patients Transferred		
		Inpatient	OPD	ED
Payment Source				
Medicare (Blue Cross)				
Medicaid				
Title V				
Workers Compensation				
Self Pay (no Ins)				
Other (Ind. Partial Pay)				
Free				
Commercial Insurance				
Total Patients				

Complete Table 2 to indicate the method of payment for outpatients

Table 2. Outpatient Characteristics	Emergency Room		Outpatient Clinic		Community Health Center	
	Visits	Visits Resulting in Inpatient Admissions	Visits	Visits Resulting in Inpatient Admissions	Visits	Visits Resulting in Inpatient Admissions
Primary Payment Source						
Medicare (Blue Cross)						
Medicaid						
Title V						
Workers Compensation						
Self Pay (no Ins)						
Other (Ind. Partial Pay)						
Free						
Commercial Insurance						
Total Patients						

A. Attach a copy of your discharge planning policy and procedures.

B. Is your facility a recipient of federal assistance under Title VI or XVI of the Public Health Service Act (Hill-Burton)?

Yes ☐ No ☐

If yes, answer the following questions and attach the most recent report on Hill-Burton compliance from the Federal Department of Health and Human Services.

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N/A

1. Is your facility currently obligated to provide uncompensated service under the Public Health Service Act?

Yes ☐ No ☐

If yes, provide details on how your facility has met such requirement for the last three fiscal years including notification of the requirement in a newspaper of general circulation. Also, list any restricted funds and endowments that were used to provide free, be low cost or charity care services to persons unable to pay.

2. With respect to all or any portion of the facility which has been constructed, modernized or converted with Hill-Burton assistance, are the services provided therein available to all persons residing in your facility's service area without discrimination on the basis of race, color, national origin, creed or any basis unrelated to an individual's need for the services or the availability of the needed service in the facility?

Yes ☐ No ☐

If no, provide an explanation.

3. Does the facility have a policy or practice of admitting only those patients who are referred by physicians with staff privileges at the facility?

Yes ☐ No ☐

4. Do Medicaid beneficiaries have full access to all of your facility's health care services?

Yes ☐ No ☐

If no, provide a list of services where access by Medicaid beneficiaries is denied or limited

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New York State Department of Health
Certificate of Need Application

Schedule 20A

Office of Mental Health Program

This information is required of Article 28 hospitals and diagnostic and treatment centers for projects that include mental health programs subject to an operating certificate or to be approved by the Office of Mental Health under Article 31 of the Mental Hygiene Law (MHL). These projects include a new mental health program or a new site or modification to an existing program. Per MHL Article 31, prior consultation with the Local Government Unit and local Office of Mental Health Field Office is required before a Revision of the Article 28 application.

Section A - Attachments for New Program or New Satellite Location

N/A – No New Program or New Satellite Location

1. **Program and Service Area**
   a. Identify the type of mental health program to be provided.
   b. Define the geographic or political boundaries of the area to be served by the proposed program.
   c. Describe how the proposed program will function within the mental health system in the area to be served.

   N/A

2. **Problems and Needs**
   a. Describe the target population for the program qualitatively and quantitatively. Describe problems of the target population and their families, and describe how the proposed program will address these problems.
   b. Describe how your organization currently serves the target population (if applicable).
   c. Provide any other information supporting need for the proposed program.

   N/A

3. **Access**
   a. Describe how the program will serve the poor and the medically indigent.
   b. Describe the mechanisms by which the program will address the cultural and ethnic backgrounds in the treatment of the population in the service area.
   c. Describe the mechanisms for participation of consumer representation within the governing body (if applicable).
   d. Describe plans to enable persons with physical disabilities to access services, consistent with the characteristics of the population to be served.
   e. Indicate the transportation arrangements through which individuals will access the program.

   N/A

4. **Continuity of Care**
   a. Describe a plan to ensure continuity of care within the mental health system and with other service systems. Identify specific providers to ensure linkages among programs.
   b. For outpatient programs, describe a plan by which patients in the program will be assisted during hours when the program is not in operation.

   N/A

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5. **Implementation**
Describe start-up or phase in activities necessary to implement the program. Include timeframes in your description.

N/A

6. **Functional Program**
a. Mission - Provide an overview of the proposed program and describe the treatment philosophy.
b. Organization - Describe the lines of authority from the governing body to the proposed program. Indicate the relationship of the program to other programs operated by your agency.
c. Goals and Objectives - Describe the goals, objectives, and expected outcomes of the program. Indicate average length of stay.
d. Admission - Describe admission criteria, policies, and procedures. Include initial, stationary and exclusionary criteria, process, timeframes, record keeping, and procedures for notifying families and programs in which recipients are currently admitted.
e. Discharge - Describe discharge criteria, policies, and procedures. Include process, timeframes, record keeping, and procedures for notifying families and programs to which recipients will be referred for further services.
f. Services - Provide a detailed description of all services available to recipients admitted to the program. Specify how these services will be provided and the staff position responsible for providing the service. Identify the provider of any services to be delivered by other than the proposed program. If for programs serving children, describe plans to coordinate with the family and the school.
g. Staffing - Provide a staffing plan for the program. Include descriptions of the qualifications and duties for each staff position.
h. Quality Assurance/Improvement - Describe your plans for utilization review, incident management and internal monitoring.
i. Premises - Provide a description of the premises to be used by the program. Include appropriately labeled sketch drawings showing use and dimensions of rooms.
j. Waivers - Identify any waiver requests and provide justification for the request. Indicate the effect on your proposed program if the request is denied.

N/A

7. **Fiscal**
a. Unless provided elsewhere in this application, submit a proposed budget for the first and second year of full operation of the mental health program.
b. If Medicaid revenue is included, indicate the source and availability of the state share of Medicaid for projects other than Article 31 Clinics.

N/A

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New York State Department of Health Certificate of Need Application

Schedule 20A

Section B - Attachments for Program Expansion at Existing Program or Site

N/A - No Program Expansion

1. Identify the program.

   N/A

2. Provide justification and data supporting the need for the expansion.

   N/A

3. Describe the impact of the expansion on services, staffing, caseload and space.

   N/A

4. Provide a detailed description of services available to recipients as a result of the proposed expansion. Specify how these services will be provided and the staff positions responsible for providing the service. Identify the provider of any services to be delivered by other than the provider of the licensed program. For programs expanding to serve children, describe plans to coordinate with the family and the school.

   N/A

5. Indicate the fiscal impact of the expansion. Provide the incremental increases to expenses and revenues. If additional Medicaid is proposed to support the expansion, for projects other than Article 31 clinics, indicate the source and availability of the state share of Medicaid.

   N/A

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Section C - Attachments for Other Projects Requiring Prior Approval of OMH
In all projects, identify the program affected.

1. Reduce Existing Programs

a. Indicate proposed effective date for reduction.
b. Describe the reasons for the reduction and the impact (if any) on individuals currently receiving services

Mohawk Valley Health System (MVHS) is currently certified to operate 24 adult psychiatric beds at St. Elizabeth Medical Center (St. Elizabeth) and 28 adult psychiatric beds at Faxton-St. Luke's Hospital (St. Luke's), for a total of 50 adult psychiatric beds. Through its overall transformation project, MVHS will relocate the inpatient psychiatric beds at St. Elizabeth and St. Luke's to the new hospital campus, and it will decertify six (6) of the adult psychiatric beds, resulting in the operation of 44 adult psychiatric beds on the new campus.

a. The effective date of the reduction of the adult inpatient psychiatric beds is January 1, 2022, which represents the beginning to Year 1 of operations for this project.

b. When the inpatient utilization of both St. Elizabeth's and St. Luke's is examined, in 2016, the facilities have an overall occupancy rate of 71.5%, given the 50 certified inpatient psychiatric beds at the combined facilities. Given the same utilization statistics and the proposed number of psychiatric beds (44), the combined facilities have an estimated 81.3% occupancy. Please refer to these statistics in the following table:

	Occupancy Rate	
	Current Beds (50)	Proposed Beds (44)
Psychiatric	71.5%	81.3%

Through the overall project, MVHS will decertify six (6) inpatient psychiatric beds (i.e., from 50 to 44 beds). Not only is this decertification supported by the historical occupancy rates for inpatient psychiatric beds noted in the table above, it is also supported by the following statistics:

- Although the number of patient days for inpatient psychiatric pediatrics at the two (2) combined MVHS facilities increased from 2013 to its peak in 2015, it has decreased considerably since 2015. Based upon 2017 data through September 30, 2017, the occupancy rate of the 50 inpatient psychiatric beds was 58.6% (down from the peak occupancy rate of 81.8% in 2015), meaning that about 15 beds remained unused, on average, during this time in 2017.

- Above and greater percentages of inpatient psychiatric cases are originating from outside of Oneida and Herkimer Counties, which means that residents are likely bypassing other inpatient psychiatric units that are closer to home for many residents. These statistics are as follows:

Number and Percentage of MVHS Inpatient Psychiatric Discharges from Oneida/Herkimer Counties vs. All Other Counties, 2012-YTD 2017

	2012	2013	2014	2015	2016	YTD 2017*
Oneida/Herkimer Counties	1,812	1,707	1,728	1,803	1,765	1,172
All Other Counties	397	460	648	611	640	521
TOTAL	2,209	2,167	2,376	2,414	2,405	1,693

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Oneida/Herkimer Counties	82.0%	79.1%	75.9%	74.7%	76.8%	69.2%
All Other Counties	18.0%	20.9%	24.1%	25.3%	23.4%	30.8%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Mohawk Valley Health System

In 2012, only 18.0% of the inpatient psychiatric cases at MVHS were from patients residing outside of Oneida and Herkimer Counties. By 2017 (using data through September 30, 2017), 30.8% of the inpatient psychiatric cases at MVHS were from patients residing outside of Oneida and Herkimer Counties. Based upon a review of inpatient psychiatric bed projects within the "Central New York" and the "Northeast" areas of New York State on NYSE-CON (which includes Oneida and Herkimer Counties, as well as the surrounding region), since 2012, the only inpatient psychiatric project that was implemented was the addition of one (1) psychiatric bed at Rome Memorial Hospital (Oneida County), which went from 11 beds to 12 beds through Project No. 132140. The fact that no psychiatric beds were decertified means that many of the patients who travel from outside of Oneida or Herkimer Counties to receive inpatient psychiatric care at MVHS can likely be served on inpatient psychiatric units located closer to their homes. Nevertheless, it is clear that they are attracted to MVHS facilities for various reasons (one of which is likely the high quality of care provided at its facilities).

- MVHS expects to continue to experience a decrease in its inpatient psychiatric utilization, largely due to the transition of care from the inpatient realm to the outpatient realm, and from the expanded use of front-line outpatient behavioral health services. To this end, MVHS and its two (2) hospital facilities operate numerous extension clinics throughout Utica and the surrounding region that provide outpatient behavioral health services. MVHS is continuing to work with its partners through the DSRIP program to integrate behavioral health services into the primary care setting.

Please also refer to the Project Narrative (under the Schedule 1 Attachment) for additional information.

2. Closure of Program or Site

a. Indicate proposed effective date of closure.
b. Describe the reasons for closing the program or site.
c. Submit a transition plan showing that recipients will be linked to appropriate alternative programs, the alternative programs have agreed to accept the referral, recipient transportation needs will be addressed, and to low-up will occur to confirm recipient linkage to programs.
d. If the rationale for closure includes fiscal considerations, provide documentation to substantiate the lack of fiscal viability in the long-term.
e. Submit a plan for safeguarding recipient records and financial accounts.
f. Describe the process and timeframe for evaluation and placement of recipients and completion of other activities to conclude the affairs of the program.

a. The effective date of the "closure" of the adult inpatient psychiatric beds at St. Elizabeth and St. Luke's is January 1, 2022, which represents the beginning to Year 1 of operations for this project. As noted above, the inpatient psychiatric units at St. Elizabeth and St. Luke's will not be "closed". Instead, they will be relocated to the new hospital campus.

b. As noted above, the inpatient psychiatric units at St. Elizabeth and St. Luke's will not be "closed". Instead, they will be relocated to the new hospital campus.

c. All inpatient psychiatric patients will be relocated to the new hospital campus, upon its opening.

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These patients will be given a choice to continue to be served by MVHS at its new hospital campus, or to be transferred to another inpatient psychiatric unit such as the 12-bed unit at Rome Memorial Hospital in Rome (Oneida County), New York. Please refer to the Schedule 20 Attachment for two (2) Transition Plans – one for St. Elizabeth and one for St. Luke's – associated with this project.

d. N/A – The applicant believes that the proposed 44 inpatient psychiatric beds at its new hospital campus are sufficient to accommodate the needs of the behavioral health population. Utilization concerns are the primary rationale to reduce its inpatient psychiatric beds from 50 to 44.

e. Hard-copies of all recipient records and financial accounts will be relocated to the new hospital campus. All electronic recipient records and financial accounts will be maintained by MVHS. Please refer to the Schedule 20 Attachment for the two (2) Transition Plans that include information pertaining to the safeguarding of recipient records and financial accounts.

f. The inpatient psychiatric program of MVHS will not be closed. The inpatient beds of both St. Elizabeth and St. Luke's will be relocated from their current locations to the new hospital campus in Utica.

3 Change in Location

a. Indicate proposed effective date of relocation.
b. Identify the new location.
c. Describe the reasons for the relocation.
d. Describe how access and transportation needs will be addressed.
e. Provide a description of the premises to be used. Include appropriately labeled sketch drawings showing use and dimensions of rooms.
f. Provide a Certificate of Occupancy or equivalent from the local buildings jurisdiction prior to occupancy.
g. If program relocates to new county or borough, complete Section A (1-7).

a. The effective date of relocation is January 1, 2022, which represents the beginning to Year 1 of operations for this project (i.e., it represents the date that the new hospital campus, including the 44 inpatient psychiatric beds, will be opened).

b. MVHS is currently certified to operate 24 adult psychiatric beds at St. Elizabeth Medical Center (St. Elizabeth) and 26 adult psychiatric beds at Faxton-St. Luke's Hospital (St. Luke's), for a total of 50 adult psychiatric beds. Through this project, MVHS will relocate the inpatient psychiatric beds at St. Elizabeth and St. Luke's to the new hospital campus, and it will decertify six (6) of the adult psychiatric beds, resulting in the operation of 44 adult psychiatric beds on the new campus. The new, consolidated hospital campus will be located on a 25-acre parcel of land bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Oriskany Street West, and Columbia Street.

c. Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA #13050[illegible]) from the New York State Department of Health (NYSDOH) and Dormitory Authority of the State of New York (DASNY), MVHS was awarded $300 million in grant funding for the project proposed in this C.O.N. Application (i.e., the creation of a new hospital campus), which will result in the transformation of healthcare services in the region.

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d. The proposed new hospital campus will be located close to major roads, including Route 90 (New York State Thruway), Route 790, Route 12 and Route 9A (Genesee Street), and it will be highly accessible to a number of routes in the Central New York Regional Transportation Authority (Centro) bus system in Utica.

e. Please refer to the Schedule 8 Attachment for architectural documents, including an Architectural narrative, functional space program, schematic drawings and other architectural items associated with this project.

f. MVHS will provide a Certificate of Occupancy to the NYSDOH/NYSDOH prior to occupancy of the new hospital campus.

g. N/A – The new hospital campus will be located within the same county (Oneida County) as both St. Elizabeth Medical Center and Faxton-St. Luke's Hospital.

4 Change of Sponsor
a Identify new sponsor and current sponsor.
b Describe the reasons for changing sponsorship of the program(s).
c Include written concurrence from the current sponsor for transfer of the program(s). If current sponsor is a corporation include resolution from the Board of Directors.
d Describe any changes to be made in operation of the program(s).
e. Describe the qualifications of the new sponsor for the operation of mental health programs
f. Indicate any financial considerations involved in the change of sponsor.
g Submit a transition plan, including timeframes, for the change of sponsor.

N/A – No Change of Sponsor

5. Capital Project
a. Describe the reasons for the project.

Not only is this decertification supported by the historical occupancy rates for inpatient psychiatric beds noted in the response to Question 1(b) above, it is also supported by the following statistics:

- Although the number of patient days for inpatient psychiatric services at the two (2) combined MVHS facilities increased from 2012 to its peak in 2015, it has decreased considerably since 2015. Based upon 2017 data through September 30, 2017, the occupancy rate of the 50 inpatient psychiatric beds was 69.6% (down from the peak occupancy rate of 81.8% in 2015), meaning that about 15 beds remained unused, on average, during this time in 2017.

- A large and growing percentage of inpatient psychiatric cases are originating from outside of Oneida and Herkimer Counties, which means that residents are likely bypassing other inpatient psychiatric units that are closer to home for more remote units. These statistics are as follows:

Number and Percentage of MVHS Inpatient Psychiatric Discharges from Oneida/Herkimer Counties vs. All Other Counties, 2012-YTD 2017

	2012	2013	2014	2015	2016	YTD 2017*
Oneida/Herkimer Counties	1,812	1,707	1,728	1,803	1,786	1,172
All Other Counties	397	450	548	611	640	621

TOTAL	2,268	2,157	2,278	2,414	2,308	9,695
Oneida/Herkimer Counties	82.0%	78.1%	76.8%	74.7%	76.6%	69.2%
All Other Counties	18.0%	20.9%	24.1%	25.3%	23.4%	30.8%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Mohawk Valley Health System

In 2012, only 18.0% of the inpatient psychiatric cases at MVHS were from patients residing outside of Oneida and Herkimer Counties. By 2017 (using data through September 30, 2017), 30.8% of the inpatient psychiatric cases at MVHS were from patients residing outside of Oneida and Herkimer Counties. Based upon a review of inpatient psychiatric bed projects within the "Central New York" and the "Northeast" areas of New York State on NYSE-CON (which includes Oneida and Herkimer Counties, as well as the surrounding region), since 2012, the only inpatient psychiatric project that was implemented was the addition of one (1) psychiatric bed at Rome Memorial Hospital (Oneida County), which went from 11 beds to 12 beds through Project No. 152140. The fact that no psychiatric beds were decertified means that many of the patients who travel from outside of Oneida or Herkimer Counties to receive inpatient psychiatric care at MVHS can likely be served on inpatient psychiatric units located closer to their homes. Nevertheless, it is clear that they are attracted to MVHS facilities for various reasons (one of which is likely the high quality of care provided at its facilities).

- MVHS expects to continue to experience a decrease in its inpatient psychiatric utilization, largely due to the transition of care from the inpatient realm to the outpatient realm, and from the expanded use of front-line outpatient behavioral health services. To this end, MVHS and its two (2) hospital facilities operate numerous extension clinics throughout Utica and the surrounding region that provide outpatient behavioral health services. MVHS is continuing to work with its partners through the DSRIP program to integrate behavioral health services into the primary care setting.

Please also refer to the Project Narrative (under the Schedule 1 Attachments) for additional information. Please also refer to the C.O.N. Schedule 2B for capital cost information associated with the new hospital campus project.

c. Change in Population Served
   a. Describe the population currently served in the program. Provide quantitative and qualitative data.
   b. Describe the population being served by or deleted from the program. Include quantitative and qualitative data.
   c. Explain the reasons for the change in population.
   d. Identify population groups justification and data to support the need to serve this population.
   e. Describe the impact of the addition or deletion on the existing program in terms of services, staffing, staff expertise, linkages, space, capacity or geographic area (including the impact on the state share of Medicaid, for projects other than Article 31 Clinics).

N/A – No Change in Population Served

f. Other Projects
   a. Describe the project and the reasons for requesting approval. If a real emergency situation, fully describe the nature of the emergency and the necessity for approval.
   b. If an management contract or clinic services contract, provide:
      I. Reasons for entering into the proposed contract
      II. Copy of the proposed contract
      III. Background on the principal officers, and directors of the organization.
      IV. Information sufficient detail to enable review of the project pursuant to Part

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551.7(a)(15) of Title 14 NYCRR

N/A – See Response to Question Nos. 1, 2, 3 and 5.

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New York State Department of Health
Certificate of Need Application

Schedule 20B

Office of Alcoholism and Substance Abuse Services Program

NOT APPLICABLE

This information is required of Article 28 hospitals and diagnostic and treatment centers for projects that include Chemical Dependency (CD) programs subject to an operating certificate or prior approval by the Office of Alcoholism and Substance Abuse Services (OASAS) under Article 32 of the Mental Hygiene Law (MHL). These projects include a new Chemical Dependency (CD) program on a new site or a modification to an existing program. Per MHL Article 32 prior consultation with the Local Governmental Unit (LGU) and local OASAS Field Office is required before submission of the Article 28 application.

Section A – Attachments for New Service, New Additional Location or Capacity Increase of Beds

1 Program and Service Area
- a) Identify the type CD treatment service to be provided
- b) Provide a description of the area where the applicant plans to provide CD services.
- c) Describe how the proposed program will function within the network of CD provider in this area

N/A

2 Need
- a) Provide an assessment of the need for the services requested.
- b) Describe how your organization currently serves the target population (if applicable).
- c) Provide any other information supporting need for the proposed program

N/A

3 Functional Program
- a) Mission - Describe the applicant's approach/philosophy regarding the treatment of chemical dependency; include use of self-help services, medication, individual/group counseling and other treatment methods.
- b) Organization – Describe the lines of authority from the governing body to the proposed program, indicate the relationship of the program to other programs operated by your agency
- c) Goals and Objectives - Provide a detailed list including, but not limited to, expected outcomes for patients, planned numbers and frequency of service delivery, planned length of stay and other proposed measures of success.
- d) Policies and Procedures - Submit detailed CD operational policies and procedures in accord with the proposed services to be provided. (not required when adding an additional location or a capacity increase of beds)
- e) Additional Locations – Indicate current annual number units of services at main location and projected annual number units of services at the additional location.
- f) Services – Describe the proposed operating schedule including days and hours.
- g) Staffing – Provide A staffing plan for the program. Include descriptions of qualifications and duties for each staff person
- h) Premises – Provide a description of the premises to be used by the program. Include floor plan sketches drawn to scale.
- i) Provide a Certificate of Occupancy or equivalent from the local buildings jurisdiction.

N/A

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4 Fiscal

a) Submit a proposed budget for pre-operational expenses and first year of full operation

N/A

5 Implementation

Describe start-up or phase-in activities necessary to implement the program. Include timeframes in your description.

N/A

Section B – Relocation an existing service.

1 Change in Location

a) Indicate the proposed effective date of relocation.
b) Identify the new location.
c) Describe the reasons for the relocation
d) Describe how access and transportation needs will be addressed.
e) Provide a description of the premises to be used by the program. Include floor plan sketches drawn to scale.
f) Provide a Certificate of Occupancy or equivalent from the local buildings jurisdiction.
g) If the move will relocate to a new county or borough Complete Section A (1)

N/A

Section C – Change of Sponsor

1 Change in Sponsor

a) Identify the new sponsor and the current sponsor
b) Describe the reasons for ongoing sponsorship of the program(s)
c) Include written concurrence from the current sponsor for transfer of the program(s). If current sponsor is a corporation, include a resolution from the Board of Directors.
d) Describe any changes to be made in the operation of the program(s).
e) Describe the qualifications of the new sponsor for the operation of OD programs.
f) Indicate any financial considerations involved in the change of sponsor.
g) Submit a transition plan, including timeframes, for the change of sponsor.

N/A

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SCHEDULE 20 ATTACHMENT

MOHAWK VALLEY HEALTH SYSTEM

TRANSITION PLANS (INPATIENT PSYCHIATRIC UNITS)

1. St. Elizabeth Medical Center
2. Putnam-St. Luke's Hospital

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TRANSITION PLAN

ST. ELIZABETH MEDICAL CENTER

24-BED INPATIENT PSYCHIATRIC UNIT

Purpose:
To ensure the smooth transition of inpatient psychiatric treatment as the 24 bed inpatient psychiatric unit is relocated from its current location at 2209 Genesee Street, Utica (Oneida County), New York 13501 to a new hospital campus on a 25-acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Oriskany Street West, and Columbia Street. St. Elizabeth Medical Center (StEMC) / Mohawk Valley Health System (MVHS), the New York State Department of Health (NYSDOH) and the New York State Office of Mental Health (NYSOMH) will work collaboratively during the transition process.

Anticipated Date of Transition
The date of transition to the new hospital campus is anticipated to be on or about January 1, 2022 and is dependent on Mohawk Valley Health System receiving all necessary approvals from NYSDOH and NYSOMH for it to construct a new hospital campus in Utica, New York. Furthermore, this date is based upon the timing of the actual construction of the new hospital campus.

Proposed Schedule for Phasing of Transition
Based on the construction timing for the project SEMC/MVHS will work to identify patients who can appropriately be discharged to community care from the inpatient unit on the existing SEMC campus, to lessen the number of patients who need to be transferred to the new hospital campus on the actual date of transition.

Notification
Once the C.O.N. Application to construct the new hospital campus is approved by the NYSDOH and the construction of the new facility is nearing its end, SEMC/MVHS will begin to provide notice to all constituent populations, including staff, providers, patients and elected officials, that the transition of the inpatient service to the new hospital campus will be occurring with an anticipated date on or about January 1, 2022. Signage will also be placed in prominent locations at SEMC, notifying people of the pending transition and providing them with a contact number.

Maintenance, Storage and Retrieval of Records, including Medical Records
There will be no change to the maintenance of records, including medical records, of patients. All records will continue to be maintained by Mohawk Valley Health System in compliance with State and Federal statutes. Patients will be advised on how to obtain copies of their medical record from the Health Information Management Department at SEMC/MVHS.

Proposed Disposal of Medications, Biologicals, Chemicals and Medical Supplies
Unused medical supplies will be brought to the new hospital campus.

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Disposition of Equipment

Equipment from the inpatient psychiatric unit at the existing SEMC campus will be used, as appropriate, within other inpatient unit at the new hospital campus. Equipment that is beyond its useful life will be disposed of according to policy.

Link to Alternative Programs

The inpatient unit at SEMC is part of the larger behavioral health service delivery system in and around Oneida County, which includes other providers and community-based organizations that provide behavioral health services to the residents of the service area. Hospital staff, which is knowledgeable of these resources, programs and how to access them, will refer to and provide linkages to such programs/providers as:

- New Hospital Campus of MVHS
- Mohawk Valley Psychiatric Center
- Rome Memorial Hospital
- Cath Char RC Div/Syr, NY, Inc-Oneida/Madison
- Center for Family Life and Recovery, Inc.
- Central New York Psychiatric Center
- Central New York Services, Inc.
- House of the Good Shepherd
- Human Technologies Corporation
- NYS ARC Oneida-Lewis County Chapter
- Oneida County Department of Mental Health
- Rescue Mission of Utica, Inc.
- Resource Center for Independent Living
- The Neighborhood Center, Inc.
- Upstate Cerebral Palsy, Inc.

As it has done successfully in the past, SEMC/MVHS will continue to work with these entities in order to ensure that patients receive needed behavioral health services. This includes making sure that alternative programs have agreed to accept the referral, that the patient has appropriate transportation, and that follow-up occurs to confirm medical linkage to the programs.

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TRANSITION PLAN

FAXTON-ST. LUKE'S HEALTHCARE ST. LUKE'S DIVISION

24-BED INPATIENT PSYCHIATRIC UNIT

Purpose

To ensure the smooth transition of inpatient psychiatric treatment as the 24-bed inpatient psychiatric unit is relocated from its current location at 1656 Champlin Avenue, Utica (Oneida County), New York 13502 to a new hospital campus on a 35-acre parcel of land located by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Driskany Street West, and Columbia Street. Faxton-St. Luke's Hospital (FSLH) / Mohawk Valley Health System (MVHS), the New York State Department of Health (NYSDOH) and the New York State Office of Mental Health (NYSOMH) will work collaboratively during the transition process.

Anticipated Date of Transition

The date of transition to the new hospital campus is anticipated to be on or about January 1, 2022 and is dependent on Mohawk Valley Health System receiving all necessary approvals from NYSDOH and NYSOMH for it to construct a new hospital campus in Utica, New York. Furthermore, this date is based upon the timing of the actual construction of the new hospital campus.

Proposed Schedule for Phasing of Transition

Based on the construction timing for the project, FSL / MVHS will work to identify patients who can appropriately be discharged to community care from the inpatient unit on the existing FSLH campus, to lessen the number of patients who need to be transferred to the new hospital campus on the actual date of transition.

Notification

Once the C.O.N. Application to construct the new hospital campus is approved by the NYSDOH and the construction of the new facility is nearing its end, FSL / MVHS will begin to provide notice to all consistent populations, including staff, providers, patients and elected officials, that the transition of the inpatient service to the new hospital campus will be occurring with an anticipated date on or about January 1, 2022. Signage will also be placed in prominent locations at FSLH, notifying people of the pending transition and providing them with a contact number.

Maintenance, Storage and Retrieval of Records, including Medical Records

There will be no change to the maintenance of records, including medical records, of patients. All records will continue to be maintained by Mohawk Valley Health System in compliance with State and Federal statutes. Patients will be advised on how to obtain copies of their medical record from the Health Information Management Department at FSLH/MVHS.

Proposed Disposal of Medications, Hazardous Chemicals and Medical Supplies

Unused medical supplies will be brought to the new hospital campus.

Remove Watermark Wondershare PDFelement

Disposition of Equipment

Equipment from the inpatient psychiatric unit at the existing FSLH campus will be used, as appropriate, within other inpatient units of the new hospital campus. Equipment that is beyond its useful life will be disposed of according to policy.

Link to Alternative Programs

The inpatient unit at FSLH is part of the larger behavioral health service delivery system in and around Oneida County, which includes other providers and community-based organizations that provide behavioral health services to the residents of the service area. Hospital staff, which is knowledgeable of these resources, programs and how to access them, will refer to and provide linkages to such programs/providers as:

- New Hospital Campus of MVHS
- Mohawk Valley Psychiatric Center
- Rome Memorial Hospital
- Oneida-Madison BOCES
- Center for Family Life and Recovery, Inc.
- Central New York Psychiatric Center
- Central New York Services, Inc.
- House of the Good Shepherd
- Human Technologies Corporation
- NYS ARC Oneida-Lewis County Chapter
- Oneida County Department of Mental Health
- Rescue Mission of Utica, Inc.
- Resource Center for Independent Living
- The Neighborhood Center, Inc.
- Upstate Cerebral Palsy, Inc.

As it has done successfully in the past, FSLH/MVHS will continue to work with these entities in order to ensure that patients receive needed behavioral health services. This includes making sure that alternative programs have agreed to accept the referral, that the patient has appropriate transportation, and that follow-up occurs to confirm successful linkage to the programs.

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Helicopter Operations

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Current Status: *Active* **PolicyStat ID:** *3625750*

Origination: *3/13/2016*
Last Approved: *1/25/2017*
Last Revised: *1/25/2017*
Next Review: *1/25/2019*
Owner: *Gregg Sponburgh: Director of Safety & Emergency Preparedness - SEMC*
Policy Area: *03 Environment of Care*
References: *Administrative Directive*
Applicability: *MVHS*

Helicopter Operations - MVHS, MV-03-022

PURPOSE

Mohawk Valley Health Systems (MVHS) maintains and makes available two helistops to authorized medical helicopter services, to be used to send or receive patients to/from other healthcare facilities, when transportation by helicopter is required due to medical necessity or other reasons.

SCOPE

Faxton St. Lukes Healthcare and St. Elizabeth Medical Center Campuses.

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REFERENCES

US DOT Federal Aviation Administration Advisory Circular No: 150/53902C, Chp 4 Hospital Heliports
2010 Fire Code of NYS, Chp 11 Aviation Facilities
ECP016, *Helicopter Safety – Construction Equipment (SEMC)*
SEP007, *Helicopter Security (SEMC)*

DEFINITIONS / ABBREVIATIONS

AOC	Administrator on Call
ETA	Estimated time of arrival
Heliport	An area of land or water or a structural surface that is used, or intended for use, for the landing and taking off of helicopters, and any appurtenant areas which are used, or intended for use, for heliport buildings and other heliport facilities.
Helistop	The same as "Heliport," except that no fueling, defueling, maintenance, repairs or storage of helicopters is permitted.
Rotor wash	Wind turbulence created by the main rotor at landing and take-off
Tail rotor	Small blades at the tail end of the helicopter

PROCEDURE / DIRECTIVE

1. Restrictions:

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1. The helistop is for emergency medical transport only.
2. Helicopters using the helistop must weigh less than 12, 500 pounds (SEMC Campus Only).
3. No helicopters shall be based at either campus.
4. No helicopter fueling shall occur at either campus.

2. Safety Guidelines
    1. Helistop Structure
        1. The helistop and adjacent area shall be kept free of debris to prevent dangerous flying objects from the high winds generated by the helicopter blades (rotor wash).
        2. In winter months, the helistop shall be kept free of snow and ice. Rock salt shall not be used on the helistop since it may become a projectile from the helicopter rotor wash and its corrosiveness may cause damage to the aircraft. Only appropriate non-corrosive de-icing materials shall be used on the helistop.
        3. No vehicle parking shall be allowed on or immediately adjacent to the helistop. Signs shall be posted to this effect.
        4. A portable fire extinguisher with a minimum rating of 80-B shall be in place within 75' adjacent to the helistop.
        5. The helistop shall be adequately lighted to allow landings at times when there is no or inadequate sunlight. Lights shall be pointed down toward the pad so as not to interfere with the pilot's vision. A windsock that is in good condition (not ripped or overly faded) shall be in place in the vicinity of the helistop.
        6. A rotating red beacon light shall be in place and turned on in advance of a helicopter's arrival.
        7. Security staff shall carry cell phones for communication while monitoring the helistop.
        8. If any temporary structures are brought to the hospitals that extend more than 200 feet in the air (e.g. crane), notification to the FAA and the helicopter services shall be provided as per policy ECP016, *Helicopter Safety – Construction Equipment*. The top of the structure must be marked with flags during daylight hours and illuminated at night.
        9. If the helistop needs to be temporarily closed for any reason, a large yellow "X" must be temporarily marked over the entire landing area to signal to pilots that the helistop is closed.
    2. Personnel Safety
        1. Access to the helistop during use shall be restricted to only staff trained in helicopter equipment hazards.
        2. A running helicopter shall not be approached unless the helicopter crew instructs and leads MVHS staff to the aircraft.
        3. Avoid the tail rotor area and helicopter blade area. Always approach the helicopter from the front in the full view of the pilot and only when the pilot indicates that it is safe. Secure all loose clothing and items in the vicinity of a running helicopter. Staff shall keep their heads down and not raise their hands or allow anything above head-level (e.g. IV stands) when in the vicinity of a helicopter with a spinning rotor. MVHS staff shall not open or secure helicopter doors or handle any equipment related to the aircraft.
        4. Staff on the helistop, when the helicopter is landing or departing, shall wear eye and hearing

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protection.

5. Security officers WILL NOT transport equipment and/or patients to or from the helicopter unless specifically ordered to do so by the Hospital Supervisor or the Administrator on Call (AOC) and instructed by Helicopter crew.
6. All security officers will be oriented to helicopter safety procedures at hire to the organization and periodically as required.

3. Responsibilities

Who Responsible	Action to be Taken
Safety Officer	Responsible for the Airport Security Plan and Triennial Airport Registration
Facilities Management	Responsible for the maintenance of the helistop including the landing area (structural integrity, drainage, snow/ice removal, painting, etc.), lighting, phone, windsock, signs, and any other relevant physical features needed for safe use. Place a yellow "X" on the landing pad when temporarily closed.
	Also refer to SEMC Departmental Procedure ECP016, Helicopter Safety – Construction Equipment (SEMC Only).
Sending/ Receiving Unit	Contact Hospital Supervisor. Prepare to send or receive patient.
Hospital Supervisor	Notify Security of ETA and Switchboard (FSLH Only) of ETA
FSLH Switchboard Only	Notify Resource Officer in the ED. Notify New Hartford Police Department; NHPD (Regular transport is at discretion of NHPD to provide assistance, unless Hospital Supervisor requests).
Security	Routinely inspect the helistop for any maintenance issues, communicate any problems to Facilities Management.
FSLH	When notified of ETA for incoming/outgoing patient: Bring a stretcher to the helistop. Prepare helistop by turning on helistop lights and beacon. Secure a portable fire extinguisher with a minimum rating of 80-B. Secure the landing pad to prohibit any unauthorized personnel, vehicles, or equipment to interfere with the helicopter during landing. Maintain visual contact with the helicopter at all times while it is approaching, landing and departing. Upon helicopter departure: turn off helistop lights and beacon, return fire extinguisher to its' storage hanger and safety equipment to its' storage.
SEMC	When notified of ETA for incoming/outgoing patient: Notify Utica Fire Department (Who are then on stand-by) Bring stretcher to helistop. Prepare helistop by turning on helistop lights and beacon and inspecting helistop surface. Secure a portable fire extinguisher with a minimum rating of 80-B. Secure the landing pad to prohibit any unauthorized personnel, vehicles, or equipment to interfere with the helicopter by placing safety cones on either side of helistop and placing an officer in between levels 2 and 3 of the parking garage blocking traffic. Escort patient to and from unit

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Who Responsible	Action to be Taken
	Upon helicopter departure: turn off helistop lights and beacon, return fire extinguisher, safety equipment, and safety cones to roof cabinet. Contact Utica Fire Department and notify them of helicopter departure.
	Also refer to SEMC Departmental Procedures SEP007, Helicopter Security.

CONTENT EXPERT(S) /RESEARCHER(S)/ CONTRIBUTOR(S):

Christopher Kilmartin, MVHS Manager of Security
Linda Finley, FSLH Hospital Supervisor
Lisa Rocci, SEMC Hospital Supervisor
Dianna Scranton, MVHS Manager of Emergency Department
Tracey Barone, SEMC Trauma Coordinator
Kevin Leach, FSLH Interim Facilities Management Director
Dave Chickering, SEMC Facilities Management Director
Raymond Centolella, Utica Fire Dept Chief Fire Marshall

This Document Replaces: EC-34, SPP111.

Attachments:

No Attachments

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Applicability

MVHS

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SEQR Documents

- Lead Agency Coordination
- Notice of Determination
- Scoping

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Lead Agency Coordination

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APPLICATION FOR FINANCIAL ASSISTANCE

Oneida County Industrial Development Agency
584 Phoenix Drive
Rome, New York 13441-1405
(315) 338-0393 telephone
(315) 338-5694 fax

Shawna M. Papale, Executive Director

A non-refundable application fee of $500.00 must be submitted at the time of application along with a $1,000 commitment fee; the $1,000 commitment fee will be applied to closing fees.

*Please submit the original and two (2) copies of the **signed and notarized** application, **and signed** SEQR form with the above fees. **Cost benefit will be completed based on information from this application.***

Please also deliver an electronic copy of all.

All applications must be submitted at least 10 days prior to meeting.

MVHS Integrated Health Campus

Project Name Number (to be provided by the agency)

Date of Submission *January 16, 2018*

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Note to Applicant:

The information requested by this application is necessary to determine the eligibility of your project for Agency benefits. Please answer **all** questions, inserting "none" or "not applicable" where appropriate. If you are providing an estimate, please indicate by inserting "est" after the figure. Attach additional sheets if more space is needed for a response than is provided.

Return the original **signed and notarized** application and two copies with a check in the amount of $1500.00 made payable to: **Oneida County Industrial Development Agency (OCIDA)**, 584 Phoenix Drive, Rome, New York 13441-1405, Attn.: Shawna M. Papale, Executive Director. $1000 will be applied at closing against the IDA legal fees. In addition, an electronic version of the application (signed), **and**SEQR form (signed), to spapale@mvedge.org.

Upon the submission of this application to OCIDA, this applicant becomes a public document. Be advised that any action brought before the OCIDA is public information. All agendas for OCIDA are issued prior to full agency meetings and posted in public domain. If there is information that the applicant feels is proprietary please identity as such and that information will be treated confidentially to the extent permitted by law.

By signing and submitting this Application, the Applicant acknowledges that it received a copy of the Uniform Tax Exemption Policy and the Oneida County IDA Penalty for Failure to Meet Employment Levels as adopted by the Agency and Agency Memorandums pertaining to the benefits of projects financed through the Agency.

A project financed through the Agency involves the preparation and execution of significant legal documents. Please consult with an attorney before signing any documents in connection with the proposed project. You will receive an engagement letter from the OCIDA legal counsel. You will be asked to sign the engagement letter acknowledging you will be responsible for all legal fees of OCIDA legal counsel and that you understand the process. Should you not close and legal services have been rendered by the OCIDA legal counsel, your company will be responsible for those costs.

If your project requires a public hearing, a representative of the applicant is required to be present. A date will be coordinated by the OCIDA legal counsel.

If you have questions how to calculate your company's IDA application fee please consult with the Memorandum to Companies Sale – Leaseback Transactions or please contact the IDA Executive Director.

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Part I: Applicant Information

Note: In responding to the following questions, please keep in mind that the Applicant will be party to all of the documents and is the individual or **if** entity **will be formed** which will receive the actual financial assistance from the Agency.

Applicant

1(a) Applicant's Legal Name: Mohawk Valley Health System

1(b) Principal Address: 2209 Genesee Street

Utica, NY 13501

1(c) Telephone/Facsimile Numbers: 315-801-4978 (phone)

315-801-8598 (fax)

1(d) Email Address: bscholef@mvhealthsystem.org

1(e) Federal Identification Number: 22-3124162

1(f) Contact Person: Bob Scholefield, Executive VP/COO

1(g) Is the Applicant a

[ ] Corporation:
If yes, Public [ ] Private [ ]
If public, on which exchange is it listed? _____

[ ] Subchapter S
[ ] Sole Proprietorship
[ ] General Partnership
[ ] Limited Partnership
[ ] Limited Liability Corporation/Partnership
[ ] Single-Member LLC (name and EIN below):

Name: _____

EIN: _____

[ ] DISC
[X] Other(specify) Non-Profit Healthcare Organization

1(h) State of Organization (if applicable) New York

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Applicant's Stockholders, Directors and Officers (or Partners)

2(a) Provide the following information with respect to parties with 15% or more in equity holdings:

Name	Address	Percentage of Ownership

2(b) Is the Applicant, or any of the individuals listed in 2(a) above, related directly or indirectly to any other entity by more than 50% common ownership? If so, indicate name of such entity and the relationship.

2(c) Is the Applicant affiliated with any other entity, directly or indirectly, other than as listed in the response to 2(a) above? If yes, please indicate name and relationship of such other entity and the address thereof:

Mohawk Valley Health System is the Sole Corporate Member of Faxton-St. Luke's Healthcare, St. Elizabeth Medical Center, St.Luke's Home Residential Health Care Facility,Senior Network Health, LLC, Visiting Nurse Association of Utica and Oneida County, Inc, and Mohawk Valley Home Care, LLC. Together, the system is governed by one Board of Directors. See Exhibit A.

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Applicant's Counsel and Accountant

3(a). Applicant's Attorney

Name/Title:	Traci A. Boris VP, Legal and Compliance MVHS	Kathleen M. Bennett
Firm:	MVHS	Bond, Schoeneck & King, PLLC
Address:	PO Box 479, Utica, NY 13503	One Lincoln Center Syracuse, NY 13202
Telephone/Fax:	315-624-5164	315-218-8631
Email:	tboris@mvhealthsystem.org	kbennett@bsk.com

3(b) Applicant's Accountant

Name/Title:	Louis Aiello
Firm:	MVHS
Address:	1656 Champlin Ave Utica NY 13502
Telephone/Fax:	315-624-6143 (p) / 315-624-6956 (f)
Email:	LAIELLO1@mvhealthsystem.org

Business Description

4(a) Describe the nature of your business and principal products and/or services. Attach additional sheets if necessary.

In 2014, Faxton St. Luke's Healthcare and St. Elizabeth Medical Center affiliated as Mohawk Valley Health System ("MVHS"). MVHS provides medical/healthcare services for residents of the Mohawk Valley, which includes the geographic area of Oneida, Herkimer, and Madison Counties. MVHS's mission is to provide excellence in healthcare for its communities. MVHS is an integrated healthcare delivery system with 4,200 full time equivalent employees and a combined operating budget of $566 million. MVHS is the active parent and co-operator of St Elizabeth Medical Center ("SEMC") and Faxton St. Luke's Healthcare Division ("FSLH"). The MVHS Medical Group has 19 primary care locations, a Children's Health Center, a Women's Health Center, general, orthopedic and neurological surgeons, a Breast Care Center and two Urgent Cares to serve the community's healthcare needs. See Exhibit B.

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Part II: Project Information

5(a) Explain your project in detail. This description should include explanation of all activities which will occur due to this project. Attach additional sheets if necessary.

The MVHS Integrated Health Campus will encompass approximately 25-acres and will include the following elements: Hospital Building; Central Utility Plant; Parking facilities (including one parking garage); Potential future Medical Office Building (by private developer); Campus grounds; Helistop. (site layout and elevations attached as Ex. C and Fact Sheet attached as Ex D.)

***HOSPITAL BUILDING**. The proposed ±670,000 square foot (sf) hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and a 7-story bed tower. The main entrance to the hospital will be located south of Lafayette Street, proximal to Cornelia Street. In addition to the main entrance, Emergency Department (ED) walk-in and ED ambulance entrances will be located on the western portion of the hospital. Vehicular and pedestrian entries will be marked by canopy systems that provide adequate coverage for public drop off, ED walk-in and loading activities. Ambulance traffic will be provided with a sally port adjoined to the podium. A service entrance will be located on the eastern portion of the hospital building, which will be accessible via Columbia Street. Most services currently provided at the FSLH and SEMC will be transitioned to the Integrated Health Campus including ±373 inpatient beds.*

***CENTRAL UTILITY PLANT**. A three-story Central Utility Plant (CUP) will service the hospital. The CUP will adjoin the eastern portion of the podium of the hospital building. The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each which will be fueled by both natural gas and No. 2 Fuel oil. A 50,000-gallon underground storage tank (UST) used to store the No. 2 fuel oil will be installed south of the CUP in the service yard. A 30,000-gallon aboveground storage tank (AST) used to store emergency water for fire protection will also be located in the service yard.*

***PARKING FACILITIES**. Parking facilities will consist of a three-story parking garage and multiple parking lots. The parking garage will provide approximately 1500 parking spaces and the parking lots will allow for an additional ± 1300 parking spaces. These parking facilities will be available for use by patients, visitors, staff, and volunteers, as well as the community for non-hospital related events.*

***POTENTIAL FUTURE MEDICAL OFFICE BUILDING.** A future medical office building is proposed. It is anticipated that the medical office building would be owned and operated by a private developer. The proposed location of the medical office building is south of Columbia Street and east of Cornelia Street.*

***CAMPUS GROUNDS**. The campus will be designed as an urban park with enhanced lighting, trees, pedestrian walkways and seating areas. A pedestrian walkway will replace a portion of Lafayette Street. This walkway will extend from the main entrance to the west, terminating just adjacent to the North-South Arterial Highway. An additional segment of the walkway will provide access to the ED entrance. Outdoor areas will include gardens and other design considerations to create a healing environment. It should also be noted that modifications to existing utility infrastructure will be necessary to accommodate the proposed MVHS Integrated Health Campus.*

Reasons for Project

6(a) Please explain in detail why you want to undertake this project.

Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has been successful in its efforts thus far, but has been constrained by the age and physical limitations of the existing facilities. Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA #1505060325) from the New York State Department of Health (NYSDOH) and Dormitory Authority of the State of New York (DASNY), MVHS was awarded $300 million in grant funding for the creation of a new hospital campus that will result in the transformation of healthcare services in the region. The new MVHS integrated health campus and state-of-art hospital will combine services and replace SEMC and FSLH, will reduce the number of beds in the community, and consolidate patient services to one campus all to deliver higher quality, more effective care with better community outcomes and at a lower cost.

The integrated campus serves the public need by (1) creating a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities; (2) serving the growing demand for healthcare due to the rapidly increasing and aging population in this region; and (3) improving accessibility to and availability of services by attracting specialists and providing services that otherwise would not be available to the community. In addition, the opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability. It will benefit Medicaid enrollees and uninsured individuals in the City and serve the largest and most diverse population in Oneida County. The Project will also help support the ongoing efforts to revitalize downtown Utica by bringing more than 3,500 MVHS employees and medical staff to the new campus, which will spur additional economic development. Downtown housing, commercial, food, retail, education and entertainment venues are positioned to greatly benefit from the influx of employees and visitors. The project will also create future healthcare and development opportunities to anticipate needs in education, research and applied sciences. See Exhibits E, F, & G.

6(b) Why are you requesting the involvement of the Agency in your project?

MVHS is already exempt from property and sales taxes. However, MVHS would be required to pay a significant mortgage tax in connection with additional financing needed for the project. Receiving an exemption from the mortgage tax would make those funds available to other aspects of the project. For example, additional amounts could be used to provide relocation benefits to property owners or to address any environmental issues related to property acquisition. MVHS also anticipates that Agency assistance will be required to acquire some of the property necessary for the project, through eminent domain.

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6(c) Please confirm by checking the box, below, if there is likelihood that the Project would not be undertaken but for the Financial Assistance provided by the Agency?

[ ] Yes or [X] No

If the Project could be undertaken without Financial Assistance provided by the Agency, then provide a statement in the space provided below indicating why the Project should be undertaken by the Agency:

Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications from the NYSDOH and DASNY, MVHS was awarded $300 million in grant funding for the project. However, MVHS and the public would benefit from financial assistance in the form of a mortgage tax exemption because it would make those funds available to other aspects of the project. For example, additional amounts could be used to provide relocation benefits to property owners or to address any environmental issues related to property acquisition. MVHS also anticipates that Agency assistance will be required to acquire some of the property necessary for the project.

How will the Applicant's plans be affected or scaled back if Agency approval is not granted?

MVHS has commenced negotiations with many of the property owners located within the project footprint. Many of these entities have expressed an interest in relocating their business to other facilities within the City of Utica. However, many of these entities have indicated that the cost of relocation is a significant concern and have requested funding to assist with such efforts. If Agency approval is not granted, there will be limited funds available for relocation benefits. In addition, in the absence of agency approval, MVHS will need to find another partner with authority to acquire needed properties for the Project.

6(d) Is the proposed project reasonably necessary to discourage the Applicant from removing such other plant or facility to a location outside the State of New York?

[ ] Yes [X] No **If yes**, please explain briefly.

MVHS is a not-for-profit healthcare organization formed for the specific purpose of providing health services to the people of Oneida County and the Mohawk Valley. It is not authorized to provide its services outside of the Mohawk Valley or outside of New York State.

6(e) Will financing by the Agency result in the removal or abandonment of a plant or other facility of the applicant or any related entity presently located in another area of New York State?

[ ] Yes [X] No Please see explanation below.

If yes, is the proposed project reasonably necessary to preserve the competitive position of the Applicant in its respective industry? [X] Yes [ ] No

The project is necessary to strengthen MVHS operations in an increasingly competitive healthcare environment. The project will result in significant annual savings and will improve ability to attract new physicians. See Exhibit G.

If yes, please provide a statement and evidence supporting the same. Include the name of all taxing jurisdictions in which the abandoned facility or plant lies, and whether Applicant has had any discussions with said taxing jurisdictions regarding the abandonment. Please provide as much detail as possible.

With the exception of certain ancillary facilities, MVHS's objective is to facilitate redevelopment of the existing FSLH and SEMC campuses consistent with the Town of New Hartford's and the City of Utica's long term development plans and capable of making an economically positive contribution to each community. In support of this objective, MVHS will be conducting an evaluation of the properties and potential redevelopment opportunities concurrent with planning for the proposed hospital. In addition to the disposition and redevelopment of the primary facilities, existing ancillary facilities will also be reused. At FSLH, most of the inpatient and outpatient services performed at the existing site will be transitioned to the MVHS Integrated Health Campus; however, it is anticipated that ±24 physical medical and rehabilitation beds will remain and some outpatient services may be performed at this site. The SEMC site will be converted into an outpatient extension clinic. Services provided at the clinic will include sleep center services, cardiac and thoracic surgery-related offices, primary care services and a laboratory patient service center. See Exhibits F and H.

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6(f) Has the Applicant or any related entity previously secured financial assistance in Oneida County (whether through the Agency, the Empire State Development Corporation, or any other entity) ? [X] Yes [ ] No

If yes, please explain (indicate date of benefit, location of facility and outstanding balance).

See listing of bonds issued by Oneida County IDA to all of our related entities in Exhibit I. Outstanding represents current as of 12/31/17. In addition it should be noted that we have received various grants through NYS (mainly NYDOH) for both Hospitals as well as MVHS, including the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica).

6(g) Has the Applicant or any related entity secured financial assistance anywhere within the United States within the last 90 days or does the Applicant or any related entity anticipate receiving financial assistance within the next 90 days? [X] Yes [ ] No
If yes, please explain.

Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA #1505060325) from the New York State Department of Health (NYSDOH) and Dormitory Authority of the State of New York (DASNY), MVHS was awarded $300 million in grant funding for the creation of a new hospital campus that will result in the transformation of healthcare services in the region. See Exhibit H.

6(h) Check all categories best describing the **type of project for all end users at project site (you may check more than one; if checking more than one indicate percentage of square footage the use represents):**

Percentage of sq. footage of each use (if more than one category):

- [ ] Manufacturing
- [ ] Industrial Assembly or Service
- [ ] Back office operations
- [X] Research and Development *2,502 square feet will be leased to Masonic Medical Research Lab.*
- [ ] Technology/Cybersecurity
- [ ] Warehousing
- [ ] Commercial or Recreational
- [X] Retail *MVHS provides medical services.*
- [ ] Residential housing (specify) _____
- [ ] Pollution Control (specify) _____
- [ ] Environmental (e.g., Brownfield) (specify) _____
- [X] Other (specify) *Hospital/Medical and associated parking and medical office building.*

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6(i) Check all categories best describing the **scope of the project**:

- [X] Acquisition of land
- [X] Acquisition of existing building
- [X] Renovations to existing building
- [X] Construction of addition to existing building
- [X] Demolition of existing building or _____ part of building
- [X] Construction of a new building
- [X] Acquisition of machinery and/or equipment
- [X] Installation of machinery and/or equipment
- [ ] Other (specify) _____

6(j) Please indicate the financial assistance you are requesting of the Agency, and provide the estimated value of said assistance. Attach a sheet labeled Annual PILOT that shows the annual utilization of the Real Property Tax Abatement by year and by taxing jurisdiction.

	Assistance	**Estimated Value**
[ ]	Real Property Tax Abatement	$_____
[X]	Mortgage Tax Exemption (.75%)*	$ 1,125,000
	Amount of mortgage: $ 150,000,000	
[ ]	Sales and Use Tax Exemption ** (8.75%)	$_____
	Value of goods/services to be exempted from sales tax:$_____	
[ ]	Issuance by the Agency of Tax Exempt Bonds	$_____
[X]	Condemnation/Acquisition of Property	

Is the financial assistance requested by the Applicant consistent with the IDA's Uniform Tax Exemption Policy? Yes [X] No [ ]

If no, please provide a written statement describing the financial assistance being requested and detailing the reasons the IDA should consider deviating from its Policy.

**MVHS may or may not need to obtain a mortgage for this Project.*

***** Note that the estimate provided above will be provided to the New York State Department of Taxation and Finance. The Applicant acknowledges that the transaction documents will include a covenant by the Applicant that the estimate, above, represents the maximum amount of sales and use tax benefit currently authorized by the Agency with respect to this Application. The Agency may utilize the estimate, above, as well as the proposed total Project Costs as contained within this Application, to determine the Financial Assistance that will be offered.* It is the responsibility of the applicant to inform the IDA within 10 days if the project amount changes.**

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Part III: Facility Information (if project that you are applying for is a housing project please also complete questions 7(m) through 7(q))

Facility (Physical Information) If multiple locations please provide information on all.

7(a) Street Address of Facility:

Area of Downtown Utica generally bounded by Oriskany Blvd. on the North Broadway on the East, State St. on the West and Columbia Street on the South.

7(b) City, Town and/or Village (list ALL incorporated municipalities):

Utica

7(c) School District:

Utica

7(d) Tax Map Number(s): *See spreadsheet attached as Exhibit J.*

Attach copies of the most recent real property tax bills. Include copies for all taxing jurisdictions for the site/ facility that IDA assistance is being sought.

7(e) For what purpose was the facility site most recently used (i.e., light manufacturing, heavy manufacturing, assembly, etc.)?
Light manufacturing, retail, residential, non-profit

7(f) Zoning Classification of location of the project:

Central Business District

7(g) Please describe in detail the facility to be acquired, constructed or renovated (including number of buildings, square footage, number of floors, type of construction,) and attach plot plans, photos or renderings, if available. If there are infrastructure improvements (water, sewer, gas, electrical, etc.) please provide details along with who will carry out those improvements and who will fund them. ***Please be as specific as possible***.

The MVHS Integrated Health Campus will encompass approximately 25-acres and will include the following elements: Hospital Building; Central Utility Plant; Parking facilities (including one parking garage); Potential future Medical Office Building (by private developer); Campus grounds; Helistop.(Site layout and elevations attached as Ex. C and Fact Sheet as Ex. D.)

HOSPITAL BUILDING*. The proposed ±670,000 square foot (sf) hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and a 7-story bed tower.*

CENTRAL UTILITY PLANT*. A three-story Central Utility Plant (CUP) will service the hospital. The CUP will adjoin the eastern portion of the podium of the hospital building. The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each which will be fueled by both natural gas and No. 2 Fuel oil. A 50,000-gallon underground storage tank (UST) used to store the No. 2 fuel oil will be installed south of the CUP in the service yard. A 30,000-gallon aboveground storage tank (AST) used to store emergency water for fire protection will also be located in the service yard.*

PARKING FACILITIES*. Parking facilities will consist of a three-story parking garage and multiple parking lots to be constructed pursuant to a memorandum of understanding between MVHS, the City of Utica and the County of Oneida. The parking garage will provide approximately 1500 parking spaces and the parking lots will allow for an additional ± 1300 parking spaces. These parking facilities will be available for use by patients, visitors, staff, and volunteers, as well as the community for non-hospital related events.*

POTENTIAL FUTURE MEDICAL OFFICE BUILDING. *A future medical office building is proposed. It is anticipated that the medical office building would be owned and operated by a private developer. The proposed location of the medical office building is south of Columbia Street and east of Cornelia Street.*

CAMPUS GROUNDS*. The campus will be designed as an urban park with enhanced lighting, trees, pedestrian walkways and seating areas. A pedestrian walkway will replace a portion of Lafayette Street. This walkway will extend from the main entrance to the west, terminating just adjacent to the North-South Arterial Highway. An additional segment of the walkway will provide access to the ED entrance. Outdoor areas will include gardens and other design considerations to create a healing environment. It should also be noted that modifications to existing utility infrastructure will be necessary to accommodate the proposed MVHS Integrated Health Campus.*

Utility Improvements *MVHS will pay for improvements to sanitary sewers, storm sewers, water mains and electrical infrastructure to serve the project site (see Exs. D and F for details).*

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7(h) Has construction or renovation commenced? [ ] Yes [X] No

If yes, please describe the work in detail that has been undertaken to date, including the date of commencement.

If no, indicate the estimated dates of commencement and completion:

Construction commencement: 2019

Construction completion: 2022

7(i) Will the construction or operation of the facility or any activity which will occur at the site require any local ordinance or variance to be obtained or require a permit or prior approval of any state or federal agency or body (other than normal occupancy and/or construction permits)?
[X] Yes [ ] No

If yes, please describe.
Approvals will be required from a number of local and state agencies as identified in Exhibit K.

Has the Project received site plan approval from the planning department?
[ ] Yes [X] No [ ] N/A

If Yes, please provide the Agency with a copy of the planning department approval along with the related **State Environmental Quality Review** (SEQR) determination. If no, please provide the status of approval:
This is the initial application and will require referral to all involved agencies for lead agency designation. See EAF attached as Exhibit K.

7(j) Will the project have a significant effect on the environment? [X] Yes [ ] No

Important: please attach and sign Part 1 of either the the long or short Environmental Assessment Form to this Application.

7(k) What is the useful life of the facility? 60+ years

7(l) Is the site in a former Empire Zone? [X] Yes [ ] No
If yes, which Empire Zone: *City of Utica Empire Zone (see Exhibit L).*
Is project located in a Federal HUB Zone or distressed area: [X] Yes [ ] No
Provide detail.
The project is located in a historically underutilized business zone. In addition the City of Utica has a poverty rate of 30.1% and a significant refugee population. The area also is designated as a potential environmental justice area by NYSDEC. See Exhibits M and N.

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Part IV: Housing Project Questionnaire *N/A*

Complete the following questions only if your project is a Housing Project. Please reference the *Oneida County Industrial Development Agency Uniform Tax Exemption and Agency Benefits Policy Market Rate Rental Housing Development Initiatives.* (Add additional pages as needed).

7(m) Describe the housing project to be constructed or renovated in detail (type of housing, number of units, etc.):

7 (n) Describe how you will change the current use of the facility or property being utilized for the project. To assist the IDA in their determination of an eligible vacant urban infill site project please provide an extensive explanation as well as photos of what is being removed or replaced with the new construction.

7 (o) Will the project have any impact on the existing infrastructure or upgrades to the current infrastructure (water, sewer, electrical, gas, etc.)? If yes please provide detail and who you are working with at the applicable organization.

7 (p) If your project is a multi-use facility please provide details of the project, project square footage breakdown of non-housing to housing usage, detail the job creation and retention associated with the non-housing component.

7 (q) Does the project provide a community benefit? If yes provide detail substantiating (reference the IDA policy).

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Part V: Retail Project Questionnaire

To ensure compliance with Section 862 of the New York General Municipal Law, the Agency requires additional information if the proposed Project is one where customers personally visit the Project site to undertake either a retail sale transaction or to purchase services.

A. Will any portion of the project (including that portion of the cost to be financed from equity or other sources) consist of facilities or property that are or will be primarily used in making sales of goods or services to customers who personally visit the project site?

[X] Yes or [ ] No. If the answer is yes, please continue. If no, proceed to next section.

For purposes of Question A, the term "retail sales" means (i) sales by a registered vendor under Article 28 of the Tax Law of the State of New York (the "Tax Law") primarily engaged in the retail sale of tangible personal property (as defined in Section 1101(b)(4)(i) of the Tax Law), or (ii) sales of a service to customers who personally visit the Project.

B. What percentage of the cost of the Project will be expended on such facilities or property primarily used in making sales of goods or services to customers who personally visit the project? 100 %. **If the answer is less than 33% do not complete the remainder of the retail determination and proceed to next section.**

If the answer to A is Yes AND the answer to Question B is greater than 33.33%, indicate which of the following questions below apply to the project:

1. Will the project be operated by a not-for-profit corporation [X] Yes or [ ] No.

2. Is the Project location or facility likely to attract a significant number of visitors from outside Oneida County?

[ ] Yes or [X] No *The primary service area (PSA) for this project is comprised of Oneida County. Oneida County is located in Central New York and had a population of 231,190 in 2016. The two (2) largest cities in Oneida County are Utica (with a 2015 population of 61,628 (most recent data available)) and Rome (with a 2015 population of about 32,916 (most recent data available)). MVHS' s patients generally come from 45 towns and villages covering 1,257 square miles surrounding the facilities. Approximately two-thirds (67%) of the County's population resides in urban/suburban areas, while the remaining one-third (33%) resides in rural areas*

If yes, please provide a third party market analysis or other documentation supporting your response.

3. Is the predominant purpose of the project to make available goods or services which would not, but for the project, be reasonably accessible to the residents of the municipality within which the proposed project would be located because of a lack of reasonably accessible retail trade facilities offering such goods or services?

[X] Yes or [ ] No

If yes, please provide a third party market analysis that demonstrates that a majority of the project's customers are expected to come from outside of Oneida County and the project will not directly compete with existing businesses located in Oneida County.

This project will promote access to services to all patients in need of such services by making a number of its services more efficient and generally consolidated at a single site. Second, this project will help to improve public health outcomes for residents of the region through proper access to needed services. The project also assists with physician and medical professional recruitment and will provide opportunities for new medical services, medical education, and medical R&D in downtown Utica. See attached Exhibits E and G.

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All applicants answer the following questions.

4. Will the project preserve permanent, private sector jobs or increase the overall number of permanent, private sector jobs in the State of New York?

[X] Yes or [ ] No.

If yes, explain *Project will preserve approximately 3,500 jobs and assist with recruitment of new physicians and medical professionals to the area. Project will also increase jobs in the area by providing opportunities for new medical services, medical education, and medical R&D in downtown Utica, as well as providing enhanced opportunities for retail, hotel, and other commercial development opportunities. See Exhibit J.*

5. Is the project located in a Highly Distressed Area? [X] Yes or [ ] No

Part VI: Facility (Legal Information)

8(a) With respect to the **present owner** of the facility, please give the following information **and provide a brief statement regarding the status of the acquisition.**:

(Note: the present owner is not necessarily the user of the facility, but that party which holds legal title to the facility.)

Legal Name: *Please see spreadsheet attached as Exhibit J.*

Address: _____

_____

Telephone: _____

Balance of Mortgage: Unknown

Holder of Mortgage: Unknown

If the Applicant is not the present owner of the facility, please attach any written agreements and contracts concerning the acquisition of the real property and/or equipment. Applicant is working to obtain option agreement to acquire the properties, but at present, there are no agreements in place.

8(b) Is there a legal relationship, directly or indirectly, by virtue of common control or through related persons, between the Applicant and the present owner of the facility?

[ ] Yes [X] No. If yes, please explain.

8(c) Will a related real estate holding company, partnership or other entity, be involved in the ownership structure of the transaction?

[ ] Yes [X] No. If yes, please explain.

8(d) Will the title owner of the facility/property also be the user of the facility?

[X] Yes* [ ] No If no, please explain.

**MVHS will own the land and the hospital building. MVHS will acquire the land for the parking garage and the physician's office building, which are both essential for the success of the project. It is likely that MVHS will retain ownership of the land and ground lease a portion of the site to the City/County for the parking garage and another portion of the site to a currently undetermined private developer for the physician's office building.*

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8(e) Is the Applicant currently a tenant in the facility? [ ] Yes [X] No

8(f) Are you planning to use the entire proposed facility?
[ ] Yes [X] No

If no, please give the following information with respect to tenant(s) which will remain in the facility after the completion of the project, including the square footage the Applicant will occupy:

Name of Tenant	Floors Occupied	Square Feet Occupied	Nature of Business
Masonic Medical Research Lab	*Partial*	*2,502 square feet*	*Medical Research*

8(g) Are any of the tenants related to the owner of the facility?
[ ] Yes [X] No
If yes, please explain.

8(h) Will there be any other users utilizing the facility?
[X] Yes [ ] No
If yes, please explain. Provide detail of the contractual arrangement including any financial exchange for the use of the site or property.

MVHS will enter into an agreement with a private developer for the development and operation of a physicians' office building. MVHS has also entered into a memorandum of agreement with the City and County for funding, construction and operation of a public parking garage.

Part VII: Equipment

9(a) List the principal items or categories of equipment to be acquired as part of the project. If you are requesting sales tax exemption it is important to be as detailed as possible. (If a complete list is not available at time of application, as soon as one is available but prior to final authorizing resolution, please submit a detailed inventory of said equipment to be covered.) Attach a sheet if needed.

Construction materials, state of the art medical equipment.

9(b) Please provide a brief description of any equipment which has already been purchased or ordered, attach all invoices and purchase orders, list amounts paid and dates of expected delivery. Attach a sheet if needed.

None.

9(c) What is the useful life of the equipment? N/A years

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Part VIII: Employment Information

10(a) Estimate how many construction jobs will be created or retained as a result of this project.

Construction Jobs:

There will be approximately 1,070 construction jobs generated over the three year construction period. See attached Exhibits E and P.

10(b) Job Information related to project ***

Estimate below how many jobs will be created and retained as a result of this project, if OCIDA assistance is granted **- chart will auto-sum each category**

Number of Jobs BEFORE Project	**Location 1** SEMC	**Location 2** St Lukes	**Location 3** Other	**Location 4** New Hospital	**Location 5**	**Total**
Address in NYS	2209 Genesee Utica NY	1656 Champlin Utica, NY	Faxton & other offsite campuses	Downtown		
Full-Time Company	1,218	1,412	1,151	___		3,844
Full-Time Independent Contractors						
Full-Time Leased	4	7	__	__		11
Total Full-Time BEFORE	1,285	1,419	1,151			3,855
Part-Time Company						
Part-Time Independent Contractors						
Part-Time Leased						
Total Part-Time BEFORE						

*Continued on next page

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- chart will auto-sum each category

Number of Jobs AFTER Project (within 3 years of project completion)	Location 1 SEMC	Location 2 St Luke's	Location 3 Other	Location 4 New Hospita	Location 5	Total
Full-time Company			1,151	2,520		3,671
Full-Time Independent Contractors						
Full-Time Leased						
Total Full-Time AFTER			1,151	2,520		3,671*
Part-Time Independent Company						
Part-Time Independent Contractors						
Part-Time Leased						
Total Part-Time AFTER						

**The reduction results from operating efficiencies gained by no longer having two separate facilities. MVHS anticipates the addition of physicians and support staff, but has not calculated those numbers at this time. In the absence of the project, staff reductions will be necessary to address the financial hardship of operating two campuses. See Exhibit G.*

Estimate the number of residents from the Labor Market Area** in which the Project is located that will fill the jobs created within three years of project completion	Location 1	Location 2	Location 3	Location 4	Location 5	Total
Full-Time						
Part-Time						
Total AFTER						

*Continued on next page

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- chart will auto-sum each category

	Retained Jobs		Created Jobs	
SALARY AND BENEFITS	**Average Annual Salary**	**Average Fringe Benefits (as a percentage of wages)**	**Average Annual Salary**	**Average Fringe Benefits (as a percentage of wages)**
Management	$ 83,000	% 24	$	%
Administrative	$ 31,000	% 24	$	%
Production	$ 59,000	% 24	$	%
Independent Contractor	$	%	$	%
Other	$ 145,000	% 0	$	%
Overall Weighted Average	$ 55,000	% 24	$	%

** Labor Market Area includes Oneida, Lewis, Herkimer, and Madison Counties

*** By statute, Agency staff must project the number of Full-Time Jobs that would be retained and created if the request for Financial Assistance is granted. A Full-Time Job works 35 hours or more per week. Agency staff converts Part-Time Jobs into Full-Time Equivalents (FTE) by dividing the number of Part-Time Jobs by two(2). Agency staff will project such jobs over the THREE (3)-year time period FOLLOWING Project Completion.

10(c) Please list NIC codes for the jobs affiliated with this project:

62 - Health Care and Social Assistance

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Part IX: Estimated Project Cost and Financing - **form will auto sum**

11(a) List the costs necessary for the construction, acquisition or renovation of the facility.

Acquisition of Land **(if vacant)**	$13,700,000 total for land and buildings
Acquisition of **Existing** Building(s)	
Renovation Costs **of Existing Building(s)**	
New Construction of Buildings	$376,053,935
Machinery and Equipment (other than furniture costs)	$46,000,000
Fixtures	
Installation Costs	
Fees **& Permits** (other than your own broker and legal fees)	
Legal Fees (IDA legal fees, Applicant legal fees)	$7,657,500
Architectural/Engineering Interest on	
Financing **Charges**	$14,000,000
Other (specify) Scoping and Design	$22,588,565
Subtotal	$480,000,000
Application Fee and Agency Fee[1]	$ 6,500*
Total Project Cost	

[1]*See Attached Fee Schedule (Page 19) for Agency Fee amount to be placed on this line*

**MVHS, a not for profit hospital organization, requests a waiver of the Agency Fee for this project as it will reduce money that could otherwise be available for property acquisition and relocation costs and/or potential renovation and/or reuse of existing historic structures currently located in the project footprint.*

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11(b) **Sources of Funds for Project Costs (will auto sum):**

Bank Financing:	$_____
Equity (excluding equity that is attributed to grants/tax credits)	$ 150,000,000
Tax Exempt Bond Issuance (if applicable)	$ 30,000,000
Taxable Bond Issuance (if applicable)	$ _____
Public Sources (Include sum total of all state and federal grants and tax credits)	$ 300,000,000
Identify each state and federal grant/credit:	
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
Total Sources of Funds for Project Costs:	$ 480,000,000

Real Estate Taxes

12(a) For each tax parcel which comprises the facility, please provide the following information, using figures from the most recent tax year.

See spreadsheet attached as Exhibit J.

Tax Map #	Current Assessed Value (Land)	Current Assessed Value (Building)	Real Estate Taxes

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12(b) Address of Receiver of Town and/or Village Taxes:

City of Utica Comptroller

1 Kennedy Plaza

Utica, NY

12(c) Address of Receiver of School Taxes:

City of Utica Comptroller

1 Kennedy Plaza

Utica, NY

12(d) Will the completion of the proposed project result in the increase of the assessment of any of the parcels named above? [X] Yes [ ] No

If yes, please indicate which tax account numbers will be affected.

Unknown at this time. Tax parcels will be combined and then parcel may be subdivided or suffixed for the parking garage and the physicians office building.

Financial Information

13(a) Has the Applicant contacted any bank, financial/lending institution or private investor with respect to the financing of the proposed project?

[ ] Yes [X] No *But presently in discussions.*

If yes, please provide details.

13(b) Has the Applicant received a commitment letter for said financing?

[ ] Yes [X] No

If yes, please submit a copy of said commitment letter along with this Application.

13(c) Please complete the Cost/Benefit Analysis form and attach to this Application. As you begin completing the form and have questions, please call the IDA office.

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REPRESENTATIONS AND CERTIFICATION BY APPLICANT

The undersigned requests that this Application be submitted for review to the Oneida County Industrial Development Agency (the "Agency") and its Board of Directors.

Approval of the Application can be granted solely by this Agency's Board of Directors. The undersigned acknowledges that Applicant shall be responsible for all costs incurred by the Agency and its counsel in connection with the attendant negotiations whether or not the transaction is carried to a successful conclusion.

The Applicant further understands and agrees with the Agency as follows:

1. **Annual Sales Tax Filings**. In accordance with Section 858-b(2) of the New York General Municipal Law, the Applicant understands and agrees that, if the Project receives any sales tax exemptions as part of the Financial Assistance from the Agency, in accordance with Section 874(8) of the General Municipal Law, the Applicant agrees to file, or cause to be filed, with the New York State Department of Taxation and Finance, the annual form prescribed by the Department of Taxation and Finance, describing the value of all sales tax exemptions claimed by the Applicant and all consultants or subcontractors retained by the Applicant.

2. **Annual Employment, Tax Exemption & Bond Status Reports. The Applicant understands and agrees that, if the Project receives any Financial Assistance from the Agency, the Applicant agrees to file, or cause to be filed, with the Agency, on an annual basis, reports regarding the number of people employed at the project site as well as tax exemption benefits received with the action of the Agency. For Applicants not responding to the Agency's request for reports by the stated due date, a $500 late fee will charged to the Applicant for each 30-day period the report is late beyond the due date, up until the time the report is submitted. Failure to provide such reports as provided in the transaction documents will be an Event of Default under the Lease (or Leaseback) Agreement between the Agency and Applicant. In addition, a Notice of Failure to provide the Agency with an Annual Employment, Tax Exemption & Bond Status Report may be reported to Agency board members, said report being an agenda item subject to the Open Meetings Law.**

3. **Absence of Conflict of Interest**. The Applicant has consulted the Agency website of the list of the Agency members, officers and employees of the Agency. No member, officer, or employee of the Agency has an interest, whether direct or indirect, in any transaction contemplated by this Application, except as herein after described (if none, state "none"):

4. **Hold Harmless**. Applicant hereby releases the Agency and its members, officers, servants, agents and employees from, agrees that the Agency shall not be liable for and agrees to indemnify, defend and hold the Agency harmless from and against any and all liability arising from or expense incurred by (A) the Agency's examination and processing of, and action pursuant to or upon, the attached Application, regardless of whether or not the Application or the Project described therein or the tax exemptions and other assistance requested therein are favorably acted upon by the Agency, (B) the Agency's acquisition, construction and/or installation of the Project described therein and (C) any further action taken by the Agency with respect to the Project; including without limiting the generality of the foregoing, all causes of action and attorneys' fees and any other expenses incurred in defending any suits or actions which may arise as a result of any of the foregoing. If, for any reason, the Applicant fails to conclude or consummate necessary negotiations, or fails, within a reasonable or specified period of time, to take reasonable, proper or requested action, or withdraws, abandons, cancels or neglects the Application, or if the Agency or the Applicant are unable to reach final

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agreement with respect to the Project, then, and in the event, upon presentation of an invoice itemizing the same, the Applicant shall pay to the Agency, its agents or assigns, all costs incurred by the Agency in the processing of the Application, including attorneys' fees, if any.

5. The Applicant acknowledges that the Agency has disclosed that the actions and activities of the Agency are subject to the Public Authorities Accountability Act signed into law January 13, 2006 as Chapter 766 of the 2005 Laws of the State of New York.

6. The Applicant acknowledges that the Agency is subject to New York State's Freedom of Information Law (FOIL). **Applicant understands that all Project information and records related to this application are potentially subject to disclosure under FOIL subject to limited statutory exclusions**.

7. The Applicant acknowledges that it has been provided with a copy of the Agency's recapture policy (the "Recapture Policy"). The Applicant covenants and agrees that it fully understands that the Recapture Policy is applicable to the Project that is the subject of this Application, and that the Agency will implement the Recapture Policy if and when it is so required to do so. The Applicant further covenants and agrees that its Project is potentially subject to termination of Agency financial assistance and/or recapture of Agency financial assistance so provided and/or previously granted.

8. The Applicant understands and agrees that the provisions of Section 862(1) of the New York General Municipal Law, as provided below, will not be violated if Financial Assistance is provided for the proposed Project:

> § 862. Restrictions on funds of the agency. (1) No funds of the agency shall be used in respect of any project if the completion thereof would result in the removal of an industrial or manufacturing plant of the project occupant from one area of the state to another area of the state or in the abandonment of one or more plants or facilities of the project occupant located within the state, provided, however, that neither restriction shall apply if the agency shall determine on the basis of the application before it that the project is reasonably necessary to discourage the project occupant from removing such other plant or facility to a location outside the state or is reasonably necessary to preserve the competitive position of the project occupant in its respective industry.

9. The Applicant confirms and acknowledges that the owner, occupant, or operator receiving Financial Assistance for the proposed Project is in substantial compliance with applicable local, state and federal tax, worker protection and environmental laws, rules and regulations.

10. The Applicant confirms and acknowledges that the submission of any knowingly false or knowingly misleading information may lead to the immediate termination of any Financial Assistance and the reimbursement of an amount equal to all or part of any tax exemption claimed by reason of the Agency's involvement the Project.

11. The Applicant confirms and hereby acknowledges that as of the date of this Application, the Applicant is in substantial compliance with all provisions of Article 18-A of the New York General Municipal Law, including, but not limited to, the provision of Section 859-a and Section 862(1) of the New York General Municipal Law.

12. The Applicant and the individual executing this Application on behalf of the Applicant acknowledge that the Agency will rely on the representations made herein when acting on this Application and hereby represent that the statements made herein do not contain any untrue statement of a material

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fact and do not omit to state a material fact necessary to make the statements contained herein not misleading.

STATE OF NEW YORK)
COUNTY OF ONEIDA) ss.:

Robert C. Schickfeld, being first duly sworn, deposes and says:

1. That I am the SVP/CCO (Corporate Officer) of Mohawk Valley Health System (Applicant) and that I am duly authorized on behalf of the Applicant to bind the Applicant.

2. That I have read the attached Application. I know the contents thereof, and that to the best of my knowledge and belief, this Application and the contents of this Application are true, accurate and complete.

Robert C. Schickfeld
(Signature of Officer)

Subscribed and affirmed to me under penalties of perjury this 15th day of January, 2018.

[illegible]
(Notary Public)

[illegible]
NOTARY PUBLIC, STATE OF NEW YORK
[illegible]
[illegible]
My Commission Expires [illegible]

If the application has been completed by or in part by other than the person signing this application for the applicant please indicate who and in what capacity:

By: Dand, Schumack & King, W.F.L.

Name: Kathleen M. Bennett

Title: Member/Attorney

Date: January 16, 2018

Return the original signed and notarized application and two copies with a check in the amount of $1500.00 made payable to Oneida County Industrial Development Agency (OCIDA), 584 Phoenix Drive, Rome, New York 13441-1405, Attn.: Shawna M. Papale, Executive Director. $1000 will be applied at closing against the IDA closing fee. In addition, please send an electronic version of the application (signed), and SEEK form (signed), to spapale@mvcape.org.

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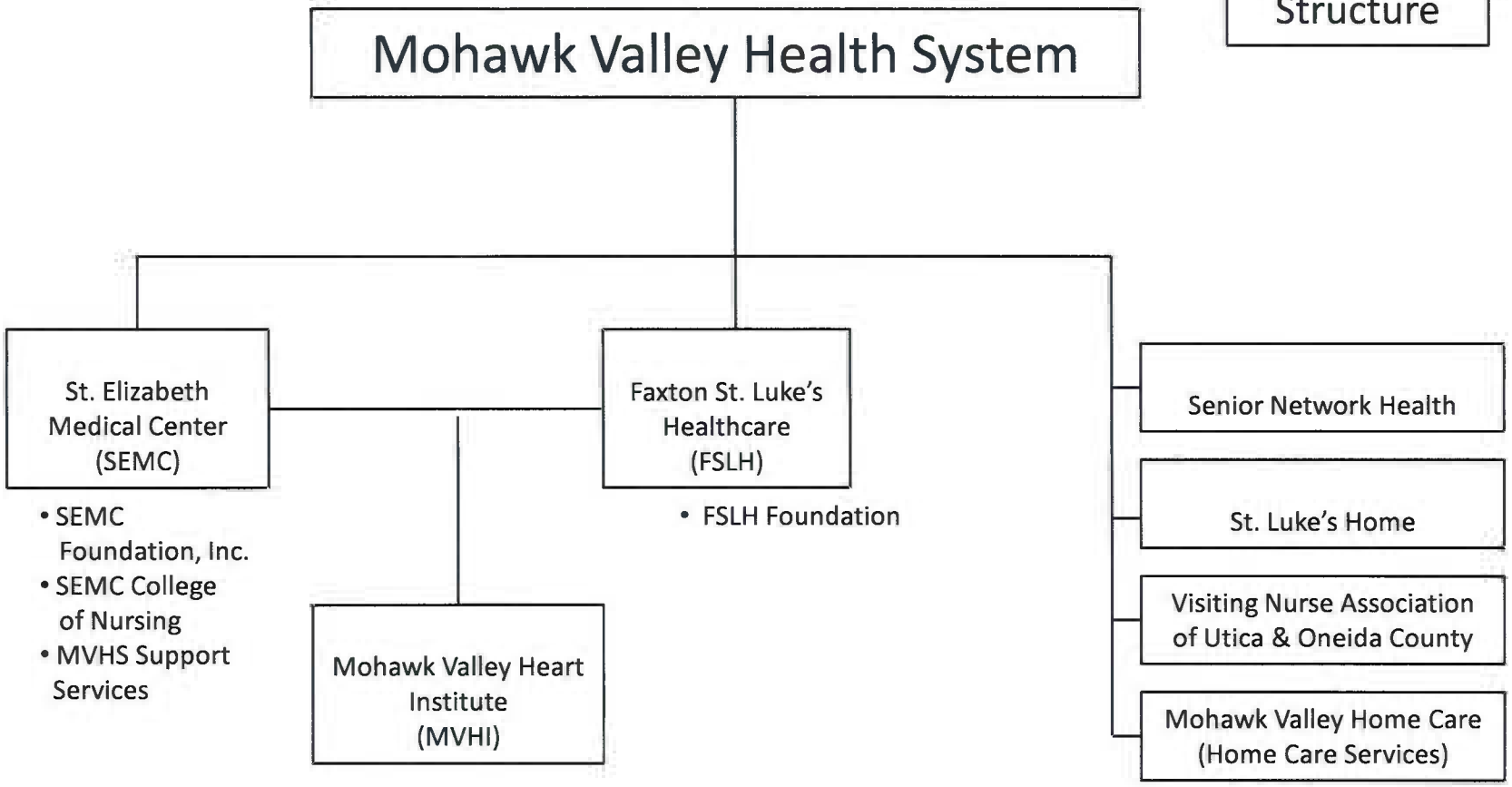
Exhibit A

MVHS

Governance Structure



Effective: November 2017 Updated

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Exhibit B

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About the Mohawk Valley Health System

MVHS

*Together we make a **difference.***



Faxton St. Luke's Healthcare (FSLH) and St. Elizabeth Medical Center (SEMC) affiliated as the Mohawk Valley Health System (MVHS) in March 2014. MVHS is governed by a single, 18-member board of directors, with nine members from FSLH's board and nine from SEMC's board. The system is operated by a single management team.

MVHS serves the geographic area of Oneida, Herkimer and Madison counties and is an integrated delivery system with 4,200 full-time equivalent employees and a combined operating budget of $566 million.

The MVHS Medical Group has 19 primary care locations, a Children's Health Center, a Women's Health Center, general, orthopedic and neurological surgeons, a Breast Care Center and two Urgent Cares to serve our community's healthcare needs.

Both hospitals accept all major insurances and have designated charity care programs to help provide for individuals without insurance.

The affiliation helps to enhance services for the residents of the Mohawk Valley through greater collaboration and improved clinical quality for patient and resident care. As a large system, MVHS has much to offer when recruiting new physicians.

Faxton St. Luke's Healthcare

FSLH includes two campuses with 370 acute care beds and 202 long-term care beds:

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St. Luke's Campus – 1656 Champlain Avenue Utica, NY (Main Campus)

Faxton Campus – 1676 Sunset Avenue Utica, NY

A not-for-profit healthcare organization that includes St. Luke's Home, Senior Network Health, Mohawk Valley Home Care and Visiting Nurse Association of Utica and Oneida County

Center for Rehabilitation and Continuing Care Services

- Acute Inpatient Rehabilitation Unit
- Adult Day Health Care Service
- Outpatient Dialysis Center
- St. Luke's Home
- Senior Network Health
- Visiting Nurse Association of Utica and Oneida County

Faxton Campus

- Ambulatory Surgery Center
- Cancer Center
- Dialysis Center
- Outpatient Rehabilitation Center
- Urgent Care

St. Luke's Campus

- Bariatric Surgery Program
- Maternal Child Services
- Mohawk Valley Heart Institute
- Mohawk Valley Hospital Center
- Stroke Center
- Surgical and Anesthesia Services
- Total Joint Orthopedic Program

St. Elizabeth Medical Center

SEMC includes two campuses with 201 acute care beds:

2209 Genesee Street, Utica, NY (Main Campus)

St. Elizabeth Medical Arts – 4401 Middle Settlement Road, New Hartford, NY

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SEMC also includes the Sister Rose Vincent Elizabeth Family Medicine Center which provides patient care services for the whole family and is also a teaching facility for new physicians. St. Elizabeth Home Care serves patients in their homes and St. Elizabeth Health Support Services offers respiratory services and durable medical equipment to patients in their homes.

SEMC Main Campus:

- Ambulatory Surgical Center
- Area Trauma Center
- Fellowship in Gynecologic Endoscopy
- Fellowship in Hospital Medicine
- Marion Medical Professional Building
- Mohawk Valley Heart Institute
- Sleep Disorders Center
- St. Elizabeth College of Nursing
- St. Elizabeth Family Medicine Residency Program

Medical Arts Campus:

- Advanced Wound Care
- Imaging at St. Elizabeth Medical Arts
- MVHS Medical Group New Hartford Medical Office
- Outpatient Laboratory Draw Site
- Outpatient Rehabilitation Services

SEMC is a Catholic hospital and is affiliated with the Sisters of St. Francis of the Neumann Communities and the Syracuse Diocese.

2017 System Highlights

- The Mohawk Valley Health System (MVHS) has opened a new service that provides advanced NeuroEndovascular care that treats complex vascular conditions of the brain including stroke, carotid stenosis, hyperlipidemia, brain aneurysms, brain and spinal arteriovenous malformations and more.
- Forbes Magazine ranked St. Elizabeth College of Nursing (SECON) on its list of the country's top two-year trade schools. SECON was ranked 1Nrd of the list's 30 schools based upon student post-graduate earnings, along with the school's affordability and quality.
- MVHS acquired the da Vinci Si Surgical System. Surgeons at MVHS are currently using the system for an upper vascular with plans to

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expand to include surgeries in the areas of gynecology, thoracic, cardiac and general surgery in the future.

- MVHS received the Mission: Lifeline® Bronze Receiving Quality Achievement Award for implementing specific quality improvement measures outlined by the American Heart Association for the Treatment of Patients with a suffered severe heart attacks.
- St. Elizabeth Medical Center's (SEMC) Trauma Center was verified as a Level II Trauma Center by the Verification Review Committee and the Committee of the Committee on Trauma of the American College of Surgeons. This achievement recognizes the Trauma Center's dedication to providing optimal care for injured patients.
- Continuing his renovation project, Faxton Urgent Care recently added hand-painted murals to two exam rooms to help ease children's anxiety during visits. Artist Amy Tickle of Utica designed the wall-length murals with whimsical characters to please children and provide a pleasant distraction from their injury or illness.
- Faxton St. Luke's Healthcare (FSLH) an affiliate of MVHS, received the American Heart Association/American Stroke Association's Get With The Guidelines® Stroke Gold Plus Quality Achievement Award with the Get Stroke Smart Elite Plus. The award recognizes FSLH's commitment and success ensuring that stroke patients receive the most appropriate treatment.
- The MVHS Sleep Disorders Center received its five year reaccreditation from the American Academy of Sleep Medicine (AASM). It was the first sleep center in the Greater Utica-Mohawk Valley area to earn this distinction, dating back to 1997.
- MVHS's Present 12 diabetes prevention program, part of the Central New York Diabetes Education Program (CNY Diabetes), was awarded full recognition from the Center for Disease Control and Prevention's (CDC) Diabetes Prevention Recognition Program (DPRP) for the second year in a row. The program became the first in Oneida County to receive full recognition in November 2017.
- Elizabeth Kosakowski, BS, CCS, CTR, CCDS, AHIMA Certified CDH-D, Former director of Health Information Management for MVHS, received an award for Clinical Preceptor of the Year from the New York State Health Information Management Association (NYHIMA). She is one of 11 award recipients from across New York State.
- In April 2017, it was announced that MVHS has been awarded the $900 million Health Care Facility Transformation grant to create an integrated health care delivery system in Oneida County. In November 2017, MVHS revealed the site plan and outline of its new regional healthcare campus in mid-November. The result of the months of

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planning and work is an integrated healthcare campus with a 3 / 4-bed, 672,000 square foot facility and 1,500-car parking structure on 25 acres in downtown Utica. In collaboration with the MVHS outreach team, architects have advanced the site plan and design and engaged more than 2,000 individuals throughout the community to obtain feedback and guidance regarding the design of the new hospital and its integration with the surround of downtown Utica. Members of the public will discuss the site plan and community favorites. Remember at the Radisson Hotel Utica Centre.

Mohawk Valley Health System

An affiliation of
Faxton St. Luke's Healthcare &
St. Elizabeth Medical Center

1656 Champlain Avenue
Utica, NY 13502

www.mvhealthsystem.org

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TOGETHER WE MAKE A DIFFERENCE.

Mohawk Valley Health System

A GUIDE TO BUILDING THE MVHS BRAND

OUR **MVHS BRAND**

This booklet is designed to help you become a champion for Mohawk Valley Health System (MVHS). It's not a set of rules; it's a guide to help you in your daily communications about MVHS. It provides the language you may need to express the caring spirit of our organization. Whether talking with a patient, resident or a member of your own family, you can tell the story about what we do for our community and the families we serve.

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Together we make a ***difference***.

Mohawk Valley Health System

MVHS is rich with history and tradition. We have been caring for our communities since 1830 and there is no greater joy than seeing the impact our actions have.

Our interactions should always leave a lasting, positive impression because we understand that each one of us plays a crucial role in the overall patient and resident experience. We know we have made a difference when our customers - the patient, the resident and their families - reach out to us and share a moment during their care that has made a difference for them.

We are the community's trusted healthcare system of choice, sharing our energies and efforts to inspire those around us. The kind and appreciative words of our patients, residents, coworkers, medical staff and volunteers guide us.

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THE POWER *of a Story*

At MVHS, we have stories of caregivers, protectors, companions and champions. The stories speak of challenges and triumphs, connections and discoveries, shared experiences and life-changing journeys that reflect the history of Faxton St. Luke's Healthcare (FSLH) and St. Elizabeth Medical Center (SEMC) and how we make a difference. These moments and gestures are shared, honored and remembered. Working together, we will continue to create even more everlasting memories for our patients and residents.

What stories can you tell?

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A wife sits at her late husband's bedside mourning his loss. As she waits for loved ones to arrive, a nurse sits quietly with her and holds her hand, knowing that kindness and sympathy require no words.





When a patient being discharged needed help and a different place to live, employees volunteered on their day off to move the patient, unpack her belongings, donate household items and even bought groceries so she'd have food to eat.



When an employee's small child needed major surgery that would require weeks of recovery, fellow coworkers came together to support the entire family through bake sales, donations, raffles, home cooked meals, donating their paid time off and well-wishes.

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WHAT IS **MVHS?**

If you only had an elevator ride to explain to someone what MVHS is, what would you say?

MVHS is a system that provides healthcare services for the residents of the Mohawk Valley. We are known for our clinical quality and collaboration. We are the organization people choose when caring for their loved one.

Why Do People Choose MVHS?



"After my stroke, I chose to receive my rehabilitation treatment at Mohawk Valley Health System. It was so nice to be close to home so my family and friends could visit me and offer encouragement. The doctors, therapists, nurses and aides that treated me made me feel comfortable and most importantly, made me feel like a person not just a patient. I formed a close bond with them and I hope they realize the difference they made in my life - for both me and my family."

— Gary Philipson, owner of "Herb" Philipson's

Why Work for MVHS?



"I wanted to be a doctor ever since I could walk. I am blessed and fortunate to do what I do every day and I have a lot of pride in the work that we do at Mohawk Valley Health System. There is a culture of caring in this community that you don't find in larger places. The affiliation allows us to work as a team and provide patients with access to the very best quality care right here in Central New York."

— Dr. Kevin McCormick, Primary Care Physician

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MVHS

MVHS LOGO

As FSLH and SEMC work together under MVHS, our dedication to excellence in patient care and promoting wellness in our community has not changed. The MVHS mark and colors are designed to show the unity of our system and to promote recognition within our community, the Mohawk Valley.

The sweeping shape of the valley and the stripes representing the familiar image of a plowed field reflect our commitment to promoting wellness in our local communities. The soft, warm green and deep blue colors were carefully selected because they represent our local, natural environment and best portray our values as an organization. The color green represents well-being, health and purity; the blue inspires trust as well as stability.

OUR MISSION

To provide excellence in healthcare for our communities.

OUR VISION

To be the trusted healthcare system of choice through clinical quality, excellence in service and education, compassionate care, promotion of wellness and operational efficiency.

Our Values

HONESTY

We believe in the highest level of personal and professional ethics and standards. Our relationships with patients, residents, physicians, volunteers, families, vendors and each other will be open, honest and fair.

EXCELLENCE

We strive to exceed the expectations of our patients, residents, employees, peers and medical staff so that we can achieve superior outcomes.

TRANSPARENCY

We are open and inclusive in all that we do. Our patients and residents will receive timely and accurate information about their care. We will share with our staff, physicians, volunteers and community our goals, plans and progress.

INNOVATION

As an organization, we use proven technology and techniques to engage in and create best practices in all aspects of our operations.

QUALITY

We believe in providing superior quality care and service excellence to our patients, residents, their families, visitors, physicians, volunteers and coworkers in a compassionate, safe and caring manner.

CONTINUOUS LEARNING

We promote an environment of continuous, life-long learning among our patients, residents, employees, physicians, volunteers and the public in order to create a healthier, vibrant organization and community.

RESPECT

We recognize the honor and dignity of every person and value each staff member's contributions toward achieving our mission.

TEAMWORK

Working together, we promote the sharing of ideas, talents and skills to encourage the personal growth and advancement of each staff member and to provide the highest level of service and quality for our patients and residents.

SAFETY

We embrace a culture where employees are provided with the tools and training necessary to accurately administer appropriate and timely care to patients and residents.

COLLABORATION

We work closely with each other, our medical staff and local businesses and agencies to make our community's health a top priority.

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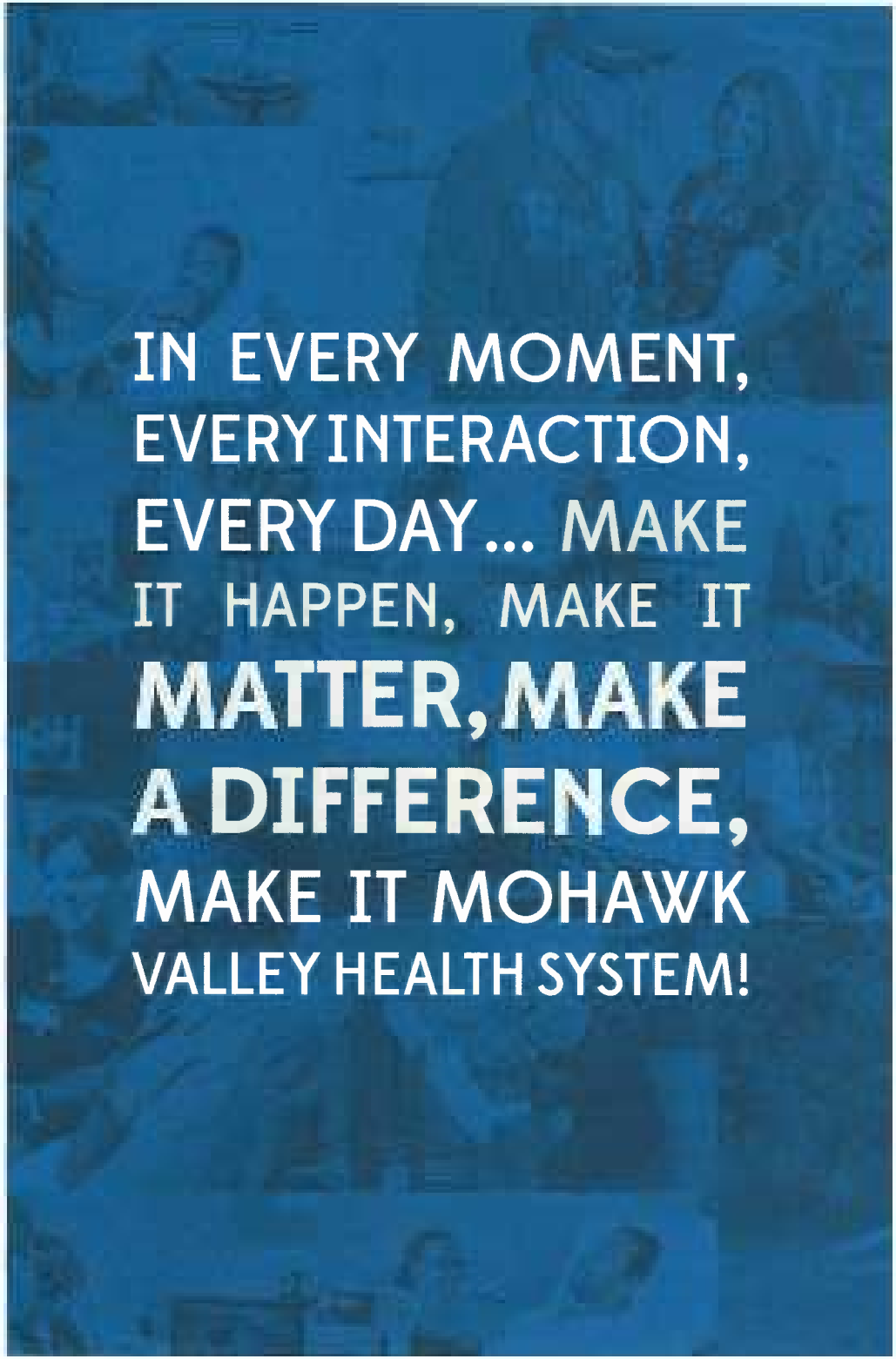

MAKE IT HAPPEN

Some people want it to happen; some wish it to happen and others make it happen. MVHS is committed to being a responsive partner in the patient experience. Whether it's accepting a patient or resident into our care, supporting a colleague or addressing a request from a patient's family member, do all you can to make it happen!

MAKE IT MATTER

MVHS provides a service - care for our customers. Although the care we provide may have many tasks associated with it, we should always focus our energies and efforts on the why behind that care, always striving to do our best. By working together, we will make each moment matter!

MAKE A DIFFERENCE

Just as the small boy who returned washed up starfish to the ocean one by one believed in the difference he was making for each individual starfish, we know that making a difference is defined by the quality, not the quantity, of our actions. Making a difference is about going above and beyond to support the care our patients, residents and families receive, and committing ourselves to positively impacting the lives of others.

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MVHS

Together we make a *difference*.

For more information visit
www.mvhealthsystem.org/makeadifference

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Exhibit C

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Proposed Hospital Site Location

Date: January 11, 2018
Date of Photography: April 2015

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nbbj
223 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206 223 5555
www.nbbj.com

MOHAWK VALLEY HEALTH SYSTEM

CON - SD SUBMITTAL
NOVEMBER 1, 2017

ARCHITECTURAL SITE PLAN

AS101

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VIEW FROM SOUTHEAST



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Exhibit D

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NOVEMBER 2017

NEW HEALTHCARE CAMPUS

FACT SHEET

Location:
- Downtown Utica

Hospital Size:
- 672,000 square feet (The St. Luke's Campus is 461,000 square feet which includes the professional office building.)

Height:
- Nine stories

Inpatient Unit:
- Total of 373 beds
- Open-core nursing unit allows for close patient/staff adjacency, good staff visualization/connection to the patients on the floor and includes easy access to frequently used support functions.
- Each inpatient unit has 30 private rooms (current estimate).
- Two rooms on each unit can be converted to semi-private as census levels increase.
- Same-handed rooms and standardized unit organization from nursing unit to nursing unit, which supports patient safety, reduces the risk of errors, provides greater efficiency and promotes same access points for staff when working in different areas.
- Dialysis support in each patient room for all Critical Care beds and isolation room beds. Reduces patient movement.
- Inpatient Dialysis Unit conveniently located on high-use, Intermediate Care floor and adjacent to patient elevators.
- Critical Care beds co-located on one floor to optimize use and flexibility with quick connections to and from the Emergency Department and Interventional areas such as Imaging.

Inpatient Views:
- Unobstructed north- and south-facing views for patients on inpatient floors.

Emergency Department (ED):
- Designed with 47 ED treatment spaces (ED exam, quick turn, trauma), six Behavioral Health ED treatment rooms and 10 Observation beds.
- Modular organization allowing efficient flexing to respond to changing volume needs over a typical day.
- Dedicated access to the Medical Imaging room and CAT Scan with direct and easy access to other imaging modalities.
- Sited and organized to allow for easy expansion opportunity to the west of the site.
- The new design will support the care of 90,000 visits annually. Combined, St. Elizabeth and St. Luke's campuses now have more than 80,000 ED visits a year.

Imaging/Cardiology:
- Centrally located with easy inpatient and outpatient access allows for efficient patient movement, staff support and connection to ED.
- Appropriate internal flows, adjacencies and segregations to provide for optimal use and safety.

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Interventional Platform:

- Fully integrated Surgical Services, Interventional Services and Endoscopy Platform.
- Flexible perioperative area allowing easy changes to dynamically respond to case mix and pre/post procedure needs.
- Standardized modular design to allow for flexible use.
- Provision of "soft" spaces provided to allow for incremental expansion.
- Siting of perioperative and procedure space to allow for easy, long-term expansion to the west on the site.

Birthing Center:



- Quick-access elevator connection from Emergency Department which allows rapid movement for presenting mothers.
- Continuous flow from early labor/triage to Labor, Delivery and Recovery (LDR) or cesarean section (c-section) surgical suite.
- Direction connection from LDR to c-section suite.
- Easy flow from c-section suite to Special Care Nursery.
- Co-located Special Care Nursery and Nursery with direct access to Postpartum suite.
- Distinct Postpartum suite from delivery area provides a more relaxed environment for recovering mothers and family.

Building Circulation:

- One primary entrance into facility with easy drop-off, garage parking and building entry connections.
- Separate emergency walk-in, ambulance and decontamination entrances.
- On-stage/off-stage building organization aiding in wayfinding, security controls and supporting patient dignity.
- Separate patient, service and visitor elevator cores providing for safe, efficient movements that help ease patient, staff and family stress.
- Dedicated, rapid-access elevator pulled from general use for quick movement of patients from ED to Intervention, ED to Birthing Center, ED to Behavioral Health, inpatient connection to intervention. Elevator sized to accommodate patient plus team and necessary patient transit equipment.
- Dedicated medication and food elevators; these will be used for all deliveries and will be separate from patient and visitor elevators.
- Service flows separated on lower, heavy-use floors considering dirty/clean flows.

Conference/Meeting Spaces:

- Located on edges of departments to allow for shared use.
- Main education/auditorium rooms located near building entry and Nutrition to allow for multiple meeting formats, easy staff access and convenient community use for wellness and other programs.

Nutrition:

- Room service model to be incorporated with quick turnaround times enhanced by adjacency to dedicated food/medication elevator.
- Easy cafeteria access for visitors and staff with location off of main lobby by visitor elevators.
- Adjacency to Education Center allows for efficient support of meetings and functions.
- Easy access to loading dock area for deliveries of hospital supplies.

Parking Garage:

- Three- and one-half stories high with covered walkway to and from the hospital.
- Access to parking garage at multiple points to make it convenient for patients, families and visitors.
- Parking for hospital patients and visitors, staff, volunteers as well as the community for non-hospital related events.

Campus:

- Pedestrian-oriented.
- Designed as an urban park with enhanced lighting, trees, flowers, walkways and seating areas.

Helistop:

- Conveniently located at ED ambulance entrance.

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Exhibit E

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MVHS

A NEW BEGINNING

Mohawk Valley Health System

New Integrated Healthcare Campus Update

Utica, New York

September 2017

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SEPTEMBER 2017

A NEW BEGINNING
FOR HEALTHCARE IN THE MOHAWK VALLEY

To realize the Mohawk Valley Health System's (MVHS) vision of achieving excellence in healthcare for our communities, MVHS is consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region.

A new, integrated health campus will help this vision become a reality.

A New Health Campus

- A new health campus brings together emergency, acute care, specialty outpatient services now at separate locations:
  - Emergency Trauma and Cardiac Services, St. Elizabeth Campus
  - Stroke and Maternity Services, St. Luke's Campus
- Aids in physician coverage for emergencies since there will no longer be a need to cover two campuses. This is important for specialty services such as neurosurgery where currently there is only one physician for the system.
- New facility goals:
  - All inpatient rooms will be private to promote healing, protect patients at high risk of infections, help keep infections from spreading, promote confidentiality/care provider discussions, reduce the need to transfer patients; patient rooms will accommodate family members, visitors, and include Wi-Fi, TV.
  - Patients control room temperature and lighting.
  - Room design improves efficiency and safety by standardizing care room-to-room.
  - Hospital-wide communication systems create a quieter, calming environment (i.e. minimal overhead paging, using phones instead).
  - The facility will also include a sound-minimizing design and materials to reduce noise and improve the patient experience.
  - Critical supplies next to patient rooms minimize time and travel distances.
  - Strategically located departments maximize patient transport efficiency, privacy.
  - Convenient multiple healthcare provider availability in single location will also enhance medical team collaboration.
  - Ample, convenient parking to serve patients, visitors, employees, medical staff, volunteers, vendors, emergency vehicles, others.
- The new downtown hospital supports economic development and attracts an active presence of community members and visitors. Downtown housing, businesses, food, retail, education and entertainment venues are positioned to greatly benefit from the influx of more than 3,500 MVHS employees, as well as medical staff and volunteers at the new integrated health campus.
- A public-private project of this size and complexity involves many process steps. MVHS has established a steering committee to ensure all project requirements are met.

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SEPTEMBER 2017



SUPPORTING A REVITALIZATION

Nothing enlivens a city more than the presence of its community members and visitors. Downtown housing, commercial, food, retail, education and entertainment venues are positioned to greatly benefit from the influx of more than 3,500 MVHS employees and medical staff at the new integrated health campus.

- The MVHS Board of Directors, with Hammes Company, a healthcare consulting firm, and Mohawk Valley EDGE's engineering and planning professionals, engaged in a thorough process before selecting the site. Criteria used to evaluate 12 potential sites included infrastructure (water, sewer, power), access, transportation network, capacity to accommodate hospital operations and parking, and no adverse impact on existing hospital operations, etc.
- The MVHS Board unanimously selected the downtown site based on the site-selection criteria (above), as well as central location, urban revitalization opportunities, and alignment with NYS legislation that allocated $300 million for projects **located in Oneida County's largest population center.**
- Other factors that support the downtown location include: regional accessibility with proximity to major highways, public transit systems, and the support of the regional community and government stakeholders.



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SEPTEMBER 2017

BENEFITS AND COSTS FOR THE NEW HOSPITAL

Benefits

- MVHS projects $15 million in additional annual savings in operating efficiencies by combining its two campuses, which means more money for direct healthcare instead of maintaining existing facilities
- MVHS has committed to use local labor, materials, equipment vendors and businesses throughout the project when possible. Supporting the community is critical for MVHS, and other community partners
- For the Mohawk Valley region, local construction industry impact will be $155 million+ and will require nearly 2 million man-hours of construction labor over the life of the construction phase, with a peak employment of nearly 500 construction workers[1].
- Project will generate $15-17 million estimated state and local sales tax over the 36-month construction phase, of which $675,000 to $765,000 in sales tax dollars will go to Oneida County and the City of Utica[2].
- Estimates indicate that the City of Utica will see a net gain of revenues and avoided costs that exceeds the loss of property tax dollars from properties that are to be assembled for the project and the City's share of the debt service on the County-City-MVHS parking facility. Estimates show that the City may realize $237,000 in revenues and other economic benefits after offsetting the loss of current property taxes and the City's share of annual debt service on the new parking garage[3].

Costs

- Project cost estimated at $480 million for an approximately 670,000 sq.-ft.-facility; projected completion date: 2022.
- Funding:
  - $300 million – Health Care Facility Transformation Grant through NYSDOH
  - $150 million – MVHS Financing
  - $30 million – MVHS Funds, other grants, philanthropy.
- County, City and MVHS are collaborating on a new 1,550 car parking structure estimated to cost $40.5 million; an additional $3 million in other non-city funding is reserved to refurbish Kennedy Garage to support hospital and downtown parking needs (over and above $480 million for construction of downtown hospital campus). The new parking structure will be:
  - Built and owned by Oneida County with County and City sharing debt service 60-40 percent.
  - MVHS parking agreement allots 1,150 spaces for hospital needs; MVHS responsible for operation, maintenance costs estimated at $1 million/year.
  - 400 of 1,550 spaces reserved for public use with additional space available for nighttime non-hospital events at the Utica Auditorium and surrounding areas.

[1]Estimate provided by Turner Construction, the firm selected by MVHS as its project construction manager.
[2]Based on estimated retail purchases by construction workers (e.g., hotels/lodging, gasoline, meals, and other discretionary purchases). Does not include State share of sales tax revenues during construction which could add $637,500 to $722,500 in sales tax dollars from construction worker spending.
[3]Estimate provided by Mohawk Valley EDGE



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A NEW BEGINNING
FOR HEALTHCARE IN THE MOHAWK VALLEY

THE ST. LUKE'S AND ST. ELIZABETH CAMPUSES WERE BUILT 60 AND 100 YEARS AGO RESPECTIVELY. AT THAT TIME, HEALTHCARE WAS QUITE DIFFERENT THAN IT IS TODAY OR WILL BE IN THE FUTURE.

In order to realize the Mohawk Valley Health System's (MVHS) vision of achieving excellence in healthcare for our communities, MVHS is consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. A new, integrated health campus will help this vision become a reality.

Integrated Health Campus – Features and Benefits

A new health campus will bring together multiple levels of care – from specialty outpatient services to emergency and acute care services – at one site.

This new facility is being designed with the following goals in mind:

- All inpatient rooms will be private to ensure patient privacy, eliminate transfers, promote healing and provide space for families. Private patient rooms also provide greater protection to patients who are highly -susceptible to infections and help prevent infections from spreading.
- Patient rooms will be equipped with accommodations for family members and visitors including seating, Wi-Fi access and a television.
- Patients will have personal control of their room temperature, lighting and window blinds.
- Room design will enable standardization of care and improved efficiency and safety.
- Hospital-wide communication systems will allow for a quieter, more calming environment.
- Critical supplies will be located adjacent to patient rooms to minimize time and travel distances when caring for patients.



- Department locations will be strategically planned for maximum efficiency in patient transport and privacy.
- Access to multiple healthcare providers will be available in one location for convenience and enhanced medical team collaboration.
- Ample and convenient parking will be constructed to serve various populations, such as patients, visitors, employees, medical staff, vendors and emergency vehicles.

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SUPPORTING
A DOWNTOWN REVITALIZATION

NOTHING ENLIVENS A CITY MORE THAN THE PRESENCE OF ITS COMMUNITY MEMBERS AND VISITORS. DOWNTOWN HOUSING, COMMERCIAL, FOOD, RETAIL, EDUCATION AND ENTERTAINMENT VENUES ARE POSITIONED TO GREATLY BENEFIT FROM THE INFLUX OF MORE THAN 3,500 MVHS EMPLOYEES AND MEDICAL STAFF AT THE NEW INTEGRATED HEALTH CAMPUS.



A downtown hospital helps support the ongoing efforts to revitalize downtown Utica, and support the exciting energy at Baggs Square, Harbor Point and Varick Street. The downtown location also aligns with state initiatives and goals, such as the New York State Empire Development Corporation. It is a unique opportunity to provide access to a state of the art healthcare facility, while also spurring economic development and playing a pivotal role in enhancing the downtown revitalization efforts.

In addition, the development of the new health campus will have a number of positive impacts on the surrounding area, including:

- Existing infrastructure upgrades (water, sewer, gas and electric) that will provide for future development.
- Linking existing and planned bike and pedestrian routes throughout downtown and the Harbor Point District via the health campus.
- Future healthcare and development opportunities to anticipate needs in education, research and applied sciences.
- An improved transportation network, including easy access from multiple directions.
- Parking co-utilization for the health campus, the Utica Memorial Auditorium, central business district and adjacent businesses based on the time of day. Hospitals may have a high demand for parking during the weekday but lower demand in evenings and weekends when public events are most often held.

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SELECTING THE SITE FOR THE NEW HOSPITAL

SELECTING THE IDEAL LOCATION FOR THE NEW, INTEGRATED HEALTH CAMPUS WAS AN IMPORTANT AND THOROUGH PROCESS.

The MVHS Board of Directors worked with Hammes Consulting and Mohawk Valley EDGE engineering and planning professionals to examine 12 potential sites within a 5- to 10-mile radius from the center of the City of Utica. A master list of criteria was used to evaluate these potential sites, including, but not limited to, infrastructure (water, sewer and power), access and a good transportation network. The site also had to have the capacity to fit the hospital operations and associated parking requirements.

Of the 12 sites reviewed, only three met the needed criteria. Further analysis led the MVHS Board to unanimously select the downtown site based on its location and its alignment with legislation that allocates $300 million in New York State funding.



Challenges to Expansion at Existing Facilities

The St. Luke's Campus was identified as a second option for the new hospital. However, the downtown site was unanimously agreed upon due to its regional accessibility, proximity to major highways and public transit systems.

While the St. Luke's Campus does include 64 acres of land, the presence of wetlands and existing buildings severely limit the available footprint. Additionally, complex logistical factors create significant challenges in the construction of a new hospital complex in the midst of an active facility – a critical detail that factored into the location decision.

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FREQUENTLY ASKED QUESTIONS

Q: Has the downtown location only been selected because of its role in supporting urban renewal efforts?
A: It is true – a downtown hospital can help support the ongoing efforts to revitalize downtown Utica and support the exciting energy at Baggs Square, Harbor Point and Varick Street. However, that is more of an added bonus. The first priority is to realize MVHS's mission of achieving excellence in healthcare for our communities. The consolidation of existing resources, elimination of redundancies, expansion of the depth and breadth of services, improvement of access and elevation of the quality of healthcare services in the region is vital. The downtown site was unanimously agreed upon due to its regional accessibility, proximity to major highways and the ability to utilize the public transit systems.

In addition, the language of the New York State bill that would provide $300 million toward the construction of the new health campus very specifically indicates that the "funding will be awarded in the discretion of the commissioner of health in support of projects located in the largest population center in Oneida County...", which is Utica.

Q: The infrastructure (water, sewer, gas, electric and roadways) in the selected hospital location is old. How can these out-of-date services support a state of the art facility?
A: Extensive upgrades will be completed to existing infrastructure to not only enable the development of a new, integrated health campus, but also provide for future development.

Q: Won't a downtown hospital be further away from some surrounding villages and towns and be harder to access?
A: The proposed site will provide easy access to those within the City and beyond via existing street arteries and the newly constructed highway 12/8/5. Healthcare officials have been and will continue to remain in close communication with the New York State Department of Transportation regarding considerations for and implications of a downtown hospital.

Q: Has the footprint of the new integrated health campus changed?
A: No. In October 2016, MVHS announced a reduction in planned square footage of the facility. However, the total footprint of the campus remains unchanged.

Q: What is wrong with the existing hospitals? In some cases, there have been recent modernization attempts and upgrades.
A: The St. Luke's and St. Elizabeth Campuses were built 60 and 100 years ago respectively. At that time, healthcare was quite different than it is today or will be in the future. The hospital layouts are inefficient for today's use (see the Features and Benefits handout). While each hospital has been updated over the years, the cost to continue these investments outweighs the benefits.

Q: Won't the area become congested when there are events at the Utica Memorial Auditorium?
A: MVHS is excited to be neighbors with the Utica Memorial Auditorium. Officials do not anticipate an increase in congestion because hospital operations are busier during the regular workday (Monday through Friday) and events at the Aud typically occur at nights or on weekends. Additionally, the Aud and other local visitors will benefit from the safe, well-lit and close parking available on the health campus. For planning purposes, MVHS has provided expected traffic volume into and out of the campus to the Department of Transportation.



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A PATH TO
ENHANCED REGIONAL HEALTHCARE

PLANNING A PROJECT OF THIS MAGNITUDE OCCURS IN SEVERAL STAGES OVER THE COURSE OF SEVERAL YEARS. THROUGHOUT THIS PROCESS, THERE WILL BE OPPORTUNITIES FOR PUBLIC INPUT. THE FOLLOWING MILESTONES SERVE AS A DEMONSTRATION OF THE DEVELOPMENT PROCESS, INCLUDING ESTIMATED COMPLETION DATES:

START DATE

Community Information and Input
Includes opportunity for feedback and education
Estimated timeframe: Ongoing through project completion

Project Organization
Includes scope definition and budgeting
Estimated timeframe: 2016-2017

Land Acquisition
Includes due diligence, appraisals, and purchase process
Estimated timeframe: 2016-2018

Design and Engineering
Includes team selection, schematic design, design development, and construction documentation
Estimated timeframe: 2016-2018

2016

Approvals
Includes NYS Department of Health RFA and Certificate of Need, City of Utica Zoning and Building Permits
Estimated timeframe: 2016-2018

2017

Reuse
Includes the study and development of a reuse plan for existing facilities
Estimated timeframe: 2017

2018

Construction
Includes bidding, site clearing, and building
Estimated timeframe: 2018-2022

2019

2020

2021

Activation and Relocation
Includes employee training and education, equipment movement, and the admittance of the first patient
Estimated timeframe: 2022

2022

COMPLETION DATE

MVHEALTHSYSTEM.ORG | COMMUNITY@MVHEALTHSYSTEM.ORG

MVHS
Mohawk Valley Health System

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Exhibit F

Executive Summary from NYSDOH Certificate of Need Application

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Executive Summary:

Mohawk Valley Health System (MVHS) is submitting this Full Review Certificate of Need (C.O.N.) Application that seeks approval for the construction of a new hospital campus. MVHS is the active parent and co-operator of St. Elizabeth Medical Center (St. Elizabeth) and Faxton St. Luke's Healthcare St. Luke's Division (St. Luke's). St. Luke's (Operating Certificate #32020031H, PFI #0599) is currently located at 1656 Champlin Avenue, Utica (Oneida County), New York 13502. St. Elizabeth Medical Center (Operating Certificate #32020002H, PFI #0598) is currently located at 2209 Genesee Street, Utica (Oneida County), New York 13501. Cardiac PCI and cardiac surgery services currently offered through the Mohawk Valley Heart Institute (Operating Certificate #32020004H; PFI #7528) are also provided on the campus of St. Elizabeth at 2209 Genesee Street, Utica (Oneida County), New York 13501. This C.O.N. Application will be funded, in part, through the **Health Care Facility Transformation Program: Oneida County** grant awarded to MVHS specifically for this purpose. This project is one (1) of at least two (2) Applications being submitted to the New York State Department of Health (NYSDOH) for the transformation of services within the Oneida County region, as described in detail below.

Through New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program" that set aside up to $300 million in capital grant funding for the sole purpose of consolidating multiple licensed healthcare facilities into an integrated system of care, within the largest population center in Oneida County (i.e., Utica). Through a response to a Request for Applications (RFA # 1505060025) from the New York State Department of Health (NYSDOH) and Dormitory Authority of the State of New York (DASNY), MVHS was awarded $300 million in grant funding for the project proposed in this C.O.N. Application (i.e., the creation of a new hospital campus), which will result in the transformation of healthcare services in the region.

This C.O.N. Application is the first in a series of at least two (2) Applications that Mohawk Valley Health System and its two (2) related facilities (St. Elizabeth and St. Luke's) will be submitting that will lead to the merger of St. Elizabeth and St. Luke's, and the relocation and consolidation of the majority of services comprising St. Elizabeth and St. Luke's to the new hospital campus in Utica, New York.

The new, consolidated hospital campus will be located on a 25-acre parcel of land generally bordered by the following streets in Utica (Oneida County), New York 13501: State Street, Broadway, Oriskany Street West, and Columbia Street. An address has not yet been assigned to the site. The new hospital campus will have the following inpatient bed complement: coronary care (eight (8) beds); intensive care (41 beds); maternity (23 beds); medical/surgical (232 beds); neonatal intermediate care (eight (8) beds); pediatric (16 beds); and psychiatric (44 beds). In addition, the St. Luke's campus will retain 24 physical medicine and rehabilitation beds. In total, MVHS (inclusive of its two (2) campuses) will reduce its overall inpatient bed complement by 194 beds, from 571 beds to 397 beds (including 373 beds at the new hospital campus and 24 PM&R beds at its St. Luke's campus).

Through this C.O.N. Application, all inpatient and most outpatient services from the current St. Elizabeth campus will be relocated to the new hospital campus, which will be known as the "Mohawk Valley Health System Campus". The current St. Luke's site will become a division of

the Mohawk Valley Health System under this Application and will relocate all inpatient and outpatient services from the St. Luke's site to the new hospital campus (with the exception of 54 PM&R beds and some other outpatient services).

The St. Elizabeth site will be converted into an outpatient extension clinic to be known as "St Elizabeth Campus". As a new extension clinic site, it is expected to maintain its existing DFI number. In particular, sleep center services (Mohawk Valley Sleep Disorders Center), cardiac and thoracic surgery-related services (all of which are medical-only services; no surgical services will be provided at this site), primary care services and a laboratory patient service center (PSC) will continue to be provided at this site.

The Total Project Cost for the project is estimated to be $451,591,583, which is broken down into the following two (2) sub-projects:

- Sub-Project No. 1 — Article 28 New Hospital Campus ($430,000,000, including CON Application and Processing Fees): This amount will be funded through the Oneida County Health Care Transformation Program grant funds that MVHS was awarded (in the amount of $300,000,000), as well as financing (in the amount of $130,000,000) and existing cash equity (in the amount of $50,000,000).
- Sub-Project No. 2 — Non-Article 28 Masonic Medical Research Lab ($21,591,583): This amount will be funded through existing cash equity of MVHS. The Masonic Medical Research Lab will lease certain space on the new hospital campus, within the new hospital building, owned by MVHS.

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Exhibit G

Application for Health Care Facility Transformation Program

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PROGRAM SPECIFIC REQUIREMENTS

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Objective 1: Measurement Information Management (Document Control PPT)
Task Name
Task Description
Task Completion
Acceptance Criteria
Assigned Resource
Objective Performance Measurement Criteria Tracking Tool, Project Management Plan, Project Schedule Tool

TASKS

Instructions:

1. Create an Excel spreadsheet to track data.
2. Add the following columns:
3. Enter data into the spreadsheet as it is collected throughout the project.
4. Regularly review the data to identify any trends or issues that need to be addressed.
5. Use the data to make informed decisions about the project.

Objective 2: Performance Measurement Analysis (Excel Spreadsheet)
Task Name
Task Description
Task Completion
Acceptance Criteria
Assigned Resource
Objective Performance Measurement Criteria Tracking Tool, Project Management Plan, Project Schedule Tool

TASKS:

Instructions:

1. Open the Excel spreadsheet.
2. Enter the following data:
3. Create a chart to visualize the data.
4. Analyze the data to identify any trends or patterns.
5. Write a report summarizing the findings.

Objective 3: Project Progress Report (Word Document)
Task Name
Task Description
Task Completion
Acceptance Criteria
Assigned Resource
Objective Performance Measurement Criteria Tracking Tool, Project Management Plan, Project Schedule Tool

TASKS

Instructions:

1. Open a new Word document.
2. Add a title to the document.
3. Write an introduction to the report.
4. Include a table of contents.
5. Add a conclusion to the report.

Objective 4: Resource Allocation (Project Schedule Tool)
Task Name
Task Description
Task Completion
Acceptance Criteria
Assigned Resource
Objective Performance Measurement Criteria Tracking Tool, Project Management Plan, Project Schedule Tool

PERFORMANCE MEASURE

Instructions:

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PERFORMANCE MEASURE

Introduction

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PERFORMANCE MEASURE

Introduction

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PERFORMANCE MEASURES

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Exhibit H

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Looking Ahead



Reuse Study for the St. Elizabeth and St. Luke's Campuses

- MVHS will develop reuse scenarios for the St. Elizabeth and St. Luke's campuses. Formal reuse study of St. Elizabeth and St. Luke's campuses are expected to begin next year following completion of the Certificate of Need and environmental review (SEQR) process, as both campuses will be occupied until 2022.
- The planning and reuse process will engage community stakeholder groups in reuse-related options that fit identified community needs.

Next Steps

- MVHS has begun the site analysis and design phase of the project with the internationally recognized architectural firm NBBJ. This phase includes development of:
  - Campus footprint, including the hospital campus's physical boundaries and layout
  - Schematic design, including a series of floor plans, elevations, and site plans. Design meetings with hospital employees are underway; employee/medical staff guidance is critical to design and implementation.
  - Facility design, to include aesthetic exterior and interior design with consider Utica's unique architectural character, surrounding neighborhoods and urban development initiatives, and more. This is one of the final components of the design process.
- Recognizing how difficult this is for the property owners in the general project footprint, MVHS remains in contact with them, sending periodic updates and answering their questions by phone and email. The complexity and size of the project and the need to consult with

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multiple agencies and partners has resulted in delays, which have unfortunately been an additional burden to property owners seeking to make plans. MVHS will continue to work with the City and County to support what assistance they can provide to affected property owners. Review of property appraisals is ongoing by the Dormitory Authority of the State of New York (DASNY), part of the contract approval process for State funding, and should be completed by November, allowing MVHS to move forward with property acquisition.

- MVHS values both employee and community input and has received considerable feedback over the past two and a half years from healthcare providers, neighborhood and civic groups, business organizations, and others. MVHS has met with nearly 2,000 people since the start of the project. Community and employee input will ensure integration with the neighborhood that will meet the hospital's needs and the community's.
- The Certificate of Need application will be submitted to the NYS Department of Health once 30 percent of hospital designs and plans expected to occur by November 2017. MVHS is working through that process with assistance from NYSDOH.
- A required State Environmental Quality Review will entail a review of all the project, potential impacts. MVHS is working with Hammer Company on the SEQR timeline, and preliminary work has begun.
- The Utica Police Department Maintenance Facility will be acquired as part of the project, timing of its relocation has not been determined. MVHS will work with the City and police department as the project moves forward. The Police Station and the Utica City Court Complex will remain, they are not within the project footprint.

Mohawk Valley Health System

An Affiliation
Faxton St. Luke's Healthcare &
St. Elizabeth Medical Center

1656 Sherman Avenue
Utica, NY 13502

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www.mvhsyscom.org

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Exhibit I

Listing of bonds issued by Oneida County IDA for all of our related entities below. Outstanding represents amounts as of 12/31/10.

Entity	Issuer	Description	Date Issued	Amount	Outstanding
Faxton Hospital	Oneida County IDA	Series 1988A Bonds	Jun-88	7,462,000	-
Faxton Hospital	Oneida County IDA	Series 1988B Bonds	Jun-88	2,000,000	-
St. Luke's Memorial Hospital Center	Oneida County IDA	Series 1998A Bonds	Mar-98	14,200,000	-
St. Luke's Memorial Hospital Center	Oneida County IDA	Series 1998B Bonds	Aug-98	13,900,000	-
St. Luke's Memorial Hospital Center	Oneida County IDA	Series 1998C Bonds	Aug-98	1,110,000	-
Faxton Hospital	Oneida County IDA	Series 1999C Bonds	Dec-99	10,810,000	-
Faxton Hospital	Oneida County IDA	Series 1999D Bonds	Dec-99	7,420,000	
Faxton St. Luke's Healthcare	Oneida County IDA	Series 2006E Bonds	Jun-06	7,700,000	5,470,000
Faxton St. Luke's Healthcare	Oneida County IDA	Series 2006F Bonds	Jun-06	12,290,000	9,170,000
St. Elizabeth Medical Center	Oneida County IDA	Series 1993A Bonds	Apr-93	15,300,000	10,925,000
St. Elizabeth Medical Center	Oneida County IDA	Series 1998B Bonds	Jun-98	15,300,000	5,240,000
St. Elizabeth Medical Center	Oneida County IDA	Series 2006A Bonds	Jun-06	14,000,000	8,000,000
				120,685,000	58,680,000

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Exhibit J

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Phase 1- Priority Acquisition Owned by City of Utica

Project ID #	Tax Parcel ID No.	Owner	Address	Mailing	City	State	Zip	Land Value	Total Assessment	Total Real Estate Taxes	County Tax	City Tax	School Tax
1	318.042-1-31	Norman Seakan	338 358 Columbia St	2211 Highland Avenı	Utica	NY	13502	$ 21,800.00	$ 100,000.00	$ 5,309.14	$ 1,024.03	$ 2,537.04	$ 2,703.96
2	318.042-1-32	Norman Seakan	360 362 Columbia St	2211 Highland Avenı	Utica	NY	13502	$ 8,000.00	$ 25,000.00	$ 1,327.29	$ 256.01	$ 634.26	$ 675.99
3	318.034-1-31	Richard W. Schmalz	438 Lafayette St.	529 Oriskany St. W.	Utica	NY	13502	$ 700.00	$ 700.00	$ 37.17	$ 7.17	$ 17.76	$ 18.93
4	318.041-2-2	Greg Urbanik	503 State St	3975 Route 281	Cortland	NY	13045	$ 1,000.00	$ 1,000.00	$ 53.11	$ 10.25	$ 25.38	$ 27.04
4	318.041-2-1	Greg Urbanik	AKA 441 447 Lafayette St	3975 Route 281	Cortland	NY	13045	$ 3,200.00	$ 3,200.00	$ 169.90	$ 32.77	$ 81.19	$ 86.53
5	318.034-1-36	Mark Schmalz	529 Oriskany St. W.	529 Oriskany St. W.	Utica	NY	13502	$ 14,400.00	$ 144,000.00	$ 7,645.17	$ 1,474.60	$ 3,653.34	$ 3,893.70
6	318.034-1-35	Mark Schmalz	Carton Ave.	529 Oriskany St. W.	Utica	NY	13502	$ 1,000.00	$ 1,000.00	$ 53.11	$ 10.25	$ 25.38	$ 27.04
7	318.034-1-22	Salvation Army/Dennis Corrigan	400-406 Lafayette St.	440 West Nyack Roa	West Nyack	NY	10994	$ 10,600.00	$ 10,600.00	$ 562.78	$ 108.55	$ 268.93	$ 286.62
9	318.034-1-21	Niagara Mohawk	501 Oriskany St.	300 Erie Blvd. W.	Syracuse	NY	13202	$ 6,958.00	$ 6,958.00	$ 369.43	$ 71.26	$ 176.53	$ 188.15
10	318.034-1-23.1	525-527 Oriskany St., LLC	525 Oriskany St.	1601 Gibson Road	Utica	NY	13502	$ 39,000.00	$ 39,000.00	$ 2,070.58	$ 399.38	$ 989.45	$ 1,054.55
10	318.034-1-23.2	525-527 Oriskany St., LLC	527 Oriskany St.					$ 1,000.00	$ 50,000.00	$ 2,654.57	$ 512.01	$ 1,268.52	$ 1,351.98
11	318.041-2-22	Devin Garramone	420 422 Columbia St	PO Box 321	New Hartford	NY	13413	$ 6,500.00	$ 6,500.00	$ 345.10	$ 66.57	$ 164.91	$ 175.76
11	318.041-2-25	Devin Garramone	430 432 Columbia St	PO Box 321	New Hartford	NY	13413	$ 4,300.00	$ 25,600.00	$ 1,359.16	$ 262.16	$ 649.49	$ 692.22
12	318.034-1-33	David B. Redmond	442 Lafayette St.	442 Lafayette St	Utica	NY	13502	$ 5,500.00	$ 19,500.00	$ 1,035.30	$ 199.69	$ 494.73	$ 527.28
13	318.041-2-29	Nathaneal P. Morrissey	446-448 Columbia St.	458 Columbia St.	Utica	NY	13502	$ 4,100.00	$ 4,100.00	$ 217.69	$ 41.99	$ 104.02	$ 110.87
13	318.041-2-30	Nathaneal P. Morrissey	450 Columbia St.	458 Columbia St.	Utica	NY	13502	$ 400.00	$ 900.00	$ 47.80	$ 9.22	$ 22.84	$ 24.34
13	318.041-2-31	Nathaneal P. Morrissey	452-454 Columbia St.	458 Columbia St.	Utica	NY	13502	$ 6,300.00	$ 65,000.00	$ 3,450.95	$ 665.62	$ 1,649.08	$ 1,757.57
14	318.041-2-32	Nathaneal P. Morrissey	456 Columbia St.	458 Columbia St.	Utica	NY	13502	$ 1,000.00	$ 5,000.00	$ 265.47	$ 51.21	$ 126.86	$ 135.20
14	318.041-2-33	Nathaneal P. Morrissey	458 Columbia St.	458 Columbia St.	Utica	NY	13502	$ 4,700.00	$ 30,500.00	$ 1,619.30	$ 312.33	$ 773.80	$ 824.71
15	318.042-1-26	Ralph Polanco	312-316 Columbia St	402 Depeyster St.	Rome	NY	13440	$ 13,800.00	$ 27,000.00	$ 1,433.48	$ 276.49	$ 685.01	$ 730.07
16	318.034-1-30	Ralph J. Destefanis	432 Lafayette St.	6298 Trenton Road	Utica	NY	13502	$ 7,400.00	$ 94,400.00	$ 5,011.84	$ 966.69	$ 2,394.97	$ 2,552.54
17	318.041-2-35	Zandro Alavarez	460-464 Columbia St.	5 Schuyler St	Utica	NY	13502	$ 4,100.00	$ 33,000.00	$ 1,752.03	$ 337.93	$ 837.23	$ 892.31
18	318.041-2-36	500 Columbia St LLC	466-470 Columbia St.					$ 6,000.00	$ 6,000.00	$ 318.56	$ 61.45	$ 152.23	$ 162.24
20	318.41-2-37	Joseph D. Thierry	601 State St.	2432 Reservoir Road	Clayville	NY	13323	$ 35,100.00	$ 190,000.00	$ 10,087.36	$ 1,945.66	$ 4,820.38	$ 5,137.51
21	318.042-1-24	Angelo Maggiore	300 306 Columbia St	453 Lee Blvd.	Utica	NY	13502	$ 13,400.00	$ 80,600.00	$ 4,279.18	$ 825.37	$ 2,044.86	$ 2,179.39
22	318.042-1-25	Ralph Cavo	308 310 Columbia St	1540 Miller St.	Utica	NY	13501	$ 9,000.00	$ 70,000.00	$ 3,716.40	$ 716.82	$ 1,775.93	$ 1,892.77
23	318.042-1-17	Thorp Holdings, Inc.	319 325 Lafayette St	325 Lafayette St.	Utica	NY	13502	$ 18,000.00	$ 160,000.00	$ 8,494.61	$ 1,638.44	$ 4,059.26	$ 4,326.32
24	318.042-1-16	East Gate Enterprises, Inc.	327 331 Lafayette St	PO Box 459	Washington Mills	NY	13479-0456	$ 15,200.00	$ 96,600.00	$ 5,128.64	$ 989.22	$ 2,450.79	$ 2,612.02
25	318.041-2-26	Turning Point Church (formerly Davic	436 438 Columbia St	2131 Walcott Ave.	Utica	NY	13502	$ 5,200.00	$ 38,000.00	Exempt			
26	318.041-2-6	Daniel Schwertfeger	431 Lafayette St	446 Lafayette St.	Utica	NY	13502	$ 7,000.00	$ 18,800.00	$ 998.14	$ 192.52	$ 476.97	$ 508.35
26	318.041-2-5	Daniel Schwertfeger	433 435 Lafayette St	446 Lafayette St.	Utica	NY	13502	$ 6,500.00	$ 31,900.00	$ 1,693.63	$ 326.67	$ 809.32	$ 862.57
27	318.034-1-34	Daniel Schwertfeger	444 Lafayette St	446 Lafayette St.	Utica	NY	13502	$ 2,500.00	$ 30,100.00	$ 1,598.06	$ 308.24	$ 763.65	$ 813.89
27	318.034-1-38	Daniel Schwertfeger	446 Lafayette St	446 Lafayette St.	Utica	NY	13502	$ 6,800.00	$ 75,000.00	$ 3,981.86	$ 768.03	$ 1,902.78	$ 2,027.97
27	318.034-1-39	Daniel Schwertfeger	450 454 Lafayette St	446 Lafayette St.	Utica	NY	13502	$ 1,600.00	$ 1,600.00	$ 84.97	$ 16.39	$ 40.60	$ 43.27
28	318.041-2-3	Greg Urbanik	505-507 State St	3975 Route 281	Cortland	NY	13045	$ 6,500.00	$ 29,600.00	$ 1,571.51	$ 303.12	$ 750.97	$ 800.37
29	318.033-3-9	Mt. Zion Ministries Church, Inc./Char	506 Columbia St	509 Lafayette St.	Utica	NY	13502	$ 11,600.00	$ 175,000.00	Exempt			
30	318.033-3-17	Park Outdoor Advertising of NY	514 Lafayette St	PO Box 4680	Ithaca	NY	14852-4680	$ 100.00	$ 100.00	$ 5.32	$ 1.03	$ 2.54	$ 2.71
30	318.033-3-17.1	Park Outdoor Advertising of NY	524 Lafayette St	543 Oriskany St.	Utica	NY	13502	$ 24,000.00	$ 125,000.00	$ 6,052.42	$ 1,167.40	$ 2,892.23	$ 3,082.51
30	318.033-3-17.2	Park Outdoor Advertising of NY	524 Lafayette St (ORISKANY ST W)					$ 100.00	$ 100.00	$ 5.32	$ 1.03	$ 2.54	$ 2.71
31	318.042-1-27	Anthony Clemente	318 320 Columbia St	301 Lafayette St.	Utica	NY	13502	$ 12,000.00	$ 44,000.00	$ 2,336.03	$ 450.58	$ 1,116.30	$ 1,189.74
31	318.042-1-28	Anthony Clemente	322 324 Columbia St	301 Lafayette St	Utica	NY	13502	$ 1,600.00	$ 1,600.00	$ 84.97	$ 16.39	$ 40.60	$ 43.27
32	318.041-2-8	John Bosco House, Inc.	425-429 Lafayette St.	425 Lafayette St.	Utica	NY	13502	$ 8,900.00	$ 50,000.00	Exempt			
32	318.041-2-27	John Bosco House, Inc.	442- Columbia St.	425 Lafayette St.	Utica	NY	13502	$ 600.00	$ 1,300.00	Exempt			
32	318.041-2-28	John Bosco House, Inc.	444 Columbia St.	425 Lafayette St.	Utica	NY	13502	$ 500.00	$ 500.00	Exempt			
33	318.033-3-16	Michael Maugeri	402 State St	501 Albany St.	Utica	NY	13501	$ 14,400.00	$ 110,000.00	$ 5,840.06	$ 1,126.44	$ 2,790.75	$ 2,974.35
33	318.033-3-15	Michael Maugeri	502 506 Lafayette St	501 Albany St.	Utica	NY	13501	$ 900.00	$ 4,900.00	$ 260.16	$ 50.18	$ 124.32	$ 132.50
33	318.033-3-19	Michael Maugeri	508 Lafayette St	501 Albany St.	Utica	NY	13501	$ 600.00	$ 600.00	$ 31.87	$ 6.15	$ 15.23	$ 16.23
33	318.033-3-18	Michael Maugeri	510 512 Lafayette St	501 Albany St.	Utica	NY	13501	$ 4,500.00	$ 32,600.00	$ 1,730.79	$ 333.84	$ 827.08	$ 881.49
34	318.041-2-4	Oscar Figueora/Guarno Construction	437 Lafayette St.	1002 Columbia St.	Utica	NY	13502	$ 6,500.00	$ 43,400.00	$ 2,304.18	$ 444.43	$ 1,101.08	$ 1,173.52
35	318.034-1-32	Elena Bravo	440 Lafayette St.	168-17 89th Ave., Aı	Jamaica	NY	11432	$ 5,300.00	$ 13,600.00	$ 722.05	$ 139.27	$ 345.04	$ 367.74
37	318.042-1-1	City of Utica	334 Lafayette St					$ 48,000.00	$ 750,000.00	Exempt			
38	318.041-2-40	Resource Center for Independent Liv	401 407 Columbia St	409 Columbia St.	Utica	NY	13502	$ 12,800.00	$ 912,000.00	Exempt			
38	318.041-2-39	Resource Center for Independent Liv	409 Columbia St	409 Columbia St.	Utica	NY	13502	$ 14,300.00	$ 388,100.00	Exempt			
39	318.041-2-38	JP O'Brien Plumbing & Heating	411 Columbia St.	411 Columbia St	Utica	NY	13502	$ 26,100.00	$ 212,800.00	$ 11,297.85	$ 2,179.14	$ 5,398.83	$ 5,754.01
40	318.042-1-23	Clemente Novelties, Inc.	303 309 Lafayette St	301 Lafayette St.	Utica	NY	13502	$ 24,800.00	$ 375,000.00	$ 19,909.25	$ 3,840.11	$ 9,513.90	$ 10,139.82
40	318.042-1-19.1 & 19.2	Anthony Clemente	313 Lafayette St	301 Lafayette St.	Utica	NY	13502	$ 5,500.00	$ 134,100.00	$ 5.31	$ 1.02	$ 2.54	$ 2.70
41	318.042-1-18	Metzler Printing Co. Inc.	317 Lafayette St	317 Lafayette St	Utica	NY	13502	$ 11,200.00	$ 54,000.00	$ 2,866.95	$ 552.98	$ 1,370.01	$ 1,460.14
42	318.042-1-15	Claris LLC/Corrigan	333 Lafayette St	161 Drive Inn Rd.	Frankfort	NY	13340	$ 14,400.00	$ 78,300.00	$ 4,157.07	$ 801.82	$ 1,986.51	$ 2,117.20
43	318.042-1-34 & 35	Mohawk Hospital Equipment Inc.	301 Columbia St	PO Box 27	Utica	NY	13503	$ 33,500.00	$ 78,700.00	$ 4,178.32	$ 805.92	$ 1,996.66	$ 2,128.02
44	318.042-1-33.1	Mohawk Hospital Equipment Inc.	335 Columbia St	PO Box 27	Utica	NY	13503	$ 89,500.00	$ 850,000.00	$ 45,127.62	$ 8,704.24	$ 21,564.84	$ 22,983.59

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44	318.42-1-30	Mohawk Hospital Equipment Inc.	336 Columbia St	PO Box 27	Utica	NY	13504	$ 6,000.00	$ 10,000.00	$ 21.24	$ 4.10	$ 10.15	$ 10.82
44	318.042-1-33.3	Mohawk Hospital Equipment Inc.	337 Columbia St	PO Box 27	Utica	NY	13506			$ -			
45	318.034-1-25	422 Lafayette St./Citation Services	418 Lafayette St	421 Lafayette St, PO	Utica	NY	13502	$ 7,600.00	$ 73,900.00	$ 3,923.47	$ 756.76	$ 1,874.88	$ 1,998.23
45	318.034-1-26	421 Lafayette St./Citation Services	420 Lafayette St	420 Lafayette St, PO	Utica	NY	13502	$ 1,000.00	$ 1,000.00	$ 53.11	$ 10.25	$ 25.38	$ 27.04
45	318.034-1-27	420 Lafayette St./Citation Services	424-428 Lafayette St.	419 Lafayette St, PO	Utica	NY	13502	$ 1,600.00	$ 1,600.00	$ 84.97	$ 16.39	$ 40.60	$ 43.27
45	318.034-1-28	418 Lafayettte St./Citation Services	430 Lafayette St.	418 Lafayette St, PO	Utica	NY	13502	$ 1,000.00	$ 1,000.00	$ 53.11	$ 10.25	$ 25.38	$ 27.04
45	318.034-1-29	419 Lafayettte St.	Carton Ave					$ 600.00	$ 600.00	$ 31.85	$ 6.14	$ 15.22	$ 16.22
46	318.033-3-11	500 Columbia Street, LLC	500 504 Columbia St	3 Hopper St.	Utica	NY	13501	$ 6,000.00	$ 106,500.00	$ 5,654.23	$ 1,090.59	$ 2,701.95	$ 2,879.71
47	318.033-3-14	Greg Urbanik	501 Lafayette St	3975 Route 281	Cortland	NY	13045	$ 8,500.00	$ 261,500.00	$ 13,883.39	$ 2,677.84	$ 6,634.36	$ 7,070.84
48	318.042-1-6	HJ Brandeles Corp.	300 306 Lafayette St	300 Lafayette St.	Utica	NY	13502	$ 32,100.00	$ 232,400.00	$ 12,338.44	$ 2,379.85	$ 5,896.09	$ 6,283.99
49	318.041-2-18	Salvation Army	406 Columbia St.	219 Pine Street	Harrisburg	PA	17101	$ 43,800.00	$ 256,000.00	Exempt			
50	318.042-1-2.1	City of Utica	<Null>							Exempt			
50	318.042-1-13	City of Utica	322 Lafayette St					$ 18,600.00	$ 18,600.00	Exempt			
50	318.042-1-2	City of Utica	324 Lafayette St					$ 6,700.00	$ 6,700.00	Exempt			
50	318.042-1-14	City of Utica	326 330 Lafayette St					$ 20,100.00	$ 20,100.00	Exempt			
51	318.042-1-30	City of Utica	336 Columbia St	PO Box 27	Utica	NY	13505	$ 6,000.00	$ 10,000.00	Exempt			
52	318.034-1-37	City of Utica	401 State St.					$ 15,200.00	$ 47,000.00	Exempt			
53	318.034-1-24	City of Utica	414-416 Lafayette St.					$ 6,500.00	$ 6,500.00	Exempt			
54	318.041-2-34	City of Utica	509 State St.					$ 4,500.00	$ 4,500.00	Exempt			
TBD	318.042-1-29	Peter Mendoza OR Utica Urban Rene	326 334 Columbia St					$ 12,800.00	$ 20,000.00	Exempt			

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Exhibit K

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Draft Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Questions raised in Part 1 will be considered in determining the applicability of SEQR and in preparing a draft Environmental Impact Statement (EIS). For Unlisted actions, this Part 1 may be completed by the lead agency after assistance from the applicant (or project sponsor).

Complete Part 1 based on information currently available. Additional research or investigation may be needed to fully respond to some questions. Be as accurate and objective as possible based on current information available. While this form identifies environmental impacts and their significance, the reviewer should also consider applicable regulatory requirements and broader social and economic factors in determining the significance of an impact. Thus, it is possible that a project may be found to create a significant impact even if none of the impacts identified in Part 1 are deemed significant by the reviewer. Conversely, a project may be found to not have a significant impact even if it involves one or more impacts identified in Part 1. The reviewer is not obligated to explain why a project is not significant.

Applicants/sponsors must complete all items in Sections A & B. In Section C, D & E, for each question, check either the initial question that immediately follows the question or the "No" box. If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F is where the project reviewer is to identify and attach any additional information. Section G requires the name and signature of the project sponsor to certify that the information contained in Part 1 is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project:
Orchard Valley Health Campus (OVHC) Emergency Health Campus

Project Description (brief one or two paragraph description):
City of Lake Hill Project #1

Brief Description of Proposed Action (include purpose or need):
See Attachment 1 and 2 for a description of the Proposed Action and Site Layout, respectively

Name of Applicant/Sponsor: MVI Service Mr. Robert T. Sandefield Ph, MS, Executive VP and Operating Officer	Telephone: (201) 555-4321 E-Mail: bsandefield@orchardvalleyhc.org	
Address: 2999 Orchard Valley Road		
City/PO: Lake Hill	State: NY	Zip Code: 12345
Project Contact (if not same as sponsor; provide name and title):	Telephone:	
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): Village of Lake Hill - Town Board Resolution No. 2023-45	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees	☐Yes ☐No	
b. City, Town or Village Planning Board or Commission	☐Yes ☐No	
c. City Council, Town or Village Zoning Board of Appeals	☐Yes ☐No	
d. Other local agencies	☐Yes ☐No	
e. County agencies	☐Yes ☐No	
f. Regional agencies	☐Yes ☐No	
g. State agencies	☐Yes ☐No	
h. Federal agencies	☐Yes ☐No	

i. Coastal Resources.
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No
iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted or funds committed to enable the proposed action to proceed?
☐Yes ☑No
- If Yes, complete sections C.2. and C.3.
- If No, proceed to question C.2. and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally-adopted city, town, village or inter-municipal comprehensive land use plan(s) include the site where the proposed action would be located?
☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?
☐Yes ☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway, Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan, or other)?
☑Yes ☐No

If Yes, identify the plan(s):
[redacted]

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan?
☐Yes ☑No

If Yes, identify the plan(s):

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C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance? ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Central Business District (CBD)

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site?

C.4. Existing community services

a. In what school district is the project site located? Utica Cities Unit Hotel

b. What police or other public protection forces serve the project site?
Utica Police Department

c. Which fire protection and emergency medical services serve the project site?
Utica Fire Department

d. What parks serve the project site?
The City of Utica owns an operative park and within the City an [illegible] located within the project site.

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational, if mixed, include all components)? Hotel Use

b. a. Total acreage of the site of the proposed action? 25 acres
b. Total acreage to be physically disturbed? 25 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? acres (The applicant is negotiating with current property owners)

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % Units

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
a. Purpose or type of subdivision? (e.g., residential, industrial, commercial, recreational, specify types)
Resubdivision to convert some parcels under single ownership
b. Is a plus-of-conservation layout proposed? ☐ Yes ☑ No
c. Number of lots proposed? 2
d. Minimum and maximum proposed lot sizes? Minimum Maximum

e. Will proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 44 months
ii. If Yes,
- Total number of phases anticipated
- Anticipated commencement date of phase 1 (including demolition) month year
- Anticipated completion date of final phase month year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases.

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i. Does the project involve new residential uses? ☐ Yes ☑ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At Completion of all phases				

j. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of buildings: 1

ii. Dimensions (in feet) of largest proposed structure: height 30 width, and 120 length

iii. Approximate extent of building space to be heated or cooled: 3600 sq. feet (3,600,000 square feet)

k. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment:

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other (specify)

iii. If other than water, identify the type of impounded or contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: million gallons; surface area: acres

v. Dimensions of the proposed dam or impounding structure: height; length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

D.2. Project Operations

a. Does the project action involve any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation grading or installation of utilities or foundations where all excavated materials will remain on site) ☑ Yes ☐ No

If Yes:

i. What is the purpose of the excavation or dredging? Excavation and removal of bedrock and/or shallow soil for building foundations

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): 1,000,000 cubic yards (approximate, after accounting for swell)
- Over what duration of time? 24 months

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

Excavated soil will be used on-site for backfill and grading. Any surplus material will be transported off-site by licensed trucking contractors to a permitted fill facility.

iv. Will there be onsite dewatering or processing of excavated materials? ☑ Yes ☐ No

If Yes, describe. Temporary dewatering of excavation pits may be required during foundation construction. Water will be pumped to settling tanks before discharge to the municipal storm sewer system.

v. What is the total area to be dredged or excavated? 1.5 acres

vi. What is the maximum area to be worked at any one time? 1.5 acres

vii. What would be the maximum depth of excavation or dredging? 12 feet

viii. Will the excavation require blasting? ☐ Yes: ☑ No:

ix. Summarize site restoration goals and plan: Excavated areas will be backfilled and compacted to engineered specifications. Disturbed areas not covered by buildings or pavement will be restored with topsoil and vegetation.

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or removal of a natural body of water, shoreline, or vegetation? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description).

ii. Describe how the proposed activity would affect that waterbody or wetland. Examples may include but are not limited to, impacts on plants, fish, shellfish or wildlife dependent upon the resource.

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n. Describe how the proposed action would affect that water body (creek and, e.g. stormwater flow, treatment plant discharge, or percolation) and how the project would affect water quality (e.g. temperature, dissolved oxygen, turbidity or other typical water quality parameters). Indicate source of supply, disposition of wastes, and locations of discharges.

o. Will the proposed action cause or result in disturbance in the bed or banks of any lake or stream? ☐ Yes ☐ No
If Yes, describe:

p. Will the proposed action cause or result in the need for off-site removal of ground water? ☐ Yes ☐ No
If Yes:
- Purpose of proposed withdrawal:
- Expected duration of withdrawal:
- Total volume of water to be withdrawn:
- Proposed method of withdrawal:
- Will water be returned to the ground water system? If yes, describe:

q. Describe any proposed mitigation measures for the following possible impacts:

r. Will the proposed action create a new demand for water? ☑ Yes ☐ No
If Yes:
i. Total annual water requirement per day: 18,000 gallons/day

s. Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No
If Yes:
- Name of district or system: Sewer Utilities
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

t. Will a new water supply district or system be formed to serve the project site? ☑ Yes ☐ No
If Yes:
- Does the existing water supply have capacity to serve the proposal? Yes No
- Is the project site in the existing district? Yes No
- How many new hookups will be created? Yes No
- Is a new water supply district or system proposed to be formed to serve the project site? ☐ Yes ☑ No

If Yes:
- Applicant's name for new district:
- Date application submitted or anticipated:
- Proximity to nearest water supply in the district:

u. Is a public water supply district or system available to the project site? Yes No
If Yes:
- Name of district or system: Sewer Utilities
- Is the project site in the existing district? Yes No
- How many new hookups will be created? Yes No
- Is a new water supply district or system proposed to be formed to serve the project site? ☐ Yes ☑ No

v. If water supply will be from wells (public or private), maximum pumping capacity: ____ gallons/minute

w. Will the proposed action generate liquid wastes? ☑ Yes ☐ No
If Yes:
i. Total annual liquid wastes to be generated per day: 18,000 gallons/day

ii. Nature of liquid wastes to be generated (e.g. sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
Sanitary wastewater from restrooms and kitchen facilities

x. Will the proposed action require any new, or extension of an existing, wastewater treatment facility? ☑ Yes ☐ No
If Yes:
- Name of wastewater treatment plant to be used: Oneida County Sewer District #1
- Name of district: Oneida County Sewer District #1
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No

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- Will existing sewer lines serve the project site? ☑ Yes ☐ No
- Will line extensions with additional service laterals be necessary to serve the project? ☑ Yes ☐ No

If Yes:

- Does the existing or planned sewer have sufficient capacity to serve the project? _____

Describe any new facilities and/or improvements. See Attachment 1 for additional details.

h. Will the new wastewater flow(s) treatment service be provided by the City of Lincoln? ☐ Yes ☑ No

If Yes:

- Applicant's name for new service: _____
- Date application submitted or anticipated:
- What is the receiving water for the wastewater discharge?

i. If industrial facilities will be used, describe pretreatment or treatment of wastewater required for the project, including specific proposed treatment units (or the addition of new units) and their capacities. Identify any industrial facilities that will be served:

_____

j. Describe any permits or regulatory requirements that must be obtained:

_____

k. Will the proposed action result in a change in the rate or volume of surface runoff during or after construction? ☑ Yes ☐ No

If Yes:

- How much new impervious surface will be created (in square feet or acres)?
  Square feet: _____ Acres (approximately): _____
  Square feet or acres (percentage): 4.25 acres (approximately)
- Briefly describe the type of new impervious surfaces (for example, roofs, roadways, parking lots, sidewalks, etc.). Proposed new impervious surfaces will include roadways, sidewalks, and parking lots.

l. What will the stormwater runoff be directed to (for example, storm drains, creeks, canals, detention facilities, wetlands, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to storm drains, where will the runoff be conveyed to after leaving the project site?
  Stormwater will be conveyed to the City's storm drain system via proposed storm drain facilities.
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☑ No

m. Does the proposed plan minimize impervious surfaces, use pervious materials to collect and decrease stormwater? ☑ Yes ☐ No

n. Will the proposed action include or will it use on site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑ Yes ☐ No

If Yes, identify:

1. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)
   Construction equipment will be possible emission sources during construction activities.
2. Stationary sources during construction (e.g., power generators, storage heaters, cement plants)
   No stationary sources during construction are anticipated.
3. Stationary sources during operations (e.g., process emissions, large boilers, electricity generation)
   Stationary sources during operations may include boilers, emergency generators and natural gas as well as other miscellaneous sources.

o. Will the project require approval or permits from EPA, the State Air Regulation, Air Facility Permit, or Federal Clean Air Act Title V or Title V Permit?

☑ Yes ☐ No

If Yes

i. Is the project site located in an air quality maintenance area? (Consult locally or periodically. This is important since it may be subject to additional restrictions for all or some parts of the year.) ☐ Yes ☑ No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____ Tons/year (short tons) of Carbon Monoxide (CO)
- _____ Tons/year (short tons) of Nitrous Oxide (NO)
- _____ Tons/year (short tons) of Particulate Matter (PM10)
- _____ Tons/year (short tons) of Sulfur Dioxide (SO2)
- _____ Tons/year (short tons) of Carbon Dioxide equivalents of Hydrofluorocarbons (HFCs)
- _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

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- Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☑ Yes ☐ No

If Yes:

i. Estimate methane quantities anticipated (tons/yr) and the analysis

ii. Describe any methane reduction measures planned

If Yes:

i. Will the proposed action result in the release of pollutants from point sources or processes, such as cooling towers or landfill operations? ☑ Yes ☐ No

If Yes: Source parameters and maximum amounts of emissions (e.g. discharge rates per hour/annually)

j. Will the proposed project result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☑ Yes ☐ No

A Traffic Impact Study will be conducted

If Yes:

i. When is the peak traffic expected (check all that apply): ☑ Morning ☑ Evening ☐ Weekend

☐ Randomly between hours of to .

ii. For commercial activities only, projected number of semi-trailer truck trips/day: [illegible]

iii. Parking spaces: Existing [illegible] Proposed [illegible] Net increase/decrease [illegible]

iv. Does the proposed action include any shared use parking? ☑ Yes ☐ No

v. If the proposed action will require any modification of existing roads, creation of new roads or change in existing access, describe.

Access from Commercial Lakeside and Cascade Shores Boulevard

k. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑ Yes ☐ No

l. Will the proposed action offer or require access to public transportation or accommodations for use of bicycles, walking, or other alternative transportation modes? ☑ Yes ☐ No

m. Will the proposed action include plans for pedestrian and bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑ Yes ☐ No

n. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑ Yes ☐ No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action.

The peak electrical demand load is projected at 1.42 MW.

ii. Anticipated sources/suppliers of electricity for the project (e.g. on-site combustion, on-site renewable, via grid/local utility, or other)

Via new GIS

iii. Will the proposed action require a new, or an upgrade to an existing, substation? ☐ Yes ☑ No

o. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 10 hours per day
- Saturday: 10 hours per day
- Sunday: If necessary.
- Holidays:

ii. During Operations:

- Monday - Friday: 24 hours
- Saturday: 24 hours
- Sunday: 24 hours
- Holidays: 24 hours

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k. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

ii. Will proposed action remove existing natural barriers that act as noise screening? ☐ Yes ☑ No

Describe: The WTF is [illegible] surrounded by mixed use zoning predominately by [illegible] and [illegible] properties

l. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe, including source(s), location(s), height of fixture(s), direction of illumination, and proximity to nearest occupied structures:

Outdoor lighting will include [illegible] lighting on the [illegible] for [illegible] existing, [illegible] or [illegible] [illegible] [illegible]

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5. Does the proposed project include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activity): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if composting or other non-combustion thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

6. Will project activities result in the generation of any quantities of hazardous waste? ☑ Yes ☐ No

If Yes:

i. Name of all hazardous wastes (as listed in 6 NYCRR Part 371) to be generated, handled or managed at facility:

Acetone, methylene chloride, chloroform. The majority of these waste streams will be pharmaceutical waste. _____

ii. Generally describe processes or activities involving hazardous wastes identified in question 6.i above:

Pharmaceutical research activities _____

iii. Specify amounts to be handled or generated _____ tons/month. If you cannot quantify in tons/month, indicate volume in gallons/month or cubic yards/month.

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☑ Yes ☐ No

If Yes, provide name and location of facility: _____

If No, describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

B. Site and Setting of Proposed Action

B.1. Land use on and surrounding the project site

a. Existing land uses:

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farming)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Research, Residential Towers

ii. If mix of uses, generally describe: _____

b. Land use and ownership type of the project site.

	Land use or Ownership	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
▪	Roads, buildings, and other paved or impervious surfaces	_____	_____	_____
▪	Forested	_____	_____	_____
▪	Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	_____	_____	_____
▪	Agricultural (includes active orchards, field, greenhouse etc.)	_____	_____	_____
▪	Surface water features (lakes, ponds, streams, rivers etc.)	_____	_____	_____
▪	Wetlands (freshwater or tidal)	_____	_____	_____
▪	Non-vegetated (bare rock, earth or fill)	_____	_____	_____
▪	Other Describe: Other land including pharmaceutical open areas	1.25	1.25	0.00

...Is the project site presently used by members of the community for public recreation? ☐ Yes ☒ No
If "Yes," explain: _____

...Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☒ Yes ☐ No
If "Yes,"
i. Identify Facilities:
Approximately 2 licensed day care centers are located within 1500 feet of the project site.
Source: NYS Office of Children and Family Services

...Does the project site contain an existing dam? ☐ Yes ☒ No
If "Yes,"
i. Dimensions of the dam and impoundment:
- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____.
iii. Provide date and summarize results of last inspection:

...

...

...

...Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site contain wastes (i.e., buried garbage, old foundations, etc.) that would require handling as solid waste? ☐ Yes ☒ No
If "Yes,"
i. Has the facility been properly closed? ☐ Yes ☐ No
- If yes, list supporting documentation: _____
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

iii. Describe any development constraints due to the prior solid waste activities: _____.

...Have hazardous wastes been generated, treated and/or disposed of at the site, or does the property adjoin property which has been used for the generation, storage, treatment and/or disposal of hazardous waste? ☒ Yes ☐ No
If "Yes":
i. Describe wastes and potential contamination activities, including approximate time when activities occurred:
Hazardous wastes have been generated at the site from a dry cleaning operation. Chlorinated solvents were detected in soil and groundwater at concentrations exceeding applicable standards. Remedial actions have been completed, and the site is listed as Site # 734042 in the Brownfield Cleanup Program.

...Potential contamination history: Has there been an area identified at the project site where any removal of contamination or containment of on-site contamination has occurred? ☒ Yes ☐ No
If "Yes":
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☒ Yes
☒ Yes – Spills Incidents Database — Provide DEC ID number(s): 0734042
☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____
☐ No – Neither database

ii. If site has been subject to RCRA corrective activities, describe corrective measures: _____

...Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☒ Yes ☐ No
If yes, provide DEC ID number(s): 0734042 - 0734042, 0734042

...Has the property been the subject of any environmental remediation? (Yes/No) Yes If yes, provide the following: Name of site: Brownfield Cleanup Program Site # 734042 Date completed/expected completion: Remedial Action Complete Agency name: NYSDEC Type of environmental cleanup: Soil and groundwater remediation

...Describe the cleanup: Chlorinated solvents were detected in soil and groundwater at concentrations exceeding applicable standards. Remedial actions have been completed, and the site is listed as Site # 734042 in the Brownfield Cleanup Program.

...Is the project site subject to an institutional control and/or engineering control? (Yes/No) Yes If yes, check all that apply: Institutional Control: Environmental Easement; Engineering Control: Cover System

...Describe the engineering controls: Cover System

...Is the project site subject to an environmental permit (or permits) for a site or facility? (Yes/No) No If yes, check all that apply:

...Has the property been subject to any other past use that may have resulted in contamination? (Yes/No) Yes If yes, check all that apply: Chemical Storage

...Describe the past use: Dry cleaning operations

...Is the project site subject to any federal, state or local environmental permit (or permits) for a site or facility? (Yes/No) No If yes, check all that apply:

...Has the property been subject to any other past use that may have resulted in contamination? (Yes/No) Yes If yes, check all that apply: Chemical Storage

...Describe the past use: Dry cleaning operations

- Is the overall site subject to an institutional control limiting property use? ☐ Yes ☑ No
  - If yes, DEC site ID number: _____
  - Describe the type of institutional controls (e.g., deed restriction or easement): _____
  - Describe any use limitations: _____
  - Describe any engineering controls: _____
  - Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
  - Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If yes, what percentage of the site is composed of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: _____ _____%
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: ☑ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained: _____% of site

f. Approximate percentage of proposed action site with slopes: ☑ 0-10%: _____% of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No
ii. Do any wetlands or other waterbodies adjacent to the project site? ☐ Yes ☑ No
If Yes to either i or ii, continue. If No to both, skip to E.3.
iii. Are any of the wetlands or waterbodies within or adjacent to the project site regulated by any federal, state or local agency? ☐ Yes ☑ No
iv. For each identified regulated wetland and waterbody on the project site, provide the following information:
- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by NYSDEC) _____

v. Are any of the above waterbodies listed in the most recent compilation of NYS waters that are impaired waterbodies? ☐ Yes ☑ No
If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated floodway? ☐ Yes ☑ No

j. Is the project site in the 100 year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500 year Floodplain? ☐ Yes ☑ No

l. Is the project site located over a designated, principal aquifer? ☑ Yes ☐ No
If Yes:
i. Name of aquifer: Primary Aquifer

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m. Identify the environment which is specific that occupy or use the project site. Cannot access [illegible]

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐ No

[illegible]

[illegible]

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shellfishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use. _____

K.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes, acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate acreage(s): _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

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e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated to the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

ii. Name: [illegible]

iii. Brief description of architecture on which listing is based: [illegible]

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☐ No

If Yes:

i. Describe possible resource(s): To be determined. Geotechnical [illegible] Survey was conducted.

ii. Basis for identification: _____

h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local [illegible] ☑ Yes ☐ No

If Yes:

i. Identify resource: City of Ulster Tomic and Historic District, Erie Canal [illegible] NYS designated [illegible]

ii. Nature of, or basis for, designation (e.g. established highway overlook, state or local park, state historic trail or scenic byway, etc.): [illegible]

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6 NYCRR Part 666? ☐ Yes ☐ No

E. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which your proposal is sound or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name: Robert C. Schaefgen Date: 1/15/18

Signature: [signature] Title: EVP/COO

PRINT FORM

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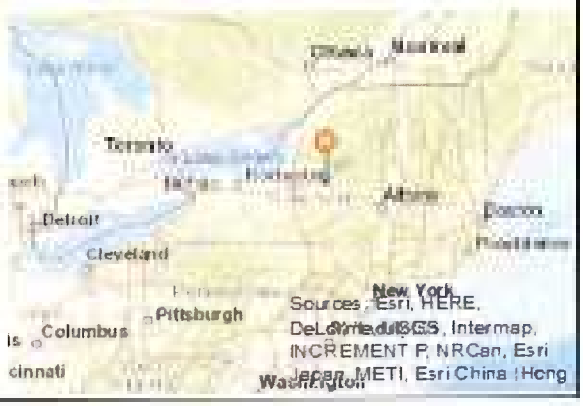
EAF Mapper Summary Report

Wednesday, November 29, 2017 11:00 AM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas:Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	B00061 , E633070, B00063 , 633021
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer

E.2.b. [Natural Communities]	No
E.2.c. [Endangered or Threatened Species]	Yes
E.2.d. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.b. [National Natural Landmark]	No
E.3.c. [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Yes - Digital mapping data on archaeological sites boundaries is not available. Refer to EAF Workbook.
E.3.e.i. [National Register of Historic Places - Name]	Fort Schuyler Club Building, St. Joseph's Church
E.3.f. [Archeological Sites]	Yes
E.3.g. [Designated River Corridor]	No

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FIGURE 1

Site Location



Proposed Hospital Site Location

Date: January 11, 2018
Date of Photography: April 2015

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Purpose and Project Description

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PURPOSE

Faxton St. Luke's Healthcare (FSLH) and St. Elizabeth Medical Center (SEMC) affiliated in 2014 to become the Mohawk Valley Health System (MVHS). MVHS's mission is to provide excellence in healthcare for its communities. Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has been successful in its efforts thus far, but has been constrained by the age and physical limitations of the existing facilities.

To support goals to deliver higher quality, more effective care with better community outcomes and at a lower cost, the proposed MVHS Integrated Health Campus, will combine services from both existing campuses. The new MVHS integrated health campus and state-of-art hospital will replace SEMC and FSLH, reduce the number of beds in the community, and consolidate patient services to one campus.

The decision to consolidate the two inpatient campuses to a single facility was spurred by several key factors:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities.
- The growing demand for healthcare due to the rapidly increasing and aging population in this region.
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community.

The opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability.

PROJECT DESCRIPTION

As depicted on Figure 1 (Site Location Map), the MVHS Integrated Health Campus will generally be bounded by Oriskany Boulevard (NYS Route 69) to the north, Broadway on the east, Columbia Street, and NYS Route 8 to the west and City Hall and Kennedy Apartments to the south. The MVHS Integrated Health Campus will encompass approximately 25-acres and will include the following elements:

- Hospital Building
- Central Utility Plant
- Parking facilities (including one parking garage)
- Potential future Medical Office Building (by private developer)
- Campus grounds
- Helistop

It should also be noted that modifications to existing utility infrastructure will be necessary to accommodate the proposed MVHS Integrated Health Campus. A description of the project elements noted above, as well as utility modifications, is provided below. This description represents the project as currently envisioned.

HOSPITAL BUILDING

The proposed ±670,000 square foot (sf) hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and a 7-story bed tower.

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The main entrance to the hospital will be located south of Lafayette Street, proximal to Cornelia Street. In addition to the main entrance, Emergency Department (ED) walk-in and ED ambulance entrances will be located on the western portion of the hospital. Vehicular and pedestrian entries will be marked by canopy systems that provide adequate coverage for public drop off, ED walk-in and loading activities. Ambulance traffic will be provided with a sally port adjoined to the podium.

A service entrance will be located on the eastern portion of the hospital building, which will be accessible via Columbia Street.

Most services currently provided at the FSLH and SEMC will be transitioned to the MVHS Integrated Health Campus including ±373 inpatient beds.

CENTRAL UTILITY PLANT

A three-story Central Utility Plant (CUP) will service the hospital. The CUP will adjoin the eastern portion of the podium of the hospital building.

The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each which will be fueled by both natural gas and No. 2 Fuel oil. A 50,000-gallon underground storage tank (UST) used to store the No. 2 fuel oil will be installed south of the CUP in the service yard. A 30,000-gallon aboveground storage tank (AST) used to store emergency water for fire protection will also be located in the service yard.

PARKING FACILITIES

Parking facilities will consist of a three-story parking garage and multiple parking lots. The parking garage will provide approximately 1500 parking spaces and the parking lots will allow for an additional ± 1300 parking spaces. These parking facilities will be available for use by patients, visitors, staff, and volunteers, as well as the community for non-hospital related events.

POTENTIAL FUTURE MEDICAL OFFICE BUILDING

A future medical office building is proposed. It is anticipated that the medical office building would be owned and operated by a private developer. The proposed location of the medical office building is south of Columbia Street and east of Cornelia Street.

CAMPUS GROUNDS

The campus will be designed as an urban park with enhanced lighting, trees, pedestrian walkways and seating areas. A pedestrian walkway will replace a portion of Lafayette Street. This walkway will extend from the main entrance to the west, terminating just adjacent to the North-South Arterial Highway. An additional segment of the walkway will provide access to the ED entrance. Outdoor areas will include gardens and other design considerations to create a healing environment.

HELISTOP

A helistop (*i.e.*, a minimally developed helicopter facility for boarding and discharging passengers or cargo, without the support facilities found at a heliport) will be situated to the west of the hospital building, adjacent to the ED ambulance entrance and north of Columbia Street.

UTILITY INFRASTRUCTURE

Based on a preliminary review of existing utilities, modifications to the existing infrastructure in the project area are anticipated. A summary of the anticipated modifications is provided below.

Sanitary Sewers

It is expected that the existing sanitary sewer line in Cornelia Street between Columbia and Lafayette Streets, in Lafayette Street between Cornelia and State Streets will be abandoned/removed. A new sewer line on Columbia

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Street will be constructed from Cornelia Street to the 48" trunk sewer on State Street. A new sewer line would be constructed to divert upstream flow from the south on Cornelia Street to the sewer on Broadway. Other potential new sewers lines may be needed in Lafayette Street on the north side of the hospital. The location and size of sanitary laterals and connections will depend on the plumbing/mechanical design of the new hospital buildings. It is assumed each new structure will have its own service lateral(s) connecting to the City mains.

Storm Sewers

The buildings and paved impervious surface areas of the MVHS Integrated Health Campus may be minimized or reduced using "Green Infrastructure" design features such as pervious pavement/pavers, planting beds, and subsurface rainwater detention.

It is expected that the existing storm sewer lines in Cornelia Street between Columbia and Lafayette Streets will be abandoned/removed. Removal of portions of storm sewer lines may also be required on Street and Lafayette Street between Cornelia and State Streets. New storm sewer piping will be installed on State Street and connect to the existing NYSDOT storm sewer line con the north side of Oriskany Street West/Route 5S west of the Aud. New branch lines will tie-in catch basins on the west end of Columbia Street. Flow from the east side of the campus and upstream flow from Broadway will be conveyed through existing storm sewers in Cornelia Street north of Lafayette, Lafayette Street east of Cornelia, and Broadway.

Water Mains

Water mains located on portions of Lafayette Street may need to be removed/abandoned, as would other smaller mains within the new building footprint. Where new supply mains are required, the older mains would be replaced. Fire hydrants will be located along the public streets with no private hydrants required. Each building will be provided with its own backflow prevention device depending on the requirements.

Water mains to be replaced or installed include: 1) a 6" main on State Street that will be replaced with a larger diameter pipe; 2) a 6" and 8" main on Broadway that will be replaced with a larger diameter pipe connecting large mains on Columbia to Whitesboro Street; and 3) 1030 LF of piping along Oriskany Street East.

DISPOSITION AND REDEVELOPMENT OF EXISTING HOSPITAL CAMPUSES

With the exception of certain ancillary facilities, MVHS's objective is to facilitate redevelopment of the existing FSLH and SEMC campuses consistent with the Town of New Hartford's and the City of Utica's long term development plans and capable of making an economically positive contribution to each community. In support of this objective, MVHS will be conducting an evaluation of the properties and potential redevelopment opportunities concurrent with planning for the proposed hospital. In addition to the disposition and redevelopment of the primary facilities, existing ancillary facilities will also be reused. A description of the anticipated continued use of portions of the existing campuses is provided below.

FSLH

Most of the inpatient and outpatient services performed at the existing FSLH site will be transitioned to the MVHS Integrated Health Campus; however, it is anticipated that ±24 physical medical and rehabilitation beds will remain and some outpatient services may be performed at this site. Unused medical supplies and certain medical equipment will be brought to the MVHS Integrated Health Campus. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

SEMC

The SEMC site will be converted into an outpatient extension clinic. Services provided at the clinic will include sleep center services, cardiac and thoracic surgery-related offices, primary care services and a laboratory patient service center. Unused medical supplies and certain medical equipment will be brought to the MVHS Integrated Health Campus. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

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Site Layout



nbbj
223 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206 221 5555
www.nbbj.com

CONSTRUCTION MANAGER:

CIVIL ENGINEER:

LANDSCAPE ARCHITECT:

STRUCTURAL ENGINEER:

MEP:

MOHAWK VALLEY HEALTH SYSTEM

CON - SD SUBMITTAL

NOVEMBER 1, 2017

PROJECT: Designer

101946.00

DATE:

SHEET NAME: ARCHITECTURAL SITE PLAN

SHEET NUMBER: AS101

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ATTACHMENT 3

Listing of Current Property Owners

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ATTACHMENT 3 | LISTING OF CURRENT PROPERTY OWNERS

MVHS Property ID #	Owner Name	Property Type	Tax Parcel ID No(s)	Street Address(es)
1	Norman Seakan	Retail/Warehouse	318.042-1-31	338-358 Columbia St
2	Norman Seakan	Retail/Warehouse	318.042-1-32	360-362 Columbia St
3	Richard W. Schmalz	Vacant Land	318.034-1-31	438 Lafayette St.
4	Greg Urbanik	Vacant Land	318.041-2-2	503 State St
			318.041-2-1	AKA 441-447 Lafayette St
5	Mark Smaltz	Commercial Bldg.	318.034-1-36	529 Oriskany St. W.
6	Mark Smaltz	Vacant Land	318.034-1-35	Carton Ave.
7	Salvation Army/Dennis Corrigan	Commercial Land	318.034-1-22	400-406 Lafayette St.
9	Niagara Mohawk	Commercial Land	318.034-1-21	501 Oriskany St.
10	525-527 Oriskany St., LLC	Bldg./Comm. Land	318.034-1-23.1	525 Oriskany St.
			318.034-1-23.2	527 Oriskany St.
11	Devin Garramone	Commercial Bldg.	318.041-2-22	420-422 Columbia St
			318.041-2-25	430-432 Columbia St
12	David B. Redmond	Converted Resid.	318.034-1-33	442 Lafayette St.
13	Nathaneal P. Morrissey	Mixed Used Bldg.	318.041-2-29	446-448 Columbia St.
			318.041-2-30	450 Columbia St.
			318.041-2-31	452-454 Columbia St.
14	Nathaneal P. Morrissey	Mixed Used Bldg.	318.041-2-32	456 Columbia St.
			318.041-2-33	458 Columbia St.
15	Ralph Polanco	Mixed Used Bldg.	318.042-1-26	312-316 Columbia St
16	Ralph J. Destfanis	Commercial Bldg.	318.034-1-30	432 Lafayette St.
17	Zandro Alavarez	Mixed Used Bldg.	318.041-2-35	460-464 Columbia St.
18	500 Columbia St LLC	Vacant Land	318.041-2-36	466-470 Columbia St.
20	Joseph D. Thierry	Office	318.042-2-37	601 State St.
21	Angelo Maggiore	Mixed Used Bldg.	318.042-1-24	300-306 Columbia St
22	Ralph Cavo	Mixed Used Bldg.	318.042-1-25	308-310 Columbia St
23	Thorp Holdings, Inc.	Mixed Used Bldg.	318.042-1-17	319-325 Lafayette St
24	East Gate Enterprises, Inc.	Mixed Used Bldg.	318.042-1-16	327-331 Lafayette St
25	David Gibbons	Mixed Used Bldg.	318.041-2-26	436-438 Columbia St
26	Daniel Schwertfeger	Commercial Bldg.	318.041-2-6	431 Lafayette St
			318.041-2-5	433-435 Lafayette St
27	Daniel Schwertfeger	Commercial Bldg.	318.034-1-34	444 Lafayette St
			318.034-1-38	446 Lafayette St
			318.034-1-39	450-454 Lafayette St
28	Greg Urbanik	Commercial Bldg.	318.041-2-3	505-507 State St
29	Mt. Zion Ministries Church, Inc./Charles Sweet	Commercial Bldg.	318.033-3-9	506 Columbia St
30	Park Outdoor Advertising of NY	Commercial Bldg.	318.033-3-17	514 Lafayette St
			318.033-3-17.1	524 Lafayette St
			318.033-3-17.2	524 Lafayette St
31	Anthony Clemente	Building and Parking	318.042-1-27	318-320 Columbia St
			318.042-1-28	322-324 Columbia St
32	John Bosco House, Inc.	Religious and Parking	318.041-2-8	425-429 Lafayette St.
			318.041-2-27	442 Columbia St.
			318.041-2-28	444 Columbia St.
33	Michael Maugeri	Commercial Building	318.033-3-16	402 State St
			318.033-3-15	502-506 Lafayette St
			318.033-3-19	508 Lafayette St
			318.033-3-18	510-512 Lafayette St
34	Oscar Figueora/Guarno Construction	Residential	318.041-2-4	437 Lafayette St.
35	Elena Bravo	Residential	318.034-1-32	440 Lafayette St.
37	City of Utica	Police Garage	318.042-1-1	334 Lafayette St

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MVHS Property ID #	Owner Name	Property Type	Tax Parcel ID No(s)	Street Address(es)
38	Resource Center for Independent Living	Office/Educational	318.041-2-40	401-407 Columbia St
			318.041-2-39	409 Columbia St
39	JP O'Brien Plumbing & Heating	Commercial Pl & H	318.041-2-38	411 Columbia St.
40	Anthony Clemente	Retail/Warehouse	318.042-1-19.1 & 19.2	313 Lafayette St
	Clemente Novelties, Inc.	Retail/Warehouse	318.042-1-23	303-309 Lafayette St
41	Metzler Printing Co. Inc.	Office/Warehouse	318.042-1-18	317 Lafayette St
42	Claris LLC/Corrigan	Retail/Warehouse	318.042-1-15	333 Lafayette St
43	Mohawk Hospital Equipment Inc.	Mixed Used Bldg.	318.042-1-34 & 35	301 Columbia St
44	Mohawk Hospital Equipment Inc.	Mixed Used Bldg.	318.042-1-33.1	335 Columbia St
			318.042-1-33.2	336 Columbia St
			318.042-1-33.3	337 Columbia St
45	418 Lafayettte St./Citation Services	Mixed Used Bldg.	318.034-1-28	430 Lafayette St.
	419 Lafayettte St.		318.034-1-29	Carton Ave
	420 Lafayette St./Citation Services	Mixed Used Bldg.	318.034-1-27	424-428 Lafayette St.
	421 Lafayette St./Citation Services	Mixed Used Bldg.	318.034-1-26	420 Lafayette St
	422 Lafayette St./Citation Services	Mixed Used Bldg.	318.034-1-25	418 Lafayette St
46	Sanita, Ernest F	Mixed Used Bldg.	318.033-3-11	500-504 Columbia St
47	Greg Urbanik	Commercial Bldg.	318.033-3-14	501 Lafayette St
48	HJ Brandeles Corp.	Office/Warehouse	318.042-1-6	300-306 Lafayette St
49	Salvation Army	Office/Warehouse	318.041-2-18	406 Columbia St.
50	City of Utica		318.042-1-2.1	
			318.042-1-13	322 Lafayette St
			318.042-1-2	324 Lafayette St
			318.042-1-14	326-330 Lafayette St
51	City of Utica		318.042-1-30	336 Columbia St
52	City of Utica		318.034-1-37	401 State St.
53	City of Utica		318.034-1-24	414-416 Lafayette St.
54	City of Utica		318.041-2-34	509 State St.
55	Utica Urban Renewal Agency	Commercial Bldg.	318.042-1-29	326-334 Columbia St

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ATTACHMENT 4

Permits and Approvals

Table 1. Permits & Approvals

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
	State				
1	Funding Administration, Certificate of Need (CON) & Construction Approval	Joint Administration (with DASNY) of project funding approved by New York State Legislature. Review process, mandated under state law, which governs the establishment, ownership, construction, renovation and change in service of specific types of health care facilities including hospitals.	NYSDOH	▪ New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program"	**Mr. Udo Ammon** **Director** **Health Care Facility Planning, Licensure and Finance** **Bureau of Architectural & Engineering Facility Planning** **New York State Department of Health** **Corning Tower, 18th Floor** **Empire State Plaza** **Albany, New York 12237**
2	Operating Certificate	Obtain an operating certificate (license) issued by the NYS Office of Mental Health (NYSOMH) prior to the operation of such facilities and programs that are subject to the regulatory jurisdiction of the Commissioner of Mental Health	NYSOMH		**Mr. Keith McCarthy** **Director, Bureau of Inspection and Certification** **New York State** **Office of Mental Health** **44 Holland Avenue** **Albany, New York 12229**
3	Funding Administration	Joint administration (with NYSDOH) of project funding approved by New York State Legislature.	DASNY		**Robert S. Derico, RA** **Senior Environmental Manager** **Office of Environmental Affairs** **Dormitory Authority of the State of New York** **515 Broadway** **Albany, NY, 12207**
4	Air Facility Permit	Permit to construct and operate an air emission source.	NYSDEC	▪ Compliance with NYSDEC's Environmental Justice Policy (CP- 29 – Environmental Justice and Permitting)	**Ms. Judy Drabicki** **Regional Director** **NYSDEC, Region 6** **207 Genesee Street** **Utica, NY 13501**

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TABLE 1 | PERMITS & APPROVALS

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
5	SPDES General Permit for Storm Water Discharges from Construction Activity (GP-0-15-002)	Storm water discharges from construction phase activities disturbing one-acre or greater.	NYSDEC	▪ Submission of a Notice of Intent (NOI) to obtain coverage under General Permit. ▪ Preparation and implementation of a construction phase Stormwater Pollution Prevention Plan (SWPPP) ▪ Review of SWPPP by City of Utica as a Municipal Separate Storm Sewer System (MS4).	**Ms. Judy Drabicki Regional Director NYSDEC, Region 6 207 Genesee Street Utica, NY 13501**
6	Petroleum Bulk Storage Registrations	Petroleum bulk storage tanks for boilers and emergency generators	NYSDEC	▪ Preparation of a Spill Prevention, Control & Countermeasure (SPCC) Plan	**Ms. Judy Drabicki Regional Director NYSDEC, Region 6 207 Genesee Street Utica, NY 13501**
7	Highway Work Permit	Work within NYS highway right-of-way.	NYSDOT	▪ Oriskany Boulevard (NYS Route 69)	**Mr. Brian Hoffmann, P.E. Regional Design Engineer NYSDOT Region 2 Utica State Office Building 207 Genesee Street Utica, NY 13501**
8	Consultation (16PR06600)	Compliance with State & National Historic Preservation Acts	SHPO		**Mr. John A. Bonafide Director, Bureau of Technical Preservation Services Mr. Anthony Opalka Historic Preservation Program Analyst New York State Division for Historic Preservation New York State Office of Parks, Recreation & Historic Preservation Peebles Island State Park P.O. Box 189 Waterford, NY 12188-0189**

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TABLE 1 | PERMITS & APPROVALS

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
	Local				
9	Project Funding & Eminent Domain	Financial benefits & incentive support; eminent domain authority	Oneida County Industrial Development Agency (IDA)		**Ms. Shawna Papale Executive Director Oneida County IDA 584 Phoenix Drive Rome, NY 13441-4105**
10	Site Plan Review	Review and approval of site plan	Utica Planning Board		**Mr. Fred Matrulli Chairperson City of Utica Planning Board c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner) 1 Kennedy Plaza Utica, NY 13502**
11	Multiple	Approval of public property transfers/road closures; funding of parking garage; review and approval of structures located within City rights-of-way (*i.e.*, pedestrian bridges, walkways, canopies, *etc.*)	Utica Common Council		**Hon. Michael P. Galime Council President 1 Kennedy Plaza Utica, NY 13502**
12	Highway Work Permit	Work within highway rights-of-way (road and utility improvements, curb cuts).	Utica Department of Engineering		**Mr. J. Michael Mahoney Deputy City Engineer City of Utica Department of Engineering 1 Kennedy Plaza Utica, NY 13502**

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TABLE 1 | PERMITS & APPROVALS

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
13	Consolidation & Re-Subdivision	Potential consolidation of parcels within area of potential effect.	Utica Department of Engineering or City Planning Board	Review and approval by City Planning Board for consolidation of ≥3 parcels.	**Mr. J. Michael Maloney** **Deputy City Engineer** **City of Utica** **Department of Engineering** **1 Kennedy Plaza** **Utica, NY 13502** **Mr. Fred Matrulli** **Chairperson** **City of Utica Planning Board** **c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner)** **1 Kennedy Plaza** **Utica, NY 13502**
14	Special Use Permit	Medical use in Central Business District (CBD).	Utica Zoning Board of Appeals		**City of Utica Zoning Board of Appeals** **c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner)** **1 Kennedy Plaza** **Utica, NY 13502**
15	General Municipal Law (GML) § 239-m	County Planning review of activities located within 500-feet of State or County highway, municipal boundary or park.	Oneida County Department of Planning		Mr. John R. Kent, Jr. Commissioner Mr. Chris Henry Oneida County Department of Planning 321 Main Street Utica, NY 13501

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TABLE 1 | PERMITS & APPROVALS

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
16	Water and Wastewater System Improvements Approval of Plans	Approval of water and wastewater infrastructure improvements and connections.	Mohawk Valley Water Authority (MVWA) Oneida County Health Department City of Utica Oneida County Department of Water Quality & Water Pollution Control	▪ MVWA – Water connections, backflow prevention ▪ Oneida County Health Department – backflow prevention ▪ City of Utica – Sewer connections ▪ Oneida County Department of Water Quality & Water Pollution Control – Industrial Wastewater Discharge Permit, compliance with County sewer use ordinance (waste stream characterization, pre-treatment review)	**Mr. Richard Goodney, P.E.** **Director of Engineering** **Mohawk Valley Water Authority** **1 Kennedy Plaza** **Utica, NY 13502** **Daniel W. Gilmore, Ph.D.** **Environmental Health Director** **Oneida County Health Department** **Adirondack Bank Building, 4th Floor** **185 Genesee Street** **Utica, NY 13501** **Mr. J. Michael Mahoney** **Deputy City Engineer** **City of Utica** **Department of Engineering** **1 Kennedy Plaza** **Utica, NY 13502** **Mr. Steven Devan, P.E.** **Commissioner** **Oneida County Department of Water Quality & Water Pollution Control** **51 Leland Avenue** **Utica, NY 13503** **Mr. Chris Osier** **Pretreatment Coordinator** **Oneida County Department of Water Quality & Water Pollution Control** **51 Leland Avenue** **Utica, NY 13503**
17	Building & Demolition Permits	Building code compliance.	Utica Codes Department		Mr. Dave Farina Code Enforcement Administrator City of Utica Codes Department 1 Kennedy Plaza Utica, NY 13502

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TABLE 1 | PERMITS & APPROVALS

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
18	Certificate of Occupancy	Approval to occupy building.	Utica Codes Department		Mr. Dave Farina Code Enforcement Administrator City of Utica Codes Department 1 Kennedy Plaza Utica, NY 13502

*Specific hospital operations will require multiple registrations, licensing, notifications, and/or certifications. Such activities are considered nondiscretionary (ministerial) approvals. Consequently, the issuing agencies are not considered SEQRA Involved Agencies.

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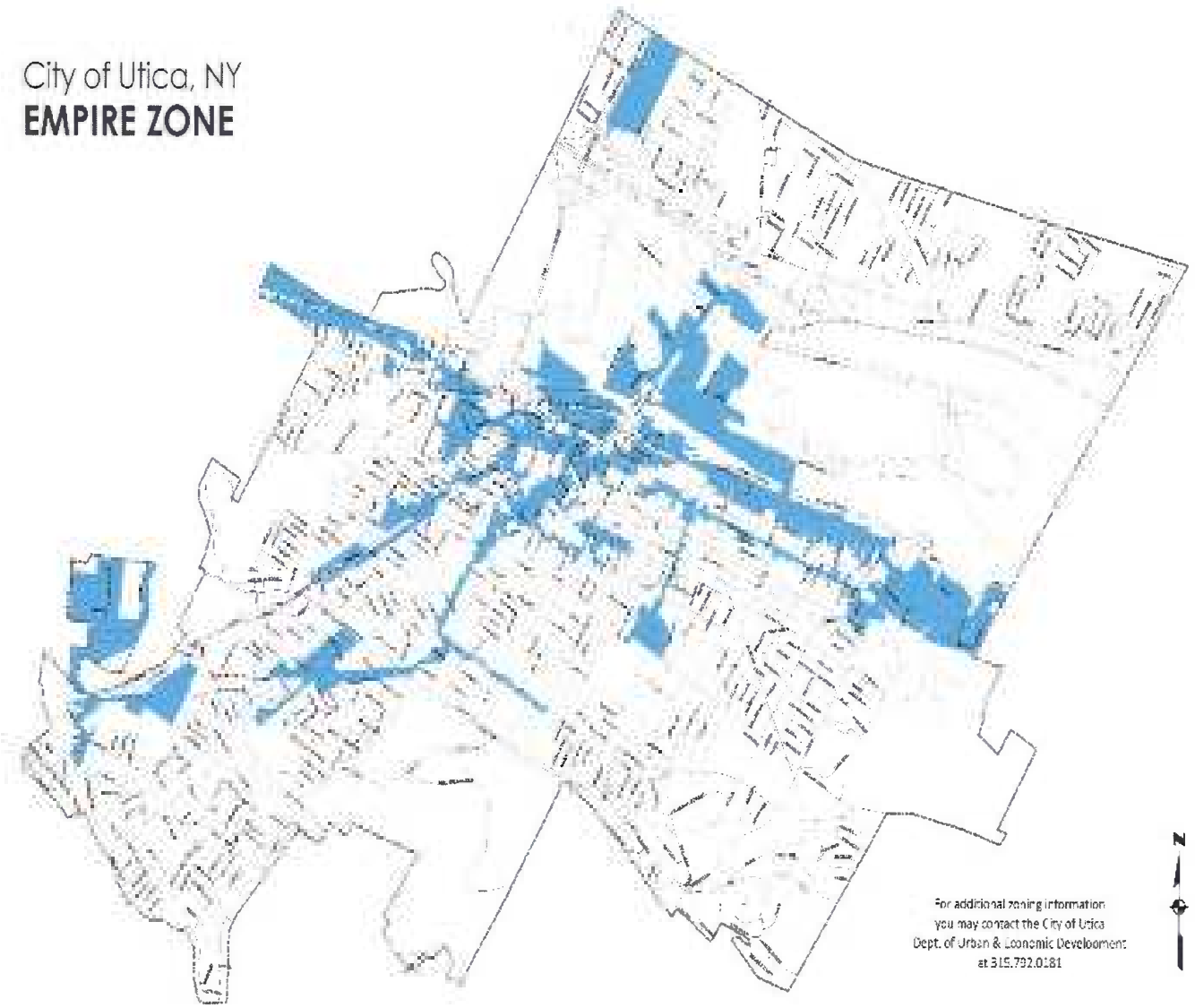
Exhibit L

City of Utica, NY

EMPIRE ZONE



For additional zoning information
you may contact the City of Utica
Dept. of Urban & Economic Development
at 315.792.0181

N

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Exhibit M

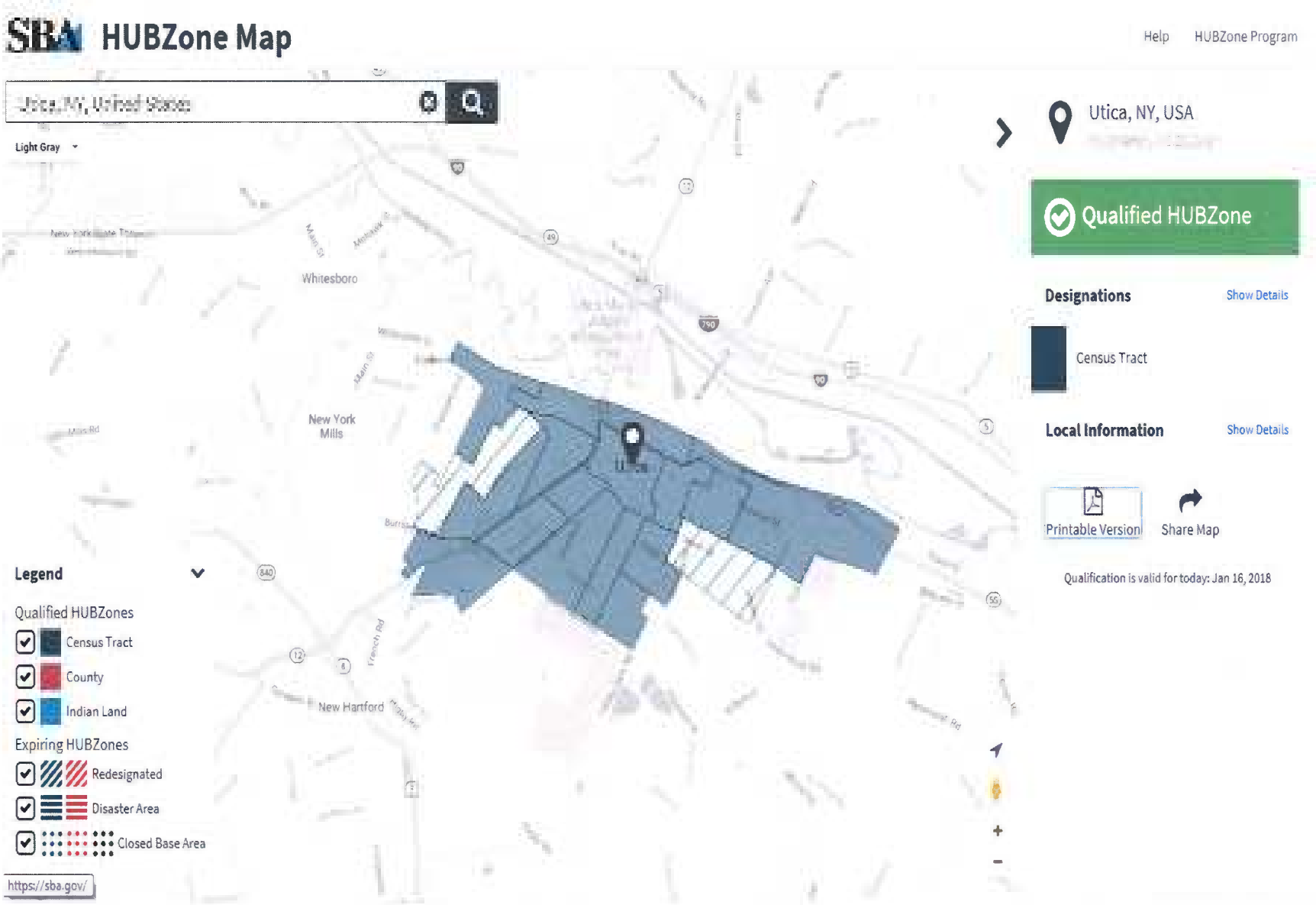

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Exhibit N

ARRA Economically Distressed Areas



Data Sources:

Bureau of Economic Analysis,
Bureau of Labor Statistics,
Local Area Labor Statistics

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Economically Distressed Areas

Certain geographic areas (i.e. cities or counties) within New York State that have significant deficient economic conditions relative to unemployment or personal income are designated as Economically Distressed Areas (EDA). Under the American Recovery and Reinvestment Act (ARRA) of 2009 the Federal Government's guidance on project selection included the mandate that one of the priorities to be considered for project selection for ARRA funds was whether the project was in an Economically Distressed Area. The map below illustrates the areas determined as economically distressed.

The criterion that designates an area as economically distressed is one of the following conditions:

1. The unemployment rate average over the 24 month period is 1% or more above the national average or;
2. The per capita or personal income is 80% or less than the national average.

Performance Metrics

For all New York State Department of Transportation authorized Recovery Act projects
June 18, 2010

Recovery Act Dollars Spent per Individual Living in an Economically Distressed Area	Recovery Act Dollars Spent per Individual Living in a Non-Economically Distressed Area
Value	Value
$65	$44

Value of Contracts for Economically Distressed Areas		Number of Contracts for Economically Distressed Areas	
Value	Percentage	Number	Percentage
$274M	29%	225	51%

Note:
New York State Department of Transportation is spending **148 %** more Recovery Act dollars per person in Economically Distressed areas than in Non- Economically Distressed areas.

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For Accessible information on ARRA Economically Distressed Areas,
please contact our Office of External Relations at (518) 457-2345.

Text Accessible Version

Notes:

1. Source: Based on FHWA guidance revised August 24, 2009.
2. 21% of New York State's population lives within Economically Distressed Areas.

Department of Transportation

Information

511NY	Bicycle	DBE Certification
Contracting Opportunities	Freedom of Information Law (FOIL)	Pedestrian
Permits	Projects In Your Neighborhood	Transportation Partners

Design/Construction

Approved Materials List	Bicycle Facility Design	Bridge Manuals and Information
Highway Design Manual	Lettings	New Product Evaluation Application
Pay Item Catalog	Specifications	Standard Sheets - US Customary

Web

A-Z Index	Legal Disclaimer	Privacy
Web Accessibility	Employee Login	

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Language Assistance

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]		

Contact

[illegible]	[illegible]	[illegible]
[illegible]		

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Exhibit O

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Hospitals Play a Key Role in Building Pathways Out of Poverty

BY ALAN MOUNTJOY | OP-ED | FEBRUARY 23, 2017



The Brigham and Women's Hospital Shapiro Center in Boston (©Anton Grassl/Esto)

As jobs in many low-income neighborhoods have migrated to suburbs (or overseas), so have retailers and newer housing for those well-off enough to pull up roots. Not so for the large hospitals that have substantial capital investments in existing buildings. Public hospitals in particular tend to find themselves embedded in some of the most distressed communities in America.

As a planner working with many stressed cities in the "Rust Belt," I frequently find local hospitals are the last and most committed economic anchors, but also the ones most impacted by economic decline in urban cores. City governments are searching for ways to leverage the economic benefits of these anchor institutions for the benefit of the larger community. And some forward-thinking governments, along with aligned organizations and foundations, are now advancing policies and programs to do so.

For example, in Cleveland, the nonprofit development organization University Circle, Inc. has been cooperating with the city's many world-renowned hospitals to enhance the surrounding neighborhoods. One such initiative, Greater Circle Living, is an employer-assisted housing program

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created to encourage eligible employees to live closer to their jobs, thus strengthening the local real estate market and reducing traffic congestion on regional roadways.

So how can regional healthcare institutions that are struggling to provide care to uninsured and now insured patients benefit from these types of efforts and develop their own?

Think Local

Under new accountable healthcare mandates, hospitals no longer can benefit from serving only the populations as they currently have. Many local hospitals want to improve their prestige, marketing and general appearance for insured patients, but they also need to address the general health of the local population in which it suffers from the highest preventable disease costs. Urban hospitals across the country that are located in communities where most of the population is either uninsured or on Medicare/Medicaid know that population health issues and their causes is now more important than ever to reduce healthcare costs.

In the past, responses to poor local conditions may have led hospitals to move flight to their suburbs, or to turn their backs on negative social conditions in an effort to screen the problems and present a brighter face to their regional customers. Several have literally took the form of fortress mentality, creating large parking lots that separated troubled neighborhoods from secure zones within the campus. This approach did not do much to reverse neighborhood decline or negative impacts on the area but institutions can do to improve health outcomes of local residents.

Practice what you Preach

As in Cleveland, the Adrienne Health Foundation can integrated health system with two hospitals, a health plan and a college in Cuyahoga County, is demonstrative of a more comprehensive approach. Auburn remains within the city limits, serving the city's inner-ring population and suburbs as well as the growing metropolitan area population of Cuyahoga. While the neighborhood is significantly less blighted than the surrounding parts of other Clevelands urban locations, the contrast is striking for patients and employees, and local conditions do not support healthy lifestyles for many residents.

The health district could eventually involve the entire neighborhood of 40 square blocks where, for example, existing residents would have access to a much-needed wellness center, employer clinics, quality daycare and healthier food options. Local residents will share these resources with hospital staff nurses, nursing students, patients and patients' families. Nursing students, medical residents and staff will find housing in the immediate neighborhood in renovated historic and new apartments. Redesigned roadways will reduce accidents and provide safer pedestrian crossings for kids and the elderly. Parks and tree-lined streets will encourage residents and patients to get outside in a safer neighborhood.

Be the Convener

As one might expect, some healthcare institutions are cautious about executing skill sets beyond providing healthcare. They were rarely organized, or willing, to take on community-building or mixed-use development projects. But they are good at team-building. And the "Health district strategy" takes many players — healthcare institutions, government agencies, foundations, private enterprises, even architects and planners — to succeed.

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Aultman Health Foundation, by working with the City of Canton and their comprehensive plan, has begun to develop a comprehensive strategy for neighborhood transformation that involves an expanded group of stakeholders. At this point Aultman has convened city government, the Ohio Department of Transportation, the Canton Community Development Corporation, a local foundation and a private real estate developer to create a blueprint for a health district. From fixing blighted houses to rebuilding roadways and adding needed retail and services, each of these players are addressing specific coordinated actions that are essential for success.

Aultman Health Foundation and Cleveland provide examples for other progressive healthcare institutions to follow. Anchor institutions can take a look at their surrounding communities to find win-win opportunities. One needn't be a world-class center of medicine like the Cleveland Clinic to make a difference in one's own community. Rather than retreat from each other, a few institutions and communities can actively engage in reverse decline and surround the hospitals with the goods, services and housing that will heal both.

Alan Mountjoy is a Boston-based urban designer and architect at NBBJ, named one of the (social) most innovative firms by Fast Company. He is a regular instructor of the Harvard Design School and teaches on design guidelines for urban design and planning, and transport development.

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Exhibit P

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Potter, Ashley

From: Bennett, Kathleen
Sent: Monday, January 15, 2018 11:20 PM
To: Potter, Ashley
Subject: Ex. P

From: Stewart III, Carl E - (NYN)
Sent: Tuesday, July 26, 2016 9:27 AM
To: dconnolly@hammesco.com
Cc: Gallivan, Michael T - (BOS) <mgallivan@tcco.com>
Subject: RE: MVHS Question

Dave,

In case we do not connect today, I offer the following:

Estimated number of work force months: **8,024mm**

Estimated number of work force hours: 8,024 x 176 hrs/month = **1,408,000 wfh**

Work force jobs: 8,024 / 7.5 (avg. length of worker on site) = **1,070 jobs**

Peak month of work in place: **$14,123,000**

Average amount of work in place per worker per month: **$47,000**

Total MM * 60% travelers* monthly per diam = local spend in local restaurant / hotel: 8,024*.6*$3,200 = **$15,406,080**

Wage info (prevailing wage based on 2017 data) :

	Base	Benefits	Total
Carpenter	$ 25.56	$ 17.64	**$ 43.20**
Electrician	$ 36.75	$ 23.22	**$ 59.97**
Iron worker	$ 27.85	$ 26.09	**$ 53.94**
Laborer	$ 24.10	$ 19.09	**$ 43.19**
Mason	$ 33.98	$ 18.19	**$ 52.17**
Operating Engineer	$ 40.41	$ 40.41	**$ 80.82**
Plumber	$ 36.50	$ 25.05	**$ 61.55**
AVG	**$ 32.16**	**$ 24.24**	**$ 56.41**

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Exhibit Q

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Benefits and Costs for the New Hospital



Benefits

- MVHS projects $15 million in additional annual savings in operating efficiencies by combining its two campuses, which means more money for direct health care instead of maintaining existing facilities.
- MVHS has committed to use local labor, materials, equipment vendors and businesses throughout the project when possible. Supporting the community is critical for MVHS and other community partners.
- For the Mohawk Valley region, local construction industry impact will be $155 million and will require nearly 2 million man-hours of construction labor over the life of the construction phase, with a peak employment of nearly 500 construction workers.[1]
- Project will generate $16-17 million estimated state and local sales tax over the 3 month construction phase, of which $[illegible] to $[illegible] million sales tax dollars will go to Oneida County and the City of Utica.[2]
- Estimates indicate that the City of Utica will see a net gain of revenues and avoided costs that exceeds the loss of property tax dollars from properties that are to be assembled for the project and the City's share of the debt service on the County-City-MVHS parking family. Estimates show that the City may realize $297,000 in revenues and other economic benefits after offsetting the loss of current property taxes and the City's share of annual debt service on the new parking garage.[3]

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Costs

- Project cost estimated at $480 million for an approximately 670,000 sq. ft. facility, projected completion date: 2022
- Funding:
  - $300 million - Health Care Facility Transformation Grant through NYSDOH
  - $150 million - MVHS Financing
  - $30 million - MVHS Funds, other grants, philanthropy
- County, City and MVHS are collaborating on a new 1,550 car parking structure estimated to cost $[illegible] million in order to [illegible] million in other monetary funding is reserved to refurbish Kennedy Garage to support hospital and downtown parking needs (over and above $480 million for construction of downtown hospital campus). The new parking structure will be:
  - Built and owned by Oneida County with County and City sharing debt service 50-50 percent.
  - MVHS parking agreement allots 1,150 spaces for hospital needs. MVHS responsible for operation, maintenance costs estimated at $1 million/year.
  - 400 of 1,550 spaces reserved for public use with additional spaces available for nighttime non hospital events at the Utica Auditorium and surrounding areas.

[1] Estimate provided by Turner Construction, the firm selected by MVHS as its project construction manager.

[2] Based on estimated retail purchases by construction workers (e.g., hotels/lodging, gasoline, meals, and other discretionary purchases). Does not include State share of sales tax revenues during construction which could add $637,500 to $722,500 in sales tax dollars from construction worker spending.

[3] Estimate provided by Mohawk Valley EDGE.

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Mohawk Valley Health System

[redacted]

[redacted]

www.mohawkvalleyhealthsystem.org

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RESOLUTION OF THE OXFORD COUNTY LOCAL DEVELOPMENT CORPORATION CLASSIFYING AS A TYPE I ACTION UNDER THE STATE ENVIRONMENTAL QUALITY REVIEW ACT THE APPLICATION OF MOHAWK VALLEY HEALTH SYSTEM FOR FINANCIAL ASSISTANCE RELATED TO A PROJECT TO CONSTRUCT A HOSPITAL FACILITY, PARKING GARAGE AND MEDICAL BUILDING IN UTICA, NEW YORK AND DECLARING ITS DESIRE FOR THE CITY OF UTICA IDA AND MEMBER TO SERVE AS LEAD AGENCY FOR A COORDINATED REVIEW

WHEREAS, pursuant to the purposes and powers contained within Section 1411 of the Not-for-Profit Corporation Law ("NPCL") of the State of New York (the "State"), as amended (hereinafter collectively called the "Act"), and pursuant to the certificate of incorporation filed on July 7, 2010, the Oneida County Local Development Corporation (the "Issuer") was established as a not-for-profit local development corporation of the State for the purposes of, among other things, relieving and reducing unemployment, promoting and providing for additional and maximum employment, bettering and maintaining job opportunities, instructing or training individuals to improve or develop their capabilities for such jobs, carrying out a public purpose for the purpose of aiding the County of Oneida (the "County") by introducing new industry to the County, by encouraging the development of, or retention of, an industry in the community or area, and lessening the burdens of government and acting in the public interest; and

WHEREAS, Mohawk Valley Health System ("MVHS") has presented an application (the "Application") to the Issuer, a copy of which was presented for the meeting and copies of which are on file at the offices of the Issuer, requesting that the Issuer consider issuing its tax-exempt bonds in the aggregate principal amount not to exceed $[illegible] (the "Bonds") to finance a project described below (the "Project") for the benefit of MVHS, and that the Issuer also provide exemption from mortgage recording tax that may be imposed on mortgages securing the bonds (collectively with the proposed issuance of the Bonds, the "Financial Assistance"); and

WHEREAS, the Project consists of the construction of a [illegible] square foot hospital building together with related parking facilities and physician's office building and all infrastructure to support the same (collectively, the "Improvements") situated on a 25+ acre parcel of land located in the City of Utica, Oneida County, New York (the "Land") and acquisition and installation of equipment in the Improvements (the "Equipment"), all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley (the Land, the Improvements and the Equipment are referred to collectively as the "Facility"); and

WHEREAS, before considering MVHS' request for Financial Assistance for the Project, the Issuer is seeking to comply with the requirements of the State Environmental Quality Review Act ("SEQRA") and its implementing regulations set forth at 6 NYCRR Part 617 (the "Regulations") with respect to the Project; and

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WHEREAS, MVHS has submitted to the Issuer Part 1 of a Full Environmental Assessment Form ("FEAF") for the Project pursuant to SEQRA; and

WHEREAS, the Issuer has examined Part 1 of the FEAF for the Project and finds it complete for purposes of further SEQRA review; and

WHEREAS, the Issuer has considered the scope and nature of the Project in light of the actions included on the Type I list under Section 617.4 of the Regulations and in light of the actions included on the Type II list under Section 617.5 of the Regulations; and

WHEREAS, the Issuer desires (1) to classify the type of action for which the Project qualifies under SEQRA; (2) to determine the agency that is best suited to serve as lead agency for purposes of a coordinated review of the Project under SEQRA; and (3) in furtherance of the foregoing, to provide Part 1 of the FEAF to the other involved agencies for their review and comment.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE TOMPKINS COUNTY LOCAL DEVELOPMENT CORPORATION AS FOLLOWS:

Section 1. The Issuer hereby classifies the Project as a Type I Action under SEQRA.

Section 2. SEQRA requires coordinated review and designation of a lead agency for Type I actions. The FEAF identified several potentially involved agencies in connection with the Project. Based upon the scope and nature of the Project, as well as the staffing, financial assets and knowledge base required to complete a coordinated SEQRA review, the Issuer believes that its jurisdiction with respect to the Project is not as broad as that of the City of Ithaca Planning Board (the "Planning Board"), which, in the opinion of the Issuer, is principally responsible for approving the Project in conjunction with the site plan review that will be undertaken by the Planning Board. Then, the Issuer hereby declares its desire for the Planning Board to serve as lead agency for purposes of overseeing a coordinated review of the Project under SEQRA.

Section 3. The Issuer hereby directs the Executive Director to send Part 1 of the FEAF for the Project, together with MVHS' application, to the other involved agencies for selection of a lead agency and to request their comments on the Project.

Section 4. The Issuer hereby authorizes the Executive Director to take such other steps as may be necessary to further coordinate this SEQRA review.

Section 5. This resolution shall take effect immediately.

[Remainder of page left blank intentionally]

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STATE OF NEW YORK)
: SS:
COUNTY OF ONEIDA)

I, the undersigned Secretary of the Oneida County Land Development Corporation, DO HEREBY CERTIFY THAT:

I have compared the foregoing copy of a resolution of the Oneida County Land Development Corporation (the "Issuer") with the original thereof on file in the office of the Issuer, and the same is a true and correct copy of such resolution and of the proceedings of the Issuer in connection with such matter.

Such resolution was passed at a meeting of the Board of Directors of the Issuer duly convened in public session on February 2, 2018 at 8 a.m. local time, at 584 Phoenix Drive, Rome, New York at which the following members were:

Dave Gray, L. Michael Fitzgerald, Steve Zeigler, By Video Conference: Jonas Sotros, Mary Faith Messenger, Gene Quadaro

The question of the adoption of the foregoing resolution was duly put to vote on roll call, which resulted as follows:

Voting Aye:	Voting Nay
Dave Gray	
L. Michael Fitzgerald	
Steve Zeigler	
By Video Conference:	
Jonas Sotros	
Mary Faith Messenger	
Gene Quadaro	

and, therefore, the resolution was declared duly adopted.

I FURTHER CERTIFY that (i) all discussions of this Issuer to be a matter of public meeting, (ii) pursuant to Sections 104 and 105 of the Public Officers Law (Open Meetings Law), said meeting was open to the general public and public notice of the time and place of said meeting

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was duly given in accordance with such Section 103a and 104, (ii) the meeting in all respects was duly held, and (iv) the always quorum present throughout.

IN WITNESS WHEREOF, I have hereunto set my hand as of the 2 day of February 2018.

Shawna Papale, Secretary

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Anthony J. Picente Jr.
County Executive

Steven M. Fayale
Secretary
Executive Director

Jennifer Gioia
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

Peter J. Mazurek
Chairman

Richard Fitzgerald
Vice Chairman

Mary Beth Messenger
Treasurer

Patricia Sweet Jr.
Peter J. Quadrino
Stephen Coyle

February 3, 2016

Robert S. Derico, RA
Senior Environmental Manager
Office of Environmental Affairs
Dormitory Authority of the State of New York
515 Broadway
Albany, New York 12207

Re: SEQR Lead Agency Coordination

Dear Mr. Derico:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including tax exempt bonds and an exemption from mortgage recording tax that may be imposed in connection with the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 250,000 square foot hospital building, together with related parking facilities, [illegible] and all improvements and equipment thereto situated on 251 acres of land located in the City of Utica, Oneida County, New York, all for the purpose of providing an advanced and integrated healthcare delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of the Full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, is enclosed for review. The LDC has determined that the proposed Project is a Type I action under SEQRA. SEQRA requires coordinated review with all involved agencies for Type I actions. The selection of lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Fayale, 581 Phoenix Drive, Rome, NY 13441, by the close of business on March 3, 2016. A failure

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In respect of the deadline shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Thomas K. Pitcher
Deputy
County Executive

Jennifer Wilson
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

David F. Dew
Chairman

Michael P. Brandt
Vice Chairman

Mary Beth Kennedy
Treasurer

Peter Perini, Jr.
Corporate Counsel
Stephen Angelo

February 2, 2018

Ms. Judy Drobiki
Project Director
MVHDSC, Region 6
207 Genesee Street
Utica, New York 13501

Re: SEQRA Lead Agency Coordination

Dear Ms. Drobiki:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS' project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 162,000+ square foot hospital building, together with related parking facilities, medical physician's office building and all infrastructure to support the same situated on 25± acres of land located in the City of Utica, Oneida County, New York and for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents of the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the OCLDC application and all exhibits thereto, is enclosed for review. The OCLDC has identified the proposed Project as a Type 1 action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type 1 actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the OCLDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the OCLDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be addressed to the attention of Ms.

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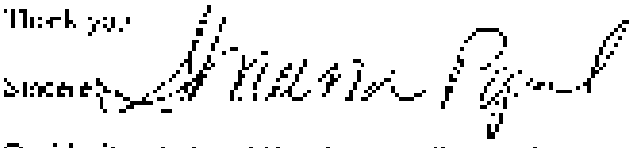
Shawna Pursley, 334 Phoenix Drive, Rome, NY 13441, by the close of business on March 3, 2018. A fail ure to respond by that date shall be construed as an indication that your agency does not desire to lead and the lead agency.

Thank you

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente, Jr.
Chief Executive

Shawna M. Papale
Secretary
Executive Director

Jennifer Wiener
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

[illegible]
Chairman

[illegible]
Vice Chairman

[illegible]
Treasurer

[illegible]
Eugene Buchanan
[illegible]

February 2, 2018

Mr. Brian Hoffmann, P.E.
Regional Design Engineer
NYSDOT Region 2
Utica State Office Building
207 Genesee Street
Utica, New York 13501

Re: *SEQRA Lead Agency Coordination*

Dear Mr. Hoffmann:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a [illegible] square foot hospital building, together with related parking facilities and physician's office building and all infrastructure to support the same situated on 254 acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, is enclosed for review. The LDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the six Tiny requirements and knowledge once required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any prior to many comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Papale, 581 Phoenix Drive, Rome, NY 13441, by the close of business on March 3, 2018. A failure

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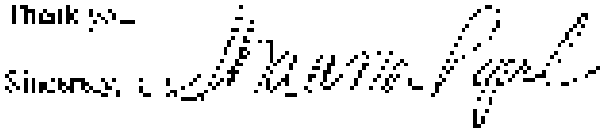
to respond by that date shall be construed as an indication that your agency does not desire to lease the local agency.

Thank you,

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Edward M. Hopkins
Secretary
Executive Director

Jennifer Gaines
President & CEO

OCLDC

Oneida County Local Development Corporation
[illegible]

David T. Stack
Chairman

[illegible]
Vice Chairman

[illegible]
Treasurer

[illegible]
Executive Director
Director Emeritus

February 2, 2018

Mr. John A. Bonafide
Director
Business Technical Preservation Services
New York State Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, New York 12188-0189

Re: SEQRA Lead Agency Coordination

Dear Mr. Bonafide:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax exempt bonds and a sales tax exemption from mortgage recording tax and may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 572,000 square foot hospital building, together with related parking facilities and physician medical office building and all infrastructure to support the same situated on 25± acres of land located in the City of Utica, Oneida County, New York all for the purpose of consolidating inpatient and integrated health care delivery systems that will benefit all residents of the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF together with the LDC application and all exhibits thereto is enclosed for review. The LDC has identified the proposed Project as a Type 1 action under SEQRA. SEQRA requires coordinated review with all involved agencies for Type 1 actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project as well as the staffing, requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 20 days of the date of this letter we respectfully request your agency's position with respect to lead agency designation and any areas of any comments your agency may have in connection with the Project. Your response and input should be addressed to the attention of Ms.

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Shawna Papale, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 5, 2018. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you,

Sincerely,



Oneida County Local Development Corporation

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Anthony J Picente Jr
County Executive

Shawna M Papale
Secretary
Executive Division

Jennifer Gerace
Executive Secretary

David S Brick
Chairman

Mary Ann Rzucidlo
Treasurer

Ryan P Gaughan
Executive Director
Stephen Acquino

OCLDC

Oneida County Local Development Corporation
[illegible]
315-736-0080 • Fax 315-736-2614

February 2, 2018

Oneida County Executive
Anthony J Picente, Jr.
Oneida County Office Building
800 Park Avenue
Utica, New York 13501

Re: SEQRA Lead Agency Coordination

Dear Mr Picente

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") request up to $ in financial assistance including the issuance of tax-exempt bonds and a exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica the "Project"). Specifically, the Project consists of the construction of a 172,000 square foot hospital building, together with related parking facilities and physician's office building and all infrastructure to support the same situated on 29 acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the OCLDC application and all exhibits thereto, is enclosed for review. The OCLDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the OCLDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the OCLDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms Shawna Papale, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 5, 2018. If no one

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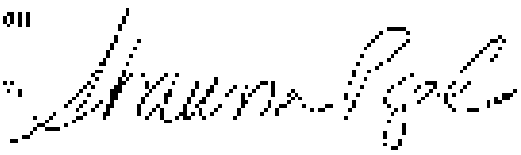
to respond by that date shall be construed as a [illegible] indication that your agency does not desire to become the lead agency.

Thank you

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Edward W. Papale
Secretary/
Executive Director

Jennifer Dewar
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

David S. Orr
Chairman

Michael Fagan IV
Vice Chairman

Mary Beth Maxwell
Treasurer

Tom Donatelli
Private Sector
Member Large

February 2, 2018

Mr. Anthony Opalka
Historic Preservation Program Analyst
New York State Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, New York 12188-0189

Re: MVHS Land Lease Construction

Dear Mr. Opalka:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 462,000 square foot hospital building, together with related parking facilities and site-improvements (the building and all infrastructure to support the same, the "Facility") on 35 acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated healthcare delivery system that will benefit all residents in the Mohawk Valley.

MVHS proposes Part 1 of the Full Environmental Assessment Form ("EAF") for the Project, pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the Full EAF, together with the LDC application and all exhibits thereto, is enclosed for your review. The LDC has determined the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be directed to the attention of Ms. Sheena Papale, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 5, 2018. A failure

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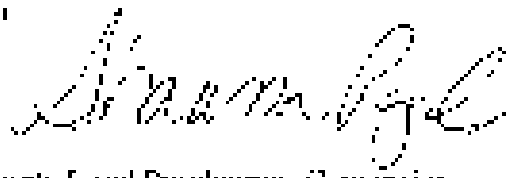
in respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you

Sincerely,



Osceola County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Shawna M. Papale
Secretary
Executive Director

Jane M. Wilcox
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

David C. Dove
Chairman

Michael Magnotti
Vice Chairman

Mary Beth Baranello
Treasurer

Frank Defelice Jr.
Eugene Cholakis
Stephen Doyle

February 2, 2018

City of Utica Planning Board
and Department of Urban &
Economic Development
Mr. Fred Mathis, Chairperson
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination

Dear Mr. Mathis:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and mortgage recording tax exemption (collectively, the "Bonds") in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 632,000 square foot hospital building, together with related parking facilities and physician office space, and all infrastructure to support the same, situated on 27± acres of land located in the City of Utica, Oneida County, New York (the "Site") for the purpose of creating an advanced and integrated health care delivery system that will benefit residents in the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, is enclosed for review. The LDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review of all involved agencies for Type I actions. Therefore, a lead agency must be designated.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that as jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Papale, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 2, 2018. Alternatively

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to respond by that date shall be considered as an indication that your agency does not desire to become the lead agency.

Thank you

Sincerely,



Osceola County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Joseph M. Pagan
Secretary/
Executive Director

Jennifer M. Wolfe
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

David C. Gaus
Chairman

Michael J. Lagonegro
Vice Chairman

Mary Beth [illegible]
Treasurer

[illegible]
Treasurer Emeritus
Stephen Dolph

February 7, 2018

City of Utica Planning Board
c/o Department of Urban &
Economic Development
Mr. Brian Thomas, Commissioner
1 Kennedy Plaza
Utica, NY 13502

Re: *SEQRA Lead Agency Coordination*

Dear Mr. Thomas:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 452,000 square foot hospital building, together with hospital parking facilities and physician's office building and all infrastructure to support the same situated on 25+ acres of land located in the City of Utica, Oneida County, New York, all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents of the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, is enclosed for review. The LDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the funding requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Pepek, 584 Phoenix Drive, Rome, NY 13441, by Friday close of business on March 9, 2018. A failure

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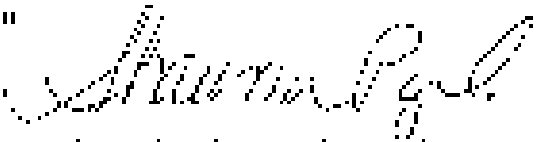
in response by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Sharon M. Kapsis
Secretary
Executive Director

Jennifer Gorton
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

Patricia Cole
Chairman

Michael Mayo
Vice Chairman

Mary Beth Meneghini
Treasurer

Thomas Benacci
[illegible]
Assistant Treasurer

February 2, 2018

Mayor Robert Michael Palmieri
City of Utica
Mayor - Office
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination

Dear Mayor Palmieri:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 267,000 square foot hospital building, together with related parking facilities and physician's office building and infrastructure to support the same situated on 23 acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated healthcare delivery system that will benefit residents in the Mohawk Valley.

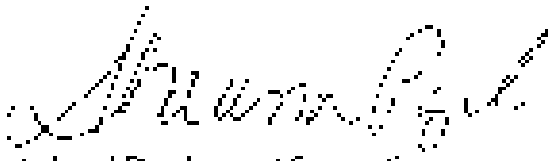
MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, is enclosed for review. The LDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires coordinated review with all involved agencies for Type I actions. Thus, a single lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Papale, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 1, 2018. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you.

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Shawna M. Pecula
Secretary/
Executive Director

Jennifer Gerwin
Assistant Secretary

David C. Glass
Chairman

Michael Fitzgerald
Vice Chairman

Mary Beth Woodruff
Treasurer

Patricia Fahey
Legal Counsel

Stephen Cogan
Chief Executive Officer

OCLDC

Oneida County Local Development Corporation
[illegible]

February 2, 2018

Hon. Michael P. Galligan
Council President
Utica Common Council
1 Kennedy Plaza
Utica, New York 13502

Re: MVHS Lead Agency Coordination

Dear Honorable Galligan:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital on the City of Utica (the "Project"). Specifically, the Project consists of the construction of a [illegible] acute care hospital building with related parking facilities and physician's office building and all infrastructure improvements on the campus of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

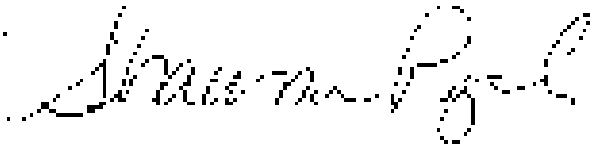
MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the EAF, together with the OCLDC application and all exhibits thereto, is enclosed for review. The OCLDC has identified the proposed Project as a Type 1 action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type 1 actions. Parallel review and agency meetings are encouraged.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the OCLDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the OCLDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any environmental comments your agency may have in connection with the Project. Your response and input should be addressed to the attention of Ms. Shawna Pecula, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 5, 2018. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you.

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Gregory R. Pisarski
Secretary
Oneida County

Jean M. Walters
Assistant Secretary

Brian D. Shaw
Chairman

Robert J. Magee Jr.
Vice Chairman

Mary Beth Woodruff
Treasurer

Peter Zarcone Jr.
Deputy Chairman
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]
[illegible]

February 2, 2018

Mr. J. Michael Mahoney
Deputy City Engineer
City of Utica
Department of Engineering
1 Kennedy Plaza
Utica, New York 13502

Re: *SEQRA Lead Agency Coordination*

Dear Mr. Mahoney,

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 662,000 square foot hospital facility, together with related parking facilities, physician's office building and infrastructure improvements (the "Facility") on 251 acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

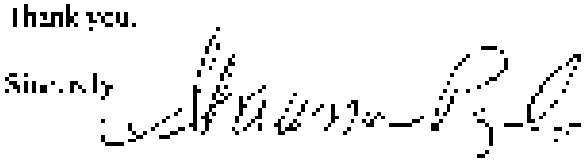
MVHS prepared Part 1 of the Full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, is enclosed for review. The LDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be designated.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this Letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be directed to the attention of Ms. Suzanne Capalbo, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 5, 2018. A failure to respond by that date shall be considered as an indication that your agency does not desire to become the lead agency.

Thank you.

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente, Jr.
County Executive

Shawna M. Papale
Secretary
Executive Director

Jennifer Gunner
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
584 Phoenix Drive - Rome, New York 13441
Phone: 315-338-5470 • Fax: 315-336-7294

David C. Gaus
Chairman

Marilyn Fitzgerald
Vice Chairman

Mark F. Laramie, Esq.
Treasurer

Peter Pascarella
Eugene Cleckner
Executive Director

February 2, 2018

Mr. Richard Gazdecki, P.E.
Director of Engineering
Mohawk Valley Water Authority
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination

Dear Mr. Gazdecki:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and sales tax exemption for a mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of approximately 600,000 square foot hospital building, together with related parking facilities and physician's office building, and all other improvements to support the same situated on 25± acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system dedicated to the health of all residents in the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, is enclosed for your review. The LDC has classified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for any Type I action. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA review due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, your own staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead proposes its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential involved Agency, within 30 days of the date of this letter we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Papale, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 3, 2018. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you

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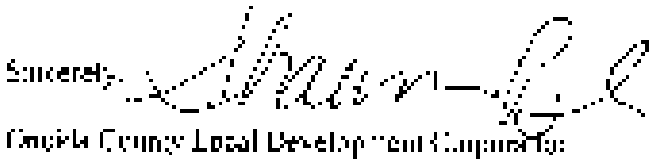
Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Shawna M. Papale
Secretary
Executive Director

Jennifer Wallace
Assistant Secretary

Joseph F. Reed
Chairman

Kathryn Rapp-Reed
Vice Chairman

Mary Beth Depew, CPA
Treasurer

Peter Schmidt
Eugene Conboy
Steven Cooper

OCLDC

Oneida County Local Development Corporation
584 Phoenix Drive, Rome, New York 13441
315-768-6542

February 2, 2018

Daniel W. Gilmore, Ph.D.
Commissioner of Health Director
Oneida County Health Department
Administration Building, 4th Floor
185 Genesee Street
Utica, New York 13501

Re: *SEQRA Lead Agency Coordination*

Dear Dr. Gilmore:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax exempt bonds and tax exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 167,000± square foot hospital building together with related parking facilities and appurtenances, the building and all infrastructure to support the same situated on 23± acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated healthcare delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the EAF, together with the OCLDC application and all exhibits thereto, is enclosed for review. The OCLDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be designated.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the OCLDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the OCLDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Papale, 584 Phoenix Drive, Rome, NY 13441 by the close of business on March 5, 2018. As I think

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to respond by that date, the Plan is deemed as an indication that your agency does not desire to become the Lead Agency.

Thank you

Sincerely,



Oneida County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Steven M. Pappas
Secretary
Executive Director

Peter M. Wallace
Assistant Secretary

Joseph C. Gelia
Chairman

Mary Beth Primo
Vice Chairman

Mary Beth Primo
Treasurer

Peter Schwerd
Deputy Executive
Director

OCLDC

Oneida County Local Development Corporation
584 Phoenix Drive, Rome, New York 13441
315-338-5300 • Fax 315-338-5303

February 2, 2015

Mr. Steven Devan, P.E.
Commissioner
Oneida County Department of
Water Quality & Water Pollution Control
51 Leland Avenue
Utica, New York 13502

Re: SEQRA Lead Agency Designation

Dear Mr. Devan:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and tax exemption from mortgage recording taxes that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 175,000 square foot hospital building, together with related parking facilities and physician's office building and all fixtures and equipment necessary to support the same, located on the south side of Leland Avenue in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the OCLDC application and all exhibits thereto is enclosed for your review. The OCLDC has determined the proposed Project is a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Thus, only a lead agency must be agreed upon.

You are being identified as a potential involved agency in the SEQRA review due to your possible approval responsibilities in connection with the Project. Based on the anticipated nature of the Project, as well as the funding requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the OCLDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the OCLDC will not serve as the lead agency for the Project and instead proposes its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments you or your agency may have in connection with the Project. Your response and input should be addressed to the attention of Ms. Shannon Papcke, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 3, 2015. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

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Thank you

Sincerely,

Cecil's County Local Development Corporation

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[illegible]

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[illegible]

[illegible]
[illegible]

OCLDC

Oneida County Local Development Corporation
[illegible]
[illegible]

[illegible]
[illegible]

[illegible]
[illegible]

[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

February 2, 2018

Mr. Chris Oster
Pretreatment Coordinator
Oneida County Department of
Water Quality & Water Pollution Control
51 Leland Avenue
Utica, New York 13503

Re: *SEQRA Lead Agency Coordination*

Dear Mr. Oster:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 467,000 square foot hospital building, together with related parking facilities and physician's office building and all infrastructure to support the same situated on 25± acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated healthcare delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of the Full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the CC EAF, together with the LDC application and all exhibits thereto, is enclosed for review. The LDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. That, and a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms. Shawna Papale, 584 Phoenix Drive, Boyne, NY 13441, by the close of business on March 3, 2018. A failure

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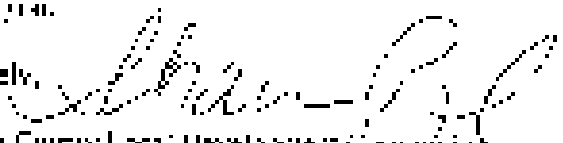
to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you.

Sincerely,



Chukla County Local Development Corporation

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Anthony J. Picente Jr.
County Executive

Sharon M. Daniels
Secretary/
Executive Director

Joseph Agnew
Assistant Secretary

David C. Stack
Chairman

Vice Chairman

Treasurer

Peter Pelrine
Deputy Director
Stephen Peeks

OCLDC

Oneida County Local Development Corporation

February 2, 2018

Mayor Robert Palmieri
Chairman
City of Utica Urban Renewal Agency
1 Kennedy Plaza
Utica, New York 13502

Re: *Mohawk Lead Agency Coordination*

Dear Mayor Palmieri:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on certain transactions the bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 352,000 square foot in-patient building together with related parking facilities and physician's offices and all infrastructure to support the same situated on 25± acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

MVHS provided Part 1 of the Full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the OCLDC application and all exhibits thereto, is enclosed for your review. The OCLDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires coordinated review among all involved agencies for Type I actions. Therefore, a lead agency must be established.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the OCLDC believes that its interest with respect to the Project is not as broad as that of other involved agencies such as the City of Utica Planning Board. Accordingly, the OCLDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary concerns your agency may have in connection with the Project. Your response and input should be directed to the attention of Ms. Sharon Daniels, 584 Phoenix Drive, Rome, NY 13441, by the close of business on March 5, 2018. A failure

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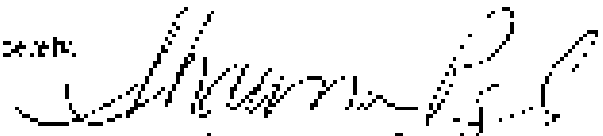
In respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you.

Sincerely,



Gretna County Local Development Corporation

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Anthony J. Picente, Jr.
County Executive

Edward M. Procek
Secretary
Executive Director

Jeffrey D. Dunn
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

Peter J. Gross
Chairman

Edward F. Reilly
Vice Chairman

Mary Beth Kinnebrew
Treasurer

Peter F. Jones
Joseph Cianfrini
Stephen Ingalls

February 2, 2018

Mr. Lee Ammon
Director
Health Care Facility Planning, Licensure and Finance
Bureau of Architectural & Engineering
Facility Planning New York State Department of Health
Corning Tower, 16th Floor Empire State Plaza
Albany, New York 12237

Re: SEQRA Lead Agency Coordination

Dear Mr. Ammon:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance, including the issuance of tax-exempt bonds and mortgage recording tax benefits to be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a 162,000 square foot hospital building, together with related parking facilities and physician's office building and all infrastructure to support the same situated on 25 acres of land located in the City of Utica, Oneida County, New York and for the purpose of creating a new consolidated and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the EAF is attached with the LDC application and all exhibits thereto, is enclosed for your review. The LDC has examined the proposed Project and has determined under SEQRA, SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project as well as the funding requirements and knowledge have acquired to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not proceed as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any pre-existing comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Ms.

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Shawna Papalo, 584 Phoenix Drive, Rome, NY 13441. By the Clerk's Business on March 2, 2018. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you.

Sincerely,

Oneida County Local Development Corporation

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Wondershare PDFelement

Anthony J. Scaffidi Jr.
County Executive

Sharon M. Peters
Secretary
to the Executive

Jennifer Walker
Assistant Secretary

OCLDC

Oneida County Local Development Corporation
[illegible]

Joseph Gross
Chairman

[illegible]
Vice Chairman

Mary Beth Gallagher
Treasurer

Peter Mazurek
Thomas Gramins
[illegible]

February 2, 2014

Mr. Keith McCarthy
Director, Bureau of Inspection and
Certification
New York State Office of Mental Health
44 Holland Avenue
Albany, New York 12229

Re: SEQRA Lead Agency Coordination

Dear Mr. McCarthy:

The Oneida County Local Development Corporation ("OCLDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of approximately 313,000 square foot hospital building, together with related parking facilities and physician's office building and all infrastructure to support the same, on a total of approximately 25± acres of land located in the City of Utica, Oneida County, New York all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents of the Mohawk Valley.

MVHS prepared Part 1 of the full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF together with the LDC application and other documents, is enclosed for review. The LDC has identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential involved agency in the SEQRA process due to your possible approval responsibilities in connection with the Project. Based on the scope and nature of the Project, as well as the staffing resources and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead proposes as desired for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary issues or concerns your agency may have in connection with the Project. Your response and input should be directed to the attention of Ms.

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Shawna Pagale, 584 Phoenix Drive, Rome, NY 13441. By the close of business on March 3, 2016. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency.

Thank you,

Sincerely,

Oneida County Local Development Corporation

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[illegible]

OCLDC

Oneida County Local Development Corporation

[illegible]

[illegible]

February 8, 2018

David C. Crow
Chairman
Oneida County Industrial Development Agency
584 Phoenix Drive
Rome, New York 13441-4105
Re: *SEQRA Lead Agency Coordination*

Dear Mr. Crow:

The Oneida County Local Development Corporation ("LDC") has received an application from Mohawk Valley Health System ("MVHS") requesting certain financial assistance, including the issuance of tax-exempt bonds and an exemption from mortgage recording tax that may be imposed on mortgages securing bonds anticipated to be issued in connection with MVHS's project to construct a new hospital in the City of Utica (the "Project"). Specifically, the Project consists of the construction of a [illegible] square [illegible] hospital building, together with related parking facilities and physicians' office building and all infrastructure to support the same situated on 25 acres of land located in the City of Utica, Oneida County, New York, all for the purpose of creating an advanced and integrated health care delivery system that will benefit all residents in the Mohawk Valley.

MVHS prepared Part 1 of a full Environmental Assessment Form ("EAF") for the Project pursuant to regulations implementing the State Environmental Quality Review Act ("SEQRA"). A copy of Part 1 of the full EAF, together with the LDC application and all exhibits thereto, are enclosed for review. The LDC has preliminarily identified the proposed Project as a Type I action under SEQRA. SEQRA requires a coordinated review with all involved agencies for Type I actions. Therefore, a lead agency must be agreed upon.

Your agency has been identified as a potential Involved Agency in the SEQRA process, as this term is defined in the SEQRA regulations, because we expect MVHS to [illegible] a request to your agency for an approval needed for the Project. Based on the scope and nature of the Project, as well as its staffing requirements and knowledge base required to complete a coordinated SEQRA review for the Project, the LDC believes that its jurisdiction with respect to the Project is not as broad as that of other involved agencies, such as the City of Utica Planning Board. Accordingly, the LDC will not serve as the lead agency for the Project and instead expresses its desire for the City of Utica Planning Board to assume the role of the lead agency.

As a potential Involved Agency, within 30 days of the date of this letter, we respectfully request your agency's position with respect to lead agency designation and any preliminary comments your agency may have in connection with the Project. Your response and input should be returned to the attention of Mr. Shawna Papale by the close of business on March 2, 2018. A failure to respond by that date shall be construed as an indication that your agency does not desire to become the lead agency and further does not object to the City of Utica Planning Board's [illegible] lead agency for the Project.

Thank you.

Sincerely,

Oneida County Local Development Corporation

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Mohawk Valley Water Authority
One Kennedy Plaza
Utica, NY 13502
Telephone (315) 792-0327
Fax (315) 792-0322
www.mvwa.us



MOHAWK VALLEY WATER AUTHORITY

FEB 26 2018

February 22, 2018

Ms. Shawna Papale
384 Phoenix Drive
Boyce, NY 13441

RE: State Environmental Quality Review (SEQR) – Mohawk Valley Health System, Utica

Dear Mr. Lawrence,

In regards to the above noted submission dated February 2, 2018, the Mohawk Valley Water Authority supports the OCLDC as Lead Agency for this project.

The following is requirements required to receive water for this project:

1) All existing water services will be required to be terminated at the water main prior to demolition of the properties as required by New York State Building Code and MVWA Regulations.
2) The existing system can support the 187,000 GPD demand. Fire flow information will be required before MVWA can determine if it can provide the required fire demands. There are large water mains at various centers of this development that can support 18,000 gpm or more.
3) A backflow application will be required prior to allowing any new connections to the water main(s).
4) I will be the point of contact for any reviews or application submissions for this project.

Should you need anything further please contact me at (315) 792-0325 or dj-mes@mvwa.us

Sincerely,

David Jones
Senior Engineer
MVWA
315-792-0325

cc: Richard Goodney PE
File

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NEW YORK STATE OFFICE OF | Office of Mental Health

ANDREW M. CUOMO
Governor

ANN MARIE T. SULLIVAN, M.D.
Commissioner

CHRISTOPHER TOMLINSON, Ph.D.
Executive Deputy Commissioner

FEB 15 2019

February 6, 2019

Ms. Shawna Papale
Oneida County Local Development Corporation
584 Phoenix Drive
Rome, NY 13441

Dear Ms. Papale:

This is in response to your letter dated February 2, 2019, relative to your inquiry regarding lead agency status for the application from Mohawk Valley Health System (MVHS) to construct a new general hospital in the City of Utica. While the proposed hospital is to include a psychiatric inpatient unit, which will be licensed by the NYS Office of Mental Health (OMH), the scope and nature of the project far exceeds inpatient psychiatric care alone. Since this proposal involves establishing a new general hospital that will provide the full range of health care services authorized under Public Article 28, licensed by the NYS Department of Health (DOH), I do not believe OMH will be the lead agency for this project. Therefore, I will need to refer you to DOH on this matter.

Should you have any additional questions, please do not hesitate to contact me at (518) 474-8573. Thank you.

Sincerely,

Keith J. McCarthy
Director
Bureau of Inspection and Certification

cc: Dan Sheppard

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ONEIDA COUNTY HEALTH DEPARTMENT

Advanced Plant Building, 4th Floor, 185 Court St., Utica, NY 13501

ANTHONY J. PICENTE, JR.
ONEIDA COUNTY EXECUTIVE

PHYLLIS D. ELLIS, BSN, MS, FACHE
DIRECTOR OF HEALTH

ENVIRONMENTAL HEALTH DIVISION

Phone (315) 798-5094 • Fax (315) 798-5626 • Email environmentalhealth@oneida.mx

FEB 15 2018

February 7, 2018

Elizabeth M. Papale, Executive Director
Oneida County Local Development Corporation
384 Phoenix Drive
Rome, NY 13441

Re: SEQRA Lead Agency Coordination

Dear Ms. Papale:

The New York State Department of Health (NYS DOH) has jurisdiction over the authorization and approval of the project construction.

The Oneida County Health Department (OCHD) is the local health department and as such has the role of responding for SEQRA.

SEQRA Response:

- The Oneida County Health Department endorses the City of Utica Planning Board serving as the Lead Agency on the above referenced SEQRA.
- OCHD must review and approve any water main expansions or other improvements to the public water distribution system resulting from this project.
- The Mohawk Valley Water Authority (MVWA) has been authorized by NYS DOH and OCHD to review and approve backflow prevention devices as part of their cross connection control program.
- OCHD regulates the following activities and should be notified if this project expands to include any of them prior to construction:
  - Public food service
  - Public swimming pool
  - Tanning facility
  - Mobile home parking
  - Temporary residences
- OCHD is the enforcement agency for the Clean Indoor Air Act (CIAA) and provides guidance and information to employers on compliance with the CIAA upon request.

This is the extent of OCHD comments at this time.

If you wish further assistance in this matter please contact this office.

Sincerely Yours,

Daniel W. Gilmore, P.E., MPH
Environmental Health Director

Cc: SEQRA file

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH: 315-792-0181 | FAX: 315-792-0600

EDWARD M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

RECEIVED
MAR 01 2018
By:

February 28, 2018

Oneida County Local Development Corporation
Attn: Ms. Shawna Papale, Executive Director
581 Phoenix Drive
Utica, New York 13441-4105

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Ms. Papale:

The City of Utica Planning Board has received a letter from the Oneida County Local Development Corporation (OCLDC) dated February 2, 2018. The letter stated that OCLDC had received an application from Mohawk Valley Health Systems (MVHS) requesting certain financial assistance including the issuance of tax exempt bonds and an exemption from the mortgage recording tax that may be imposed on mortgages securing the Bonds in connection with MVHS's proposal to construct a new hospital in Downtown Utica ("project").

The letter went on to state that MVHS had proposed and submitted Part 1 of the Full Environmental Assessment Form (EAF) for the proposed project with its application for financial assistance, both of which were attached to the letter from OCLDC. Additionally, the letter noted that the OCLDC Board identified the proposed Type 1 action under the State Environmental Quality Review Act (SEQRA), thereby requiring a coordinated review and agreement on a Lead Agency. According to the letter, the OCLDC Board declined to act as Lead Agency and instead expressed its desire for the City of Utica Planning Board to act as Lead Agency for the purposes of SEQRA.

At its meeting on Thursday, February 15, 2018, the City of Utica Planning Board reviewed the aforementioned letter from OCLDC. Based on the availability of professional planning staff, its expertise with the SEQRA process and the fact that the Planning Board has Final Site Plan authority over the project, the City of Utica Planning Board agreed to designate itself as Lead Agency for the purposes of SEQRA review. Additionally, assuming no other potential Involved Agency expresses interest in acting as Lead Agency by March 28, the City of Utica Planning Board is prepared to commence the review process.

Sincerely,

Brian Thomas, AICP
Commissioner

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NEW YORK STATE OF OPPORTUNITY. Department of Transportation

RECEIVED
MAR 07 2018
By

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

NICOLAS A. CHOUBAH, P.E.
Regional Director

February 28, 2018

Ms. Shawna Papale
Oneida County LDC
584 Phoenix Drive
Rome, NY 13441

RE: SEQR – Mohawk Valley Health System
City of Utica

Dear Ms. Papale:

As requested, the New York State Department of Transportation (NYSDOT) has reviewed the request for the City of Utica Planning Board to serve as Lead Agency for purposes of the State Environmental Quality Review Act (SEQRA) in relation to the proposed hospital in downtown Utica.

Upon review of the information provided, the NYSDOT concurs with this request. It is our understanding that environmental evaluations are currently ongoing. In particular, NYSDOT will be interested in reviewing traffic impacts to the highway network. Please note that a NYSDOT Highway Work Permit will be required for any work performed within the highway or right-of-way.

We look forward to working with you as the project progresses. Thank you for the opportunity to comment.

Sincerely,

Deborah S. Windecker
Regional Planning and Program Manager

DW:BW:kr
cc: Joe Scordino, Regional Permit Engineer
Guy Sassaman, Oneida County Planning

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Wondershare PDFelement

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
[illegible]
[illegible]
[illegible]

March 1, 2018

Shawna Papale
Oneida County Local Development Corporation
584 Phoenix Drive
Rome, New York 13441

SEQR Review Project
Mohawk Valley Health System Integrated Health Campus
City of Utica, Oneida County

Dear Ms. Papale:

The Department of Environmental Conservation (DEC) has reviewed the above referenced submittal dated February 2, 2018, and received February 9, 2018. The DEC believes that our jurisdiction will likely be limited for this project. Therefore, we would not seek Lead Agency status. The DEC has no objection to the City of Utica Planning Board assuming Lead Agency for this project.

The applicant will need to submit the following information in order to expedite any forthcoming permit application or technical review. The DEC offers the following checklist of items to be considered when evaluating the need for additional permits:

SPDES General Permit for Construction Activity (GP-0-15-002)

- ☑ Submit Notice of Intent to Discharge (GP-0-15-002)
- ☑ Stormwater Pollution Prevention Plan is required.
- ☒ If you anticipate discharging five or more acres at one time, you will need written authorization from the Regional Water Engineer.

Petroleum/Chemical Bulk Storage (If applicable):

- ☑ A PBS Registration will be required. The applicant is not required to obtain registration prior to construction. However the registration must be in place prior to placement of product in tank. Any tanks installed must meet all applicable safety standards

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Air Emissions (if applicable):

NOTE: All air permits, including Title V, Air State Facility Permit (ASF), and Air Facility Registration (AFR) must be issued prior to construction (ground breaking).

- ☐ To determine if an Air Permit/Registration is required, a description of all combustion (heat) sources including size in MMBTU/hr, the fuel used and if they will be used for general heat, process heat, or both must be provided.
- ☑ Description of all process sources that have any air emission from the process, particularly, if there is a stack that exits the building. This includes sources that would possibly be considered exempt or trivial from permitting under 6 NYCRR Part 201-3. Please note:
  - Generators used for construction which are liquid or gaseous fuel powered with a maximum mechanical power rating of less than 400 brake horsepower or are gasoline powered and have a maximum mechanical power rating of less than 50 brake horsepower are exempt from permitting. This exemption may not apply when multiple generators are employed and the combined sources may exceed a major emission threshold.
  - If the generators used for construction are a Temporary Emission Source that is portable in nature and will only be operated at a facility for a single period of less than 30 consecutive days (commencing from the first day of operation), they are considered as exempt from permitting.
  - Generators used for emergency backup may only operate less than 500 hours per year to remain exempt from permitting.
  - All engines that operate generators must meet the EPA requirement of 40 CFR 63 Subpart ZZZZ.

Environmental Justice:

- ☑ We strongly encourage the Lead Agency to consider Environmental Justice issues in their review of the physical conditions that will be affected by the proposed action per Part 617.2(l).

Archeological and Cultural Impacts:

- ☑ The Office of Parks, Recreation and Historical Preservation Cultural Resources (OPRHP) maps should be reviewed for any project that will be classified as Major under Uniform Procedures Regulations 6 NYCRR Part 617. Before any project within a mapped archeological or historic site may be called complete, consultation with OPRHP must take place.

NY Natural Heritage Program:

- ☑ The project location falls within an area of concern for endangered birds, specifically the occurrence of Peregrine Falcon (Falco peregrinus). The presence of the falcon's nesting site is not within this project footprint however this species will likely use it as it does over the project area. There is no foreseeable issue with the project negatively impacting the Peregrine Falcons.

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CHECKLIST

Additional Comments:

Solid Waste:
No permit is required for medical waste generated at the facility. If any medical waste is accepted from any other outside facility, a permit would be required. This review was conducted assuming that no outside medical waste was to be brought to this facility. For any questions regarding medical waste permitting contact Sarah Harrison at (518) 402-8706.

Any changes made to the plans submitted could have an impact on this determination.

Sincerely,

Terry Tyce
Environmental Analyst 2
NYSDEC - Utica

cc: City of Utica Planning Board
R. Schofield, Exec. VP, MVHS
File

ec: T. Voss, RFA, NYSDEC Watertown

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ROBERT M. PALMIERI
MAYOR

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT
1 KENNEDY PLAZA, UTICA, NEW YORK 13502
PH.315-792-0181 FAX. 315-797-6607

BRIAN THOMAS, AICP
COMMISSIONER

PLANNING BOARD AGENDA
Common Council Chambers
February 15th 2018 – 4:30pm

PB Case No.: 01-18 — Zone: Single Family Medium Density
Address: 1600 Burrstone Road
Applicant: BBL Construction Services, LLC. — Site Plan Review
Owner: Utica College

Pursuant to Section 2-29-542 of the City of Utica Zoning Code, the applicant is seeking site plan approval for a project to be located at the aforementioned addresses.

The project includes the construction of three (3) student housing buildings with a total of 144 beds (totaling approximately 56,460 square feet), a community space building, with a residence director apartment (totaling approximately 3,060 square feet) and a maintenance building (totaling approximately 770 square feet). These buildings as well as an access road to already existing campus ingress/egress points and 183 parking spaces will be constructed on the 6.3 acre site owned by Utica College.

Where site development will occur adjacent to the Nye Avenue neighborhood and homes, additional landscaping will be planted and a fence installed on Utica College property to provide an aesthetically pleasing and deliberate border between the campus property and the adjacent neighborhood. The new buildings constructed will be of residential type architecture with shingled gabled roofs, and clapboard siding with stone accents. The proposed use of the 6.3 acre site is consistent with the use of the overall 128 acre college campus. Development will neither impact, nor cause injury to the neighboring properties.

PB Case No.: 02-18 — Zone: Community Commercial
Address: 230 N. Genesee Street
Applicant: Ray Trotta — Site Plan Review
Owner: Morgan Management LLC

Pursuant to Section 2-29-542 of the City of Utica Zoning Code, the applicant is seeking site plan approval for a project to be located at the aforementioned address.

The applicant is proposing to demolish the existing building and construct a new 3,500 square foot commercial building in its place. The new building will be occupied by a 5 Star Urgent Care practice. The developer also looks to improve the subject parcel be updating the utilities servicing the new building, revamp the parking areas surrounding the building, enhance the landscaping along North Genesee Street and develop the overall aesthetic appeal of the property. In addition to these improvements, vehicular circulation will be advanced by closing down one of the two driveways servicing the property. These driveways will be consolidated into one driveway that will allow for ingress/egress to North Genesee Street.

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PB Case No.: 03-18 Zone: Planned Development Extraordinary
Address: 126 Business Park Drive
Applicant: Phil Sbarra/Bonacci Architects Sign Review
Owner: Ronald Cuccaro

Pursuant to Section 2-29-274 of the City of Utica Zoning Code, the applicant is seeking site plan approval for a project to be located at the aforementioned address.

The applicant has proposed to modify the existing signage. The existing 6'-0" long x 5'-10" high x 2'-0 wide red brick base will remain and be added onto. The existing base will be extended 3' toward the building to 9'-0" long. The existing galvanized metal coping will be removed and replaced with a single sloped galvanized metal cap that matches the roof design of the existing building.

The peak of the cap will extend up to 9'-10" high with the low end of the cap at 6'-10" high. The existing applied metal letters will be removed and replaced with a new (approximately) 4 foot x 7 foot LED screen to display signage for current building occupants, providing the owner with signage flexibility for any future building tenants.

PB Case No.: 04-18 Zone: Planned Development Extraordinary
Address: 1445 Kemble Street
Applicant: Camryn Collins Sign Review
Owner: Rodney Santiago

Pursuant to Section 2-29-274 of the City of Utica Zoning Code, the applicant is seeking site plan approval for a project to be located at the aforementioned address.

The applicant has proposed to remove the existing signage to make way for the branding of a new tenant in the building.

PB Case No.: 05-18 Zone: Central Business District
Address: Proposed Hospital Footprint
Applicant: MVHS
Owner:

As part of its efforts to construct a state-of-the-art, integrated health delivery system for the Mohawk Valley, the Mohawk Valley Health Systems (MVHS) has begun the process of designing and engineering a roughly $500 million hospital in downtown Utica. As the project moves closer to construction, MVHS will be approaching various agencies and governmental bodies for funding and/or approval of various elements of the project, many of which will require that the State Environmental Quality Review Act (SEQRA) be complete. By way of example, MVHS recently sought financing assistance for the project from the Oneida County Local Development Corporation (OCLDC).

At their meeting on Friday, February 2nd, the OCLDC declared the project a Type I action under SEQRA but declined to act as Lead Agent for the purposes of SEQRA review. Instead, the OCLDC suggested that the City of Utica Planning Board act as Lead Agent, given the Planning Board's expertise in this matter, the professional staff at their disposal and the fact that authority for Final Site Plan approval for the project rests solely with the Planning Board.

In accordance with SEQRA regulations governing coordinated review of Type I actions, letters have been sent to all potential SEQRA Involved Agencies (including the Planning Board) advising them of the action by OCLDC and their desire for the Planning Board to act as Lead Agent. Within the letter, all potential Involved Agencies were given the required 30 calendar days to respond with respect to lead agency designation. As such, the Planning Board will consider a resolution designating itself as Lead Agent for this project.

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

KENNEDY PLAZA, UTICA, NEW YORK 13502

TEL 315-792-0185 FAX 315-792-0602

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

March 8, 2018

City of Utica Common Council
Attn: Mr. Michael P. Galime, President
Utica City Hall
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Galime:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 3rd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 6.1(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH: 315-792-0181 | FAX: 315-797-6607

ROBERT M. PALMIERI
Mayor

BRIAN THOMAS, AICP
COMMISSIONER

March 8, 2018

NYS Department of Health
Bureau of Architecture & Engineering, Facility Planning
Attn: Mr. Uwe Ammon, Director
Corning Tower, 18th Floor
Empire State Plaza
Albany, New York 12237

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Ammon:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies referenced the March 2nd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (FAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agency status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide some extent time for potential Involved Agents to provide comments on the FAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

As sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0185 FAX: 315-797-6907

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

March 6, 2018

NYS Office of Mental Health
Bureau of Inspection and Certification
Attn: Mr. Keith McCarthy, Director
44 Holland Avenue
Albany, New York 12229

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. McCarthy:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reflected the March 3rd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, as to action Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comments is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

[illegible] Utica, New York 13502

PH: 315-792-0161 FAX: 315-797-6607

[illegible]
[illegible]

[illegible]
[illegible]

March 6, 2018

Dormitory Authority of the State of New York
Office of Environmental Affairs
Attn: Mr. Robert S. Derico, RA
515 Broadway
Albany, New York 12207

Re: SEQRA Lead Agency Coordination – Mohawk Valley Health Systems

Dear Mr. Derico:

As indicated in a series of correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the purpose consideration of a new hospital in Downtown Utica. That action was taken at the Board's [illegible] meeting on February 13, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 5th deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or request Lead Agent status.

Given this, the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQR review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is now extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0165.

Sincerely,

Brian Thomas, AICP
Commissioner

[illegible]

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

[illegible]

[illegible]

[illegible]

Brian Thomas, AICP
Commissioner

March 8, 2018

NYS Dept. of Environmental Conservation
Region 6 Headquarters
Attn: Ms. Judy Drabicki
317 Washington Street
Watertown, New York 1360

Re: SEQRA Lead Agency Coordination – Mohawk Valley Health System

Dear Ms. Drabicki

As indicated in a recent correspondence, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 13, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 7th deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (FEAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act as an Lead Agency, status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the FEAF as well as the Planning Board's Lead Agency designation, the deadline for all potential Involved Agencies to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the lead agency coordination, please do not hesitate to contact me at 315-792-0155.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA
URBAN & ECONOMIC DEVELOPMENT
[illegible]
Ph. [illegible] | Fax. [illegible]

[illegible]
Mayor

Brian T. [illegible], AICP
Commissioner

March 8, 2018

NYS Dept. of Transportation
Attn: Mr. Brian Hoffmann, P.E., Regional Design Engineer
New York State Office Building
207 Genesee Street
Utica, New York 13501

Re: SEQRA Lead Agency Determination – Mohawk Valley Health Systems

Dear Mr. Hoffmann:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter was sent to all potential Involved Agencies prior to the March 8th deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential involved Agencies were to submit comments relative to the Full Environmental Assessment Form (FEAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agency status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and, in order to provide sufficient time for potential Involved Agencies to provide comment on the FEAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comments is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0183.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-292-0181 FAX 315-797-6607

[illegible]

[illegible]

[illegible]

March 18, 2018

NYS Office of Parks, Recreation & Historic Preservation
Bureau of Technical Preservation Services
Attn: Mr. John A. Bonafide, Director
Peebles Island State Park
Post Office Box 189
Waterford, New York 12188-0189

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Bonafide:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 13, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 5th deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (FAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent [illegible].

Given that the OCLDC agreed not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the FAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-797-6185.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH: 315-792-0181 FAX: 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

March 5, 2018

Oneida County Local Development Corporation
Attn: Ms. Shawna Papale, Executive Director
344 Phoenix Drive
Rome, New York 13441-4105

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Ms. Papale:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 31 deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(2)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the recycled sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

TEL 315-792-0181 FAX 315-792-0062

[illegible]

[illegible]

[illegible]

March 8, 2018

City of Utica Dept. of Engineering
Attn: Mr. J. Michael Mahoney, Deputy Civil Engineer
Utica City Hall
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Mahoney:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 2[illegible] deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(1)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 31, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0182.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

TEL 315-792-0181 FAX 315-792-0007

ROBERT M. PALMIERI
Mayor

BRIAN UNANIAN, AICP
Commissioner

March 8, 2018

City of Utica Codes Department
Attn: Mr. David Farina, Code Enforcement Administrator
Utica City Hall
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Farina:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Towntown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 3rd deadline established by the Oneida Century Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 6.7(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the FCI Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC could not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

Sincerely,

Brian Unanian, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

KENNEDY PLAZA, UTICA, NEW YORK 13502

TEL 315-790-9181 | FAX 315-797-6607

ROBERT M. PALMIERI
Mayor

BRIAN THOMAS, AICP
Commissioner

March 8, 2018

Oneida County Dept. of Planning
Attn: Mr. John R. Kent, Jr., Commissioner
Bochlen Center in Union Station
321 Main Street
Utica, New York 13501

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Kent:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 2nd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.5(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC could not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all parent or Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-797-6150.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH: 315-792-0181 FAX: 315-797-6527

ROBERT M. PALMIERI
Mayor

BRIAN THOMAS, AICP
Commissioner

March 8, 2018

Mohawk Valley Water Authority
Attn: Mr. Richard Goodrey, P.E., Director of Engineering
Utica City Hall
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination – Mohawk Valley Health Systems

Dear Mr. Goodrey:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board assumed itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 6, 2018. The subsequent lists of potential Involved Agencies reviewed the March 2nd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (FEAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, in its role as Lead Agency status.

Given that the OCLDC rejected its role as Lead Agency for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agencies to provide comment on the FEAF as well as the Planning Board's Lead Agency determination, the deadline for all potential Involved Agencies to provide comment is being extended to March 9th, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0183.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

AT 315-792-0181 | FAX 315-792-0600

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

March 8, 2018

Oneida County Health Department
Attn: Mr. Daniel W. Gilmore, P.E.D., Environmental Health Director
Adirondack Bank Building, 4th Floor
185 Genesee Street
Utica, New York 13501

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Gilmore:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 9th deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (FAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time to potential Involved Agents to provide comment on the FAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

Sincerely,

Brian Thomas, AICP
Commissioner

Remove Watermark Wondershare PDFelement

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

Tel: 315-792-0081 | Fax: 315-792-0603

Robert M. Palmieri
Mayor

Trust, Progress, & Co-Operation

March 8, 2018

Oneida County Dept. of Water Quality & Water Pollution
Attn: Mr. Steven Devan, P.E., Commissioner
511 Leland Avenue
Utica, New York 13503

Re: SEQRA Lead Agency Coordination – *Hohawk Valley Health Systems*

Dear Mr. Devan:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 3rd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, at to act on Lead Agent status.

Given that the OCLDC agreed not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comments on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comments being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

Sincerely,

Brian Thomas, AICP
Commissioner

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Robert M. Palmieri
Mayor

CITY OF UTICA
URBAN & ECONOMIC DEVELOPMENT
[illegible] UTICA, NEW YORK 13502
PH. 315-792-0181 | FAX: 315-797-6607

[illegible]
Director

March 8, 2018

Oneida County
Office of the County Executive
Attn: Mr. Anthony J. Picente, Jr., County Executive
Oneida County Office Building
800 Park Avenue
Utica, New York 13501

Re: SEQRA Lead Agency Coordination – Mohawk Valley Health Systems

Dear Mr. Picente:

As mentioned in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the proposed State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies extended the 30-day [illegible] established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i), by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agencies to provide comment on the EAF as well as the Planning Board's Lead Agency designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0183.

Sincerely,

Brian Thomas, AICP
Commissioner

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Wondershare PDFelement

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

[illegible] | Utica, New York 13502
[illegible] | Fax: 315-797-6607

Robert M. Fiorucci
Mayor

Brian Thomas, P.E.
Commissioner

March [illegible], 2018

Oneida County Board of Legislators
Attn: Mr. Gerald J. Tierini, Chairman
Oneida County Office Building
800 Park Avenue
Utica, New York 13501

Re: SEQRA Lead Agency Coordination – Mohawk Valley Health Systems

Dear Mr. [illegible]:

As indicated in a previous correspondence from you should have noted last week, the City of Utica Planning Board designated itself as Lead Agency for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's January [illegible] meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 5th deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, prior to establishing Lead Agency status.

Given this, the OCLDC opted not to designate itself as Lead Agency for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agencies to provide comments on the EAF as well as the Planning Board's Lead Agency designation, the deadline for all potential Involved Agencies to provide comments is being extended to March 9th, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-9185.

Sincerely,

[illegible]
Brian Thomas, P.E.
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 Kennedy Plaza, Utica, New York 13502

Ph: 315-792-0185 Fax: 315-797-6607

ROBERT M. PALMIERI
Mayor

BRIAN THOMAS, AICP
Commissioner

March 3, 2018

Utica Urban Renewal Agency
Attn: Mayor Robert M. Palmieri, Chairman
Utica City Hall
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mayor Palmieri:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 3rd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (EAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, or to act on Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the EAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-792-0185.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 Kennedy Plaza, Utica, New York 13502

Tel: 315-792-0181 Fax: 315-792-0607

Residential Assistant
Kenneth

Brian Thomas, AEP
Commissioner

March 8, 2018

City of Utica Planning Board
Attn: Mr. Fred Matrulli, Chairman
Utica City Hall
1 Kennedy Plaza
Utica, New York 13502

Re: SEQRA Lead Agency Coordination – *Mohawk Valley Health Systems*

Dear Mr. Matrulli:

As indicated in a recent correspondence that you should have received last week, the City of Utica Planning Board designated itself as Lead Agent for the purposes of State Environmental Quality Review Act (SEQRA) for the proposed construction of a new hospital in Downtown Utica. This action was taken at the Board's last regular meeting on February 15, 2018. The subsequent letter sent to all potential Involved Agencies reiterated the March 3rd deadline established by the Oneida County Local Development Corporation (OCLDC) pursuant to 6 NYCRR § 617.6(b)(3)(i) by which all potential Involved Agencies were to submit comments relative to the Full Environmental Assessment Form (FAF) that had been submitted to OCLDC by the project sponsor, Mohawk Valley Health Systems, in to seek on Lead Agent status.

Given that the OCLDC opted not to designate itself as Lead Agent for the purposes of SEQRA review and in order to provide sufficient time for potential Involved Agents to provide comment on the FAF as well as the Planning Board's Lead Agent designation, the deadline for all potential Involved Agents to provide comment is being extended to March 23, 2018.

Should you have any questions regarding the deadline extension, please do not hesitate to contact me at 315-799-0185.

Sincerely,

Brian Thomas, AEP
Commissioner

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NEW YORK STATE OF OPPORTUNITY. Department of Health

ANDREW M. CUOMO
Governor

HOWARD A. ZUCKER, M.D., J.D.
Commissioner

SALLY DRESLIN, M.S., R.N.
Executive Deputy Commissioner

March 26, 2018

Mr. Brian Thomas, A.I.C.P.
Commissioner
City of Utica
Department of Economic Development
1 Kennedy Plaza
Utica, New York 13502

Re: The City of Utica Planning Board's *State Environmental Quality Review*, Lead Agency Request Letter for Mohawk Valley Health System's Construction of the Integrated Health Campus, City of Utica, Oneida County, New York

Dear Mr. Thomas:

The New York State Department of Health (Department) is in receipt of the City of Utica Planning Board's *State Environmental Quality Review* (SEQR) lead agency request letter for Mohawk Valley Health System's (MVHS) Construction of the Integrated Health Campus funded through a grant from the Oneida County Statewide Health Care Facility Transformation Program (Oneida SHCFTP) administered jointly by the Department and the Dormitory Authority State of New York (DASNY). The Department has no objection to the City of Utica Planning Board assuming lead agency status for purposes of conducting a coordinated SEQR for the above referenced project.

In review of the distributed *Environmental Assessment Form – Part 1 (EAF – Part 1) Purpose and Project Description*, it is noted that Faxton St. Luke's Healthcare (FSLH) and the St. Elizabeth Medical Center (SEMC) would be consolidated and relocated to form the proposed MVHC Integrated Health Campus. The Department would note that the proposed environmental review should include an analysis of the future reuse(s) of the FSLH and SEMC campuses, to the extent that they are known, once consolidation of these facilities is accomplished.

The distributed *EAF – Part 1, Attachment 4, Permits and Approvals* schedule correctly lists the Department, along with DASNY, as a joint administrator of the Oneida SHCFTP project funding approved by New York State Legislature. The Department's jurisdiction regarding the proposed action would also include the processing and approval of the Certificate of Need applications (CONs) required to construct the new hospital and effectuate the consolidation of the hospitals. Accordingly the Department asks for *Attachment 4* to be updated to reflect these potential approvals.

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Additionally, the Department understands that potential eminent domain proceedings may be required to secure property within the proposed area of the planned MVHS development. The Department would also request that the distributed *EAF – Part 1, Attachment 4, Permits and Approvals* schedule be updated to identify all potential local agencies with the ability to conduct the condemnation proceedings, should they be required.

Should you have any questions, please contact Mr. Udo Ammon, Director Bureau of Architecture and Engineering at (518) 402-0504. Project correspondence or documentation may be submitted to Mr. Ammon's attention at Empire State Plaza, Corning Tower 16th floor, Albany, New York 12237.

Respectfully,

Charles P. Abel
Deputy Director
Center for Planning, Licensure and Finance

cc: Mr. Ammon
Mr. Manko
Ms. Raleigh
Ms. Hardie
Mr. Cusack
Ms. Richards

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ANDREW M. CUOMO
Governor

ALFONSO L. CARNEY, JR.
Chair

GERRARD P. BUSHELL, Ph.D
President & CEO

March 21, 2018

Mr. Brian Thomas, A.I.C.P.
Commissioner
City of Utica Department of Economic Development
1 Kennedy Plaza
Utica, New York 13502

Re: The City of Utica Planning Board's *State Environmental Quality Review* Lead Agency Request Letter for Mohawk Valley Health System's *Construction of the Integrated Health Campus*, City of Utica, Oneida County, New York

Dear Mr. Thomas:

DASNY ("Dormitory Authority State of New York") is in receipt of the City of Utica Planning Board's *State Environmental Quality Review ("SEQR")* lead agency request letter for Mohawk Valley Health System's ("MVHS") *Construction of the Integrated Health Campus* funded through a grant from the New York State Department of Health's ("NYSDOH's") Statewide Health Care Facility Transformation Program ("SHCFTP") and DASNY. DASNY has no objection to the City of Utica Planning Board assuming lead agency status for purposes of conducting a coordinated *SEQR* for the above-referenced project.

In review of the distributed *Environmental Assessment Form – Part 1 ("EAF – Part 1") Purpose and Project Description*, it is noted that Faxton St. Luke's Healthcare ("FSLH") and the St. Elizabeth Medical Center ("SEMC") would be consolidated and relocated to form the proposed MVHC *Integrated Health Campus*. DASNY would note that the proposed environmental review should include an analysis of the future reuse(s) of the FSLH and SEMC campuses, to the extent that they are known, once consolidation of these facilities is accomplished.

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The distributed *EAF – Part 1, Attachment 4, Permits and Approvals* schedule correctly lists DASNY, along with NYSDOH, as a joint administrator of project funding approved by New York State Legislature. DASNY's jurisdiction regarding the proposed action would also be that of a potential funding (bonding) agency, and asks for *Attachment 4* to be updated to reflect this potential approval.

Additionally, DASNY understands that potential eminent domain proceedings may be required to secure property within the proposed area of the planned MVHS development. DASNY would also request that the distributed *EAF – Part 1, Attachment 4, Permits and Approvals* schedule be updated to identify all potential local agencies with the ability to conduct the condemnation proceedings, should they be required.

Should you have any questions, please telephone me at ***(518) 257-3214***. Project correspondence or documentation may be submitted to me at: ***Mr. Robert S. Derico, R.A., Senior Environmental Manager, Office of Environmental Affairs, Dormitory Authority State of New York, 515 Broadway, Albany, New York 12207-2964*** or via electronic mail at ***rderico@dasny.org*.**

Respectfully,



Robert S. Derico, R.A.
Senior Environmental Manager

cc: Michael E. Cusack, Esq.
Jack D. Homkow
Sara P. Richards, Esq.
James P. Lupoli
SEQR File
OPRHP File

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CUTLER, TRAINOR & CUTLER, LLP

Attorneys at Law

[illegible] PLACE, SUITE 103
MALTA, NEW YORK [illegible]

[illegible]

Tel. (518) [illegible]
FAX (518) [illegible]

[illegible] Esq.

James P. Trainor, Esq.

Daryl S. Cutler, Esq.

[illegible] P. [illegible], Esq.

February 13, 2018

RECEIVED
MAR 06 2018
By

By USPS Overnight Delivery
[illegible] Mattulli, Chairperson
City of Utica Planning Board
Urban Renewal
1 Kennedy Plaza
Utica, New York 13502

RE: MVHS Lead Agency Determination
Planning Board Case No. 03-18

Dear Mr. Mattulli:

We represent Commission Coalition and Mount Zion Ministries Church Inc., the owner of Lapeyrouse at 609 Lafayette Street, one of the proposed condemnees in the above eminent domain proceeding. It is our understanding that the City Planning Board is considering a Resolution designating itself as Lead Agency for SEQRA purposes at its February 15, 2018 meeting. We ask that this correspondence be made a part of the Record for consideration in your proceeding that evening.

We object to the Utica City Planning Board designating itself the Lead Agency for the entire MVHS Project as two of the three approval actions are beyond the Planning Board's statutory authority:

1. Action No. 1: Determining the Largest Population Center in Oneida County. SEQRA requires that the Lead Agency be the agency with principal responsibility for carrying out or approving an action[1] (ECL 8-0111(6)). The agency with principal responsibility for determining where the largest population center is in Oneida County is the governing body for Oneida County itself. Moreover, the Lead Agency responsible for the determination of Action #1 must consider alternative sites across the region and since the County Planning Agency will be involved pursuant to General Municipal Law Section 239-1 and/or m, the County is the appropriate Lead Agency for the SEQRA determination with regard to Action No. 1.

[1] [illegible]

The Project is to be funded by the State of New York on the condition that the regional hospital be located in "the largest population center in Oneida County" (Public Health Law § 1[illegible]). Utica is unmistakeably where the largest population center in Oneida County is located to [illegible] has not been made as a result of any deliberative proceeding and has not been shown to be well-reasoned or supported by evidence. It appears that this artificial determination (Action No. 1) has outside the Planning Board's jurisdiction so is a prerequisite to the ultimate Site Plan Review of the Project that is within the Planning Board's statutory authority.

2. Action No. 2: Condemnation of Property by Federal Authority. Another prerequisite to the Planning Board's purview is that the property be [illegible] either by condemnation or by contract, prior to the Planning Board's conducting a Site Plan Review over the property. With respect to 509 Lafayette Avenue, no condemning authority has [illegible] proceeding against this [illegible] has any entity [illegible] property. It goes without saying that the City Planning Board does not have condemning authority [illegible] 207, but the State of New York and the City of Utica does. Those condemning authorities must make their own determination and findings as part of the EDPL process, one of which must be that they were made in accordance with Article 8 of the ECL. Since the governing body of the City of Utica is the agency with principal responsibility for carrying out or approving the condemnation of the needed property (ECL 8-011 [illegible]), the City Planning Board is without statutory authority to be the Lead Agency with respect to this Action No. 2 (Condemnation).

3. Action No. 3: Site Plan Review of the Project Properties. Once the proprietary of the Project is appropriately determined (Action No. 1) and the properties are acquired by condemnation or contract (Action No. 2) then and only then does the City Planning Board have statutory authority to conduct Site Plan Review for the Project and it is then and only then that the City Planning Board is the Agency with principal responsibility for carrying out or approving that action. Site Plan Review is the first action in the series of [illegible] which the Planning Board would properly have a [illegible] SEQRA determination regarding an action within its statutory authority (i.e. Site Plan Review).

Since the City Planning Board is without the statutory authority to either determine the appropriate location for the [illegible] or to condemn the properties needed for its construction, it is not the appropriate Lead Agency for SEQRA [illegible] with respect to either of those prerequisites before Site Plan Review.

We therefore request that the City Planning Board not designate its Lead Agency for SEQRA purposes for all phases of the the above referenced project.

Very truly yours,

CUTLER, TRAINOR & CUTLER, LLP

By: _____
JAMES T. TRAINOR, ESQ.
james@cutlerfirm.com

Enclosure

(1) Copy

Comparison Coalition

[illegible]
[illegible]
Utica, NY 13502

Oneida County Local Development Corporation via Priority Mail
[illegible]
584 [illegible]
[illegible]

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received
2/10/2016

WILLIAM C. AND ROBERT O. MORRIS

NEW HARTFORD SHOPPING CENTER TRUST

P.O. Box 689

New Hartford, New York 13413

City of Utica Planning Board
Fred Matrull, Chairperson
Utica City Hall, 1 Kennedy Plaza
Utica, NY 13502

Dear Mr. Matrull

I am pleased to learn that your board will be the lead agency for SEQR review as it pertains to the construction of the new hospital campus currently planned for downtown Utica. I know this process can be exhausting, but I am sure the outcome will be beneficial in a large part.

My brother Robert and I are leaseholders of a certain piece of property known as the New Hartford Shopping Center located in the Village of New Hartford. It is my understanding that part of the given referenced review process includes the consideration of alternate sites that fit the master plan for the proposed facility. As such, I would like to present our site for consideration and share the following reasons:

1. The property consists of approximately 42 acres. There are 32 acres of surface parking available which would eliminate the need for the construction of indoor parking facilities.

2. The site is environmentally clean.

3. The site is located at the intersection of Routes 5, 12, B and 840 plus has access from Genesee Street giving it access from every corner of the county.

4. The mandate from New York State is that the hospital must be built in the largest population center in the county. We own City of Utica property which is across Campion Road from our site, but we are arguably centered in and around the largest population in the county.

5. We would be open to maintaining control of the property and working out a lease agreement with NYMS thereby keeping the property on the tax rolls. A pilot program could be worked out that would keep all public entities, town, county, city and school districts from suffering the loss which would result from a not for profit hospital being built on tax exempt land.

6. The tenants currently in the Shopping Center have leases that expire on or before 2023, at which time the center will be vacant. Many leases expire well before then. There is no shortage of vacant retail space in the area into which tenants could be relocated if necessary. The future of retail is in flux at best thus it seems that highest and best use of the center property may not be retail.

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7. I know there has been a great deal of discussion regarding the St. Lukes campus as an alternate site. Certainly there are drawbacks to that and that don't exist for ours. Hospitals could continuously operate without being interrupted by construction. There are no wetland issues here. The access here is far superior.

8. Locating the hospital here would allow the development of the Varick Street Bagg Square corridor to continue unimpeded by the uncertainty of the proposed development.

In conclusion, I hope you will seriously consider this property for the hospital. As with any site I am sure there will be questions and concerns. I would welcome the opportunity to discuss them with you and the Board at any time.

Very Truly Yours

New Hartford Shopping Center Trust

By: William C. Morris, Trustee

cc: Robert D. Morris
Michael Gallery
Anthony Picente
Anthony Brindisi
Robert Palmieri
Scott Perra

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Notice of Determination

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ROBERT M. PALMIERI
Mayor

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT
1 KENNEDY PLAZA, UTICA, NEW YORK 13502
PH 315-792-0181 FAX 315-797-6607

BRIAN THOMAS, AICP
COMMISSIONER

PLANNING BOARD RESOLUTION

May 7th 2016

PB Case No.: 05-18 Zone: Central Business District
Address: Proposed Hospital Footprint
Applicant: MVHS
Owner:

WHEREAS, the Mohawk Valley Health Systems (MVHS) submitted an application to the Oneida County Local Development Corporation (OCLDC) requesting certain financial assistance related to the proposed construction of a state-of-the-art hospital in Downtown Utica; and

WHEREAS, as part of its consideration of the MVHS application, OCLDC must consider the impact to the environment anticipated to result from the provision of said financial assistance. To that end, the MVHS application included a full Environmental Assessment Form (EAF), pursuant to the State's Environmental Quality Review Act (SEQRA). Based on their review of the EAF, the OCLDC determined the proposed project to be a Type I action under SEQRA, thereby requiring establishment of a Lead Agency that will take responsibility for conducting the coordinated review; and

WHEREAS, the OCLDC felt that they had limited jurisdiction over the proposed project and, on that basis, opted not to act as Lead Agent. Given the professional planning staff at its disposal and the knowledge base required to properly conduct coordinated review for a project of the size and scope as that proposed by MVHS, OCLDC expressed a desire for the City of Utica Planning Board to act as Lead Agent; and

WHEREAS, the full EAF submitted by MVHS to OCLDC identifies the City of Utica Planning Board as a potentially Involved Agency and the City of Utica Planning Board was duly notified in writing of the action taken by OCLDC relative to SEQRA, in accordance with SEQRA regulations. Under SEQRA regulations, any potentially Involved Agencies can act as Lead Agency; and

WHEREAS, at the February Meeting, the Planning Board voted to declare itself as Lead Agency, a decision to which no objections or alternatives were received; and

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WHEREAS, the Planning Board completed Part II of the Full Environmental Assessment Form (EAF) and deemed that a "Moderate to large impact may occur" in the following areas: Land, Surface Water, Ground Water, Air, Historic and Archeological Resources, Transportation, Energy, Noise, Odor, Light, Human Health, Community Plans and Community Character; and

WHEREAS, the Planning Board completed Part III of the Full EAF and based on the potential impacts identified in Part II of the Full EAF, reached the conclusion that this Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impacts and possible mitigation and to explore alternatives to avoid or reduce those impacts; and

BE RESOLVED THAT on a motion made by Mr. Marulli, seconded by Mr. Mitchell and unanimously approved *(Mr. Priore and Mr.Colon were absent)*, the City of Utica Planning Board declared itself as Lead Agency for the purposes of SEQRA review.

BE IT FURTHER RESOLVED THAT on a motion made by Mr. Marulli, seconded by Mr. Mitchell and unanimously approved *(Mr. Priore and Mr.Colon were absent)*, the City of Utica Planning Board identified this project as a Type 1 Action and issued a Positive Declaration.

Fred Marulli

Fred Marulli, Chair

5/10/18

Date

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POSITIVE DECLARATION

NOTICE OF INTENT TO PREPARE A DRAFT ENVIRONMENTAL IMPACT STATEMENT

DETERMINATION OF SIGNIFICANCE

Name of Action: Mohawk Valley Health System (MVHS) Integrated Health Campus

Date: May 7, 2018

This notice is issued pursuant to Part 617 of the implementing regulations (6 NYCRR 617) pertaining to Article 8 (State Environmental Quality Review Act, SEQRA) of the Environmental Conservation Law.

The City of Utica Planning Board, as lead agency, has determined that the proposed action described below may have a significant effect on the environment and that a Draft Environmental Impact Statement (DEIS) will be prepared. In addition, it is the intent of the City Planning Board to conduct public scoping including scheduling of a public scoping session. The primary goals of scoping are to focus the DEIS on potentially significant adverse impacts that may be reasonably expected to result from the proposed action and to eliminate consideration of those impacts that are irrelevant or nonsignificant. Details of the scoping process and session will be forthcoming. SEQRA-related project information will be posted on the following website:

http://cityofutica.com/departments/urban-and-economic-development/planning/mvhs-seqra/index

Description of Action: A detailed description of the action is provided as Exhibit 1.

Location of Action: The project location is illustrated on Figure 1, which is included within Exhibit 1.

Reasons Supporting this Determination: The proposed project exceeds thresholds defined for Type I projects in the SEQRA implementing regulations. Type I actions carry a presumption that the project is likely to have a significant effect on the environment. A Full Environmental Assessment Form (FEAF, Parts 1 – 3) has been completed for this project and is included in Exhibit 1. Part 2 (Identification of Potential Project Impacts) of the FEAF is designed to help the lead agency inventory potential resources that could be affected by the proposed project and associated actions. As indicated in Part 2 of the FEAF, the project could result in moderate to large impacts on land; surface water; groundwater; air; historic or archaeological resources; transportation; energy; noise, odor, and light; human health; consistency with community plans; and consistency with community character. Consequently, the City Planning Board requires the preparation of a DEIS in accordance with sections 617.9 of the SEQRA implementing regulations, including the consideration of significant adverse environmental impacts, alternatives and mitigation.

For Further Information:

Contact Person: City of Utica Planning Board

Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502

Phone Number: (315) 792-0181

Email: **bthomas@cityofutica.com**

Distribution:

Involved and Interested Agency Lists (see Exhibit 2)
Hon. Robert M. Palmieri, Mayor, City of Utica
Hon. Anthony J. Picente, Jr., County Executive, Oneida County
Mr. Scott Perra, President/CEO, Mohawk Valley Health System
Environmental Notice Bulletin

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EXHIBIT 1

Environmental Assessment Form Parts 1, 2 and 3

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Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: Mohawk Valley Health System (MVHS) Integrated Health Campus		
Project Location (describe, and attach a general location map): City of Utica, NY (see Figure 1)		
Brief Description of Proposed Action (include purpose or need): See Attachments 1 and 2 for a description of the Proposed Action and Site Layout, respectively.		
Name of Applicant/Sponsor: MVHS (Attn: Mr. Robert C. Scholefield, RN, MS; Executive VP, Chief Operating Officer)	Telephone: 1-315-801-4978 E-Mail: bscholef@mvhealthsystem.org	
Address: 2209 Genesee Street		
City/PO: Utica	State: NY	Zip Code: 13501
Project Contact (if not same as sponsor; give name and title/role):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): Multiple property owners (see Attachment 3). These parcels will be acquired by MVHS and/or condemning authority.	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

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B. Government Approvals See Attachment 4 for a listing of permits and approvals.

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees ☐Yes ☐No		
b. City, Town or Village Planning Board or Commission ☐Yes ☐No		
c. City Council, Town or Village Zoning Board of Appeals ☐Yes ☐No		
d. Other local agencies ☐Yes ☐No		
e. County agencies ☐Yes ☐No		
f. Regional agencies ☐Yes ☐No		
g. State agencies ☐Yes ☐No		
h. Federal agencies ☐Yes ☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

NYS Heritage Areas: Mohawk Valley Heritage Corridor

Source: https://parks.ny.gov/historic-preservation/heritage-areas/documents/MohawkValleyUrbanHeritageArea.pdf

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

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C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Central Business District (CBD)

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Utica City School District

b. What police or other public protection forces serve the project site?
Utica Police Department

c. Which fire protection and emergency medical services serve the project site?
Utica Fire Department

d. What parks serve the project site?
The City of Utica owns and operates parkland within the City limits; no parkland is located within the project limits.

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Healthcare

b. a. Total acreage of the site of the proposed action? ± 25 acres
b. Total acreage to be physically disturbed? ± 25 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? * acres
*The applicant is negotiating with current property owners.

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
Resubdivision to consolidate parcels and subdivision to create lots for parking garage and medical office building, as needed.
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? ± 2
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: ± 44 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

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f. Does the project include new residential uses? ☐ Yes ☑ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 3

ii. Dimensions (in feet) of largest proposed structure: ± 142 height; ± 240 width; and ± 630 length

iii. Approximate extent of building space to be heated or cooled: Main Hospital: ± 670,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment:

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☑ Yes ☐ No

If Yes:

i .What is the purpose of the excavation or dredging? Excavation and removal of impacted and/or unsuitable fill material, if encountered.

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): To be determined upon further evaluation of existing conditions
- Over what duration of time? ±12-18 months

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

Excavated soil/fill material that is unsuitable for re-use on site will be stockpiled, sampled, and disposed of in accordance with applicable federal and state regulations.

iv. Will there be onsite dewatering or processing of excavated materials? ☑ Yes ☐ No

If yes, describe. Temporary dewatering of excavations is anticipated. Encountered groundwater will be characterized and managed in accordance with applicable federal and state regulations.

v. What is the total area to be dredged or excavated? To be determined acres

vi. What is the maximum area to be worked at any one time? ± 25 acres

vii. What would be the maximum depth of excavation or dredging? ± 10 feet

viii. Will the excavation require blasting? ☐ Yes ☑ No

ix. Summarize site reclamation goals and plan:

Excavations will be backfilled and hospital, ancillary facilities and grounds will be constructed on the re-graded site.

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description):

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ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No
If Yes, describe:

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No
If Yes:

i. Total anticipated water usage/demand per day: ± 187,000 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No
If Yes:

- Name of district or service area: City of Utica
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☑ Yes ☐ No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
  Water mains will need to be installed or replaced. See Attachment 1 for additional details.
- Source(s) of supply for the district: Mohawk Valley Water Authority

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

v. If a public water supply will not be used, describe plans to provide water supply for the project:

vi. If water supply will be from wells (public or private), maximum pumping capacity: N/A gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No
If Yes:

i. Total anticipated liquid waste generation per day: ± 187,000 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
Sanitary wastewater from hospital operations (± 187,000 gallons/day).

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No
If Yes:

- Name of wastewater treatment plant to be used: Oneida County's Water Pollution Control Plant
- Name of district: Oneida County Sewer District
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No

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- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will line extension within an existing district be necessary to serve the project? ☑ Yes ☐ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: Sewer lines will need to be installed or replaced. See Attachment 1 for additional details.

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑ Yes ☐ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____* acres (impervious surface)

_____ Square feet or ± 25 acres (parcel size)

ii. Describe types of new point sources. * The majority of the project site is currently impervious. Proposed conditions will increase pervious green space.

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

Site stormwater will be managed in accordance with the New York State Stormwater Management Design Manual, as required by the SPDES General Permit for Stormwater Discharges from Construction Activity (GP 0-15-002). See Attachment 1 for a description of anticipated infrastructure modifications necessary to accommodate the MVHS Integrated Health Campus.

- If to surface waters, identify receiving water bodies or wetlands: Stormwater will be conveyed to the City's stormwater conveyance system.
- Will stormwater runoff flow to adjacent properties? Stormwater will be conveyed to the City's stormwater conveyance system. ☐ Yes ☑ No

iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑ Yes ☐ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)
Short-term particulate emissions (dust) and portable equipment exhaust emissions during construction activities.

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)
No stationary sources during construction are anticipated.

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)
Stationary sources during operations may include boilers, emergency generators and microturbines, as well as other minor sources.

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☑ Yes ☐ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☑ No

ii. In addition to emissions as calculated in the application, the project will generate: *

- ± 60,000 Tons/year (short tons) of Carbon Dioxide (CO_2)
- < 1 Tons/year (short tons) of Nitrous Oxide (N_2O)
- 0 Tons/year (short tons) of Perfluorocarbons (PFCs)
- 0 Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- 0 Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- < 1 Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

* It is anticipated that MVHS will need to obtain either a State Facility Air Permit or Registration. Emission estimates for criteria pollutants will be included in the applicable application.

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h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☑ Yes ☐ No

If Yes:

i. Estimate methane generation in tons/year (metric): ± 1.5 tons/year

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): None anticipated. Methane emissions will be from combustion sources which typically are not equipped with methane controls.

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☑ Yes ☐ No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

Short-term particulate emissions (dust) and equipment exhaust emissions during construction activities. During construction, the contractor will be required to implement mitigation measures to minimize air quality impacts including proper maintenance of vehicles and equipment and implementation (as necessary) of dust suppression measures.

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☑ Yes ☐ No

* A Traffic Impact Study will be conducted.

If Yes: *

i. When is the peak traffic expected (Check all that apply): ☑ Morning ☑ Evening ☐ Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: To be determined.

iii. Parking spaces: Existing ±630 Proposed ± 2,800 Net increase/decrease ±2,170

iv. Does the proposed action include any shared use parking? ☑ Yes ☐ No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

Discontinue portions of Lafayette and Cornelia Streets within the new hospital boundaries.

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑ Yes ☐ No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑ Yes ☐ No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑ Yes ☐ No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑ Yes ☐ No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action:

The peak electrical demand load for the project is 4.2 mVA.

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

National Grid

iii. Will the proposed action require a new, or an upgrade to, an existing substation? ☐ Yes ☑ No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 10 hours (7 am - 5 pm)
- Saturday: 10 hours (7 am - 5 pm)
- Sunday: If necessary.
- Holidays:

ii. During Operations:

- Monday - Friday: 24 hours
- Saturday: 24 hours
- Sunday: 24 hours
- Holidays: 24 hours

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m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Noise during construction will be minimized via standard construction practices. New York State Environmental Conservation Law prohibits heavy duty vehicles, including diesel trucks, from idling for more than five minutes at a time. Sporadic noise in excess of existing ambient levels during operation may be generated by incoming ambulances and helicopter flights.

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: The MVHS Integrated Health Campus will be constructed in an urban setting proximal to existing buildings and other man-made structures.

n.. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Outdoor lighting will include signage, lamp posts and building-mounted fixtures in exterior parking areas, walkways and entrances to the hospital, as applicable. Outdoor lighting fixtures will be downward facing to minimize glare and night-sky related light pollution.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe:

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☑ Yes ☐ No

If Yes:

i. Product(s) to be stored No. 2 Fuel Oil, Diesel

ii. Volume(s) * per unit time * (e.g., month, year) * To be determined.

iii. Generally describe proposed storage facilities:

50,000-gallon double-walled underground storage tank and day tanks for boiler operations, as well as diesel tanks for emergency generators.

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☑ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

Herbicides and pesticides may be used periodically to mitigate against pests and other nuisance vectors. In addition, water treatment chemicals will be utilized for maintenance of the cooling towers.

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☑ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

Hospital operations generate a variety of regulated wastes, including solid waste, regulated medical waste, etc.

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: To be determined tons per To be determined (unit of time)
- Operation : ± 100 cy/week (solid waste/recyclables), ± 420 tons/year (RMW)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: To be determined by contractors.
- Operation: Work minimization efforts will be consistent with current operations and applicable State and City requirements.

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: To be determined by contractors.
- Operation: Solid waste and recyclables will be managed in accordance with applicable local, state and federal requirements. Regulated medical waste (RMW) will be hauled by a NYSDEC-permitted RMW transporter from the new hospital to the existing state-permitted autoclave and shredder located at Faxton St. Luke's Healthcare facility prior to ultimate management off-site.

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s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☑ Yes ☐ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: Acute and non-acute hazardous wastes. The majority of these waste streams will be pharmaceutical-related.

ii. Generally describe processes or activities involving hazardous wastes or constituents: Pharmaceutical-related activities.

iii. Specify amount to be handled or generated * tons/month *< 220 lbs/month of hazardous waste; < 2.2 lbs/month of acute hazardous waste. Quantity based on conditionally-exempt small quantity generator status.

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☑ Yes ☐ No

If Yes: provide name and location of facility: MVHS will utilize an NYSDEC-permitted treatment, storage and disposal facilities (TSDFs). Specific facilities have not been selected.

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

_____

_____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Institutional, Residential (Urban)

ii. If mix of uses, generally describe:

_____

_____

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: Urban land including structures and paved and green areas.	± 25	± 25	± 25

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c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities: The Resource Center for Independent Living is located at 409 Columbia Street, within the project's footprint.

Approximately 3 licensed day care centers are located within 1500 feet of the proposed project site.
Source: http://ocfs.ny.gov/main/childcare/ccfs_template.asp.

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☑ Yes ☐ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

Hazardous wastes have been generated within the proposed project area and wastes were shipped off-site for disposal. No large quantity generators or hazardous waste treatment, storage, and disposal facilities (TSDFs) were identified on or adjacent to the proposed project area.

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

☑ Yes – Spills Incidents database — Provide DEC ID number(s): One Open Spill (93-03962)

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): B00061 , E633070, B00063 , 633021

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

Remediation of two of the four sites identified has been deemed to be satisfactorily completed by the NYSDEC. A remedial program is currently underway at Site B00063, which is located approximately 1600 feet northeast of the proposed project area. Site 633021 is a State Superfund Site and is located approximately 1500 feet north of the proposed project area. Groundwater flow at these two sites is to the north.

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v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? > 6 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

Urban Land	100 %
	%
	%

d. What is the average depth to the water table on the project site? Average: ± 10 feet

e. Drainage status of project site soils:

☑	Well Drained:	100 % of site
☐	Moderately Well Drained:	% of site
☐	Poorly Drained	% of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	100 % of site
☐	10-15%:	% of site
☐	15% or greater:	% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100 year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500 year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑ Yes ☐ No

If Yes:

i. Name of aquifer: Principal Aquifer

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m. Identify the predominant wildlife species that occupy or use the project site:
Common species (urban)

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation):
ii. Source(s) of description or evaluation:
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

Several NYS endangered and threatened plants and animals have been identified in Oneida County (http://www.dec.ny.gov/natureexplorer/app/location/county/results.5). However, given the urban setting, these species are not anticipated to be encountered.

Review of the United States Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC) website (https://ecos.fws.gov/ipac/), identified the following threatened species: Northern Long-Eared Bat (NLEB). Tree cutting will be restricted to November 1st - March 31st.

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use:

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site?
ii. Source(s) of soil rating(s):

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name:
ii. Basis for designation:
iii. Designating agency and date:

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e. Does the project site contain any of the beneficially compliant to, a building, archeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? ☑ Yes ☐ No

If Yes:

a. Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

b. Name: [illegible]

c. Brief description of attributes on which listing is based: [illegible]

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☐ No

If Yes:

a. Describe possible resource(s): [illegible]

b. Basis for identification: _____

h. Is the project site within three miles of any officially designated and publicly accessible forest, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

a. Identify resource: City of Oswego [illegible]

b. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): [illegible]

c. Distance between project and resource: _____ Twelve miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

a. Identify the name of the river and its designation: _____

b. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those in more plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name: Robert C. Schaefer Date: 11/5/18

Signature: [signature] Title: EVP/COO

Revised April 2018 [signature] Date: 4/4/18

PRINT FORM

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EAF Mapper Summary Report

Wednesday, November 29, 2017 11:00 AM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas:Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	B00061 , E633070, B00063 , 633021
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer

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E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National Register of Historic Places - Name]	Fort Schuyler Club Building, St. Joseph's Church
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

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FIGURE 1

Site Location

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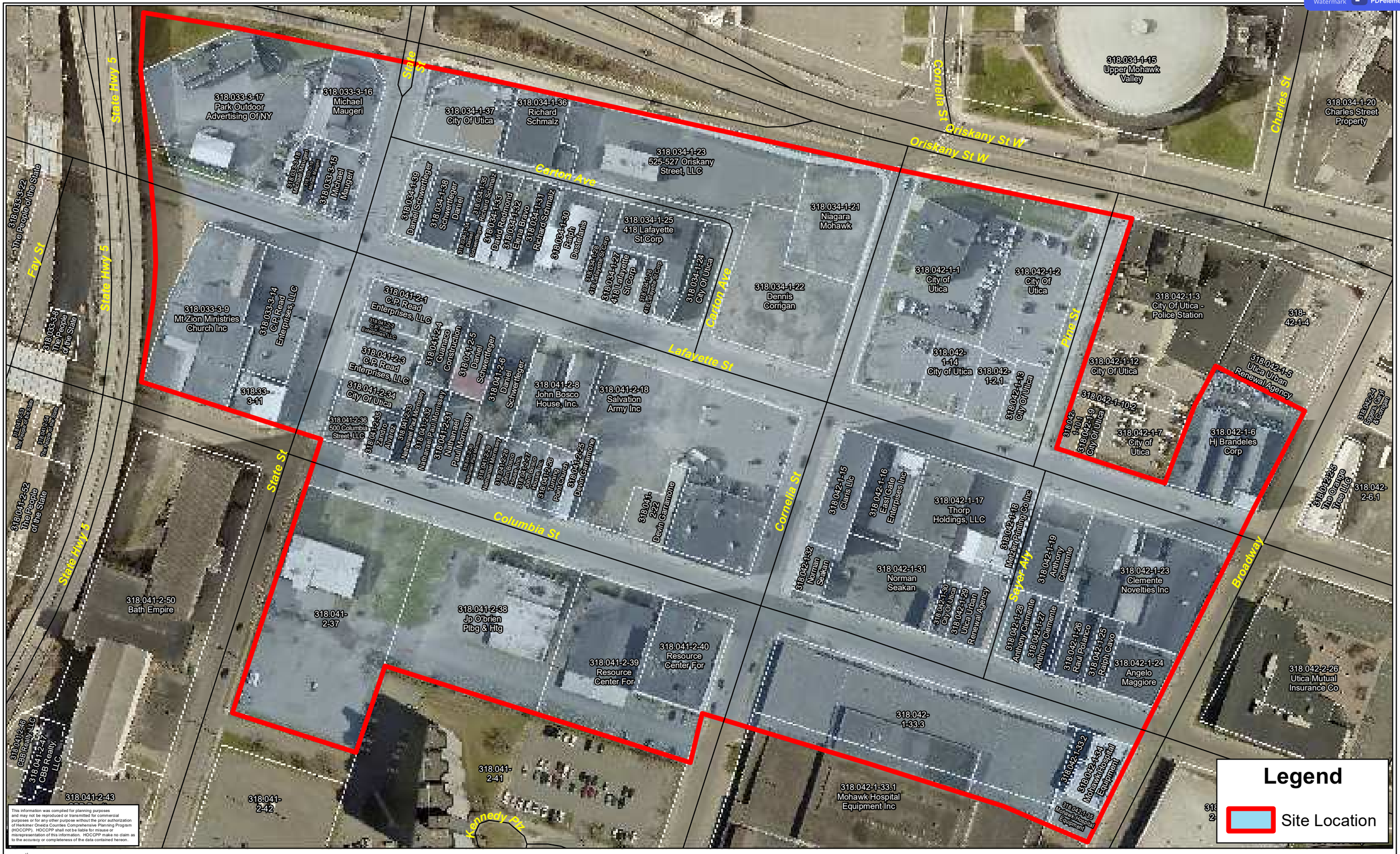

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Legend

Site Location

1 inch = 120 feet

0 60 120 240 Feet

Proposed Hospital Site Location

Date: March 22, 2018
Date of Photography: April 2015

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ATTACHMENT 1

Purpose and Project Description

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PURPOSE

Faxton St. Luke's Healthcare (FSLH) and St. Elizabeth Medical Center (SEMC) affiliated in 2014 to become the Mohawk Valley Health System (MVHS)[1]. MVHS's mission is to provide excellence in healthcare for its communities. Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has been successful in its efforts thus far, but has been constrained by the age and physical limitations of the existing facilities.

To support goals to deliver higher quality, more effective care with better community outcomes and at a lower cost, the proposed MVHS Integrated Health Campus, will combine services from both existing campuses. The new MVHS integrated health campus and state-of-art hospital will replace SEMC and FSLH, reduce the number of beds in the community, and consolidate patient services to one campus.

The decision to consolidate the two inpatient campuses to a single facility was spurred by several key factors:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities.
- The growing demand for healthcare due to the rapidly increasing and aging population in this region.
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community.
- The opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability.

PROJECT DESCRIPTION

As depicted on Figure 1 (Site Location Map), the MVHS Integrated Health Campus will generally be bounded by Oriskany Boulevard (NYS Route 69) to the north, Broadway on the east, Columbia Street, and NYS Route 8 to the west and City Hall and Kennedy Apartments to the south. The MVHS Integrated Health Campus will encompass approximately 25-acres and will include the following elements:

- Hospital Building
- Central Utility Plant
- Parking facilities (including one parking garage)
- Potential future Medical Office Building (by private developer)
- Campus grounds
- Helistop

[1] Mohawk Valley Health System is the Sole Corporate Member of Faxton-St. Luke`s Healthcare, St. Elizabeth Medical Center, St. Luke's Home Residential Health Care Facility, Senior Network Health, LLC, Visiting Nurse Association of Utica and Oneida County, Inc., and Mohawk Valley Home Care, LLC. Together, the system is governed by one Board of Directors. As referenced in its certificate of need application for construction of the new hospital, MVHS plans to apply for a certificate of need from the Department of Health pursuant to Article 28 of the Public Health Law pursuant to which it also would be the sole operator of the new integrated hospital campus.

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In addition, the project includes the acquisition of the 25+/- acres of property in an area of the City that is designated as a Federal "Historically Underutilized Business" (HUB) Zone, a distressed area and a NYSDEC-designated "potential environmental justice area." While most of the property is likely to be acquired through voluntary negotiation, it is likely that some property may need to be acquired via eminent domain. Many of the existing property owners and business will be forced to relocate to other parts of the City or County. The magnitude of the acquisition of 25+/- acres will be large, but most impacts are expected to beneficial because it will better position the hospital to serve the largest and most diverse population in Oneida County, as well as creating the potential for secondary economic development opportunities.

It should also be noted that modifications to existing utility infrastructure will be necessary to accommodate the proposed MVHS Integrated Health Campus. A description of the project elements noted above, as well as utility modifications, is provided below. This description represents the project as currently envisioned.

HOSPITAL BUILDING

The proposed ±670,000 square foot (sf) hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and a 7-story bed tower.

The main entrance to the hospital will be located south of Lafayette Street, proximal to Cornelia Street. In addition to the main entrance, Emergency Department (ED) walk-in and ED ambulance entrances will be located on the western portion of the hospital. Vehicular and pedestrian entries will be marked by canopy systems that provide adequate coverage for public drop off, ED walk-in and loading activities. Ambulance traffic will be provided with a sally port adjoined to the podium.

A service entrance will be located on the eastern portion of the hospital building, which will be accessible via Columbia Street.

Most services currently provided at the FSLH and SEMC will be transitioned to the MVHS Integrated Health Campus including ±373 inpatient beds.

CENTRAL UTILITY PLANT

A three-story Central Utility Plant (CUP) will service the hospital. The CUP will adjoin the eastern portion of the podium of the hospital building.

The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each which will be fueled by both natural gas and No. 2 Fuel oil. A 50,000-gallon underground storage tank (UST) used to store the No. 2 fuel oil will be installed south of the CUP in the service yard. A 30,000-gallon aboveground storage tank (AST) used to store emergency water for fire protection will also be located in the service yard.

PARKING FACILITIES

Parking facilities will consist of a three-story parking garage and multiple parking lots. The parking garage will provide approximately 1500 parking spaces and the parking lots will allow for an additional ± 1300 parking spaces. These parking facilities will be available for use by patients, visitors, staff, and volunteers, as well as the community for non-hospital related events.

POTENTIAL FUTURE MEDICAL OFFICE BUILDING

A future medical office building is proposed. It is anticipated that the medical office building would be owned and operated by a private developer. The proposed location of the medical office building is south of Columbia Street and east of Cornelia Street.

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CAMPUS GROUNDS

The campus will be designed as an urban park with enhanced lighting, trees, pedestrian walkways and seating areas. A pedestrian walkway will replace a portion of Lafayette Street. This walkway will extend from the main entrance to the west, terminating just adjacent to the North-South Arterial Highway. An additional segment of the walkway will provide access to the ED entrance. Outdoor areas will include gardens and other design considerations to create a healing environment.

HELISTOP

A helistop (*i.e.,* a minimally developed helicopter facility for boarding and discharging passengers or cargo, without the support facilities found at a heliport) will be situated to the west of the hospital building, adjacent to the ED ambulance entrance and north of Columbia Street.

UTILITY INFRASTRUCTURE

Based on a preliminary review of existing utilities, modifications to the existing infrastructure in the project area are anticipated. A summary of the anticipated modifications is provided below.

Sanitary Sewers

It is expected that the existing sanitary sewer line in Cornelia Street between Columbia and Lafayette Streets, in Lafayette Street between Cornelia and State Streets will be abandoned/removed. A new sewer line on Columbia Street will be constructed from Cornelia Street to the 48" trunk sewer on State Street. A new sewer line would be constructed to divert upstream flow from the south on Cornelia Street to the sewer on Broadway. Other potential new sewer lines may be needed in Lafayette Street on the north side of the hospital. The location and size of sanitary laterals and connections will depend on the plumbing/mechanical design of the new hospital buildings. It is assumed each new structure will have its own service lateral(s) connecting to the City mains.

Storm Sewers

The buildings and paved impervious surface areas of the MVHS Integrated Health Campus may be minimized or reduced using "Green Infrastructure" design features such as pervious pavement/pavers, planting beds, and subsurface rainwater detention.

It is expected that the existing storm sewer lines in Cornelia Street between Columbia and Lafayette Streets will be abandoned/removed. Removal of portions of storm sewer lines may also be required on Street and Lafayette Street between Cornelia and State Streets. New storm sewer piping will be installed on State Street and connect to the existing NYSDOT storm sewer line con the north side of Oriskany Street West/Route 5S west of the Aud. New branch lines will tie-in catch basins on the west end of Columbia Street. Flow from the east side of the campus and upstream flow from Broadway will be conveyed through existing storm sewers in Cornelia Street north of Lafayette, Lafayette Street east of Cornelia, and Broadway.

Water Mains

Water mains located on portions of Lafayette Street may need to be removed/abandoned, as would other smaller mains within the new building footprint. Where new supply mains are required, the older mains would be replaced. Fire hydrants will be located along the public streets with no private hydrants required. Each building will be provided with its own backflow prevention device depending on the requirements.

Water mains to be replaced or installed include: 1) a 6" main on State Street that will be replaced with a larger diameter pipe; 2) a 6" and 8" main on Broadway that will be replaced with a larger diameter pipe connecting large mains on Columbia to Whitesboro Street; and 3) 1030 LF of piping along Oriskany Street East.

DISPOSITION AND REDEVELOPMENT OF EXISTING HOSPITAL CAMPUSES

With the exception of certain ancillary facilities, MVHS's objective is to facilitate redevelopment of the existing FSLH and SEMC campuses consistent with the Town of New Hartford's and the City of Utica's long term

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development plans and capable of making an economically positive contribution to each community. In support of this objective, MVHS will be conducting an evaluation of the properties and potential redevelopment opportunities concurrent with planning for the proposed hospital. In addition to the disposition and redevelopment of the primary facilities, existing ancillary facilities will also be reused. A description of the anticipated continued use of portions of the existing campuses is provided below.

FSLH

Most of the inpatient and outpatient services performed at the existing FSLH site will be transitioned to the MVHS Integrated Health Campus; however, it is anticipated that ±24 physical medical and rehabilitation beds will remain and some outpatient services may be performed at this site. Unused medical supplies and certain medical equipment will be brought to the MVHS Integrated Health Campus. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

SEMC

The SEMC site will be converted into an outpatient extension clinic. Services provided at the clinic will include sleep center services, cardiac and thoracic surgery-related offices, primary care services and a laboratory patient service center. Unused medical supplies and certain medical equipment will be brought to the MVHS Integrated Health Campus. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

Note: Red font indicates revisions incorporated in April 2018.

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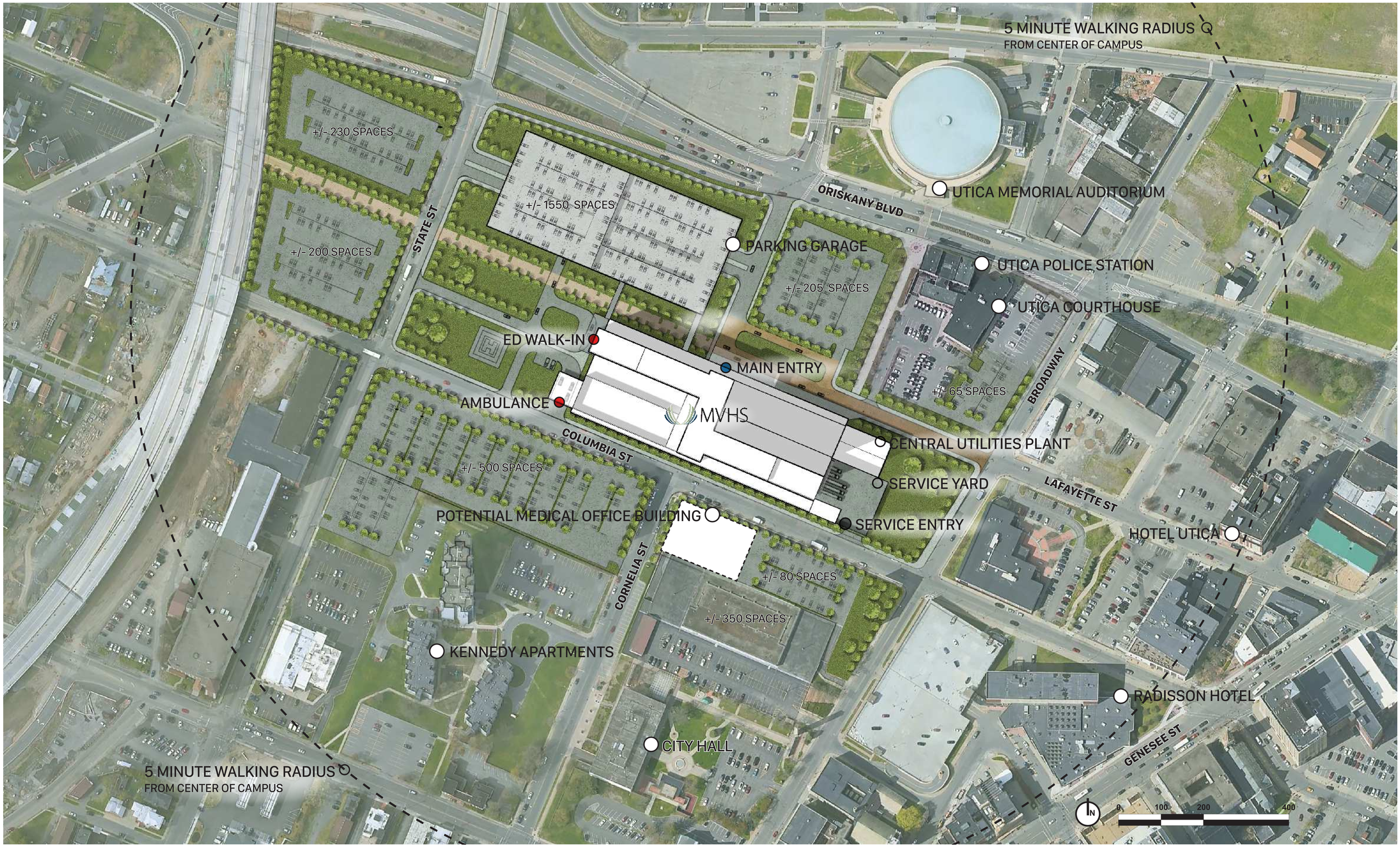
Site Layout

SITE PLAN



MVHS | www.mvhealthsystem.org

FEBRUARY 1, 2018

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Listing of Current Property Owners

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ATTACHMENT 3 | LISTING OF CURRENT PROPERTY OWNERS

MVHS Property ID #	Owner Name	Property Type	Tax Parcel ID No(s)	Street Address(es)
1	Norman Seakan	Retail/Warehouse	318.042-1-31	338-358 Columbia St
2	Norman Seakan	Retail/Warehouse	318.042-1-32	360-362 Columbia St
3	Richard W. Schmalz	Vacant Land	318.034-1-31	438 Lafayette St.
4	Greg Urbanik	Vacant Land	318.041-2-2	503 State St
			318.041-2-1	AKA 441-447 Lafayette St
5	Mark Smaltz	Commercial Bldg.	318.034-1-36	529 Oriskany St. W.
6	Mark Smaltz	Vacant Land	318.034-1-35	Carton Ave.
7	Dennis Corrigan	Commercial Land	318.034-1-22	400-406 Lafayette St.
9	Niagara Mohawk	Commercial Land	318.034-1-21	501 Oriskany St.
10	525-527 Oriskany St., LLC	Bldg./Comm. Land	318.034-1-23.1	525 Oriskany St.
			318.034-1-23.2	527 Oriskany St.
11	Devin Garramone	Commercial Bldg.	318.041-2-22	420-422 Columbia St
			318.041-2-25	430-432 Columbia St
12	David B. Redmond	Converted Resid.	318.034-1-33	442 Lafayette St.
13	Nathaneal P. Morrissey	Mixed Used Bldg.	318.041-2-29	446-448 Columbia St.
			318.041-2-30	450 Columbia St.
			318.041-2-31	452-454 Columbia St.
14	Nathaneal P. Morrissey	Mixed Used Bldg.	318.041-2-32	456 Columbia St.
			318.041-2-33	458 Columbia St.
15	Ralph Polanco	Mixed Used Bldg.	318.042-1-26	312-316 Columbia St
16	Ralph J. Destfanis	Commercial Bldg.	318.034-1-30	432 Lafayette St.
17	Zandro Alavarez	Mixed Used Bldg.	318.041-2-35	460-464 Columbia St.
18	500 Columbia St LLC	Vacant Land	318.041-2-36	466-470 Columbia St.
20	Joseph D. Thierry	Office	318.042-2-37	601 State St.
21	Angelo Maggiore	Mixed Used Bldg.	318.042-1-24	300-306 Columbia St
22	Ralph Cavo	Mixed Used Bldg.	318.042-1-25	308-310 Columbia St
23	Thorp Holdings, Inc.	Mixed Used Bldg.	318.042-1-17	319-325 Lafayette St
24	East Gate Enterprises, Inc.	Mixed Used Bldg.	318.042-1-16	327-331 Lafayette St
25	David Gibbons	Mixed Used Bldg.	318.041-2-26	436-438 Columbia St
26	Daniel Schwertfeger	Commercial Bldg.	318.041-2-6	431 Lafayette St
			318.041-2-5	433-435 Lafayette St
27	Daniel Schwertfeger	Commercial Bldg.	318.034-1-34	444 Lafayette St
			318.034-1-38	446 Lafayette St
			318.034-1-39	450-454 Lafayette St
28	Greg Urbanik	Commercial Bldg.	318.041-2-3	505-507 State St
29	Mt. Zion Ministries Church, Inc./Charles Sweet	Commercial Bldg.	318.033-3-9	506 Columbia St
30	Park Outdoor Advertising of NY	Commercial Bldg.	318.033-3-17	514 Lafayette St
			318.033-3-17.1	524 Lafayette St
			318.033-3-17.2	524 Lafayette St
31	Anthony Clemente	Building and Parking	318.042-1-27	318-320 Columbia St
			318.042-1-28	322-324 Columbia St
32	John Bosco House, Inc.	Religious and Parking	318.041-2-8	425-429 Lafayette St.
			318.041-2-27	442 Columbia St.
			318.041-2-28	444 Columbia St.
33	Michael Maugeri	Commercial Building	318.033-3-16	402 State St
			318.033-3-15	502-506 Lafayette St
			318.033-3-19	508 Lafayette St
			318.033-3-18	510-512 Lafayette St
34	Oscar Figueora/Guarno Construction	Residential	318.041-2-4	437 Lafayette St.
35	Elena Bravo	Residential	318.034-1-32	440 Lafayette St.
37	City of Utica	Police Garage	318.042-1-1	334 Lafayette St

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ATTACHMENT 3 | LISTING OF CURRENT PROPERTY OWNERS

MVHS Property ID #	Owner Name	Property Type	Tax Parcel ID No(s)	Street Address(es)
38	Resource Center for Independent Living	Office/Educational	318.041-2-40	401-407 Columbia St
			318.041-2-39	409 Columbia St
39	JP O'Brien Plumbing & Heating	Commercial Pl & H	318.041-2-38	411 Columbia St.
40	Anthony Clemente	Retail/Warehouse	318.042-1-19.1 & 19.2	313 Lafayette St
	Clemente Novelties, Inc.	Retail/Warehouse	318.042-1-23	303-309 Lafayette St
41	Metzler Printing Co. Inc.	Office/Warehouse	318.042-1-18	317 Lafayette St
42	Claris LLC/Corrigan	Retail/Warehouse	318.042-1-15	333 Lafayette St
43	Mohawk Hospital Equipment Inc.	Mixed Used Bldg.	318.042-1-34 & 35	301 Columbia St
44	Mohawk Hospital Equipment Inc.	Mixed Used Bldg.	318.042-1-33.1	335 Columbia St
			318.042-1-33.2	336 Columbia St
			318.042-1-33.3	337 Columbia St
45	418 Lafayettte St./Citation Services	Mixed Used Bldg.	318.034-1-28	430 Lafayette St.
	419 Lafayettte St.		318.034-1-29	Carton Ave
	420 Lafayette St./Citation Services	Mixed Used Bldg.	318.034-1-27	424-428 Lafayette St.
	421 Lafayette St./Citation Services	Mixed Used Bldg.	318.034-1-26	420 Lafayette St
	422 Lafayette St./Citation Services	Mixed Used Bldg.	318.034-1-25	418 Lafayette St
46	Sanita, Ernest F, 500 Columbia St., LLC	Mixed Used Bldg.	318.033-3-11	500-504 Columbia St
47	Greg Urbanik	Commercial Bldg.	318.033-3-14	501 Lafayette St
48	HJ Brandeles Corp.	Office/Warehouse	318.042-1-6	300-306 Lafayette St
49	Salvation Army	Office/Warehouse	318.041-2-18	406 Columbia St.
50	City of Utica		318.042-1-2.1	
			318.042-1-13	322 Lafayette St
			318.042-1-2	324 Lafayette St
			318.042-1-14	326-330 Lafayette St
51	City of Utica		318.042-1-30	336 Columbia St
52	City of Utica		318.034-1-37	401 State St.
53	City of Utica		318.034-1-24	414-416 Lafayette St.
54	City of Utica		318.041-2-34	509 State St.
55	Utica Urban Renewal Agency	Commercial Bldg.	318.042-1-29	326-334 Columbia St

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ATTACHMENT 4

Permits and Approvals

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Table 1. Permits & Approvals

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
	State				
1	Funding Administration, Certificate of Need (CON) & Construction Approval	Joint Administration (with DASNY) of project funding approved by New York State Legislature. Review process, mandated under state law, which governs the establishment, ownership, construction, renovation and change in service of specific types of health care facilities including hospitals.	NYSDOH	■ New York Public Health Law Section 2825-b, New York State created the "Oneida County Health Care Transformation Program"	**Mr. Udo Ammon** **Director** **Health Care Facility Planning, Licensure and Finance** **Bureau of Architectural & Engineering Facility Planning** **New York State Department of Health** **Corning Tower, 18th Floor** **Empire State Plaza** **Albany, New York 12237**
2	Operating Certificate	Obtain an operating certificate (license) issued by the NYS Office of Mental Health (NYSOMH) prior to the operation of such facilities and programs that are subject to the regulatory jurisdiction of the Commissioner of Mental Health	NYSOMH		**Mr. Keith McCarthy** **Director, Bureau of Inspection and Certification** **New York State** **Office of Mental Health** **44 Holland Avenue** **Albany, New York 12229**
3	Funding Administration Potential Property Condemnation/Eminent Domain	Joint administration (with NYSDOH) of project funding approved by New York State Legislature. Potential conduit debt issuer in connection with any private not-for-profit tax-exempt MVHS bonds issued through DASNY Potential condemnation and acquisition of private property within project footprint.	DASNY		**Robert S. Derico, RA** **Senior Environmental Manager** **Office of Environmental Affairs** **Dormitory Authority of the State of New York** **515 Broadway** **Albany, NY, 12207**
4	Air Facility Permit	Permit to construct and operate an air emission source.	NYSDEC	■ Compliance with NYSDEC's Environmental Justice Policy (CP- 29 – Environmental Justice and Permitting)	**Ms. Judy Drabicki** **Regional Director** **NYSDEC, Region 6** **207 Genesee Street** **Utica, NY 13501**

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	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
5	SPDES General Permit for Storm Water Discharges from Construction Activity (GP-0-15-002)	Storm water discharges from construction phase activities disturbing one-acre or greater.	NYSDEC	■ Submission of a Notice of Intent (NOI) to obtain coverage under General Permit. ■ Preparation and implementation of a construction phase Stormwater Pollution Prevention Plan (SWPPP) ■ Review of SWPPP by City of Utica as a Municipal Separate Storm Sewer System (MS4).	**Ms. Judy Drabicki** **Regional Director** **NYSDEC, Region 6** **207 Genesee Street** **Utica, NY 13501**
6	Petroleum Bulk Storage Registrations	Petroleum bulk storage tanks for boilers and emergency generators	NYSDEC	■ Preparation of a Spill Prevention, Control & Countermeasure (SPCC) Plan	**Ms. Judy Drabicki** **Regional Director** **NYSDEC, Region 6** **207 Genesee Street** **Utica, NY 13501**
7	Highway Work Permit	Work within NYS highway right-of-way.	NYSDOT	■ Oriskany Boulevard (NYS Route 69)	**Mr. Brian Hoffmann, P.E.** **Regional Design Engineer** **NYSDOT Region 2** **Utica State Office Building** **207 Genesee Street** **Utica, NY 13501**
8	Consultation (16PR06600)	Compliance with State & National Historic Preservation Acts	SHPO		**Mr. John A. Bonafide** **Director, Bureau of Technical Preservation Services** **Mr. Anthony Opalka** **Historic Preservation Program Analyst** **New York State Division for Historic Preservation** **New York State Office of Parks, Recreation & Historic Preservation** **Peebles Island State Park** **P.O. Box 189** **Waterford, NY 12188-0189**

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	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
	Local				
9	Project Funding	Financial benefits & incentive support	Oneida County Local Development Corporation (LDC)		**Ms. Shawna Papale Executive Director Oneida County LDC 584 Phoenix Drive Rome, NY 13441-4105**
10	Potential Property Condemnation/Eminent Domain	Potential condemnation and acquisition of private property within project footprint.	Oneida County Oneida County IDA Urban Renewal Agency (City)		**Hon. Anthony J. Picente, Jr. County Executive Oneida County Office Building 800 Park Avenue Utica, NY 13501** **Ms. Shawna Papale Executive Director Oneida County IDA 584 Phoenix Drive Rome, NY 13441-4105** **Mr. Brian Thomas, Commissioner, Department of Urban & Economic Development Hon. Robert M. Palmieri, Mayor Urban Renewal Agency 1 Kennedy Plaza Utica, NY 13502**
11	Site Plan Review	Review and approval of site plan	Utica Planning Board		**Mr. Fred Matrulli Chairperson City of Utica Planning Board c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner) 1 Kennedy Plaza Utica, NY 13502**
12	Multiple	Approval of public property transfers/road closures; funding of parking garage; review and approval of structures located within City rights-of-way (*i.e.*, pedestrian bridges, walkways, canopies, *etc.*)	Utica Common Council		**Hon. Michael P. Galime Council President 1 Kennedy Plaza Utica, NY 13502**

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TABLE 1 | POTENTIAL PERMITS & APPROVALS

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
13	Highway Work Permit	Work within highway rights-of-way (road and utility improvements, curb cuts).	Utica Department of Engineering		**Mr. J. Michael Mahoney Deputy City Engineer City of Utica Department of Engineering 1 Kennedy Plaza Utica, NY 13502**
14	Consolidation & Re-Subdivision	Potential consolidation of parcels within area of potential effect.	Utica Department of Engineering or City Planning Board	Review and approval by City Planning Board for consolidation of ≥3 parcels.	**Mr. J. Michael Mahoney Deputy City Engineer City of Utica Department of Engineering 1 Kennedy Plaza Utica, NY 13502** **Mr. Fred Matrulli Chairperson City of Utica Planning Board c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner) 1 Kennedy Plaza Utica, NY 13502**
15	Special Use Permit	Medical use in Central Business District (CBD).	Utica Zoning Board of Appeals		**City of Utica Zoning Board of Appeals c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner) 1 Kennedy Plaza Utica, NY 13502**
16	General Municipal Law (GML) § 239-m	County Planning review of activities located within 500-feet of State or County highway, municipal boundary or park.	Oneida County Department of Planning		Mr. John R. Kent, Jr. Commissioner Mr. Chris Henry Oneida County Department of Planning 321 Main Street Utica, NY 13501

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	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
17	Water and Wastewater System Improvements Approval of Plans	Approval of water and wastewater infrastructure improvements and connections.	Mohawk Valley Water Authority (MVWA) Oneida County Health Department City of Utica Oneida County Department of Water Quality & Water Pollution Control	■ MVWA – Water connections, backflow prevention ■ Oneida County Health Department – backflow prevention ■ City of Utica – Sewer connections ■ Oneida County Department of Water Quality & Water Pollution Control – Industrial Wastewater Discharge Permit, compliance with County sewer use ordinance (waste stream characterization, pre-treatment review)	**Mr. Richard Goodney, P.E.** **Director of Engineering** **Mohawk Valley Water Authority** **1 Kennedy Plaza** **Utica, NY 13502** **Daniel W. Gilmore, Ph.D.** **Environmental Health Director** **Oneida County Health Department** **Adirondack Bank Building, 4th Floor** **185 Genesee Street** **Utica, NY 13501** **Mr. J. Michael Mahoney** **Deputy City Engineer** **City of Utica** **Department of Engineering** **1 Kennedy Plaza** **Utica, NY 13502** **Mr. Steven Devan, P.E.** **Commissioner** **Oneida County Department of Water Quality & Water Pollution Control** **51 Leland Avenue** **Utica, NY 13503** **Mr. Chris Osier** **Pretreatment Coordinator** **Oneida County Department of Water Quality & Water Pollution Control** **51 Leland Avenue** **Utica, NY 13503**
18	Building & Demolition Permits	Building code compliance.	Utica Codes Department		Mr. Dave Farina Code Enforcement Administrator City of Utica Codes Department 1 Kennedy Plaza Utica, NY 13502

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TABLE 1 | POTENTIAL PERMITS & APPROVALS

	Permit/Approval	Activity	Agency	Comments	Agency Contact (SEQRA Involved Agencies in Bold*)
19	Certificate of Occupancy	Approval to occupy building.	Utica Codes Department		Mr. Dave Farina Code Enforcement Administrator City of Utica Codes Department 1 Kennedy Plaza Utica, NY 13502

*Specific hospital operations will require multiple registrations, licensing, notifications, and/or certifications. Such activities are considered nondiscretionary (ministerial) approvals. Consequently, the issuing agencies are not considered SEQRA Involved Agencies.

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Part 2 is to be completed by the lead agency. For any questions in this part, reasonable information should be considered in relation to the scale and context of the proposed project as a whole. The lead agency's response will be used primarily to determine whether an EIS is required. Thus, it is important that the responses be considered in light of the full range and detail of information that will be provided in the EAF, including the information provided in Part 3. In Part 2, the lead agency is not expected to be an expert in environmental analysis. Part 2 will provide the information needed to answer the Part 2 questions. When Part 2 is completed, the lead agency should identify the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with the assessment.

Tips for completing Part 2:

- Answer all of the questions in Part 2.
- Base responses on information provided in Part 1.
- Answer each question Yes or No.
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section.
- If you answer "No" to a numbered question, please complete the remaining questions in that section.
- Check appropriate column to indicate the potential size of the impact.
- Provide explanations as needed to describe the project, potential impacts, and any measures to avoid or reduce impacts.
- Please refer to the workbook for additional guidance.
- Thank you for your assistance.

1. **Impact on Land**
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part D1)
If "Yes", answer questions 2 - 7. If "No", move to Section 2.

☐ NO ☒ YES

	Relevant Part I Questions	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on slopes of 15% or greater.	E2a	☒	☐
b. The proposed action may involve construction on slopes of 10% or greater.	E2b	☒	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2c	☒	☐
d. The project site would involve the excavation and removal of more than 1000 tons of natural material.	D2a	☐	☒
e. The proposed action may involve construction that continues for more than one year or in stages.	D2c	☐	☒
f. The project site contains or is substantially contiguous to, a site listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e, E3f	☐	☒
g. The project site contains an archaeological site listed on the National or State Register of Archaeological Sites.	E3g	☐	☐
h. Other impacts:		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification of unique geological features on the site (e.g., caves, fossil beds, unusual rock formations, volcanoes). See Part 1 D.2.g

If "Yes", briefly describe how the proposed action may affect these features

☒ NO ☐ YES

	Relevant Part I Questions	No, or small impact may occur	Moderate to large impact may occur
a. Unique geologic features present	D2g		
b. The proposed action may affect or be located in a geological feature listed as a designated National Natural Landmark. Specify below:	D2h		
c. Other impacts:		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). See Part 1 D.2.a, b, h

If "Yes", answer questions a - j. If "No", go to question 4.

☐ NO ☒ YES

	Relevant Part I Questions	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body	D2b, D1c	☒	☐
b. The proposed action may result in the removal of more than 10 tons of vegetation or 10 acres of trees or will alter the character of more than 10 acres of a forest, meadow or lake	D2b	☒	☐
c. The proposed action may involve the disposal of more than 100 cubic yards of material from wetland or water body	D2a	☒	☐
d. The proposed activity may involve construction within or adjoining a freshwater or tidal wetland or other water body. Describe activity and proximity to water	D2b	☒	☐
e. The proposed action may result in dredging or excavation, creation of a body of water or channel, creation of a canal or change in direction, flow or quantity of water	D2c, D2f	☐	☒
f. The proposed action may result in the construction of paved parking area or roadway with more than 1,000 feet of impervious surface	D2c	☒	☐
g. The proposed action is in or near a surface water body subject to regulation by a federal, state or local agency (e.g., DEC, DOS, ACOE, NYC DEP, local wetlands or drainage agency)	D2d	☒	☐
h. The proposed action may require authorization for water withdrawal or diversion, or require water supply from wells with greater than 45 gallons per minute pumping capacity	D2e	☐	☒
i. The proposed action may result in water quality or quantity impacts within or adjacent to a state or federal park, forest or conservation area	D2e	☐	☒
j. The proposed action may involve the application of pesticides or herbicides in or around any water body	D2q, E2h	☒	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities	D1a, D2f	☒	☐

Other impacts: _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1 D2.c, D2.e, D2.f and D2.g; D2.c, D2.d)

If "Yes", answer questions a - g. If "No", move on to Section 5.

☐ NO ☒ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or substantially increase withdrawals from an aquifer or surface water supply.	D2c	☒	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity of the local or regional water supply or aquifer. Cite source: _____	D2f	☒	☐
c. The proposed action may allow or result in residential uses in areas without adequate water or wastewater services.	D1a, D2a	☒	☐
d. The proposed action may include or require wastewater discharge to groundwater.	D2d, E2	☒	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is known to soon become, contaminated.	D2a, E1, E2g, E1h	☒	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2a, E2	☐	☒
g. The proposed action may result in ineffective operation of petroleum or chemical spill containment devices, such as tanks or pipelines.	D2k, D2q, E2f, E2f	☒	☐
h. Other impacts: _____		☐	☐

5. Impact on flooding

The proposed action may result in development in lands subject to flooding. (See Part 1 E2g)

If "Yes", answer questions a - g. If "No", move on to Section 6.

☒ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in construction in a floodway.	E2i	☐	☐
b. The proposed action may result in construction in a 100-year floodplain.	E2j	☐	☐
c. The proposed action may result in construction in a 500-year floodplain.	E2k	☐	☐
d. The proposed action may result in increase in impervious surfaces creating drainage problems.	D2s, E2a	☐	☐
e. The proposed action may change flood water flow characteristics or velocity.	D2q, E2i, E2k	☐	☐
f. If there is any answer formulated to the proposed action, is the action in a floodway, floodplain, or a regulated area?	E2g	☐	☐

x. Other impacts:			

6. Impacts on Air The proposed action may include a state regulated air emission source. (See Part 1: D.2.f, D.2.h, D.2.g) If "Yes", complete questions 6.a-6.l. If "No", move to question 7.		☐ NO	☒ YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sulfur dioxide (SO2), nitrogen oxides (NOx), hydrocarbon (HC), carbon monoxide (CO) or particulate (PM-10) emissions from combustion, including from fossil fuels, at the following levels: i. More than 1000 tons/year of carbon dioxide (CO2) ii. More than 3.5 tons/year of nitrogen oxides (NOx) iii. More than 1.0 tons/year of sulfur dioxide (SO2) iv. More than 3.5 tons/year of particulates (PM-10) v. More than .007 tons/year of lead or lead compounds vi. 40 tons/year of volatile organic compounds (VOC)	D2a D2b D2c D2d D2e D2f D2g	☒	☐
b. The proposed action may generate 10 tons/year or more of sulfuric acid mist, fluorides, or hydrogen sulfide (H2S).	D2g	☒	☐
c. The proposed action may emit one or more contaminants in quantities which may result in the presence of toxic contaminants in ambient air beyond the property boundary.	D2i, D2x	☐	☒
d. The proposed action may result in the combustion or thermal treatment of more than 1 ton/hour of refuse.	D2j	☐	☒
e. The proposed action may emit objectionable odors.	D2k	☒	☐
f. Other impacts:		☐	☐

7. Impact on Plants and Animals The proposed action may affect one or more of the following: (See Part 1: E.2.g, h, m, n, o, p) If "Yes", answer questions 7.a-7.h. If "No", move on to Section 8.		☒ NO	☐ YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site or are found on or near the site.	E2h	☐	
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2c, E2g	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the federal government, that use the site or are found on or near the site.	E2i	☐	
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern or conservation need, as listed by New York State or the Federal government.	E2i	☐	☐

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e. The proposed action may result in the removal of, or significant adverse impacts on, rare, threatened or endangered species and their habitat that have been identified in the area.	C2c	☐	☐
f. The proposed action may result in the removal of, or significant adverse impacts on, native or unique vegetative communities. Source:	C2c	☐	☐
g. The proposed action may substantially interfere with or impede the ability of any resident or migratory fish or wildlife species from using the habitat, or substantially reduce the number of, or the diversity of, any fish or wildlife species.	C2c	☐	☐
h. The proposed action would substantially interfere with any fish or wildlife species' migratory activities or affect critical habitat for any species. Identify species and describe impacts:	C2b	☐	☐
i. Proposed action (commercial, industrial, residential projects and construction) would result in the introduction of pesticides.	D2g	☐	
Other impacts:		☐	

5. Impact on Agricultural Resources The proposed action may impact agricultural resources. (See Part 1, C.3.c and g). If "Yes" answer questions a - h. If "No", move on to Section 6.		☒ NO	☐ YES
	Relevant Part I Question(s)	No or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E2e		☐
b. The proposed action may sever, cross or limit access to agricultural land (including land currently in production, pasture, timber, orchard, or greenhouse).	E1g, E2b	☐	☐
c. The proposed action may result in the conversion or conversion of agricultural land to non-agricultural use, either directly or indirectly.	E2b	☐	☐
d. The proposed action may disrupt or prevent continued agricultural use of the area (e.g. hauling routes, market access, storage facilities, processing plants, etc.)	E1e, E1h	☐	
e. The proposed action may irrigate productive agricultural land with groundwater or surface water.	E1g, E1h	☐	☐
f. The proposed action may disturb or reduce the productivity of existing or future agricultural use.	C2c, C3, E2c, E2d	☐	☐
g. The proposed action is inconsistent with the county's Agricultural Districts Program or Farmland Protection Plan.	C2c	☐	☐
h. Other impacts:		☐	☐

9.	Impact on Aesthetic Resources Could the use of the proposed action be noticeably different than earlier, similar uses of the project site or its immediate surroundings? Could the proposed project alter the aesthetic character of a natural or man-made resource? (Part 2, B.1.a, E.1.a, E.2.o) If "Yes", answer questions a - g. If "No", go to Section 10.	☒ NO	☐ YES
		Relevant Part 2 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a.	The proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E2f	☐	☐
b.	The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E2h, E2i	☐	☐
c.	The proposed action may be visually incompatible with existing visual character or neighborhood due to: i. Bulk, (i.e., unusually large in height or mass as compared to existing buildings); ii. Vernacular (i.e., architectural styles prevalent in the area)	E2a	☐ ☐	☐ ☐
d.	The site of the proposed action contains or is adjacent to a site listed on the State or National Register of Historic Places, or that has been determined by the Commissioner of OPRHP to be eligible for such listing.	E3i E3g E3h	☐	☐ ☐
e.	The proposed action may cause or result in alteration of the context of a publicly accessible cultural, historic or recreational resource.	E3i	☐	☐
f.	Other impacts to aesthetic resources that may result from the proposed project:	E3c, E3e, E3f, E3g	☐	☐
g.	Other impacts.		☐	☐

10.	Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archeological resource. (Part 2, E.3.a, E.3.b, E.3.c, E.3.d, E.3.e, E.3.f, E.3.g) If "Yes", answer questions a - e. If "No", go to Section 11.		☐ NO	☒ YES
		Relevant Part 2 Question(s)	No, or small impact may occur	Moderate to large impact may occur
a.	The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of OPRHP to be eligible for such listing or nomination.	E3e	☐	☒
b.	The proposed action may occur wholly or partially within, or substantially contiguous to, any area designated as sensitive for archaeological sites by the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☒
c.	The proposed action may occur wholly or partially within, or substantially contiguous to, any area designated as sensitive for archaeological sites on the NY SHPO inventory. Source:	E3g	☒	☐

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k. Other impacts.		☐	☐

If any of the above (or any other) impacts may occur, you must also answer the following questions in Part 3:

i. The proposed action may result in the construction or alteration of all or part of a site or property.	D2c, D2g, D3f	☐	☑
ii. The proposed action may result in the destruction of a property's archaeological integrity.	D2c, D2g, D3c, D3f	☐	☑
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or the property setting.	D2c, D2f, D2g, D3h, C2, C3	☐	☑

11. Impact on Open Space and Recreation
The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as identified in the municipal open space plan.
(See Part C, Question E2c.)
If "Yes" answer the following question; if "No" go to Section 12.

☒ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in the removal of natural features or "ecosystem services" provided by natural open space, including carbon storage, nutrient cycling, water retention,	D2a, E1h, E2i, E2k, E2l, E2p, E2q	☐	☐
b. The proposed action may result in the reduction of recreational resources	D2a, E1c, E2a, E2c	☐	☐
c. The proposed action may diminish the use of a park, forest, or open space	D2a, D2c, E1c, E2q	☐	☐
d. The proposed action may result in the loss of an area used for passive or active recreation	C2c, E2c	☐	☐
e. Other impacts.		☐	

12. Impact on Critical Environmental Areas
The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1, E3 d)
If "Yes", answer the following question; if "No" go to Section 13.

☒ NO ☐ YES

	Relevant Part I Question(s)	No or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3c	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3c	☐	☐
c. Other impacts			

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13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. (See Part I, D2j) ☐ NO ☒ YES

If "Yes", answer questions a–f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network	D2j	☐	☒
b. The proposed action may result in the construction of paved parking areas for 500 or more vehicles	D2j	☐	☒
c. The proposed action will disrupt existing transit access	D2j	☒	☐
d. The proposed action will disrupt existing pedestrian or bicycle circulation	D2i	☒	☐
e. The proposed action may alter the physical pattern of movement of people or goods	D2i	☐	☒
f. Other impacts: _____		☐	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. (See Part I, D2k) ☐ NO ☒ YES

If "Yes", answer questions a–c. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new or an upgrade to an existing transmission	D2k	☐	☒
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use	D2k, D2m, D2k	☒	☐
c. The proposed action may utilize more than 1,000 MW hours per year of electricity	D2k	☐	☒
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed	D2k	☐	☒
e. Other impacts: _____		☐	☐

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. (See Part I, D2m, n, and o) ☐ NO ☒ YES

If "Yes", answer questions a–f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation	D2n	☐	☒
b. The proposed action may result in hosting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home	D2n, E1d	☒	☐
c. The proposed action may result in [illegible] more than one hour per day	D2o	☒	☐

i. The proposed action may result in [illegible]	[illegible]	☐	☒
j. The proposed action may result in [illegible]	[illegible]	☐	☒
k. Other impacts:		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health. Check all that apply. Review and explain any "Moderate to large" answers. If there are no such answers, explain why the proposed action will not impact human health.

☐ NO ☒ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause public health problems associated with mosquito control.	E1f	☐	☒
b. Children, the elderly, and people with illnesses may be especially affected by adverse health conditions caused by the proposed action.	D1g, D1h	☒	☐
c. There is a current unusually high environmental risk of adverse health conditions in the community or in the vicinity of the proposed action.	D1g, D1h	☐	☒
d. A quantity of the action's solid waste is incinerated or burned. Describe the effects (e.g., air quality, hazardous emissions).	D1j, D1k	☒	☐
e. The proposed action may affect the relationship between traffic and public health (e.g., access to hospitals, emergency response).	F1j, F1k	☒	☐
f. The proposed action may affect the environment in such a way that could have an impact on human health (either directly or indirectly as mediated by natural systems, such as air, water, or agriculture, or by built systems, such as transportation or utilities).	D2i	☐	☒
g. The proposed action may cause a change in the population density of the neighborhood or region.	D2c, D2d	☒	☐
h. The proposed action may result in the handling of solid or hazardous waste.	D1e, D1f	☐	☒
i. The proposed action may result in an increase in the rate of disposal, processing, or storage of solid waste.	D1e, D2e	☐	☒
j. The proposed action may result in a substantial adverse change in the existing air quality, or may produce objectionable odors.	E1j, E2a, E2b	☒	☐
k. The proposed action may result in the encroachment of incompatible uses (e.g., landfill, chemical storage, agricultural) within the vicinity.	E1c, E2g	☒	☐
l. The proposed action may result in a substantial increase in traffic above present levels.	E1c, E1d, E2r	☒	☐
m. Other impacts:		☐	☐

17. Consistency with Community Plans

The proposed action is not adopted within adopted land use plans. ☐ NO ☒ YES

(See Part 1, C1, C2 and C3.)

If "No," answer questions g - j. If "Yes," go to question 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will not conform with the adopted land use plans or zoning regulations of the city, town, village or county in which the project is located.	C1, C2, C3, D1a, E1, E2		☒
b. The proposed action will conflict with the adopted plans or goals of the city, town, village or county in which the project is located.	C1	☒	☐
c. The proposed action will not be consistent with the character of the existing built or natural landscape.	C2, C2-C3	☒	☐
d. The proposed action is incompatible with existing land use in the vicinity.	C2, C3	☒	☐
e. The proposed action will cause a change in the density of development that will not be supported by existing infrastructure or is assumed to be available, or which will not be consistent with the community character.	C3, D1a, D1b, D1c, D1d, D1e, D1f, D1g, D1h	☒	☐
f. The proposed action will cause an increase in the density of development that will require new or expanded public infrastructure.	D1, D1a, D1b, D2j	☒	☐
g. The proposed action may induce secondary development impacts (e.g. residential or commercial development not included in the proposed action)	D1a	☐	☒
h. Other:		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☐ NO ☒ YES

(See Part 1, C2, D2, E2)

If "Yes," answer questions g - j. If "No," proceed to Part 2.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures or areas of historic importance to the community.	E3a, E3b, E3c	☐	☒
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☒	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C5, C6, D1f, D1g, E2e	☒	☐
d. The proposed action may disproportionately impact minority or low-income populations.	C2, E3	☒	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☒
f. Proposed action is inconsistent with the existing transportation systems or infrastructure.	C5, D1, D1a, D1b, E2g, E3h	☒	☐
g. Other impacts:		☐	☐

PRINT FULL FORM

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Project: [illegible]
Date: 15-07-[illegible]

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether an acquire an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency will complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size, or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact.
- Part 3 is the Part 2 question where the lead agency identifies the specific conditions imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets as needed.

See Attached

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☒ Type ☐ Unlisted

Identify portions of EAF completed for this Project: ☒ Part 1 ☒ Part 2 ☒ Part 3

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Upon review of the information recorded on this EAF, as noted, plus this additional support information

[illegible] considering both the magnitude and importance of each identified potential impact, it is the conclusion of the City of Utica Planning Board [illegible] that:

☐ A. This project will result in no significant adverse impacts on the environment, and therefore, a neutral impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will therefore be no significant adverse impacts from the project as conditioned, and therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.6).

☒ C. This project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce these impacts. Accordingly, this positive declaration is issued.

Name of Action: [illegible] Health Center

Name of Lead Agency: City of Utica Planning Board

Name of Responsible Officer in Lead Agency: [illegible]

Title of Responsible Officer: Chairperson

Signature of Responsible Officer in Lead Agency: [signature] Date: 5-7-18

Signature of Preparer (if different from Responsible Officer): [signature] Date: 5-7-18

For Further Information:

Contact Person: [illegible] Commissioner, City of Utica, Department of Urban & Economic Development

Address: [illegible]

Telephone Number: [illegible]

Email: [illegible]

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Lead City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

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FULL ENVIRONMENTAL ASSESSMENT FORM

PART 3 – EVALUATION OF THE MAGNITUDE & IMPORTANCE OF PROJECT IMPACTS

REASONS SUPPORTING THIS DETERMINATION

IMPACT ON LAND

- The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.
- The proposed action may involve construction that continues for more than one year or in multiple phases.
- The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).

Magnitude: The applicant indicates that construction of the project will occur over 44± months. It is anticipated that during a portion of the construction phase, land within the construction limits will be disturbed and unvegetated, which, if unmitigated, could result in erosion and sedimentation impacts. The NYSDEC regulates stormwater runoff from sites that which disturb >1 acre (SPDES General Permit for Stormwater Discharges from Construction Activity); concurrent exposure of 5+ acres would require project-specific NYSDEC approval.

Importance of Impact: With a potential construction area of 25-acres, large impacts could occur, which require further evaluation (including the identification of issue-specific mitigation).

IMPACTS ON SURFACE WATER

- The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.
- The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.
- The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.

Magnitude: As noted above (IMPACT ON LAND), construction of the project, including the exposure of bare soil, increases the potential for erosion and sediment-laden runoff from the site. It is anticipated that the potential for adverse impacts to occur would be limited to the construction phase, as exposed areas would be stabilized prior to the start-up of hospital operations. New York State stormwater regulations require no discharges in visible contrast to receiving waters.

Importance of Impact: With a potential construction area of 25-acres, large impacts could occur. In addition, information regarding the quality of subsurface soils and groundwater is necessary to understand the impact from past and existing land uses. Further evaluation (including the identification of issue-specific mitigation) is necessary to understand the magnitude and importance of impacts.

IMPACT ON GROUNDWATER

- The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.

Magnitude: In support of project operations, the applicant proposes the registration, installation and maintenance of a 50,000-gallon underground petroleum bulk storage (PBS) tank. It is understood that New York State regulates the design, installation, use and maintenance of PBS tanks and that compliance with these regulations provides for protection of human health and the environment. Based on the applicant's compliance with state and federal regulations, significant adverse impacts are not anticipated.

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Importance of Impact: While significant adverse impacts are not anticipated, the applicant should summarize how their proposal (design, installation, operations, and maintenance) complies with state and federal requirements.

IMPACTS ON AIR

- The proposed action may include a state regulated air emission source.
- The action may also emit one or more greenhouse gases at or above the following levels:
  - » More than 1000 tons/year of carbon dioxide (CO_2)
- The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.

Magnitude: The applicant indicates that operations will result in air emissions from boilers, emergency generators and microturbines, as well as other minor sources; a State Facility Air Permit or Registration will be required. The applicant will coordinate with the New York State Department of Environmental Conservation (NYSDEC) to obtain the appropriate air permit, which will include controls to meet requisite air quality standards. Acquisition and adherence to the NYSDEC-issued permit requirements would mitigate significant adverse impacts.

Importance of Impact: While significant adverse impacts are not anticipated, the applicant should summarize how their proposal (design, installation, operations, and maintenance) complies with state and federal requirements (including CO_2 emissions).

IMPACT ON HISTORIC & ARCHAEOLOGICAL RESOURCES

- The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district, which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.
- The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.
- The proposed action may result in the destruction or alteration of all or part of the site or property.
- The proposed action may result in the alteration of the property's setting or integrity.
- The proposed action may result in the introduction of visual elements, which are out of character with the site or property, or may alter its setting.

Magnitude: The project's area of potential effect (APE) includes four properties currently identified by SHPO as being eligible for listing on the National Register of Historic Places. In addition, the APE overlaps the existing Upper Genesee Street Historic District (3 properties). The APE includes additional structures that are over 50-years old, which may be determined by SHPO to be eligible for listing. The significance of potential project impacts on these properties and structures, as well as on the integrity of the historic district, requires further evaluation including consultation with the State Historic Preservation Office.

The APE also overlaps with an area designated by SHPO as being sensitive for potential archaeological sites. It is understood that a large portion of the APE has been disturbed by prior land uses, which may have impacted the temporal context of any archaeological resources. A Phase IA Cultural Resource Investigation, as well as consultation with SHPO, is required to further evaluate the magnitude of potential archaeological impacts.

Importance of Impact: Due to the number of 50+ year old buildings within the APE, as well as the applicant's proposal to remove many of these buildings, the potential for impacts on historic resources is widespread and permanent. Further assessment of the impacts, potential project modifications and mitigation is warranted.

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IMPACT ON TRANSPORTATION

- Projected traffic increase may exceed capacity of existing road network.
- The proposed action may result in the construction of paved parking area for 500 or more vehicles.
- The proposed action may alter the present pattern of movement of people or goods.

Magnitude: The project includes the creation of additional parking spaces (surface and parking garage) in comparison to the number of existing spaces within the APE. In addition, the project proposes several street closures to consolidate parcels required for the proposed development. It is anticipated that traffic trips accessing and egressing the built project will increase over current trips to the area. Increases in traffic and the alteration of traffic patterns could result in significant adverse impacts if left unmitigated. Additional impacts could occur during construction due to construction-related traffic and equipment accessing and egressing the site, as well as temporary impacts due to detours and lane closures.

Importance of Impact: Additional information is needed to evaluate the magnitude and importance of the impact. The applicant will be required to consult with the City and New York State Department of Transportation (NYSDOT) to prepare a Traffic Impact Study, which evaluates the type and magnitude of impacts on the existing network (roads, traffic flow/distribution, levels of service), and required project modifications or mitigation (including construction phase maintenance and protection of traffic).

IMPACT ON ENERGY

- The proposed action will require a new, or an upgrade to an existing, substation.
- The proposed action may utilize more than 2,500 MWhrs per year of electricity.
- The proposed action may involve heating and/or cooling of more than 100,000 square (sf) feet of building area when completed.

Magnitude: The project will utilize approximately 30,000 to 35,000 MWhrs of electricity per year and require heating and/or cooling of approximately 670,000 sf of building area (main hospital). To understand the magnitude of the impact, the applicant needs to consult with the regional purveyor of electrical power to assess project consumption needs against existing infrastructure capacity. Impacts on the existing network should be identified including the need for any system improvements (on- and off-site).

Importance of Impact: To more fully understand the importance of the impact, the applicant will need to provide additional information relative to system reliability and capacity to meet project objectives (including uninterruptable/backup supplies for hospital needs). The applicant should assess impacts on the existing system including the need for, and assessment of impacts related to, on- and off-site impacts from proposed system improvements. Impacts on system capacities should be identified.

IMPACT ON NOISE, ODOR, & LIGHT

- The proposed action may produce sound above noise levels established by local regulation.
- The proposed action may result in light shining onto adjoining properties.
- The proposed action may result in lighting creating sky-glow brighter than existing area conditions.

Magnitude: Construction of the project will result in potential, sporadic noise impacts throughout the construction phase. Additional information from the applicant regarding the type, magnitude and duration of the impact is necessary to fully evaluate the magnitude and timing of the impacts. In addition, operational activities including noise generated from hospital activities, traffic (including ambulances and emergency helicopters) should be further assessed.

The project will also require safety and directional related lighting, which could result, if unmitigated, in light spillover (to adjacent properties) or sky-glow. The applicant needs to provide additional information regarding the type of lighting and lighting mitigation to more fully understand the magnitude of the impact.

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Importance of Impact: Due to the extended length of the construction schedule, as well as potential new operations-related noise sources (in comparison to existing conditions), the applicant needs to provide additional information and analysis to identify the magnitude and importance of potential noise and lighting impacts (vs. existing conditions) including an identification of mitigation and/or project modifications to eliminate potential significant adverse impacts (*i.e.*, noise greater than established zoning thresholds, light spillover).

IMPACT ON HUMAN HEALTH

- The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.
- There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.
- The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.
- The proposed action may result in the unearthing of solid or hazardous waste.
- The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.

Magnitude: Based on geographic information system data, the proposed project is near three licensed day care centers. While it is not anticipated that the medical function and operations of the proposed project would adversely impact these uses, the construction of the project could result in the unearthing of impacted soils and groundwater that would require management in accordance with local, state and federal regulations. In addition, the hospital will generate solid and regulated medical waste (RMW), which requires handling, transportation and disposal off-site. While it is understood that RMW will be managed at the existing St. Luke's facility, additional information is required from the applicant as to quantities and best management practices, which will be implemented to eliminate potential adverse impacts.

Importance of Impact: The applicant needs to provide additional information regarding its procedures to collect, store, manage, transport and dispose of waste materials generated during facility operations. Additional information should also be provided relative to the management and disposal of construction and demolition debris generated during construction, including wastes requiring special handling (*i.e.*, asbestos, lead paint, impacted soils and groundwater, *etc.*).

CONSISTENCY WITH COMMUNITY PLANS

- The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).
- The proposed action may induce secondary development impacts (*e.g.*, residential or commercial development not included in the proposed action).

Magnitude: The project is allowed by special permit under the existing zoning designation (Central Business District). The applicant has indicated that development of the project may result in beneficial, secondary economic development impacts from future supply chain-related development in the vicinity of the project. Additional information is required from the applicant to appropriately assess the magnitude of these impacts.

In addition, the applicant has indicated that the project includes the acquisition of 25+/- acres of property in an area of the City that is designated as a Federal "Historically Underutilized Business" (HUB) Zone, a distressed area and a NYSDEC-designated "potential environmental justice area." The applicant states that, while most of the property is likely to be acquired through voluntary negotiation, it is likely that some property may need to be acquired via eminent domain. Many of the existing property owners and business will be forced to relocate to other parts of the City or County. The magnitude of the acquisition of 25+/- acres will be large, but most impacts are expected to beneficial because it will better position the hospital to serve the largest and most diverse population in Oneida County, as well as creating the potential for secondary economic development

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opportunities. Additional information is required from the applicant to appropriately assess the magnitude of these impacts.

Importance of Impact: The project's consistency with, and impact on, existing land uses has been publicly identified as an issue requiring additional evaluation.

CONSISTENCY WITH COMMUNITY CHARACTER

- The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.
- The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.
- The proposed action is inconsistent with the predominant architectural style and character.

Magnitude: See response to "IMPACT ON HISTORIC & ARCHAEOLOGICAL RESOURCES."

Importance of Impact: See response to "IMPACT ON HISTORIC & ARCHAEOLOGICAL RESOURCES."

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EXHIBIT 2

Involved and Interested Agency Lists

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	Contact Information
	State
	Mr. Udo Ammon Director Health Care Facility Planning, Licensure and Finance Bureau of Architectural & Engineering Facility Planning New York State Department of Health Corning Tower, 18th Floor Empire State Plaza Albany, New York 12237
	New York State Health Department Central Region Office 217 South Salina Street Syracuse, NY 13202
	Mr. Keith McCarthy Director, Bureau of Inspection and Certification New York State Office of Mental Health 44 Holland Avenue Albany, New York 12229
	Robert S. Derico, RA Senior Environmental Manager Office of Environmental Affairs Dormitory Authority of the State of New York 515 Broadway Albany, NY, 12207
	Ms. Judy Drabicki Regional Director NYSDEC, Region 6 207 Genesee Street Utica, NY 13501
	Mr. Brian Hoffmann, P.E. Regional Design Engineer NYSDOT Region 2 Utica State Office Building 207 Genesee Street Utica, NY 13501
	Mr. John A. Bonafide Director, Bureau of Technical Preservation Services New York State Division for Historic Preservation New York State Office of Parks, Recreation & Historic Preservation Peebles Island State Park P.O. Box 189 Waterford, NY 12188-0189
	Mr. Anthony Opalka Historic Preservation Program Analyst New York State Division for Historic Preservation New York State Office of Parks, Recreation & Historic Preservation Peebles Island State Park P.O. Box 189 Waterford, NY 12188-0189

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	Contact Information
	Local/Regional
	Hon. Anthony J. Picente, Jr. County Executive Oneida County Office Building 800 Park Avenue Utica, NY 13501
	Hon. Robert M. Palmieri Mayor City of Utica 1 Kennedy Plaza Utica, NY 13502
	Ms. Shawna Papale Executive Director Oneida County LDC 584 Phoenix Drive Rome, NY 13441-4105
	Ms. Shawna Papale Executive Director Oneida County IDA 584 Phoenix Drive Rome, NY 13441-4105
	Mr. Fred Matrulli Chairperson City of Utica Planning Board c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner) 1 Kennedy Plaza Utica, NY 13502
	Hon. Michael P. Galime Council President 1 Kennedy Plaza Utica, NY 13502
	Mr. J. Michael Mahoney Deputy City Engineer City of Utica Department of Engineering 1 Kennedy Plaza Utica, NY 13502
	City of Utica Zoning Board of Appeals c/o Department of Urban & Economic Development (Mr. Brian Thomas, Commissioner) 1 Kennedy Plaza Utica, NY 13502
	Mr. Brian Thomas, Commissioner, Department of Urban & Economic Development Hon. Robert M. Palmieri, Mayor Urban Renewal Agency 1 Kennedy Plaza Utica, NY 13502
	Mr. Richard Goodney, P.E. Director of Engineering Mohawk Valley Water Authority 1 Kennedy Plaza Utica, NY 13502

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	Contact Information
	Phyllis D. Ellis, BSN, MS, F.A.C.H.E. Director of Health Oneida County Health Department Adirondack Bank Building, 5th Floor 185 Genesee Street Utica, NY 13501
	Daniel W. Gilmore, Ph.D. Environmental Health Director Oneida County Health Department Adirondack Bank Building, 4th Floor 185 Genesee Street Utica, NY 13501
	Mr. Steven Devan, P.E. Commissioner Oneida County Department of Water Quality & Water Pollution Control 51 Leland Avenue Utica, NY 13503
	Mr. Chris Osier Pretreatment Coordinator Oneida County Department of Water Quality & Water Pollution Control 51 Leland Avenue Utica, NY 13503

* Involved agency means an agency that has jurisdiction by law to fund, approve or directly undertake an action. If an agency will ultimately make a discretionary decision to fund, approve or undertake and action, then it is an "Involved Agency," notwithstanding, that it has not received and application for funding or approval at the time the SEQRA process is commenced. The lead agency is also an "Involved Agency."

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	Contact Information
	Federal
	Ms. Evelyn Martinez Manager New York Airports District Office FAA Eastern Region 1 Aviation Plaza, Room 111 Jamaica, NY 11434
	State
	Regional Director NYSDOH Central New York Regional Office 217 South Salina Street Syracuse, NY 13202-1380
	Local/Regional
	Mr. Jack N. Spaeth Executive Director Utica Industrial Development Authority 1 Kennedy Plaza Utica, NY 13502
	Mr. Dave Farina Code Enforcement Administrator City of Utica Codes Department 1 Kennedy Plaza Utica, NY 13502
	Mr. John R. Kent, Jr. Commissioner Oneida County Department of Planning 321 Main Street Utica, NY 13501
	Mr. Chris Henry Oneida County Department of Planning 321 Main Street Utica, NY 13501
	Mr. Steve J. DiMeo President Mohawk Valley EDGE 584 Phoenix Drive Rome, NY 13441-4105
	City of Utica Scenic and Historic Preservation Commission Department of Urban and Economic Development City Hall 1 Kennedy Plaza Utica, NY 13502
	Mr. Steve Grant President Landmarks Society of Greater Utica 1124 State Street Utica, NY 13502
	Mr. Don Maugiri Syracuse/Binghamton Operations Manager Lightower Fiber Networks 300 Meridian Centre Blvd. Rochester, NY 14618

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	Contact Information
	Mr. Christopher J. Gorman Manager – Community and Customer Management, Upstate NY National Grid 300 Erie Blvd. West Syracuse, NY 13202
	Mr. Mark P. Burkhart Senior Technical Project Manager Engineering and Construction AT&T Corp. – AT&T Network Operations 139 Bacon Pond Road Woodbury, CT 06798
	Spectrum 1117 Erie Blvd W Rome, NY 13440
	Verizon 280 Genesee Street Utica NY 13502-4618
	Central New York Regional Transportation Authority (CENTRO) 200 Cortland Avenue PO Box 820 Syracuse, NY 13205-0820
	Ms. Beth Irons Bagg's Square Association 421 Broad Street Utica, NY 13502
	Ms. Megan Fraser-McGrogan Greater Utica Chamber of Commerce 520 Seneca Street Suite 102 Utica, NY 13502
	Ms. Sonia Martinez Mohawk Valley Latino Association 309 Genesee Street 3rd Floor Utica, NY 13501
	Ms. Shelly Callahan Mohawk Valley Resource Center for Refugees 201 Bleecker Street Utica NY 13501
	Mr. Carl Annese The Upper Mohawk Valley Memorial Auditorium Authority 400 Oriskany Street W. Utica, NY 13502
	Maria Kontaridis, PhD Masonic Medical Research Laboratory 2150 Bleeker Street Utica, NY 13501
	Ms. Venice Ervin NAACP - Utica/Oneida County - Branch #2167 P.O. Box 236 Utica, NY 13502
	Mr. Craig Grant City of Utica Neighborhood Associations 1611 Genesee Street Utica, NY 13501

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	Contact Information
	Mr. Bruce J. Karam Utica City School District 106 Memorial Parkway Utica, NY 13501
	Mr. Vincent Gilroy Utica Harbor Point LDC 1 Kennedy Plaza Utica, NY 13502
	Mr. Robert Calli Utica Municipal Housing Authority 509 Second Street Utica, NY 13501
	Ms. Christine Pastorelli City of Utica Section 8 Program 1 Kennedy Plaza Utica, NY 13502
	Mr. Dan Broedel Midstate Regional Emergency Medical Services Council 14 Foery Drive Utica, NY 13501
	Ms. Alicia Dicks The Community Foundation of Herkimer and Oneida Counties 2608 Genesee Street Utica, NY 13502
	Mr. Davis Yohe CRM Management (Kennedy Plaza) 117 West Liberty Street Suite 6 Rome, NY 13440
	Mr. John Kelly Chief Utica Fire Department 552 Bleecker Street Utica, NY 13501
	Lt. Bryan Coromato Public Information Officer Utica Police Department 413 Oriskany Street West Utica, NY 13502
	Ms. Donna K. Lynskey Deputy Clerk Utica City Court 411 Oriskany Street West Utica, NY 13502

* Interested agency means an agency that lacks the jurisdiction to fund, approve or directly undertake an action, but wishes to participate in the review process because of its specific expertise or concern about the proposed action. An "interested agency" has the same ability to participate in the review process as a member of the public.

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AFFIDAVIT OF SERVICE OF MAILING

STATE OF NEW YORK)

COUNTY OF Oneida) ss.:

Christopher M. Lawrence, being duly sworn, deposes and says:

On the day of May 15, 2018, I served a true copy of the Annexed MAPHS - SEQRA - PAY DEC. POCKET by mailing the same in a sealed envelope, with postage prepaid thereon, in a post office or official depository of the U.S. Postal Service within the State of New York, addressed to the last known addressee(s) as indicated below:

Mr. Jack Ammon
Director
Health Care Facility Planning, Licensure and Finance
Wheaton Architect Plan & Engineering Facility Planning
New York State Department of Health
Corning Tower, 15th Floor
Empire State Plaza
Albany, New York 12237

New York State Health Department
Central Region Office
217 South Salina Street
Syracuse, NY 13202

Mr. Keith McCarthy
Director, Bureau of Environmental Certification
New York State
Office of Mental Health
44 Holland Avenue
Albany, New York 12229

Robert A. Denton, Jr.
Senior Environmental Manager
Office of Environmental Affairs
Dormitory Authority of the State of New York
515 Broadway
Albany, NY 12207

[illegible]
Regional Director
[illegible], Region 6
[illegible]
Utica, NY 13502

[illegible]
Regional Design Engineer
[illegible]
[illegible]
Utica, NY 13502

Mr. John A. Bonafide
Director, Bureau of Technical Preservation Services
New York State Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
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Mr. William Dolan
Historic Preservation Program Analyst
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New York State Office of Parks, Recreation & Historic Preservation
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County Executive
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[illegible]
Utica, NY 13502

[illegible]
Mayor
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(Signature) [signature]

(Print name) CHRISTOPHER M. LAWRENCE

Sworn to before me this 18th

day of May, 2018

[signature]

Notary Public

CATHERINE M. MACK
Notary Public, State of New York
Reg. # [illegible]
Appointed in Oneida County
My Commission Expires July [illegible], 20[illegible]

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Scoping

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MOHAWK VALLEY HEALTH SYSTEM ("MVHS")
INTEGRATED HEALTH CAMPUS ("IHC")
STATE ENVIRONMENTAL QUALITY REVIEW ACT ("SEQRA")
DRAFT SCOPING DOCUMENT
FOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT

1.1 INTRODUCTION

Pursuant to New York State Environmental Conservation Law Article 8 (State Environmental Quality Review Act, "SEQRA"), Part 617 of Chapter 6 of the New York Code of Rules and Regulations, and the adoption of a Notice of Determination of Significance" ("Positive Declaration") by the City of Utica Planning Board, acting as SEQRA Lead Agency in a coordinated review process, the City of Utica Planning Board intends to prepare a Draft Environmental Impact Statement ("DEIS") for the Integrated Health Campus Project ("IHC Project") proposed by the Mohawk Valley Health System ("MVHS" or "Project Sponsor"). In accordance with SEQRA, the DEIS is required to address specific adverse environmental impacts, which can be reasonably anticipated.

Pursuant to SEQRA implementing regulations (6 NYCRR § 617.9(a)(1)), the Project Sponsor or the Lead Agency, at the Project Sponsor's option, will prepare the DEIS. As the Project Sponsor, MVHS has prepared this Draft Scoping Document. The primary goals of scoping are to focus the DEIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or nonsignificant. As a draft scoping document, the following information is contained herein (6 NYCRR § 617.8) for public and agency review:

- A brief description of the proposed action (Section 1.3)
- The potentially significant adverse impacts identified in the "Positive Declaration" and as a result of consultation with the other involved agencies and the public, including an identification of those aspects of the environmental setting that may be impacted (Section 1.4)
- The extent and quality of information needed for the preparer to adequately address each impact, including an identification of relevant existing information, and required new information, including the required methodology(ies) for obtaining new information (Section 1.4)
- An initial identification of mitigation measures to avoid or minimize adverse environmental impacts (Section 1.4)
- The reasonable alternatives to be considered (Section 1.9)
- An identification of the information/data that should be included in an appendix rather than the body of the DEIS (Section 1.10)

As Lead Agency, the City Planning Board will provide a copy of the draft Scoping Document to all involved agencies, post it on the Project's website, and make it available to any individual or interested agency that has expressed an interest in writing to the Lead Agency. Involved agencies should provide written comments reflecting their concerns, jurisdictions and informational needs sufficient to ensure that the EIS will be adequate to support their SEQRA Findings[1]. Failure of an involved agency to participate in the scoping process will not delay completion of the final written scope. Written comments will be accepted by the Lead Agency at the address noted below from May 18, 2018 to June 20, 2018. Written comments should be forward to:

[1] SEQRA Findings (Findings Statement) means a written statement prepared by each involved agency, in accordance with SEQRA implementing regulations (6 NYCRR § 617.11), after a final EIS has been filed, that considers the relevant environmental impacts presented in an EIS, weighs and balances them with social, economic and other essential considerations, provides a rationale for the agency's decision and certifies that the SEQRA requirements have been met.

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City of Utica Planning Board
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502
Phone Number: (315) 792-0181
Email: bthomas@cityofutica.com

The scoping process will also include an opportunity for public participation. The City Planning Board has scheduled a public scoping meeting for June 7, 2018, which will be held in Conference Rooms A and B at the New York State Office Building, 207 Genesee Street, Utica, New York 13501. A presentation will begin at 5:30pm and a Public Hearing will begin at 6:00pm. Oral comments received at the public scoping meeting will be recorded.

A Final Scoping Document will be prepared and issued by the City Planning Board, as SEQRA Lead Agency, which incorporates substantive comments received during the public and agency comment period. The Final Scoping Document will also identify those prominent issues that were raised during scoping and determined by the Lead Agency to be not relevant or not environmentally significant or that have been adequately addressed in prior environmental review (Section 1.11).

All relevant issues should be raised before the issuance of a final written scope. Any agency or person raising issues after that time must provide to the Lead Agency and Project Sponsor a written statement that identifies:

- The nature of the information
- The importance and relevance of the information to a potential significant impact
- The reason(s) why the information was not identified during scoping and why it should be included at this stage of the review

The Project Sponsor may incorporate information submitted after the issuance of a final written scope into the DEIS at its discretion. Any substantive information not incorporated into the DEIS must be considered as public comment on the DEIS.

Information on the project and scoping process are available on the project's SEQRA website (http://www.cityofutica.com/departments/urban-and-economic-development/planning/mvhs-seqra/index). The project website is also accessible from the City of Utica's home page (http://www.cityofutica.com/).

1.2 PROJECT PURPOSE

Faxton St. Luke's Healthcare ("FSLH") and St. Elizabeth Medical Center ("SEMC") affiliated in 2014 to become MVHS[2]. MVHS's mission is to provide excellence in healthcare for its communities. Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has been successful in its efforts thus far, but has been constrained by the age and physical limitations of the existing facilities.

[2] Mohawk Valley Health System is the Sole Corporate Member of Faxton-St. Luke`s Healthcare, St. Elizabeth Medical Center, St. Luke's Home Residential Health Care Facility, Senior Network Health, LLC, Visiting Nurse Association of Utica and Oneida County, Inc., and Mohawk Valley Home Care, LLC. Together, the system is governed by one Board of Directors. As referenced in its certificate of need application for construction of the new hospital, MVHS plans to apply for a certificate of need from the Department of Health pursuant to Article 28 of the Public Health Law pursuant to which it also would be the sole operator of the new integrated hospital campus.

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As summarized below, FSLH and SEMC are currently comprised of three locations (see Figure 1).

FSLH Campus Locations	SEMC Campus Location
St. Luke's Campus 1656 Champlain Avenue Utica, NY	SEMC Campus 2209 Genesee Street Utica, NY
Faxton Campus 1676 Sunset Avenue (1675 Bennett Street) Utica, NY	

To support goals to deliver higher quality, more effective care with better community outcomes and at a lower cost, the proposed MVHS IHC, will combine services from both St. Luke's and SEMC. The new MVHS IHC and hospital will replace the St. Luke's and SEMC campuses, reduce the number of beds in the community, and consolidate patient services to one campus; Faxton Campus services will not move to the new IHC.

The decision to consolidate these two campuses to a single facility was motivated by several key factors:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities
- The growing demand for healthcare due to the rapidly increasing and aging population in this region
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community
- The opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability

Funding for the project has been provided, in part, by New York State via the Oneida County Health Care Facility Transformation Program, which provided capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care." (https://www.nysenate.gov/legislation/laws/PBH/2825-B)

1.3 PROJECT DESCRIPTION

As depicted on Figure 2 (Site Location Map), the MVHS IHC will generally be bounded by Oriskany Boulevard (NYS Route 69) to the north, Broadway to the east, Columbia Street and NYS Route 8 to the west, and City Hall and Kennedy Apartments to the south. The MVHS IHC will encompass approximately 25-acres and will include the following elements:

- Hospital building
- Central utility plant
- Parking facilities (including one municipal parking garage and multiple surface lots)
- Potential future medical office building (by private developer)
- Campus grounds
- Helistop

To accommodate the proposed MVHS IHC, the proposed project will involve the acquisition of properties and modifications to existing public/private utility infrastructure.

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Descriptions of the project elements are provided below, as well as a description of the intended future use of the two existing St. Luke's and SEMC campuses. These descriptions represent the project as currently envisioned.

HOSPITAL BUILDING

The proposed ±670,000 square foot (sf) hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and a 7-story bed tower.

The main entrance to the hospital will be located south of Lafayette Street, proximal to Cornelia Street. In addition to the main entrance, Emergency Department ("ED") walk-in and ED ambulance entrances will be located on the western portion of the hospital. Vehicular and pedestrian entries will be marked by canopy systems that provide adequate coverage for public drop off, ED walk-in and loading activities. Ambulance traffic will be provided with a large drive-thru canopy adjoined to the podium.

A service entrance will be located on the eastern portion of the hospital building, which will be accessible via Columbia Street.

Most services currently provided at the St. Luke's and SEMC campuses will be transitioned to the MVHS IHC including ±373 inpatient beds.

CENTRAL UTILITY PLANT

A three-story Central Utility Plant ("CUP") will service the hospital. The CUP will adjoin the eastern portion of the podium of the hospital building. The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each which will be fueled by both natural gas and No. 2 Fuel oil. A 50,000-gallon underground storage tank ("UST") used to store the No. 2 fuel oil will be installed south of the CUP in the service yard. A 30,000-gallon aboveground storage tank ("AST") used to store emergency water for fire protection will also be located in the service yard.

PARKING FACILITIES

Parking facilities will consist of a three-story, municipally-owned parking garage and multiple parking lots. The parking garage will provide approximately 1550 parking spaces and the parking lots will allow for an additional ±1100 parking spaces. These parking facilities will be available for use by patients, visitors, staff, and volunteers, as well as the community for non-hospital related events.

POTENTIAL FUTURE MEDICAL OFFICE BUILDING

A future medical office building is proposed. It is anticipated that the medical office building would be owned and operated by a private developer. As illustrated on Figure 2, the proposed location of the medical office building is south of Columbia Street and east of Cornelia Street.

CAMPUS GROUNDS

The campus will be designed as an urban park with enhanced lighting, trees, pedestrian walkways and seating areas. A pedestrian walkway will replace a portion of Lafayette Street. This walkway will extend from the main entrance to the west, terminating just adjacent to the North-South Arterial Highway. An additional segment of the walkway will provide access to the ED entrance. Outdoor areas will include gardens and other design considerations to create a healing environment.

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HELISTOP

A helistop[3] will be situated to the west of the hospital building, adjacent to the ED ambulance entrance and north of Columbia Street. Approximately 40± annual emergency flights to the hospital are anticipated.

PROPERTY ACQUISITION

The project includes the acquisition of the 25± acres of property in an area of Utica that is designated as a Federal "Historically Underutilized Business" ("HUB") Zone[4], a distressed area and a New York State Department of Environmental Conservation ("NYSDEC") designated "Potential Environmental Justice Area." While it is anticipated that most of the property will be acquired through voluntary negotiation, it is likely that some property may need to be acquired via eminent domain. Many of the existing property owners and businesses will be required to relocate to other parts of Utica or Oneida County. The magnitude of the acquisition of 25+/- acres will be large, but most impacts are expected to be beneficial because it will better position the hospital to serve the largest and most diverse population in Oneida County, as well as creating the potential for secondary economic development opportunities.

STREET CLOSURES

As currently proposed, the project would require the following public street closures or changes in designation:

- Lafayette Street from the North-South Arterial Highway to Broadway will be abandoned by the City
- Cornelia Street from Columbia Street to Oriskany Street will be abandoned by the City
- Carton Avenue, Sayre Alley, and Pine Street will be abandoned by the City
- The former Lafayette Street from Broadway to Cornelia Street will become the main entrance to the IHC
- The former Cornelia Street from Lafayette Street to Oriskany Street will become the entrance to the new public parking garage and an alternate hospital entrance/exit

UTILITY INFRASTRUCTURE

Based on a preliminary assessment of existing utilities and project needs, modifications to the existing infrastructure in the project area are anticipated. A summary of anticipated modifications is provided below.

Sanitary Sewers

It is anticipated that the existing sanitary sewer line within the right-of-way ("ROW") of Cornelia Street between Columbia and Lafayette Streets, and in the ROW of Lafayette Street between Cornelia and State Streets, will be abandoned/removed. A new sewer line within the ROW of Columbia Street will be constructed from Cornelia Street to the 48" (diameter) trunk sewer along State Street. A new sewer line would be constructed to divert upstream flow from the south on Cornelia Street to the existing sewer on Broadway via a rehabilitated existing or newly constructed sewer in Columbia Street between Cornelia Street and Broadway. Other potential new sewers lines may be needed along Lafayette Street, abutting the north side of the hospital.

The location and size of sanitary laterals and connections will depend on the plumbing/mechanical design of the new hospital buildings. It is assumed each new structure will have its own service lateral(s) connecting to the City mains.

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[3] A helistop is a minimally developed helicopter facility for boarding and discharging passengers or cargo, without the support facilities found at a heliport.

[4] HUBZone means a historically underutilized business zone, which is an area located within one or more: (1) Qualified census tracts; (2) Qualified non-metropolitan counties; (3) Lands within the external boundaries of an Indian reservation; (4) Qualified base closure areas; (5) Re-designated areas; or (6) Qualified disaster areas.

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Wastewater associated with hospital operations is anticipated to be ±187,000 gallons per day (gpd) and will be discharged to Oneida County's Water Pollution Control Plant via City sanitary sewers and Oneida County interceptor sewers.

Storm Sewers

The overall percent impervious surfaces resulting from development of the IHC is anticipated to be less than the amount of coverage under existing conditions. In addition, the buildings and paved impervious surface areas of the MVHS IHC may be further minimized or reduced using "Green Infrastructure" design features such as pervious pavement/pavers, planting beds, and subsurface rainwater detention.

It is anticipated that the existing storm sewer lines within the ROW of Cornelia Street between Columbia and Lafayette Streets will be abandoned/removed. Removal of portions of storm sewer lines may also be required along Lafayette Street between Cornelia and State Streets. New storm sewer piping will be installed in the ROW along State Street and connect to the existing New York State Department of Transportation ("NYSDOT") storm sewer line, which connects to the north side of Oriskany Street West/Route 5S, west of the Utica Memorial Auditorium ("Aud"). Alternatively, storm sewers will be constructed from the intersection of State Street and Oriskany Street west to the existing storm sewer at Cornelia Street and Oriskany Street. New branch lines will tie-in catch basins along the west end of Columbia Street. Flow from the east side of the campus and upstream flow from Broadway will be conveyed through existing storm sewers in Cornelia Street, north of Lafayette, Lafayette Street east of Cornelia, and Broadway.

Water Mains

Water mains located in the ROW along portions of Lafayette Street may need to be removed/abandoned, as would other smaller mains within the new building footprint. Where new supply mains are required, the older mains would be replaced. Fire hydrants will be located along the public streets and private fire hydrants will be located within the IHC campus, as required for fire protection. Each building will be provided with its own backflow prevention device to comply with Mohawk Valley Water Authority requirements.

Water mains to be replaced or installed include: 1) older 6" and 16" mains on State Street will be replaced with a new 16" water main; 2) a 6"/8" main on Broadway that will be replaced with a 12" pipe connecting large mains on Columbia to Whitesboro Street; 3) 12" water main along Oriskany Street East between State Street and Broadway; and 4) 12" water main (private) along Lafayette Street to serve the IHC.

Electric and Natural Gas

Electric and gas utilities in the area of the proposed IHC are operated and maintained by National Grid. The gas mains and underground electric conductors are owned by National Grid. The underground conduits and vaults are owned by the City of Utica, and leased to National Grid for use.

Both electric and gas assets exist extensively throughout the IHC project footprint, including a 13.2 KV underground feed in Cornelia and Lafayette Streets. All assets, both electric and gas, will need to be relocated out of the IHC footprint, into public rights-of-way; locations are to be determined through on-going coordination between MVHS, National Grid and the City.

INTENDED FUTURE USE OF EXISITING HOSPITALS

Disposition and Repurposing of Existing Hospital Campuses

With the exception of certain existing ancillary facilities within which existing operations will be maintained (see below), MVHS' objective is to facilitate redevelopment of the existing St. Luke's and SEMC campuses consistent with the Town of New Hartford's and the City of Utica's long-term development plans and capable of making an economically positive contribution to each community. In support of this objective, MVHS will be conducting an evaluation of the properties and potential "as-of-right"[5] redevelopment opportunities

[5] Consistent with existing zoning designations and regulations.

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concurrent with planning for the proposed hospital. In addition to the disposition and redevelopment of the primary facilities, existing ancillary facilities will also be reused. A description of the anticipated continued use of portions of the existing campuses is provided below.

St. Luke's

Most of the inpatient and outpatient services performed at the existing St. Luke's campus will be transitioned to the MVHS downtown IHC. However, it is anticipated that ±24 physical medical and rehabilitation beds, as well as some outpatient services will remain at this site. Unused medical supplies and certain medical equipment will be brought to the MVHS IHC. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

SEMC

The non-hospital buildings located at the SEMC Campus will be converted into an outpatient extension clinic. Services provided at the clinic will include sleep center services, cardiac and thoracic surgery-related physician offices, primary care services and a laboratory patient service center. Unused medical supplies and certain medical equipment will be brought to the MVHS IHC. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

1.4 POTENTIALLY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS

During the Lead Agency Coordination, Notice of Determination, and Scoping processes, potentially significant adverse environmental impacts were identified including both short-term, construction related activities, and long-term impacts associated with the operation of the proposed IHC. The table below identifies these potential impacts by topic and includes the following information for each:

- The potentially significant adverse impacts identified in the "Positive Declaration", and as a result of consultation with the other involved agencies and the public, including an identification of those aspects of the environmental setting that may be impacted
- The extent and quality of information needed to adequately address each impact, including an identification of relevant existing information, and required new information, including the required methodology(ies) for obtaining new information
- An initial identification of mitigation measures to avoid or minimize adverse environmental impacts

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Land (Geology, Soils, Topography)	***Construction*** ■ Physical alteration of >10-acres of land and construction that continues for more than one year or in multiple phases ■ Excavation and removal of more than 1,000 tons of material including removal and disposal of unsuitable fill material and/or impacted soil, if encountered ■ Increase in erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides) ***Operation*** ■ No significant adverse impacts anticipated; proposed post-construction conditions will result in an increase in pervious greenspace	***Existing Information Sources*** ■ Limited Phase I Environmental Site Assessment (Phase I ESA) ■ Previous geotechnical investigations on properties proximal to the proposed project area ■ Information from the Soil Survey of Oneida County, New York published by the United States Department of Agriculture ("USDA") Natural Resources Conservation Services ("NRCS") and other readily available existing resources (*e.g.,* https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) will be relied on to describe surface (soil) and subsurface (bedrock) conditions ■ Additional desktop/web-based environmental database reviews ***Additional Information Needs*** ■ Topographical survey ■ Subsurface geotechnical investigation (evaluate constructability issues such as depth to bedrock and groundwater, seismicity, soil permeability, erosion potential, *etc.*, as well as potential surface and subsurface impacts associated with past land use)	***Construction*** ■ Obtain coverage under NYSDEC's General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002) ■ Preparation and implementation a of Stormwater Pollution Prevention Plan ("SWPPP") including an Erosion and Sedimentation Control ("E&SC") Plan prepared in accordance with local and State standards to mitigate construction phase stormwater runoff-related impacts ■ Restricting the limits of construction to the minimum practicable area required to complete the work ■ Management (handling and disposal) of impacted soils/subsoils in accordance with applicable local, state and federal requirements ■ Timely and effective restoration of temporarily disturbed areas ■ Constructability issues identified in the geotechnical investigation will be considered in the design of the IHC ***Operation*** ■ Implementation of long-term stormwater management controls to control the rate and quality of runoff prior to leaving the site ■ Use of landscaping to minimize erosion potential

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Geologic Features (*i.e.*, unique or unusual land forms)	Based on review of existing information sources, no unique or unusual land forms were identified within or proximal to the project site.	***Existing Information Sources*** ■ Information from the Web Soil Survey developed by the USDA NRCS (Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) ■ National Natural Landmarks Program, *National Registry of Natural Landmarks*, June 2009 (https://www.nps.gov/subjects/nnlandmarks/upload/NNLRegistry.pdf)	No significant impacts to geologic features were identified; no mitigation measures are warranted.
Impact on Surface Water	***Construction*** ■ Potential temporary impacts (sediment-laden runoff) to surface waters from demolition/construction activities including ground disturbances (*e.g.,* excavation or installation of utilities), construction of temporary roads and access facilities, grading, and landscaping ■ Potential to encounter impacted surface/groundwater due to past land use(s) ***Operation*** ■ Potential impacts from outdoor storage of materials (if any) and runoff from impervious areas (including parking lots)	***Existing Information Sources*** ■ NYSDEC's Environmental Resource Mapper (http://www.dec.ny.gov/gis/erm/) ***Additional Information Needs*** ■ Topographical survey ■ Site layout illustrating outdoor storage areas ■ Project grading and E&SC plan ■ Construction sequencing ■ SWPPP ■ Subsurface data	***Construction*** ■ Preparation and implementation of a SWPPP including an E&SC Plan prepared in accordance with local and State standards to mitigate construction phase impacts ■ Management (handling and disposal) of impacted soils/subsoils and groundwater in accordance with applicable local, state and federal requirements ***Operation*** ■ Management of stormwater runoff in accordance with local and state requirements ■ Conveyance of wastewater/sanitary discharges to Oneida County's Water Pollution Control Plant in accordance with the local sewer ordinance

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Groundwater	***Construction*** ■ Potential impacts to groundwater associated with dewatering during construction activities ■ Potential to encounter aboveground and/or underground storage tanks (ASTs and USTS, respectively) during demolition/excavation activities, as well as, impacted soil/groundwater from past land use(s) ***Operation*** ■ Potential impacts relating to the bulk storage of oil/fuel and/or chemicals	***Existing Information Sources*** ■ Information from the Web Soil Survey developed by the USDA NRCS (Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) and other readily available existing resources will be relied on to describe groundwater conditions ■ Limited Phase I ESA ***Additional Information Needs*** ■ Subsurface data ■ Project-related bulk storage requirements and locations ■ Stormwater management (conceptual design)	***Construction*** ■ Preparation and implementation of a SWPPP including an E&SC Plan prepared in accordance with local and State standards to mitigate construction phase impacts (including a ground water management plan, if encountered) ■ Preparation and implementation of a Construction Health and Safety Plan ("CHASP") to protect construction workers and the community from exposure to potential impacted materials ■ Removal of any encountered ASTs and USTs will be conducted in accordance with NYSDEC-regulated PBS and/or CBS closure requirements, as well as waste characterization, management, handling and disposal, as applicable ***Operation*** ■ Installation and operation of NYSDEC-regulated PBS and/or CBS tanks will be conducted in accordance with applicable NYSDEC regulations, including design requirements including secondary containment, PBS and CBS registration certificates, operation and maintenance requirements. In addition, spill prevention plans (*e.g.,* Spill Prevention, Control and Countermeasure Plan, Spill Prevention Report) will be developed and implemented, as applicable

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Flooding	Based on review of existing information sources, the proposed project area is not located within a floodway or 100- or 500-year floodplain	***Existing Information Sources*** ■ Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM") (2013, Community Panel No. 36065C0751F)	No significant impacts on or from flooding were identified; no mitigation measures are warranted.
Impact on Air	***Construction*** ■ Dust generation during construction (including demolition activities) ■ Short-term emissions from construction equipment ***Operation*** ■ Operation phase emissions including combustion sources (*e.g.,* boilers, emergency back-up generators) and process sources (*e.g.,* sterilizers, refrigeration equipment) ■ The proposed action will include state regulated air emission sources ■ The action will result in the emission of one or more greenhouse gases in excess of 1000 tons/year of carbon dioxide (CO_2) ■ The proposed action will require a state air facility registration	***Existing Information Sources*** ■ Sources to identify existing air quality conditions include the NYSDEC, United States Environmental Protection Agency ("USEPA"), and NYSDOT (*i.e.,* existing traffic flow conditions), such as: » United States Environmental Protection Agency. 2018. *Current Nonattainment Counties for All Criteria Pollutants*. Available at: https://www3.epa.gov/airquality/greenbook/ancl.html » New York State Ambient Air Quality Report (NYSDEC, 2016). Available at: https://www.dec.ny.gov/chemical/8536.html ***Additional Information Needs*** ■ Listing of proposed combustion sources, including size and fuel type, and process sources (including exempt/trivial sources)	***Construction*** ■ The contractor(s) will be required to implement measures to minimize impacts including proper maintenance of vehicles and equipment, dust suppression, the use of low sulfur diesel fuel and best available technology to achieve the greatest reduction in particulate emissions ■ Adherence to NYS-required vehicle/equipment idling requirements ***Operation*** ■ Acquisition of and adherence to a NYSDEC-issued air permit/registration

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Plants and Animals	***Construction*** Significant adverse impacts to the Northern Long-eared Bat ("NLEB") from construction activities (*e.g.,* tree removal) are not anticipated. ***Operation*** Significant adverse impacts to plants and animals (endangered/threatened, rare, critical habitats) are not anticipated.	***Existing Information Sources*** ■ United States Fish and Wildlife ("USFWS") Information for Planning and Consultation ("IPaC") website (https://ecos.fws.gov/ipac/). ■ NYSDEC's New York Nature Explorer. Available at: http://www.dec.ny.gov/natureexplorer/app/;jsessionid=A6A00C61145343FD4309.+p15 ■ NYSDEC's Environmental Resource Mapper. Available at: http://www.dec.ny.gov/gis/erm/	***Construction*** ■ Construction planning to minimize work during ecologically sensitive time periods (*e.g.,* tree cutting activities will be restricted to November 1st through March 31st.)
Impacts on Agricultural Resources	Based on review of existing information sources, the proposed project area is not located within a State-designated agricultural district. In addition, the project area does not currently include agricultural land or resources suitable for wide agriculture use.	***Existing Information Sources*** ■ New York State Agricultural District Boundary Maps for Oneida County. Available at: https://cugir.library.cornell.edu/catalog/cugir-007975 ■ Information from the Web Soil Survey developed by the USDA NRCS (Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx)	No significant impacts on agricultural resources were identified; no mitigation measures are warranted.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Aesthetic Resources (including Lighting Impacts)	***Construction*** ■ Temporary construction-related lighting impacts from mobile sources (*e.g.*, trucks, heavy machinery) ***Operation*** ■ Outdoor lighting will include signage, lamp posts and building-mounted fixtures in exterior parking areas, walkways and entrances to the hospital, as applicable, which may result in light shining onto adjoining properties and creating sky-glow brighter than existing area conditions ■ Potential impacts on viewshed due to the proposed height of the building	***Existing Information Sources*** ■ Utica City Code. Available at: https://ecode360.com/UT2994 ***Additional Information Needs*** ■ Conceptual lighting design (types and locations) ■ Architectural renderings	***Construction*** ■ The project will require approval of a site plan by the City Planning Board, as well as City issuance of building permits based on compliance with the New York State Building Code. ***Operation*** ■ Adherence to New York Building Code requirements including the use and placement of outdoor lighting fixtures that reduce glare and spillover

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Historic and Archaeological Resources	***Construction*** ■ Potential impacts to archaeological resources due to in ground disturbances ***Construction/Operation*** ■ Potential impacts to historic properties located within or substantially contiguous to the IHC project area, including: » parcels listed or eligible for listing on the State or National Registers of Historic Places » parcels located in the Upper Genesee Street Historic District ■ The proposed action will result in the destruction or alteration of all or part of the site or property ■ The proposed action may result in the introduction of visual elements, which are out of character with the site or property, or may alter its setting	***Existing Information Sources*** ■ The New York State Historic Preservation Office ("SHPO") online Cultural Resource Information System ("CRIS"). Available at: https://cris.parks.ny.gov/Login.aspx?ReturnUrl=%2f ***Additional Information Needs*** ■ Historic Structure & Building Inventory Survey ■ Phase 1A Cultural Resource Survey ■ Architectural renderings ■ SHPO consultation	***Construction*** ■ Approval, in consultation with SHPO, of a Programmatic Agreement for the minimization and mitigation of potential adverse effects on historic or archaeological resources ■ Adherence to conditions identified in the Programmatic Agreement
Impacts on Open Space and Recreation	Based on a review of existing information sources, the proposed project area does not currently contain open space or recreational resources.	***Existing Information Sources*** ■ Aerial photography/Site reconnaissance ■ Tax parcel information	No significant impacts on open space and recreation were identified; no mitigation measures are warranted.
Impacts on Critical Environmental Areas ("CEAs")	Based on a review of existing information sources, the proposed project area is not located within a NYSDEC-designated CEA.	***Existing Information Sources*** ■ NYSDEC-identified CEAs available at https://www.dec.ny.gov/permits/6184.html	No significant impacts on CEAs were identified; no mitigation measures are warranted.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Transportation	***Construction*** ■ Temporary road closures ■ Construction vehicle & equipment/material staging ■ Impacts to bus service (routes, stops) ■ Increased demand for parking (construction workers) ***Operation*** ■ Increased traffic flow and operating conditions, which may exceed capacity of existing road network ■ Impacts to bus service (routes, stops, capacity) ■ Impacts to pedestrian facilities (sidewalk, crosswalks) ■ Increased demand for parking (employees, patients) resulting in the construction of parking area/garage for 500 or more vehicles ■ Alterations to the present pattern of movement of people or goods (including road closures)	***Existing Information Sources*** ■ Traffic flow data compiled by NYSDOT (https://www.dot.ny.gov/divisions/engineering/applications/traffic-data-viewer) ***Additional Information Needs*** ■ Traffic Impact Study with study limits coordinated with NYSDOT and City of Utica ■ Maintenance & Protection of Traffic Plan	***Construction*** ■ Development and implementation of a Maintenance and Protection of Traffic Plan ■ Temporary changes to street signals, signage, and traffic routes ■ Temporary bus lanes or bus stops to account for service disruptions ■ Traffic control personnel (flaggers) ***Operation*** ■ Addition and/or relocation of bus service stops ■ Increase bus fleet to allow for additional capacity ■ Parking regulation modifications ■ Addition of or modification to pedestrian facilities ■ Implementation of road improvements to maintain adequate flow of vehicles on streets (*i.e.*, levels of service) proximal to the project (as specified in the Traffic Impact Study)

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Utilities	***Construction*** ■ Temporary impacts due to the abandonment/removal; and installation of utilities (*e.g.,* sanitary and storm sewer, water, electric and natural gas). Specific construction-related impacts are identified elsewhere in this scoping document ***Operation*** ■ Although improvements/modifications to the existing utility infrastructure will be necessary to provide adequate services to the IHC, the utility systems themselves currently have sufficient capacity to service the IHV. Therefore, no significant adverse impacts on utility infrastructure capacities are anticipated	***Existing Information Sources*** ■ Existing, readily available information will be relied upon to assess impacts on utilities including a comparison to the current utility needs of St. Luke's and SEMC ***Additional Information Needs*** ■ Will-serve letters from purveyors or other documentation that the project will not result in significant adverse impacts on existing utility capacities	***Construction*** ■ Implementation of E&SC measures during installation of utility improvements ■ Implementation of a Maintenance & Protection of Traffic Plan to maintain traffic flow during installation of utilities within road ROWs (including acquisition of highway work permits from jurisdictional authorities) ***Operation*** No significant impacts on utilities from operation of the project were identified; no mitigation measures are warranted.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Energy (Including the Use and Conservation of Energy)	***Construction*** Significant adverse impacts to energy are not anticipated. ***Operation*** ▪ The peak electrical demand load for the proposed MVHS IHC is estimated to be 4.2 Megavolt-Amperes ("MVA"). Although upgrades to the exiting electrical distribution system may be required to adequately service the IHC, the electrical demand is not anticipated to significantly impact the grid ▪ The proposed action will involve heating and/or cooling of more than 100,000 sf of building area when completed ▪ Diesel-fueled emergency generators will also be used at the proposed MVHS IHC	***Existing Information Sources*** ▪ Existing, readily available information will be relied upon to assess impacts on energy including comparisons to the current energy consumption of St. Luke's and SEMC ***Additional Information Needs*** ▪ Estimated energy usage information, including any need to upgrade existing services, will be obtained from National Grid ▪ Energy conservation efforts (including LEED certification requirements, if applicable)	***Construction*** ▪ Implementation of E&SC measures during installation of utility improvements ▪ Implementation of a Maintenance & Protection of Traffic Plan to maintain traffic flow during installation of utilities within road ROWs (including acquisition of highway work permits from jurisdictional authorities) ***Operation*** ▪ Implementation of energy-saving measures (*e.g.*, LEED certification)

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Noise and Odor	***Construction*** Temporary construction-related noise impacts from the following: ■ Equipment necessary to prepare the project area (including demolition) and construct the proposed MVHS IHC ■ Vehicles and equipment accessing and egressing the site including trucks hauling C&D debris for off-site management ■ Temporary power generators Significant adverse odor impacts are not anticipated. ***Operation*** ■ Sporadic noise in excess of existing ambient levels during operation may be generated by incoming ambulances and helicopter flights Significant adverse odor impacts are not anticipated.	***Existing Information Sources*** ■ Existing, readily available information will be relied upon to assess noise and odor impacts (including construction equipment noise data published on the internet) ■ Utica City Code. Available at: https://ecode360.com/UT2994 ***Additional Information Needs*** ■ Identification of construction and operation phase noise sources ■ Identification of construction and operation phase odor sources. ■ Traffic Impact Study ■ Proposed operational equipment needs, quantities, and locations ■ Projected number of annual helicopter flights	***Construction*** ■ Noise impacts will be short-term and intermittent and mitigated through implementation of controls identified in the DEIS which may include: » Adherence to a City-approved construction schedule (The NYSDEC Program Policy "Assessing and Mitigating Noise Impacts" suggests that limiting activity to normal workday hours is an effective mitigation measure) » Use and maintenance of appropriate mufflers on vehicles and equipment » Compliance with the municipal noise ordinance and City code requirements ***Operation*** ■ Compliance with City Code requirements

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Human Health	***Construction*** ■ Vehicles and equipment accessing and egressing the project site ■ Disturbance of hazardous building materials during demolition activities (*e.g.,* asbestos, lead, *etc.*) ■ Potential to encounter impacted soils/groundwater (from past or existing land use) ***Operation*** ■ Use of hazardous materials and generation of solid and hazardous wastes including Regulated Medical Waste ("RMW") ■ The proposed action is located within 1500 feet of three licensed day care centers (*i.e.*, sensitive receptors) ■ The project or adjacent area includes a site(s) with a completed emergency spill remediation, or a completed environmental site remediation ■ The proposed action will result in an increase in the rate of disposal, or processing, of solid waste ■ A CSX railroad is located ±900 feet north of the proposed project area. ■ The proposed action will include the use of pesticides or herbicides	***Existing Information Sources*** ■ Desktop environmental database review ■ Oneida County Comprehensive Emergency Management Plan available at: http://www.ocgov.net/oneida/sites/default/files/E911/CEMP/Final%20CEMP.pdf ■ Limited Phase I ESA ***Additional Information Needs*** ■ Maintenance and Protection of Traffic Plan ■ Geotechnical investigation (including an assessment of potential surface and subsurface impacts associated with past land use) ■ Waste management practices	***Construction*** ■ Preparation and implementation of a CHASP to protect construction workers and the community from exposure to potential impacted materials ■ Contractors will be required to perform hazardous building material surveys of proposed demolition properties ■ Disposal of regulated materials/wastes in accordance with local, State and federal requirements ***Operation*** ■ Operation of the IHC will require the use of chemicals and other potentially hazardous materials and generation of hazardous wastes. These materials and wastes will be stored, handled and managed in accordance with applicable local, State and federal requirements ■ Use of herbicides and pesticides will be in accordance with applicable local, State and federal requirements ■ Coordination with the State Emergency Response Commission (*i.e.,* Homeland Security and Emergency Services) and Local Emergency Planning Committee(s) ("LEPC") ■ Implementation of existing emergency response plans

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Consistency with Community Character and Plans	***Construction*** ■ Acquisition (via voluntary negotiation and eminent domain) and demolition or alteration of properties in the proposed project area ***Operation*** ■ Land-use components will be different from current surrounding land use pattern(s) ■ Potential to result in secondary economic development impacts (*e.g.,* residential or commercial development) ■ Potential to replace or eliminate existing facilities, structures, or areas of historic importance to the community ■ Potential to displace affordable or low-income housing ■ The proposed action may be inconsistent with the predominant architectural style and character of the area	***Existing Information Sources*** ■ Conceptual site plan ■ SHPO CRIS; http://cris.parks.ny.gov/Login.aspx?ReturnUrl=%2f ■ Zoning ordinance ■ City Master Plan. Available at: http://www.uticamasterplan.org/mp_downloads.htm ***Additional Information Needs*** ■ Historic Structure & Building Inventory Survey ■ Architectural renderings ■ Public Participation Plan ■ SHPO consultation	■ The project will require approval of a site plan by the City Planning Board, as well as City issuance of building permits based on compliance with the New York State Building Code ■ Adherence to conditions identified in the SHPO-approved Programmatic Agreement

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Solid Waste Management	***Construction*** ■ Temporary increase in the rate of disposal or processing of solid waste from construction/demolition activities ■ The need to manage impacted soils/groundwater and/or hazardous building materials ***Operation*** ■ Waste generation (solid waste, hazardous waste and RMW	***Existing Information Sources*** ■ 2010 Oneida-Herkimer Solid Waste Management Plan ***Additional Information Needs*** ■ Project-related solid waste generation estimates ■ Management methods and locations	***Construction*** ■ Evaluation of material selection for interior and exterior building materials for recycled content and local materials ■ Diversion of construction and land clearing debris from landfill disposal (if applicable) ■ Redirecting recyclable-recovered resources (including demolition materials) back to the manufacturing process ■ Redirecting reusable materials to beneficial applications ***Operation*** ■ Solid waste and recyclables will be managed in accordance with applicable local, State and federal requirements ■ Consistency with the County's Solid Waste Management Plan ■ RMW will be hauled by a NYSDEC-permitted RMW transporter from the new hospital to the existing state-permitted autoclave and shredder located on the St. Luke's campus prior to ultimate management off-site in accordance with applicable local, State and federal requirements

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Environmental Justice	■ Potential displacement of affordable or low-income housing in NYSDEC-designated "Potential Environmental Justice Area"	***Existing Information Sources*** ■ NYSDEC-designated Potential Environmental Justice Areas in the City of Utica. Available at: http://www.dec.ny.gov/docs/permits_ej_operations_pdf/oneidaej.pdf ***Additional Information Needs*** ■ Public Participation Plan	■ Implementation of the Public Participation Plan

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1.5 CUMULATIVE IMPACTS

The DEIS will summarize the potential cumulative impacts of the proposed project in conjunction with other proposed and existing projects in the area. As defined in the NYSDEC's SEQRA Handbook, cumulative impacts occur when multiple actions affect the same resource(s). These are impacts on the environment that result from the "incremental or increased impact of an action(s) when the impacts of that action are added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from a single action or a number of individually minor but collectively significant actions taking place over a period of time." (http://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf)

Cumulative impacts must be assessed when actions are proposed, or can be foreseen as likely, to take place simultaneously or sequentially in a way that the combined impacts may be significant. As with direct impacts, assessment of cumulative impacts should be limited to consideration of reasonably foreseeable impacts, not speculative ones. Based on an initial consultation with the City's Department of Urban & Economic Development, the following projects were identified as potentially occurring within or proximal to the project area and within a similar timeframe as the proposed IHC project:

- Expansion of the Utica Memorial Auditorium, including the proposed NEXUS Center ("NEXUS"). NEXUS will be an approximately 170,000 sf tournament-based recreation play facility, utilized for ice hockey, box lacrosse, soccer, and other field sports that can be performed on a 200 x 85-foot playing surface. NEXUS will include three playing surfaces, 25± locker rooms, commercial office space, college classroom space, retail space, food and beverage services, and other multi-purpose training space. NEXUS is proposed to be developed on the block immediately east of the existing Auditorium, and will include the removal of Charles Street, an existing City street
- NYSDOT Route 5S (Oriskany Street) safety improvement project. Construction on this 2-year project began in April 2018, and will include reconstruction, re-aligning, and re-configuring intersections along Oriskany Street between Broadway and Broad Street
- City of Utica Combined Sewer Overflow ("CSO") Control Project A9.2. Construction on this 6-month project will begin in May 2018, and will include construction of a large-diameter storm sewer from John Street to Broad Street, the rehabilitation and re-purposing of the existing Old Erie Canal Conduit between Seneca Street and John Street, and other incidental storm and sanitary sewer modifications within the project limits. The project will convey previously separated stormwater flows to a dedicated stormwater discharge point at Broad Street (Ballou Creek)

Cumulative impacts on the following resources will be evaluated:

- Traffic
- Utility infrastructure.

The evaluation will rely on existing, readily available information including environmental impact assessments prepared by others for those projects (if available). In addition, potential cumulative traffic impacts will be incorporated into the IHC project's traffic impact study.

1.6 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

The DEIS will summarize unavoidable adverse environmental impacts; these are impacts that cannot be avoided or fully mitigated. Both short- and long-term impacts will be identified.

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1.7 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The DEIS will summarize the natural and human resources that will be consumed, converted, or made unavailable for future use by the proposed project.

Construction

- Commitment of previously developed land
- Commitment of resources (*e.g.*, building materials)

Operation

- Commitment of infrastructure (*e.g.,* water, sewer, police/fire protection, electricity, natural gas, transportation network, solid waste management)
- Commitment of workforce

1.8 GROWTH INDUCING ASPECTS

While growth-inducing effects (economic and social) of the IHC project may be beneficial to the region, induced growth may also be the prime source or cause of secondary environmental impacts. The growth inducement section of the DEIS will describe any further development, which the proposed action may support or encourage, such as:

- Attracting significant increases in local population by creating or relocating employment
- Providing support facilities or services
- Increasing the development potential of the surrounding area

The growth inducement section of the DEIS will rely on growth projections/predictions, which are based on available information. The purpose of the discussion of growth inducement in the DEIS is to enable Involved Agencies to reach findings concerning both positive and negative effects of induced growth in the area of the proposed project.

Growth inducting impacts will also address the future use/re-use of the existing facilities. MVHS is conducting an evaluation of the potential adaptive reuse of its existing facilities, which will form the basis of evaluation in the DEIS.

1.9 REASONABLE ALTERNATIVES

To support the goal of delivering higher quality, more effective care with better community outcomes and at a lower cost, MVHS made the decision to consolidate the St. Luke's and SEMC campuses to a single facility. This decision was spurred by several key objectives:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities
- The growing demand for healthcare due to the rapidly increasing and aging population in this region
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community

In addition, funding for the project has been provided, in part, by New York State via the Oneida County Health Care Facility Transformation Program, which provided capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care." (https://www.nysenate.gov/legislation/laws/PBH/2825-B)

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Considering these objectives and the capabilities of MVHS, a description and evaluation of reasonable project alternatives will be included in the DEIS. In addition to the required "no action" alternative, the DEIS will discuss:

- Alternative sites[6]
  - Downtown Utica Site (proposed Project Site)
  - Former NYS Psychiatric Center ("Old Main") – 1213 Court Street, Utica, NY
  - St. Luke's Hospital Campus – 1656 Champlin Avenue, New Hartford, NY
  - New Hartford Shopping Center[7] – 120 Genesee Street, New Hartford, NY
- Alternative scale/magnitude
- Alternative design
- Alternative timing

Under the "no action" alternative, MVHS would not relocate and consolidate the St. Luke's and SEMC campuses to the proposed downtown MVHS IHC location.

1.10 ELEMENTS OF THE DEIS

Draft Table of Contents for Draft Environmental Impact Statement
Mohawk Valley Health System ("MVHS")
Integrated Health Campus ("IHC")
Utica, New York
[Notice of Completion Date]

Cover Sheet (including items listed in 6 NYCRR 617.9(b)(3))

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1.1.4.2 Access/Egress

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1.1.5 Construction Activities

[6] The evaluation of alternatives will rely, in part, on "Draft Hospital Site Selection Process Summary Memo" provided by Mohawk Valley EDGE for MVHS (prepared by Elan Planning and O'Brien & Gere, June 2015).
[7] Correspondence from New Hartford Shopping Center Trust to City of Utica Planning Board (received February 20, 2018).

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1.1.6 Operation and Maintenance Requirements

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Chapter 3: Environmental Setting, Impacts, and Mitigation

3.#. – *Applicable Environmental Topic (The following environmental topics will be included in the Draft EIS: Land, Surface Water, Groundwater, Air, Aesthetic Resources (including Light), Historic & Archaeological Resources, Transportation, Energy, Noise & Odor, Human Health, Community Character and Plans and Solid Waste Management). For each topic, the following narrative will be provided:*

3.#.1. Existing Conditions

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Chapter 4: Effects on the Use and Conservation of Energy

Chapter 5: Cumulative Impacts

Chapter 6: Unavoidable Adverse Environmental Impacts

Chapter 7: Irreversible and Irretrievable Commitment of Resources

Chapter 8: Growth Inducing Aspects

References

References cited in the document will be identified by title, source and date.

Appendices

- SEQRA Documents (Lead Agency Coordination Materials, Full Environmental Assessment Form, Positive Declaration)
- SHPO Consultation Materials
  - Phase IA Cultural Resource Investigation
  - Historic Structure & Building Inventory Survey
  - SHPO Correspondence

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- Traffic Impact Study
- Subsurface Evaluations (Report & Data)
- Adaptive Reuse Report (Existing MVHS Facilities)

1.11 IRRELEVANT OR NON-SIGNIFICANT ISSUES OR IMPACTS

In accordance with SEQRA implementing regulations (6 NYCRR 617.8(f)(7)), the following issues were determined not to be relevant or environmentally significant to the SEQRA process for this project (see EAF Part 2 – Identification of Potential Project Impacts):

- Impacts to Geological Features (*e.g.*, cliffs, dunes, minerals, fossils, caves)
- Impacts on Flooding
- Impacts on Plants and Animals
- Impacts on Agricultural Resources
- Impacts on Open Space and Recreation
- Impact on Critical Environmental Areas (http://www.dec.ny.gov/permits/6184.html)

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FIGURES

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Legend

City of Utica Boundary

EXISTING MVHS FACILITIES

MOHAWK VALLEY HEALTH SYSTEM
INTEGRATED HEALTH CAMPUS
UTICA, NEW YORK

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Miles

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FILE_NO. 67677
MAY 2018

O'BRIEN & GERE ENGINEERS, INC.

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Proposed Hospital Site Location

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PLEASE TAKE NOTICE, the Planning Board for the City of Utica will hold a special meeting at 5:30 p.m. on June 7, 2018 in Conference Rooms A and B at the New York State Office Building, 207 Genesee Street, Utica, New York 13501, for the purpose of holding a public scoping hearing pursuant to the New York State Environmental Quality Review Act with respect to the Integrated Health Campus Project proposed by Mohawk Valley Health System and for the purpose of discussing any other matters properly before the Planning Board. **As per NYS regulation, photo ID is required to enter the building.**

Public scoping is being undertaken because the City of Utica Planning Board, as lead agency, has determined that the Integrated Health Campus Project proposed by Mohawk Valley Health System may have a significant adverse impact on the environment and a Draft Environmental Impact Statement must be prepared. The draft scope is available from the City of Utica Planning Board, with offices at the City of Utica Department of Urban & Economic Development, 1 Kennedy Plaza, Utica, NY, 13502 and on line at: http://cityofutica.com/departments/urban-and-economic-development/planning/mvhs-seqra/index Written comments with respect to the draft scope will be accepted until June 20, 2018 and must be addressed to Brian Thomas, City of Utica, Department of Urban & Economic Development, 1 Kennedy Plaza, Utica, NY 13502, Telephone: 315-798-0181, E-mail: bthomas@cityofutica.com.

The action involves construction and operation of an Integrated Health Campus, including a state of the art hospital, parking facilities/lots, utility upgrades and a medical office building on approximately 25 acres of land within the City of Utica bounded by Oriskany Boulevard (NYS Route 69) to the north, Broadway to the east, Columbia Street and NYS Route 8 to the west, and City Hall and Kennedy Apartments to the south. The Integrated Health Campus is proposed to be located in the Central Business Zoning District and requires site plan approval from the City of Utica Planning Board. Site plan approval is a discretionary action by the City of Utica Planning Board.

The proposed Integrated Health Campus will replace two existing hospitals (St. Elizabeth Medical Center and Faxton St. Luke's Hospital) also owned and operated by Mohawk Valley Health System. As part of the action, Mohawk Valley Health System plans to facilitate redevelopment of the existing hospital campuses consistent with the Town of New Hartford's and the City of Utica's long-term development plans.

While it is anticipated that most of the property for the proposed Integrated Health Campus will be acquired through voluntary negotiation, it is likely that some property may need to be acquired via eminent domain. As a result of the action, many of the existing property owners and businesses will be required to relocate to other parts of Utica or Oneida County.

It is expected that the likely effects of the Project could include moderate to large impacts on land; surface water; groundwater; air; historic or archaeological resources; transportation; energy; noise, odor, and light; human health; consistency with community plans; and consistency with community character.

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Contact: Brian Thomas, City of Utica, Department of Urban & Economic Development, 1 Kennedy Plaza, Utica, NY 13502, Telephone: 315-798-0181, E-mail: bthomas@cityofutica.com

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MOHAWK VALLEY HEALTH SYSTEM ("MVHS")
INTEGRATED HEALTH CAMPUS ("IHC")
STATE ENVIRONMENTAL QUALITY REVIEW ACT ("SEQRA")
FINAL SCOPING DOCUMENT
FOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT

1.1 INTRODUCTION

Pursuant to New York State Environmental Conservation Law Article 8 (State Environmental Quality Review Act, "SEQRA"), Part 617 of Chapter 6 of the New York Code of Rules and Regulations, and the adoption of a Notice of Determination of Significance" ("Positive Declaration") by the City of Utica Planning Board, acting as SEQRA Lead Agency in a coordinated review process, the City of Utica Planning Board intends to prepare a Draft Environmental Impact Statement ("DEIS") for the Integrated Health Campus Project ("IHC Project") proposed by the Mohawk Valley Health System ("MVHS" or "Project Sponsor"). In accordance with SEQRA, the DEIS is required to address specific adverse environmental impacts, which can be reasonably anticipated.

Pursuant to SEQRA implementing regulations (6 NYCRR § 617.9(a)(1)), the Project Sponsor or the Lead Agency, at the Project Sponsor's option, will prepare the DEIS. As the Project Sponsor, MVHS prepared a Draft Scoping Document. The primary goals of scoping are to focus the DEIS on potentially significant adverse impacts and to eliminate consideration of those impacts that are irrelevant or nonsignificant. In accordance with SEQRA implementing regulations (6 NYCRR § 617.8), the Draft Scoping Document contained the following information:

- A brief description of the proposed action (Section 1.3)
- The potentially significant adverse impacts identified in the "Positive Declaration" and as a result of consultation with the other involved agencies and the public, including an identification of those aspects of the environmental setting that may be impacted (Section 1.4)
- The extent and quality of information needed for the preparer to adequately address each impact, including an identification of relevant existing information, and required new information, including the required methodology(ies) for obtaining new information (Section 1.4)
- An initial identification of mitigation measures to avoid or minimize adverse environmental impacts (Section 1.4)
- The reasonable alternatives to be considered (Section 1.9)
- An identification of the information/data that should be included in an appendix rather than the body of the DEIS (Section 1.10)

As Lead Agency, the City Planning Board made available a copy of the Draft Scoping Document via filing and public notice, in addition to posting it on the Project's website. The Draft Scoping Document was also made available to all involved agencies and to any individual or interested agency that has expressed an interest in writing to the Lead Agency. Involved agencies were requested to provide written comments reflecting their concerns, jurisdictions and informational needs sufficient to ensure that the EIS will be adequate to support their SEQRA Findings[1].

[1] SEQRA Findings (Findings Statement) means a written statement prepared by each involved agency, in accordance with SEQRA implementing regulations (6 NYCRR § 617.11), after a final EIS has been filed, that considers the relevant environmental impacts presented in an EIS, weighs and balances them with social, economic and other essential considerations, provides a rationale for the agency's decision and certifies that the SEQRA requirements have been met.

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The scoping process also included an opportunity for public participation. Written comments were accepted by the Lead Agency at the address noted below from May 18, 2018 to June 20, 2018.

City of Utica Planning Board
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502
Phone Number: (315) 792-0181
Email: bthomas@cityofutica.com

In addition, the City Planning Board scheduled a public scoping meeting, which was held on June 7, 2018 at the New York State Office Building (Conference Rooms A and B), 207 Genesee Street, Utica, New York 13501. Oral comments received at the public scoping meeting were recorded.

This document represents the Final Scoping Document. The Final Scoping Document was issued by the City Planning Board, as SEQRA Lead Agency, and incorporates substantive comments received during the public and agency comment period. The Final Scoping Document also identifies those prominent issues that were raised during scoping and determined by the Lead Agency to be not relevant or not environmentally significant or that have been adequately addressed in prior environmental review (Section 1.11).

All relevant issues should have been raised before the issuance of a final written scope. Any agency or person raising issues after that time must provide to the Lead Agency and Project Sponsor a written statement that identifies:

- The nature of the information
- The importance and relevance of the information to a potential significant impact
- The reason(s) why the information was not identified during scoping and why it should be included at this stage of the review

The Project Sponsor may incorporate information submitted after the issuance of a final written scope into the DEIS at its discretion. Any substantive information not incorporated into the DEIS must be considered as public comment on the DEIS.

Information on the project and scoping process, including Draft and Final Scoping Documents, received written comments, the public scoping hearing transcript, and a summary of comments on the Draft Scoping Document, are available on the project's SEQRA website (http://www.cityofutica.com/departments/urban-and-economic-development/planning/mvhs-seqra/index). The project website is also accessible from the City of Utica's home page (http://www.cityofutica.com/).

1.2 PROJECT PURPOSE

Faxton St. Luke's Healthcare ("FSLH") and St. Elizabeth Medical Center ("SEMC") affiliated in 2014 to become MVHS[2]. MVHS's mission is to provide excellence in healthcare for its communities. Substantial effort has been focused on consolidating existing resources, eliminating redundancies, expanding the depth and breadth of services, improving access and elevating the quality of healthcare services in the region. MVHS has been

[2] Mohawk Valley Health System is the Sole Corporate Member of Faxton-St. Luke`s Healthcare, St. Elizabeth Medical Center, St. Luke's Home Residential Health Care Facility, Senior Network Health, LLC, Visiting Nurse Association of Utica and Oneida County, Inc., and Mohawk Valley Home Care, LLC. Together, the system is governed by one Board of Directors. As referenced in its certificate of need application for construction of the new hospital, MVHS plans to apply for a certificate of need from the Department of Health pursuant to Article 28 of the Public Health Law pursuant to which it also would be the sole operator of the new integrated hospital campus.

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successful in its efforts thus far, but has been constrained by the age and physical limitations of the existing facilities.

As summarized below, FSLH and SEMC are currently comprised of three locations (see Figure 1).

FSLH Campus Locations	SEMC Campus Location
St. Luke's Campus 1656 Champlain Avenue Utica, NY	SEMC Campus 2209 Genesee Street Utica, NY
Faxton Campus 1676 Sunset Avenue (1675 Bennett Street) Utica, NY	

To support goals to deliver higher quality, more effective care with better community outcomes and at a lower cost, the proposed MVHS IHC, will combine services from both St. Luke's and SEMC. The new MVHS IHC and hospital will replace the St. Luke's and SEMC campuses, reduce the number of beds in the community, and consolidate patient services to one campus; Faxton Campus services will not move to the new IHC.

The decision to consolidate these two campuses to a single facility was motivated by several key factors:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities
- The growing demand for healthcare due to the rapidly increasing and aging population in this region[3]
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community
- The opportunity to gain greater operational efficiencies through the elimination of duplicative and redundant functions will help to reduce the rate of increase in healthcare spending and to achieve improved financial stability

The project also includes a proposed collaborative affiliation between MVHS and the Masonic Medical Research Laboratory. Research space is proposed within the new hospital that will allow Masonic laboratory researchers working behind the lab bench and MVHS clinicians working at patients' bedsides to collaborate and create new and innovative research and clinical benefits for the Mohawk Valley and beyond.

Funding for the project has been provided, in part, by New York State via the Oneida County Health Care Facility Transformation Program, which provided capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care." (https://www.nysenate.gov/legislation/laws/PBH/2825-B)

1.3 PROJECT DESCRIPTION

The "Project Description" section of the DEIS will contain the following information:

- The purpose or objective of the action, including any public need for, or public benefits from the action, including social and economic considerations
- The location and physical dimensions of the action
- The background and history of the action
- Timing and schedule for implementing the action, including construction and operations phases, to the extent the information is available, or can reasonably be estimated

[3] Demographic data will be presented in the DEIS.

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- Relationship of the action to land use plans, zoning restrictions, and other adopted plans and programs at the local, regional or state level
- Identification of authorizations, permits and approvals required.

As depicted on Figure 2 (Site Location Map), the MVHS IHC will generally be bounded by Oriskany Boulevard (NYS Route 69) to the north, Broadway to the east, Columbia Street and NYS Route 8 to the west, and City Hall and Kennedy Apartments to the south. The proposed location is proximal to the City's urban core, as well as the City's proposed "U" District, existing Brewery District, Bagg's Square and Utica Harbor Point. The MVHS IHC will encompass approximately 25-acres and will include the following elements:

- Hospital building
- Central utility plant
- Parking facilities (including one municipal parking garage and multiple surface lots)
- Potential future medical office building (by private developer)
- Campus grounds
- Hospital Heliport

To accommodate the proposed MVHS IHC, the proposed project will involve the acquisition of properties and modifications to existing public/private utility infrastructure.

Descriptions of the project elements are provided below, as well as a description of the intended future use of the two existing St. Luke's and SEMC campuses. These descriptions represent the project as currently envisioned.

HOSPITAL BUILDING

The proposed ±670,000 square foot (sf) hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and a 7-story bed tower.

The main entrance to the hospital will be located south of Lafayette Street, proximal to Cornelia Street. In addition to the main entrance, Emergency Department ("ED") walk-in and ED ambulance entrances will be located on the western portion of the hospital. Vehicular and pedestrian entries will be marked by canopy systems that provide adequate coverage for public drop off, ED walk-in and loading activities. Ambulance traffic will be provided with a large drive-thru canopy adjoined to the podium.

A service entrance will be located on the eastern portion of the hospital building, which will be accessible via Columbia Street.

Most services[4] currently provided at the St. Luke's and SEMC campuses will be transitioned to the MVHS IHC including ±373 inpatient beds.[5]

CENTRAL UTILITY PLANT

A three-story Central Utility Plant ("CUP") will service the hospital. The CUP will adjoin the eastern portion of the podium of the hospital building. The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each which will be fueled by both natural gas and No. 2 Fuel oil. A 50,000-gallon underground storage tank ("UST") used to store the No. 2 fuel oil will be installed south of the CUP in the service yard. A 30,000-gallon aboveground storage tank ("AST") used to store emergency water for fire protection will also be located in the service yard.

[4] Proposed services will be identified in the "Project Description" section of the DEIS.
[5] Justification of the number of proposed beds will be provided in the "Project Description" section of the DEIS.

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PARKING FACILITIES

Parking facilities will consist of a three-story, municipally-owned parking garage and multiple parking lots. The parking garage will provide approximately 1550 parking spaces and the parking lots will allow for an additional ±1100 parking spaces. These parking facilities will be available for use by patients, visitors, staff, and volunteers, as well as the community for non-hospital related events.

POTENTIAL FUTURE MEDICAL OFFICE BUILDING

A future medical office building is proposed. It is anticipated that the medical office building would be owned and operated by a private developer. As illustrated on Figure 2, the proposed location of the medical office building is south of Columbia Street and east of Cornelia Street.

CAMPUS GROUNDS

The campus will be designed as an urban park with enhanced lighting, trees, pedestrian walkways and seating areas. A pedestrian walkway will replace a portion of Lafayette Street. This walkway will extend from the main entrance to the west, terminating just adjacent to the North-South Arterial Highway. An additional segment of the walkway will provide access to the ED entrance. Outdoor areas will include gardens and other design considerations to create a healing environment. Connectivity and greenspace considerations will be identified in the DEIS.

HOSPITAL HELIPORT

A Hospital Heliport[6] will be situated to the west of the hospital building, adjacent to the ED ambulance entrance and north of Columbia Street. Approximately 40± annual emergency flights to the hospital are anticipated. The impacts associated with a surface vs. a roof-top/elevated landing will be assessed in the DEIS.

PROPERTY ACQUISITION

The project includes the acquisition of the 25± acres of property in an area of Utica that is designated as a Federal "Historically Underutilized Business" ("HUB") Zone[7], a distressed area and a New York State Department of Environmental Conservation ("NYSDEC") designated "Potential Environmental Justice Area." While it is anticipated that most of the property will be acquired through voluntary negotiation, it is likely that some property may need to be acquired via eminent domain. Many of the existing property owners and businesses will be required to relocate to other parts of Utica or Oneida County. The magnitude of the acquisition of 25+/- acres will be large, but most impacts are expected to be beneficial because it will better position the hospital to serve the largest and most diverse population in Oneida County, as well as creating the potential for secondary economic development opportunities.

STREET CLOSURES

As currently proposed, the project would require the following public street closures or changes in designation:

- Lafayette Street from the North-South Arterial Highway to Broadway will be abandoned by the City
- Cornelia Street from Columbia Street to Oriskany Street will be abandoned by the City
- Carton Avenue, Sayre Alley, and Pine Street will be abandoned by the City
- The former Lafayette Street from Broadway to Cornelia Street will become the main entrance to the IHC

[6] The hospital heliport will be operated as a helistop, which is a minimally developed helicopter facility for boarding and discharging passengers or cargo, without the support facilities found at a traditional heliport.

[7] HUBZone means a historically underutilized business zone, which is an area located within one or more: (1) Qualified census tracts; (2) Qualified non-metropolitan counties; (3) Lands within the external boundaries of an Indian reservation; (4) Qualified base closure areas; (5) Re-designated areas; or (6) Qualified disaster areas.

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- The former Cornelia Street from Lafayette Street to Oriskany Street will become the entrance to the new public parking garage and an alternate hospital entrance/exit

UTILITY INFRASTRUCTURE

Based on a preliminary assessment of existing utilities and project needs, modifications to the existing infrastructure in the project area are anticipated. A summary of anticipated modifications is provided below.

Sanitary Sewers

It is anticipated that the existing sanitary sewer line within the right-of-way ("ROW") of Cornelia Street between Columbia and Lafayette Streets, and in the ROW of Lafayette Street between Cornelia and State Streets, will be abandoned/removed. A new sewer line within the ROW of Columbia Street will be constructed from Cornelia Street to the 48" (diameter) trunk sewer along State Street. A new sewer line would be constructed to divert upstream flow from the south on Cornelia Street to the existing sewer on Broadway via a rehabilitated existing or newly constructed sewer in Columbia Street between Cornelia Street and Broadway. Other potential new sewer lines may be needed along Lafayette Street, abutting the north side of the hospital.

The location and size of sanitary laterals and connections will depend on the plumbing/mechanical design of the new hospital buildings. It is assumed each new structure will have its own service lateral(s) connecting to the City mains.

Wastewater associated with hospital operations is anticipated to be ±187,000 gallons per day (gpd) and will be discharged to Oneida County's Water Pollution Control Plant via City sanitary sewers and Oneida County interceptor sewers.

Storm Sewers

The overall percent impervious surfaces resulting from development of the IHC is anticipated to be less than the amount of coverage under existing conditions. In addition, the buildings and paved impervious surface areas of the MVHS IHC may be further minimized or reduced using "Green Infrastructure" design features such as pervious pavement/pavers, planting beds, and subsurface rainwater detention.

It is anticipated that the existing storm sewer lines within the ROW of Cornelia Street between Columbia and Lafayette Streets will be abandoned/removed. Removal of portions of storm sewer lines may also be required along Lafayette Street between Cornelia and State Streets. New storm sewer piping will be installed in the ROW along State Street and connect to the existing New York State Department of Transportation ("NYSDOT") storm sewer line, which connects to the north side of Oriskany Street West/Route 5S, west of the Utica Memorial Auditorium ("Aud"). Alternatively, storm sewers will be constructed from the intersection of State Street and Oriskany Street west to the existing storm sewer at Cornelia Street and Oriskany Street. New branch lines will tie-in catch basins along the west end of Columbia Street. Flow from the east side of the campus and upstream flow from Broadway will be conveyed through existing storm sewers in Cornelia Street, north of Lafayette, Lafayette Street east of Cornelia, and Broadway.

Water Mains

Water mains located in the ROW along portions of Lafayette Street may need to be removed/abandoned, as would other smaller mains within the new building footprint. Where new supply mains are required, the older mains would be replaced. Fire hydrants will be located along the public streets and private fire hydrants will be located within the IHC campus, as required for fire protection. Each building will be provided with its own backflow prevention device to comply with Mohawk Valley Water Authority requirements.

Water mains to be replaced or installed include: 1) older 6" and 16" mains on State Street will be replaced with a new 16" water main; 2) a 6"/8" main on Broadway that will be replaced with a 12" pipe connecting large mains on Columbia to Whitesboro Street; 3) 12" water main along Oriskany Street East between State Street and Broadway; and 4) 12" water main (private) along Lafayette Street to serve the IHC.

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Electric and Natural Gas

Electric and gas utilities in the area of the proposed IHC are operated and maintained by National Grid. The gas mains and underground electric conductors are owned by National Grid. The underground conduits and vaults are owned by the City of Utica, and leased to National Grid for use.

Both electric and gas assets exist extensively throughout the IHC project footprint, including a 13.2 KV underground feed in Cornelia and Lafayette Streets. All assets, both electric and gas, will need to be relocated out of the IHC footprint, into public rights-of-way; locations are to be determined through on-going coordination between MVHS, National Grid and the City.

INTENDED FUTURE USE OF EXISITING HOSPITALS

Disposition and Repurposing of Existing Hospital Campuses

With the exception of certain existing ancillary facilities within which existing operations will be maintained (see below), MVHS' objective is to facilitate redevelopment of the existing St. Luke's and SEMC campuses consistent with the Town of New Hartford's and the City of Utica's long-term development plans and capable of making an economically positive contribution to each community. In support of this objective, MVHS will be conducting an evaluation of the properties and potential "as-of-right"[8] redevelopment opportunities concurrent with planning for the proposed hospital. In addition to the disposition and redevelopment of the primary facilities, existing ancillary facilities will also be reused. A description of the anticipated continued use of portions of the existing campuses is provided below.

St. Luke's

Most of the inpatient and outpatient services performed at the existing St. Luke's campus will be transitioned to the MVHS downtown IHC. However, it is anticipated that ±24 physical medical and rehabilitation beds, as well as some outpatient services will remain at this site. Unused medical supplies and certain medical equipment will be brought to the MVHS IHC. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

SEMC

The non-hospital buildings located at the SEMC Campus will be converted into an outpatient extension clinic. Services provided at the clinic will include sleep center services, cardiac and thoracic surgery-related physician offices, primary care services and a laboratory patient service center. Unused medical supplies and certain medical equipment will be brought to the MVHS IHC. Medical equipment that is beyond its useful life will be disposed of in accordance with applicable federal and state regulations.

1.4 POTENTIALLY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS

During the Lead Agency Coordination, Notice of Determination, and Scoping processes, potentially significant adverse environmental impacts were identified including both short-term, construction related activities, and long-term impacts associated with the operation of the proposed IHC. The table below identifies these potential impacts by topic and includes the following information for each:

- The potentially significant adverse impacts identified in the "Positive Declaration", and as a result of consultation with the other involved agencies and the public, including an identification of those aspects of the environmental setting that may be impacted
- The extent and quality of information needed to adequately address each impact, including an identification of relevant existing information, and required new information, including the required methodology(ies) for obtaining new information

[8] Consistent with existing zoning designations and regulations.

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- An initial identification of mitigation measures to avoid or minimize adverse environmental impacts

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Land (Geology, Soils, Topography)	***Construction*** ■ Physical alteration of >10-acres of land and construction that continues for more than one year or in multiple phases ■ Excavation and removal of more than 1,000 tons of material including removal and disposal of unsuitable fill material and/or impacted soil, if encountered ■ Increase in erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides) ***Operation*** ■ No significant adverse impacts anticipated; proposed post-construction conditions will result in an increase in pervious greenspace	***Existing Information Sources*** ■ Limited Phase I Environmental Site Assessment (Phase I ESA) ■ Previous geotechnical investigations on properties proximal to the proposed project area ■ Information from the Soil Survey of Oneida County, New York published by the United States Department of Agriculture ("USDA") Natural Resources Conservation Services ("NRCS") and other readily available existing resources (*e.g.*, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) will be relied on to describe surface (soil) and subsurface (bedrock) conditions ■ Additional desktop/web-based environmental database reviews ***Additional Information Needs*** ■ Topographical survey ■ Subsurface geotechnical investigation (evaluate constructability issues such as depth to bedrock and groundwater, seismicity, soil permeability, erosion potential, *etc.*, as well as potential surface and subsurface impacts associated with past land use)	***Construction*** ■ Obtain coverage under NYSDEC's General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002) ■ Preparation and implementation a of Stormwater Pollution Prevention Plan ("SWPPP") including an Erosion and Sedimentation Control ("E&SC") Plan prepared in accordance with local and State standards to mitigate construction phase stormwater runoff-related impacts ■ Restricting the limits of construction to the minimum practicable area required to complete the work ■ Management (handling and disposal) of impacted soils/subsoils in accordance with applicable local, state and federal requirements ■ Timely and effective restoration of temporarily disturbed areas ■ Constructability issues identified in the geotechnical investigation will be considered in the design of the IHC ***Operation*** ■ Implementation of long-term stormwater management controls to control the rate and quality of runoff prior to leaving the site ■ Use of landscaping to minimize erosion potential

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Geologic Features (*i.e.*, unique or unusual land forms)	Based on review of existing information sources, no unique or unusual land forms were identified within or proximal to the project site.	***Existing Information Sources*** ■ Information from the Web Soil Survey developed by the USDA NRCS (Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) ■ National Natural Landmarks Program, *National Registry of Natural Landmarks*, June 2009 (https://www.nps.gov/subjects/nnlandmarks/upload/NNLRegistry.pdf)	No significant impacts to geologic features were identified; no mitigation measures are warranted.
Impact on Surface Water	***Construction*** ■ Potential temporary impacts (sediment-laden runoff) to surface waters from demolition/construction activities including ground disturbances (*e.g.,* excavation or installation of utilities), construction of temporary roads and access facilities, grading, and landscaping ■ Potential to encounter impacted surface/groundwater due to past land use(s) ***Operation*** ■ Potential impacts on stormwater runoff including existing combined sewer overflows (CSOs) ■ Potential impacts from outdoor storage of materials (if any) and runoff from impervious areas (including parking lots)	***Existing Information Sources*** ■ NYSDEC's Environmental Resource Mapper (http://www.dec.ny.gov/gis/erm/) ***Additional Information Needs*** ■ Topographical survey ■ Site layout illustrating outdoor storage areas ■ Project grading and E&SC plan ■ Construction sequencing ■ SWPPP ■ Subsurface data	***Construction*** ■ Preparation and implementation of a SWPPP including an E&SC Plan prepared in accordance with local and State standards to mitigate construction phase impacts ■ Management (handling and disposal) of impacted soils/subsoils and groundwater in accordance with applicable local, state and federal requirements ***Operation*** ■ Management of stormwater runoff in accordance with local and state requirements ■ Conveyance of wastewater/sanitary discharges to Oneida County's Water Pollution Control Plant in accordance with the local sewer ordinance

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Groundwater	***Construction*** ■ Potential impacts to groundwater associated with dewatering during construction activities ■ Potential to encounter aboveground and/or underground storage tanks (ASTs and USTS, respectively) during demolition/excavation activities, as well as, impacted soil/groundwater from past land use(s) ***Operation*** ■ Potential impacts relating to the bulk storage of oil/fuel and/or chemicals	***Existing Information Sources*** ■ Information from the Web Soil Survey developed by the USDA NRCS (Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) and other readily available existing resources will be relied on to describe groundwater conditions ■ Limited Phase I ESA ***Additional Information Needs*** ■ Subsurface data ■ Project-related bulk storage requirements and locations ■ Stormwater management (conceptual design)	***Construction*** ■ Preparation and implementation of a SWPPP including an E&SC Plan prepared in accordance with local and State standards to mitigate construction phase impacts (including a ground water management plan, if encountered) ■ Preparation and implementation of a Construction Health and Safety Plan ("CHASP") to protect construction workers and the community from exposure to potential impacted materials ■ Removal of any encountered ASTs and USTs will be conducted in accordance with NYSDEC-regulated PBS and/or CBS closure requirements, as well as waste characterization, management, handling and disposal, as applicable ***Operation*** ■ Installation and operation of NYSDEC-regulated PBS and/or CBS tanks will be conducted in accordance with applicable NYSDEC regulations, including design requirements including secondary containment, PBS and CBS registration certificates, operation and maintenance requirements. In addition, spill prevention plans (*e.g.,* Spill Prevention, Control and Countermeasure Plan, Spill Prevention Report) will be developed and implemented, as applicable

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Flooding	***Construction*** Based on review of existing information sources, the proposed project area is not located within a floodway or 100- or 500-year floodplain ***Operation*** ■ Potential increase in stormwater runoff, which could exacerbate flood potential during storm events	***Existing Information Sources*** ■ Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM") (2013, Community Panel No. 36065C0751F) ***Additional Information Needs*** ■ Stormwater management (conceptual design)	■ Management of stormwater runoff in accordance with local and state requirements
Impact on Air	***Construction*** ■ Dust generation during construction (including demolition activities) ■ Short-term emissions from construction equipment ***Operation*** ■ Operation phase emissions including combustion sources (*e.g.,* boilers, emergency back-up generators) and process sources (*e.g.,* sterilizers, refrigeration equipment) ■ The proposed action will include state regulated air emission sources ■ The action will result in the emission of one or more greenhouse gases in excess of 1000 tons/year of carbon dioxide (CO_2) ■ The proposed action will require a state air facility registration ■ Potential increase in mobile source emissions due to project-related increases in traffic and road closures	***Existing Information Sources*** ■ Sources to identify existing air quality conditions include the NYSDEC, United States Environmental Protection Agency ("USEPA"), and NYSDOT (*i.e.,* existing traffic flow conditions), such as: » United States Environmental Protection Agency. 2018. *Current Nonattainment Counties for All Criteria Pollutants*. Available at: https://www3.epa.gov/airquality/greenbook/ancl.html » New York State Ambient Air Quality Report (NYSDEC, 2016). Available at: https://www.dec.ny.gov/chemical/8536.html ***Additional Information Needs*** ■ Listing of proposed combustion sources, including size and fuel type, and process sources (including exempt/trivial sources) ■ Traffic Impact Study	***Construction*** ■ The contractor(s) will be required to implement measures to minimize impacts including proper maintenance of vehicles and equipment, dust suppression, the use of low sulfur diesel fuel and best available technology to achieve the greatest reduction in particulate emissions ■ Adherence to NYS-required vehicle/equipment idling requirements ***Operation*** ■ Acquisition of and adherence to a NYSDEC-issued air permit/registration

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
		■ An assessment of impacts on air quality from exhaust that would be generated by landing helicopters	
Impact on Plants and Animals	***Construction*** Significant adverse impacts to the Northern Long-eared Bat ("NLEB") from construction activities (*e.g.,* tree removal) are not anticipated. ***Operation*** Significant adverse impacts to plants and animals (endangered/threatened, rare, critical habitats) are not anticipated.	***Existing Information Sources*** ■ United States Fish and Wildlife ("USFWS") Information for Planning and Consultation ("IPaC") website (https://ecos.fws.gov/ipac/). ■ NYSDEC's New York Nature Explorer. Available at: http://www.dec.ny.gov/natureexplorer/app/;jsessionid=A6A00C61145343FD4309.+p15 ■ NYSDEC's Environmental Resource Mapper. Available at: http://www.dec.ny.gov/gis/erm/	***Construction*** ■ Construction planning to minimize work during ecologically sensitive time periods (*e.g.,* tree cutting activities will be restricted to November 1st through March 31st.)
Impacts on Agricultural Resources	Based on review of existing information sources, the proposed project area is not located within a State-designated agricultural district. In addition, the project area does not currently include agricultural land or resources suitable for wide agriculture use.	***Existing Information Sources*** ■ New York State Agricultural District Boundary Maps for Oneida County. Available at: https://cugir.library.cornell.edu/catalog/cugir-007975 ■ Information from the Web Soil Survey developed by the USDA NRCS (Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx)	No significant impacts on agricultural resources were identified; no mitigation measures are warranted.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Aesthetic Resources (including Lighting Impacts)	***Construction*** ■ Temporary construction-related lighting impacts from mobile sources (*e.g.*, trucks, heavy machinery) ***Operation*** ■ Outdoor lighting will include signage, lamp posts and building-mounted fixtures in exterior parking areas, walkways and entrances to the hospital, hospital heliport operations, and other project-related facilities, as applicable, which may result in light shining onto adjoining properties and creating sky-glow brighter than existing area conditions ■ Potential impacts on viewshed due to the proposed height of the building	***Existing Information Sources*** ■ Utica City Code. Available at: https://ecode360.com/UT2994 ***Additional Information Needs*** ■ Conceptual lighting design (types and locations) ■ Architectural renderings	***Construction*** ■ The project will require approval of a site plan by the City Planning Board, as well as City issuance of building permits based on compliance with the New York State Building Code. ***Operation*** ■ Adherence to New York Building Code requirements including the use and placement of outdoor lighting fixtures that reduce glare and spillover

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Historic and Archaeological Resources	***Construction*** ■ Potential impacts to archaeological resources due to in ground disturbances ***Construction/Operation*** ■ Potential impacts to historic properties located within or substantially contiguous to the IHC project area, including: » parcels listed or eligible for listing on the State or National Registers of Historic Places » parcels located in the Upper Genesee Street Historic District ■ The proposed action will result in the destruction or alteration of all or part of the site or property ■ The proposed action may result in the introduction of visual elements, which are out of character with the site or property, or may alter its setting	***Existing Information Sources*** ■ The New York State Historic Preservation Office ("SHPO") online Cultural Resource Information System ("CRIS"). Available at: https://cris.parks.ny.gov/Login.aspx?ReturnUrl=%2f ***Additional Information Needs*** ■ Historic Structure & Building Inventory Survey ■ Phase 1A Cultural Resource Survey ■ Architectural renderings ■ SHPO consultation	***Construction*** ■ Approval, in consultation with SHPO, of a Programmatic Agreement for the minimization and mitigation of potential adverse effects on historic or archaeological resources ■ Adherence to conditions identified in the Programmatic Agreement
Impacts on Open Space and Recreation	Based on a review of existing information sources, the proposed project area does not currently contain open space or recreational resources.	***Existing Information Sources*** ■ Aerial photography/Site reconnaissance ■ Tax parcel information	No significant impacts on open space and recreation were identified; no mitigation measures are warranted.
Impacts on Critical Environmental Areas ("CEAs")	Based on a review of existing information sources, the proposed project area is not located within a NYSDEC-designated CEA.	***Existing Information Sources*** ■ NYSDEC-identified CEAs available at https://www.dec.ny.gov/permits/6184.html	No significant impacts on CEAs were identified; no mitigation measures are warranted.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Transportation	***Construction*** ■ Temporary road closures ■ Construction vehicle & equipment/material staging ■ Impacts to bus service (routes, stops) ■ Increased demand for parking (construction workers) ***Operation*** ■ Increased traffic flow and operating conditions, which may exceed capacity of existing road network ■ Impacts to bus service (routes, stops, capacity) ■ Impacts to pedestrian facilities (sidewalk, crosswalks) ■ Increased demand for parking (employees, patients) resulting in the construction of parking area/garage for 500 or more vehicles ■ Alterations to the present pattern of movement of people or goods (including road closures)	***Existing Information Sources*** ■ Traffic flow data compiled by NYSDOT (https://www.dot.ny.gov/divisions/engineering/applications/traffic-data-viewer) ***Additional Information Needs*** ■ Traffic Impact Study with study limits coordinated with NYSDOT and City of Utica ■ Parking analysis ■ Maintenance & Protection of Traffic Plan	***Construction*** ■ Development and implementation of a Maintenance and Protection of Traffic Plan ■ Temporary changes to street signals, signage, and traffic routes ■ Temporary bus lanes or bus stops to account for service disruptions ■ Traffic control personnel (flaggers) ***Operation*** ■ Addition and/or relocation of bus service stops ■ Increase bus fleet to allow for additional capacity ■ Parking regulation modifications ■ Addition of or modification to pedestrian facilities ■ Implementation of road improvements to maintain adequate flow of vehicles on streets (*i.e.*, levels of service) proximal to the project (as specified in the Traffic Impact Study)

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Utilities	***Construction*** ■ Temporary impacts due to the abandonment/removal; and installation of utilities (*e.g.,* sanitary and storm sewer, water, electric and natural gas). Specific construction-related impacts are identified elsewhere in this scoping document ***Operation*** ■ Although improvements/modifications to the existing utility infrastructure will be necessary to provide adequate services to the IHC, the utility systems themselves currently have sufficient capacity to service the IHV. Therefore, no significant adverse impacts on utility infrastructure capacities are anticipated	***Existing Information Sources*** ■ Existing, readily available information will be relied upon to assess impacts on utilities including a comparison to the current utility needs of St. Luke's and SEMC ***Additional Information Needs*** ■ Will-serve letters from purveyors or other documentation that the project will not result in significant adverse impacts on existing utility capacities	***Construction*** ■ Implementation of E&SC measures during installation of utility improvements ■ Implementation of a Maintenance & Protection of Traffic Plan to maintain traffic flow during installation of utilities within road ROWs (including acquisition of highway work permits from jurisdictional authorities) ***Operation*** No significant impacts on utilities from operation of the project were identified; no mitigation measures are warranted.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Energy (Including the Use and Conservation of Energy)	***Construction*** Significant adverse impacts to energy are not anticipated. ***Operation*** ■ The peak electrical demand load for the proposed MVHS IHC is estimated to be 4.2 Megavolt-Amperes ("MVA"). Although upgrades to the exiting electrical distribution system may be required to adequately service the IHC, the electrical demand is not anticipated to significantly impact the grid ■ The proposed action will involve heating and/or cooling of more than 100,000 sf of building area when completed ■ Diesel-fueled emergency generators will also be used at the proposed MVHS IHC	***Existing Information Sources*** ■ Existing, readily available information will be relied upon to assess impacts on energy including comparisons to the current energy consumption of St. Luke's and SEMC; energy impacts associated with the adaptive reuse of existing MVHS facilities will also be assessed ***Additional Information Needs*** ■ Estimated energy usage information, including any need to upgrade existing services, will be obtained from National Grid ■ Energy conservation efforts (including LEED certification requirements, if applicable)	***Construction*** ■ Implementation of E&SC measures during installation of utility improvements ***Operation*** ■ Implementation of energy-saving measures (*e.g.*, LEED certification), if applicable

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Noise and Odor	***Construction*** Temporary construction-related noise impacts from the following: ■ Equipment necessary to prepare the project area (including demolition) and construct the proposed MVHS IHC ■ Vehicles and equipment accessing and egressing the site including trucks hauling C&D debris for off-site management ■ Temporary power generators Significant adverse odor impacts are not anticipated. ***Operation*** ■ Sporadic noise in excess of existing ambient levels during operation may be generated by incoming ambulances and helicopter flights ■ Significant adverse odor impacts are not anticipated.	***Existing Information Sources*** ■ Existing, readily available information will be relied upon to assess noise and odor impacts (including construction equipment noise data published on the internet) ■ Utica City Code. Available at: https://ecode360.com/UT2994 ***Additional Information Needs*** ■ Identification of construction and operation phase noise sources ■ Identification of construction and operation phase odor sources. ■ Traffic Impact Study ■ Proposed operational equipment needs, quantities, and locations ■ Projected number of annual helicopter flights	***Construction*** ■ Noise impacts will be short-term and intermittent and mitigated through implementation of controls identified in the DEIS which may include: » Adherence to a City-approved construction schedule (The NYSDEC Program Policy "Assessing and Mitigating Noise Impacts" suggests that limiting activity to normal workday hours is an effective mitigation measure) » Use and maintenance of appropriate mufflers on vehicles and equipment » Compliance with the municipal noise ordinance and City code requirements ***Operation*** ■ Compliance with City Code requirements

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impact on Human Health	***Construction*** ■ Vehicles and equipment accessing and egressing the project site ■ Disturbance of hazardous building materials during demolition activities (*e.g.,* asbestos, lead, *etc.*) ■ Potential to encounter impacted soils/groundwater (from past or existing land use) ***Operation*** ■ Use of hazardous materials and generation of solid and hazardous wastes including Regulated Medical Waste ("RMW") ■ The proposed action is located within 1500 feet of three licensed day care centers (*i.e.*, sensitive receptors) ■ The project or adjacent area includes a site(s) with a completed emergency spill remediation, or a completed environmental site remediation ■ The proposed action will result in an increase in the rate of disposal, or processing, of solid waste ■ A CSX railroad is located ±900 feet north of the proposed project area[9] ■ The proposed action will include the use of pesticides or herbicides	***Existing Information Sources*** ■ Desktop environmental database review ■ Oneida County Comprehensive Emergency Management Plan available at: http://www.ocgov.net/oneida/sites/default/files/E911/CEMP/Final%20CEMP.pdf ■ CSX ■ Limited Phase I ESA ***Additional Information Needs*** ■ Maintenance and Protection of Traffic Plan ■ Geotechnical investigation (including an assessment of potential surface and subsurface impacts associated with past land use) ■ Waste management practices	***Construction*** ■ Preparation and implementation of a CHASP to protect construction workers and the community from exposure to potential impacted materials ■ Contractors will be required to perform hazardous building material surveys of proposed demolition properties ■ Disposal of regulated materials/wastes in accordance with local, State and federal requirements ***Operation*** ■ Operation of the IHC will require the use of chemicals and other potentially hazardous materials and generation of hazardous wastes. These materials and wastes will be stored, handled and managed in accordance with applicable local, State and federal requirements ■ Use of herbicides and pesticides will be in accordance with applicable local, State and federal requirements ■ Coordination with the State Emergency Response Commission (*i.e.,* Homeland Security and Emergency Services) and Local Emergency Planning Committee(s) ("LEPC") ■ Implementation of existing emergency response plans

[9] Reasonably foreseeable catastrophic impacts (even if the probability of such an occurrence is small) must be acknowledged and identified in the DEIS. The discussion will include descriptions of areas, populations or resources potentially affected; a general discussion of the likelihood that the catastrophic impacts would occur; and a

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discussion of alternatives and mitigation measures intended to prevent such catastrophic impacts, including measures which have been incorporated into the proposed project design. The Oneida County Office of Emergency Management will be consulted during the DEIS process.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Consistency with Community Character and Plans	***Construction*** ■ Acquisition (via voluntary negotiation and eminent domain) and demolition or alteration of properties in the proposed project area ***Operation*** ■ Land-use components will be different from current surrounding land use pattern(s); impact on City-owned and privately-owned lands within the project footprint ■ Potential to result in secondary economic development impacts[10] (*e.g.,* residential or commercial development) ■ Potential to replace or eliminate existing facilities, structures, or areas of historic importance to the community ■ Potential to displace affordable or low-income housing ■ Potential secondary impacts resulting from the relocation and/or displacement of existing businesses/services (at proposed downtown and existing FSLH and SEMC locations) ■ The proposed action may be inconsistent with the predominant architectural style and character of the area	***Existing Information Sources*** ■ Conceptual site plan ■ SHPO CRIS; http://cris.parks.ny.gov/Login.aspx?ReturnUrl=%2f ■ Zoning ordinance ■ City Master Plan. Available at: http://www.uticamasterplan.org/mp_downloads.htm ***Additional Information Needs*** ■ Historic Structure & Building Inventory Survey ■ Architectural renderings ■ Public Participation Plan ■ SHPO consultation ■ Consistency with New York State's Smart Growth policy	■ The project will require approval of a site plan by the City Planning Board, as well as City issuance of building permits based on compliance with the New York State Building Code ■ Adherence to conditions identified in the SHPO-approved Programmatic Agreement ■ Consideration to zoning amendments to regulate buildings/objects around the heliport site

[10] The DEIS will address the potential, non-speculative, decrease or increase in tax revenue resulting from the project only as it relates to the City's ability to continue to provide socio-economic services and infrastructure support. Disposition of City-owned land, as it relates to the project, will also be identified. Potential effects that a

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Impacts on Solid Waste Management	***Construction*** ■ Temporary increase in the rate of disposal or processing of solid waste from construction/demolition activities ■ The need to manage impacted soils/groundwater and/or hazardous building materials ***Operation*** ■ Waste generation, handling, transportation, and disposal (solid waste, hazardous waste and RMW	***Existing Information Sources*** ■ 2010 Oneida-Herkimer Solid Waste Management Plan ***Additional Information Needs*** ■ Project-related solid waste generation estimates ■ Management methods and locations	***Construction*** ■ Evaluation of material selection for interior and exterior building materials for recycled content and local materials ■ Diversion of construction and land clearing debris from landfill disposal (if applicable) ■ Redirecting recyclable-recovered resources (including demolition materials) back to the manufacturing process ■ Redirecting reusable materials to beneficial applications ***Operation*** ■ Solid waste and recyclables will be managed in accordance with applicable local, State and federal requirements ■ Consistency with the County's Solid Waste Management Plan ■ RMW will be hauled by a NYSDEC-permitted RMW transporter from the new hospital to the existing state-permitted autoclave and shredder located on the St. Luke's campus prior to ultimate management off-site in accordance with applicable local, State and federal requirements

proposed project may have in drawing customers and profits away from established enterprises, possible reduction of property values in a community, or potential economic disadvantage caused by competition or speculative economic loss, are not environmental factors and will not be addressed in the DEIS.

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Environmental Topic	Potential Significant Adverse Impacts	Information Sources/Needs	Potential Mitigation Measures
Environmental Justice	■ Potential displacement of affordable or low-income housing in NYSDEC-designated "Potential Environmental Justice Area"	***Existing Information Sources*** ■ NYSDEC-designated Potential Environmental Justice Areas in the City of Utica. Available at: http://www.dec.ny.gov/docs/permits_ej_operations_pdf/oneidaej.pdf ***Additional Information Needs*** ■ Public Participation Plan	■ Implementation of the Public Participation Plan

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1.5 CUMULATIVE IMPACTS

The DEIS will summarize the potential cumulative impacts of the proposed project in conjunction with other proposed and existing projects in the area. As defined in the NYSDEC's SEQRA Handbook, cumulative impacts occur when multiple actions affect the same resource(s). These are impacts on the environment that result from the "incremental or increased impact of an action(s) when the impacts of that action are added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from a single action or a number of individually minor but collectively significant actions taking place over a period of time." (http://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf)

Cumulative impacts must be assessed when actions are proposed, or can be foreseen as likely, to take place simultaneously or sequentially in a way that the combined impacts may be significant. As with direct impacts, assessment of cumulative impacts should be limited to consideration of reasonably foreseeable impacts, not speculative ones. Based on an initial consultation with the City's Department of Urban & Economic Development, the following projects were identified as potentially occurring within or proximal to the project area and within a similar timeframe as the proposed IHC project:

- Expansion of the Utica Memorial Auditorium, including the proposed NEXUS Center ("NEXUS"). NEXUS will be an approximately 170,000 sf tournament-based recreation play facility, utilized for ice hockey, box lacrosse, soccer, and other field sports that can be performed on a 200 x 85-foot playing surface. NEXUS will include three playing surfaces, 25± locker rooms, commercial office space, college classroom space, retail space, food and beverage services, and other multi-purpose training space. NEXUS is proposed to be developed on the block immediately east of the existing Auditorium, and will include the removal of Charles Street, an existing City street
- NYSDOT Route 5S (Oriskany Street) safety improvement project. Construction on this 2-year project began in April 2018, and will include reconstruction, re-aligning, and re-configuring intersections along Oriskany Street between Broadway and Broad Street
- City of Utica Combined Sewer Overflow ("CSO") Control Project A9.2. Construction on this 6-month project will begin in May 2018, and will include construction of a large-diameter storm sewer from John Street to Broad Street, the rehabilitation and re-purposing of the existing Old Erie Canal Conduit between Seneca Street and John Street, and other incidental storm and sanitary sewer modifications within the project limits. The project will convey previously separated stormwater flows to a dedicated stormwater discharge point at Broad Street (Ballou Creek)

Cumulative impacts on the following resources will be evaluated:

- Traffic
- Utility infrastructure.

The evaluation will rely on existing, readily available information including environmental impact assessments prepared by others for those projects (if available). In addition, potential cumulative traffic impacts will be incorporated into the IHC project's traffic impact study.

1.6 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

The DEIS will summarize unavoidable adverse environmental impacts; these are impacts that cannot be avoided or fully mitigated. Both short- and long-term impacts will be identified.

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1.7 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The DEIS will summarize the natural and human resources that will be consumed, converted, or made unavailable for future use by the proposed project.

Construction

- Commitment of previously developed land
- Commitment of resources (*e.g.*, building materials)

Operation

- Commitment of infrastructure (*e.g.,* water, sewer, police/fire protection, electricity, natural gas, transportation network, solid waste management)
- Commitment of workforce

1.8 GROWTH INDUCING ASPECTS

While growth-inducing effects (economic and social) of the IHC project may be beneficial to the region, induced growth may also be the prime source or cause of secondary environmental impacts. The growth inducement section of the DEIS will describe any further development, which the proposed action may support or encourage, such as:

- Attracting significant increases in local population by creating or relocating employment
- Providing support facilities or services
- Increasing the development potential of the surrounding area

The growth inducement section of the DEIS will rely on growth projections/predictions, which are based on available information. The purpose of the discussion of growth inducement in the DEIS is to enable Involved Agencies to reach findings concerning both positive and negative effects of induced growth in the area of the proposed project.

Growth inducting impacts will also address the future use/re-use of the existing facilities. MVHS is conducting an evaluation of the potential adaptive reuse of its existing facilities, which will form the basis of evaluation in the DEIS.

1.9 REASONABLE ALTERNATIVES

To support the goal of delivering higher quality, more effective care with better community outcomes and at a lower cost, MVHS made the decision to consolidate the St. Luke's and SEMC campuses to a single facility. This decision was spurred by several key objectives:

- The desire and need to build a facility with the newest technology, services and advancements in patient safety and quality so that our community can receive the most up-to-date healthcare services that rivals those found in large cities
- The growing demand for healthcare due to the rapidly increasing and aging population in this region
- The increasing need to improve accessibility and availability by attracting specialists and providing services that otherwise would not be available to our community

In addition, funding for the project has been provided, in part, by New York State via the Oneida County Health Care Facility Transformation Program, which provided capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care." (https://www.nysenate.gov/legislation/laws/PBH/2825-B)

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Considering these objectives and the capabilities of MVHS, a description and evaluation of reasonable project alternatives will be included in the DEIS. In addition to the required "no action" alternative, the DEIS will discuss:

- Alternative sites[11]
  - Downtown Utica Site (proposed Project Site)
  - Former NYS Psychiatric Center ("Old Main") – 1213 Court Street, Utica, NY
  - St. Luke's Hospital Campus – 1656 Champlin Avenue, New Hartford, NY
  - New Hartford Shopping Center[12] – 120 Genesee Street, New Hartford, NY
  - Rehabilitation/renovation of the existing St. Luke's and SEMC facilities
- Alternative scale/magnitude
- Alternative design
- Alternative timing

Under the "no action" alternative, MVHS would not relocate and consolidate the St. Luke's and SEMC campuses to the proposed downtown MVHS IHC location.

1.10 ELEMENTS OF THE DEIS

Draft Table of Contents for Draft Environmental Impact Statement
Mohawk Valley Health System ("MVHS")
Integrated Health Campus ("IHC")
Utica, New York
[Notice of Completion Date]

Cover Sheet (including items listed in 6 NYCRR 617.9(b)(3))

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1.1.4.1 Facilities

1.1.4.2 Access/Egress

1.1.4.3 Infrastructure

1.1.4.4 Storm Water Management

[11] The evaluation of alternatives will rely, in part, on "Draft Hospital Site Selection Process Summary Memo" provided by Mohawk Valley EDGE for MVHS (prepared by Elan Planning and O'Brien & Gere, June 2015).
[12] Correspondence from New Hartford Shopping Center Trust to City of Utica Planning Board (received February 20, 2018).

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1.1.5 Construction Activities

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Chapter 2: Alternatives Considered

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Chapter 3: Environmental Setting, Impacts, and Mitigation

3.#. – *Applicable Environmental Topic (The following environmental topics will be included in the Draft EIS: Land, Surface Water, Groundwater, Air, Aesthetic Resources (including Light), Historic & Archaeological Resources, Transportation, Energy, Noise & Odor, Human Health, Community Character and Plans and Solid Waste Management). For each topic, the following narrative will be provided:*

3.#.1. Existing Conditions

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Chapter 4: Effects on the Use and Conservation of Energy

Chapter 5: Cumulative Impacts

Chapter 6: Unavoidable Adverse Environmental Impacts

Chapter 7: Irreversible and Irretrievable Commitment of Resources

Chapter 8: Growth Inducing Aspects

References

References cited in the document will be identified by title, source and date.

Appendices

- SEQRA Documents (Lead Agency Coordination Materials, Full Environmental Assessment Form, Positive Declaration, Scoping Documents)
- SHPO Consultation Materials
  - Phase IA Cultural Resource Investigation
  - Historic Structure & Building Inventory Survey

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- SHPO Correspondence

- Traffic Impact Study & Parking Analysis
- Subsurface Evaluations (Report & Data)
- Adaptive Reuse Report (Existing MVHS Facilities)

1.11 IRRELEVANT OR NON-SIGNIFICANT ISSUES OR IMPACTS

In accordance with SEQRA implementing regulations (6 NYCRR 617.8(f)(7)), the following issues were determined not to be relevant or environmentally significant to the SEQRA process for this project (see EAF Part 2 – Identification of Potential Project Impacts):

- Impacts to Geological Features (*e.g.*, cliffs, dunes, minerals, fossils, caves)
- Impacts on Plants and Animals
- Impacts on Agricultural Resources
- Impacts on Open Space and Recreation
- Impact on Critical Environmental Areas (http://www.dec.ny.gov/permits/6184.html)

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CITY OF UTICA PLANNING BOARD

PUBLIC HEARING

regarding

MOHAWK VALLEY HEALTH SYSTEM ("MVHS")

INTEGRATED HEALTH CAMPUS ("IHC")

STATE ENVIRONMENTAL QUALITY REVIEW ACT ("SEQRA")

DRAFT SCOPING DOCUMENT

for

DRAFT ENVIRONMENTAL IMPACT STATEMENT

* *

HELD: Thursday, June 7, 2018
5:30 p.m.
New York State Office Building
Conference Rooms A & B
207 Genesee Street
Utica, New York

Present: CITY OF UTICA PLANNING BOARD
Fred Matrulli, Chairman
Joseph Caruso, Member
Anthony Colon, Member

Christopher Lawrence, Senior Planner
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P R O C E E D I N G S

MR. MATRULLI: Good evening everybody. We're ready to proceed. Can I have a motion to open the Hearing?

MR. CARUSO: I move that we open.

MR. COLON: Second.

MR. MATRULLI: The meeting is open. At this time, I would like to present Kathleen Bennett from the Bond, Schoeneck & King firm, who's going to talk about the project and our scoping documents. Kathleen?

MS. BENNETT: Hi. Good evening everybody. I am an attorney with Bond, Schoeneck & King, and we represent Mohawk Valley Health System in connection with the construction of an Integrated Health Campus in downtown Utica.

On May 7th, the City Planning Board issued a positive declaration pursuant to the New York State Environmental Quality Review Act, which I'm going to refer to as SEQRA -- and for purposes of the stenographer, that's S-E-Q-R-A -- and identified several potential significant impacts that require further study in a draft

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environmental impact statement, which I may refer to from time to time as an EIS.

In accordance with SEQRA, the draft EIS must address specific adverse environmental impacts, which can be reasonably anticipated. In connection with this process, the Planning Board has opted to engage in what's called the scoping process in order to solicit public input on the contents of the DEIS, focus the draft EIS on potentially significant adverse impacts, and eliminate consideration of those impacts that are irrelevant or non-significant.

With that in mind, we thought it would be useful to provide a brief overview of the project and the draft scoping document that has been available on the City's website.

So at this time, I'm going to ask Mike Solak, the regional vice-president of Hammes Companies, the project manager, to provide a brief overview of the project.

MR. SOLAK: Good evening. My name is Mike Solak. I work for the Hammes Company, which is a healthcare development firm. We've been contracted by Mohawk Valley to help manage the

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project going forward.

A brief description of the project is what is contemplated as a 673,000 square foot acute care hospital, multi-story, containing services such as operating rooms, emergency department, labor and delivery, behavioral health, inpatient beds. The bed count is approximately 373 beds. And it is contemplated to be having cardiac services, which some of the beds will be of a CCU/ICU configuration. And there will be some multiple buildings associated with the campus eventually, including a parking garage, but currently this project is contemplating the hospital structure. Thank you.

MR. MATRULLI: If anyone hasn't signed up on the sign-up sheet that wishes to speak, you need to do that now. Does anybody fall in that category?

(Attendees indicated in the Negative.)

MS. BENNETT: So just briefly on the scoping process and the scoping document.

So SEQRA establishes a process to systematically consider environmental factors early in the planning stages of actions that

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require funding or approvals from local, regional or state agencies. Prior to issuing any discretionary decision, agencies must balance environmental impacts with social and economic factors.

The Environmental Impact Statement that's required for this project will explore ways to avoid or minimize some or all of the potential adverse environmental impacts in order to balance those impacts with social and economic factors. In order to do that, the draft EIS will identify the significant environmental conditions and resources that may be affected by the project, assess relevant environmental impacts of the project on those environmental conditions and resources, and eliminate or de-emphasize irrelevant or insignificant impacts or issues.

The scoping process will better frame the contents of the draft Environmental Impact Statement by focusing the EIS on the most relevant issues and potential impacts, including means to avoid or minimize those impacts and ensure that the draft EIS will be a concise, accurate and complete document adequate for public review.

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Scoping also allows an opportunity for public input and results in a review with broader perspective.

So to give you a 30,000 foot overview of the Draft Scoping Document, that document includes potentially significant adverse environmental impacts, including both short-term construction-related activities and long-term impacts associated with the operation of the proposed project. The potential impacts in that document are identified by topic and includes the extent and quality of information needed to adequately address each impact, such as existing information, required new information, and methodologies for obtaining that new information, as well as an initial identification of mitigation measures to avoid or minimize potential adverse environmental impacts.

So for example, the scoping document has identified the following potential impacts:

Potential impact to land and surface water during construction activities and includes potential mitigation to include preparation of a storm water pollution prevention plan and

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management of any impacted soils or subsoils in accordance with state and federal requirements.

It identifies potential impacts to groundwater during construction and operation in connection with historic spills from above or underground tanks and in connection with the bulk storage of fuel oil, and potential mitigation to include preparation of a storm water pollution prevention plan, a construction health and safety plan, removal of any historic contamination in accordance with state and federal requirements, and compliance with state and federal regulations for installation of any new tanks.

A potential impact to air from dust during construction and from emissions during combustion and process sources during operation to be mitigated by best management practices during construction and obtaining a state air facility registration from DEC for the operation of the hospital.

Potential impacts from lighting to be mitigated by adherence to building code requirements and use of lighting fixtures that reduce glare and spillover.

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Potential impacts to historic and archeological resources to be mitigated by entering into and adhering to the terms of a programmatic agreement with the State Historic Preservation Office.

Potential impacts on transportation, which will require preparation of a traffic impact study and consultation with the New York State Department of Transportation and the City of Utica to develop appropriate mitigation with respect to road and/or signal improvements.

Potential impacts on utilities as a result of improvements and modifications needed to the existing utility infrastructure.

Potential impacts on energy during operation to be mitigated by implementation of energy-saving measures.

Potential impacts on noise during construction and operation to be mitigated by compliance with city code requirements.

Potential impacts on human health to include disturbance of hazardous building materials and contaminated soils and groundwater during demolition and excavation to be mitigated by

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implementation of a construction safety plan and complying with state requirements for demolition and disposal.

The use of hazardous materials and generation of regulated medical waste to be mitigated by handling, storing and disposing in accordance with state and federal requirements.

The proximity of the hospital to daycare centers and the proximity of the hospital to the CSX rail line to be mitigated by coordinating with emergency response commissions and implementation of emergency response plans.

Potential impacts on community character from land acquisition, secondary economic development, development different from surrounding land use patterns/architecture/character to be mitigated by compliance with building code and the programmatic agreement with the State Historical Preservation Office.

Potential impacts on solid waste management to be mitigated by compliance with local and state disposal plans and regulations.

And the potential impact on environmental justice to be addressed by implementation of the

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public participation plan.

So the draft EIS will also consider the potential for cumulative impacts in conjunction with other proposed and existing projects, especially with regard to traffic and utility infrastructure, growth-inducing aspects of the project by relocating existing businesses and by increasing development potential of the surrounding area, and reasonable alternatives, including in addition to the downtown Utica site, the former New York State Psychiatric Center, the St. Luke's Hospital Campus, and the New Hartford Shopping Center.

So just by way of understanding what comes next with regard to the process, all of the comments received tonight or in writing up to June 20th will be reviewed by the Planning Board and the Applicant. The Planning Board, as the lead agency, is ultimately responsible for determining which issues and concerns are actually relevant, substantive potential impacts which should be included in the final written scoping document. The final scope that will be adopted by the Planning Board will become the standard by

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which the applicant, the lead agency and any other involved or interested entities should use in determining the adequacy of a submitted Environmental Impact Statement.

Once the EIS is determined to be complete, there will be another round of public comment on that document, followed by preparation of a final Environmental Impact Statement, and the adoption of a findings statement by the lead agency and then by all involved agencies prior to any approvals that those agencies have to issue with respect to the project.

So we thank you for your time and we look forward to your comments.

MR. MATRULLI: Can I have a motion to open the Public Hearing?

MR. CARUSO: So moved.

MR. COLON: Second.

MR. MATRULLI: The Hearing is open. Thank you for coming.

The purpose of this Hearing is to identify potentially significant adverse impacts related to the proposed actions that are to be addressed in the draft environmental impact statement,

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including the content and level of detail of the analysis, the range of alternatives, the mitigation measures needed, and the identification of non-relevant issues. Scoping provides us with guidance on matters that must be considered in the environmental impact statement and provides an opportunity for early participation by involved agencies and the public in review of the proposal.

A draft scoping document was prepared by the applicant and was made available to involved and interested agencies, as well as to the public via the City's project website.

As SEQRA leading agency, the Planning Board scheduled a public scoping meeting to solicit public input relevant to the matters to be addressed in the environmental impact statement, which will be prepared over the next couple of months.

As lead agency, the Planning Board is interested in receiving your input on the following: An identification of those aspects of the environmental setting that may be impacted by the proposed project; the extent and quality of information needed to adequately address each

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impact; mitigation measures to avoid and minimize adverse environmental impact; the range of reasonable alternatives to be considered.

A final scoping document will be prepared that will account for the relevant substantive comments we receive tonight, and through the public meeting period, which ends on June 20th. The final scoping document will provide a road map that will guide the preparation of the environmental impact statement.

I would like to state the following meeting ground rules. This is your time to provide input. We will not be responding to questions or comments tonight. Feedback will be used to guide the content of the environmental impact statement. Respect the stated purpose of the meeting. Respect each other. Listen actively to others. Be patient when listening to others speak and do not interrupt them. Limit side conversations. Please silence cellphones. If you choose to make a comment, we will allow each individual three minutes to speak, per our normal Planning Board protocol. Chris Lawrence will be our timekeeper and will notify the speaker when the three minutes

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is complete. Be respectful of the time allotted for verbal comments. Additional thoughts can be shared via the comment cards provided.

Speakers will be called in order per the sign-up sheet. Once your name is called, please make your way to the microphone to provide your comments. Note that you may only sign up once for your own opportunity to speak. Speaking time may not be transferred to anyone else.

We have a stenographer present to capture verbal comments. Please clearly state your name and address before you begin your comments. The stenographer may ask you to repeat or spell your name or street address.

If you have additional comments you would like to submit and you do not feel comfortable speaking in front of the group, you may submit a written comment via the comment cards available. Mail comments to City of Utica Planning Board, One Kennedy Plaza, Utica, New York 13502. E-mail comments to bthomas@cityofutica.com. For more information, visit the cityofutica.com or cityofutica.com/department/urban-economic-development/planning/mvhc-seqra/index. Got that?

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All comments are due by close of business on June 20th.

Okay. We shall begin. And I hope I don't destroy too many names as I go through here. Mark Laramie of Judd Road, Oriskany.

MR. LARAMIE: Good evening. My name is Mark Laramie. My address is 5999 Judd Road, Oriskany, New York. I'm here to support the Mohawk Valley Health System Integrated Health Campus project.

I work for the Oneida County Department of Public Works, and for the past twenty-five years, I have been directly involved with many municipal and public development projects in the historic Bagg Square district within the City of Utica, New York. I have witnessed firsthand the positive impact public improvement investment projects have had on the economic development, historic preservation, and revitalization of the district.

As a result of public investment, future prospects for the historic Bagg Square district are better now than any time in the memorable past. The Mohawk Valley Health System Integrated Health Campus Project will have a similar, but

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exponentially larger halo effect on economic development, historic preservation, and revitalization, and these benefits will persist for many generations to come. It is my opinion that these benefits must be carefully weighed when considering any adverse impacts that this project may present in the community. Thank you very much.

MR. MATRULLI: Thank you. Next is Millie Candor [phonetic] -- Millie, I'm sorry, but I can't read your writing.

MS. CANDOR: No.

MR. MATRULLI: No? Dave Mathis.

MR. MATHIS: Thank you. My name is David Mathis, M-A-T-H-I-S. I live at 833 Symonds Place, that's S-Y-M-O-N-D-S Place, Utica.

I'm here also to voice support for the new hospital in downtown Utica. I have been a resident of the City of Utica for seventy years. I have worked downtown in Utica for forty-four years. From 1974 to 1980, I worked in 360 Columbia street. That's the old Burger Department Store building. And for the six years I worked there, it was a horrible building then

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and it's a horrible building now. I can tell you that without a doubt, as I travel through the city -- I worked downtown for forty-four years, and my way home is to go down Lafayette Street, Bleecker Street. And as I travel through that area, it's very clear to me that we need to have something done there. And to have the environmental scope done and to look at that location for development, it's clear we need to have it. You know.

I go back far enough to remember when many of us at the time wanted to see development in the City of Utica, and one of the projects that we supported was to maybe put SUNY-Poly, which is now in Marcy. We wanted it downtown Utica, because we believed it would bring economic development, jobs and a lot of growth. We didn't do that. Utica lost out. Now I'm hearing the same thing again, that if we build the hospital somewhere else, Utica will lose out.

I'm about supporting strongly that we need to have development within the City of Utica. This project will do it. I think if you drive down there or if you walk down there where this project is proposed, take a look at it. And when somebody

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tells me that these buildings need to be preserved, I just don't see it. And I think it's about time that those of us who are strongly supportive of development within the City of Utica, that we take a stand. My stand is build the hospital. Thank you.

MR. MATRULLI: Karen Jones.

MS. JONES: Good afternoon. Karen Jones. I'm the director of the Department of Social Services, 800 Park Ave, Utica. I want to thank you for the opportunity to speak here today.

The Department of Social Services is one of the largest county departments. We have eleven divisions that encompass more than twenty-five distinct program areas. The services provided are diverse in what we're able to provide, running the gambit from benefit-related programs, temporary assistance, SNAP, Medicaid, to services-related programs such as child welfare, adult and child protection, employment and daycare, foster care and adoptions. While these services are quite diverse, they share a common theme of primarily working with people who struggle with issues related to poverty.

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Poverty brings with it a myriad of other problems, indirectly related to the issue of not having enough resources to meet one's basic needs, issues like the lack of access to secure and adequate housing, transportation, child care, safe and environmentally-friendly neighborhoods, medical care, and quality education and job skills, all of which are critical to a person's ability to escape impoverishment.

The mission of the Oneida County Department of Social Services is to provide for financial and social services to eligible residents of Oneida County and to ensure these services are provided in a manner that reflects respect for each individual and enhances family and individual functioning and well-being, reducing dependency and maintaining children and adults in a safe community as a first priority.

When I reflect on this statement, it's evident to me that to be successful in meeting our objections -- our objectives, it is essential that there be recognition that a person's well-being and independence must be viewed in the context of the community as a whole and the opportunities

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that exist within the environment in which our individuals live, work and play. I think it is often these types of connections that are missed between the community and social services, because DSS is often perceived by the general public as the answer to the problem of poverty versus one that is a component of a many-sided solution to the complex issue.

The availability of quality healthcare, and the revitalization of the area of an urban center and creation of job opportunities are all tremendously available to people seeking assistance from our department. Poverty has been clearly linked to many adverse health conditions, social problems, and therefore, impoverishment impacts our entire community, regardless of one's own social and economic standing. A lack of fiscal or social resources creates situations where a person is unable to mitigate the normal problems each of us encounters everyday. Having adequate resources provides a buffer to manage difficult situations, whether it be addiction, relationship problems, poor health, high stress, or a vast array of human challenges that are in

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existence in every society and every social class. One strategy to remedy this is to ensure recipients have access to high-quality and readily available healthcare. Another strategy is to create opportunities --

MR. LAWRENCE: Ma'am, your time is up.

MS. JONES: Okay. Thank you. I apologize. Thank you.

MR. MATRULLI: Thank you.

MS. BENNETT: You can remind speakers that they can submit written, too.

MR. MATRULLI: You can submit that in writing. Anybody can submit anything they've printed up, the whole package. We'd be more than happy to receive it. Frank --

MR. LAWRENCE: I want this to go as smooth as possible. I don't want to cut anybody off, but it might help that I just raise my hand at ten seconds just to give you a warning.

MR. MATRULLI: Frank Przybycien.

MR. PRZYBYCIEN: My name is Frank Przybycien, 10 Irving Place, Utica, New York.

COURT REPORTER: Can you spell your last

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name, sir?

MR. MATRULLI: Spell that.

MR. PRZYBYCIEN: P-R-Z-Y-B-Y-C-I-E-N. I'm representing myself. I'm a professional engineer, and I'm also representing, tonight, the Genesis Group.

The Genesis Group feels very strongly for the approval of this project and endorsing it at a downtown location. We think that the location is the best in the entire region. It's got road development - north, south, east, west - and it's the cornerstone of that. It also is less than five minutes away from the thruway exit.

The first thought that we have is that the project, although we're looking at it as a project for today, once the medical center is open, it is going to be in use between sixty and eighty years. And we've got to think of it as, what is medicine going to be like in eighty years? What is transportation going to be like in eighty years? This building will still be in use. So we're looking at it from the long range, not just the first year it's open.

The first thing we do think of is it has an

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amazing conductivity to other great projects that are underway in downtown Utica, the "U" District, historic Bagg Square, hotels, and also Varrick Street and multi-purpose housing and so many other proposals that are yet to be named. We think that this location -- and I don't think of it as a hospital. I think it should be thought of as a medical center campus, that there will be additional buildings and additional towers and additional services that we don't even dream of today will be underway in this location.

The support services for this location are just outstanding. We also think that we should use renewable energy where it is possible, particularly geothermal, if not in Phase 1 of this project, but in further phases. We'd like to think that this medical center will have R&D resources, and that Utica will become known as a research center and additional jobs in the medical industry.

The final thought is this project gives unique opportunities for other uses of the three hospitals that are presently being used.

MR. MATRULLI: Thank you.

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UNIDENTIFIED SPEAKER: Different people are being asked different questions, like their name and so forth. Can you start the timer after people specify their name and they're asked to spell it, so on and so forth, so the clerical work is not counted in their time? Is that possible?

MR. LAWRENCE: Yes.

MR. MATRULLI: Michael Galime.

MR. GALIME: My name's Michael Galime, spelled G-A-L-I-M-E. Rather than come before the Planning Board this evening and discuss whether there's support or a lack of support for this project, I'd like to address the process.

Over two years ago, this project began with a proposal. It was very public. It was discussed. A location was selected publicly. This process should have begun with MVHS and the business owners, the property owners. That's how that process should have begun.

And then the second step, which was Phase 2 of this project, should have been the filing of this project and the Planning Board. As we know, after almost three years, February 2nd of this year is when this project actually officially

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started.

I feel that the Utica Planning Board should have been afforded the ability to weigh in on the impacts of a potential hospital downtown prior to two years of public debate, promotion and demotion of this project.

Essentially what I'm asking today is that this assessment be pragmatic and priority-based, and I'd just like to list some of those priorities from the perspective of Utica.

The tax base, how it's affected. The City of Utica has essentially provided its services to the residents of this City, and the tax base and the ability for it to garner revenue is very important.

The private property and business owners, not only in the primary subject of how to deal with the fact that there are business owners that may be displaced if this hospital is built, but also the secondary effects if people are relocated. There has been proposals through the LDCs that they'll be given pilots and other tax breaks. So there's not only primary issues here, there's also secondary and tertiary.

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The city facilities and property. There are much costs involved in not only gifting properties to this project, but also the relocation of facilities, such as the police department and other facilities in the near future, and they are related to this project and should be considered as part of this cost.

Our form-based code. We do have a form-based code. If this proposal does move forward, I would strongly urge that the Planning Board be allowed to consider that form-based code and that those impacts be weighed on the actual design of the hospital.

The St. Luke's campus and the St. Elizabeth's campus, not only will this affect other parts of the City of Utica, but this will also affect other parts of the City of New Hartford -- or Town of New Hartford. Those may have positive and negative effects.

Overall, what are we building and why? The legislation states very specific things, and it's for the delivery of good healthcare --

MR. LAWRENCE: Time's up.

MR. GALIME: -- whether this building will

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provide this or not.

MR. MATRULLI: Michael, can you also provide us with your address?

MR. GALIME: Yes, 2617 Crestway, 13501. It's Utica. Thank you.

MR. MATRULLI: Michael Romano.

MR. ROMANO: Michael Romano, 120 Airline Street, Oriskany.

I'd like to thank you for the opportunity to speak about the proposed downtown hospital project. On behalf of the needs of our region's older residents and those with special needs, I'm Michael Romano, director of the Oneida County Office for the Aging and Continuing Care.

And I would like to commend the leaders of the Mohawk Valley Health Systems, who have had the vision and foresight to create and design the intent to consolidate existing resources, while eliminating duplication, with the goal of expanding the breadth and scope of medical services.

I believe the system designed to incorporate the latest technology to improve access and availability, along with a plan to attract

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specialists, is of the upmost importance to better serve our communities and increasing older population, those known to be at greatest risk for acquiring multiple chronic conditions and acute illness requiring and deserving the most skilled medical care available. Since we know our area already has a high percentage of older persons, as cited by our county demographics, which includes close to 52,000 persons over the age of 60 county-wide, of which include 48,000 living in the cities of Utica and Rome. Demographic projections indicate this population will increase significantly by 2050. And if you consider this idea from a regional perspective, the older population, age 60 and older, are projected to increase by nearly 30,000 by 2040. And again, this is a population that is projected to be the higher utilizers of both acute and primary care and -- of our five-county region.

And while planning to accommodate for elders and the need for emergency department care, acute care, and discharges into rehabilitation and community care, I urge the planners to not only consider the demographic projections, but to also

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consider the national hospitalization rates of older persons. National data indicates that while hospitalization rates of those 85 and older are significantly higher than those age 65 to 85, they're generally up to five times higher than those under the age of 65. Also statewide demographics also project that age 85 and older will increase by twenty-five percent from two-thousand to twenty-five [sic].

So because of this trend, I also ask that you approach this with increased focus on the needs of our older consumers. So thank you very much.

MR. MATRULLI: Thank you. Karen Corrigan-Ryder.

MS. CORRIGAN-RYDER: Good evening. My name is Karen Corrigan-Ryder. I'm here on behalf of Claris, LLC, which owns the property at 333 Lafayette Street, the Burger Department Store, which by the way is alive and moving, and Wilcor International, which has an annual product show and displays at 333 Lafayette Street. Does that take care of the address and the name? Okay.

Our property and a substantial portion of our business is in the footprint, and where our

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employees and ourselves will be displaced with this move. The draft scope by MVHS is a starting point, but it's a mere skeleton of what a proper scope for a project of this scale and magnitude should be.

We understand that the SEQRA process involves some give and take. From this first draft scope, it's clear that MVHS expects to take, and expects the community to give. This is their first offer, and we urge the Board to come back with a more reasonable and realistic scope for an EIS that will more fully achieve SEQRA's objective of elevating environmental considerations to equal footing with social and economic considerations.

Since this is a blueprint for the entire environmental review, it's imperative that we get this right at the outset and we embark on this process together, that both the community and MVHS receives proper, even time to discuss the process. It will be the Board's determination whether the final scope is adequate, so please give this document and your efforts your most careful consideration. We will submit this in writing.

How an applicant will finance a particular

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project is not typically relevant to a project's purpose and need; therefore, we ask that the state grant not to be referenced or discussed under the section on purpose and need, as those two parameters need to be independently and clearly established in this record. Spending money for the sake of spending money is not a legitimate purpose.

SEQRA's broad definition of "environmental" includes existing patterns of population, concentration, distribution or growth and existing community or neighborhood character. This project would affect multiple communities and neighborhoods in Oneida County, not just downtown. We don't believe the draft scope properly addresses these existing patterns and character, or the significant impacts the project will have on our existing patterns of growth and development in our neighborhoods.

We urge the Board to take the necessary hard look and analyze how the project will affect the neighborhood and community where the project is proposed, including people and business such as ours, which would be displaced, as well as those

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around the existing facilities, including the Associated Medical Service businesses who have made significant investments around the current existing facilities. Please make sure that they're subject to analysis and a robust discussion whether DEIS -- and please make sure, very sure, that adequate mitigation is imposed for all these impacts.

I believe that somebody will be finishing my comment when they come up, and I thank you very much.

MR. MATRULLI: Thank you. Patrice Bogan.

MS. BOGAN: Hi. My name is Patrice Bogan, and I'm a City of Utica resident at 320 Hartford Place --

COURT REPORTER: Can you spell your last name, please?

MS. BOGAN: B-O-G-A-N. And I'm the deputy director of the Oneida County Health Department.

With this new hospital location comes the opportunity for new and strengthened relationships with the urban community. The required public health and hospital community health assessment identifies the City of Utica with higher than

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average numbers of obesity, chronic disease, childhood lead poisoning and addiction, to name a few. Therefore, the downtown location is desired, due to the opportunity for this new hospital to enhance health promotion strategies within the City of Utica communities, where it will live and where it will serve, and that, in turn, will benefit Oneida County as a whole.

Many factors that contribute to health are outside of the healthcare system. The social determinates of health are healthy aging. Progress in addressing racial and ethnic disparities, and socioeconomic status all influence health. The New York State prevention agenda recognizes the critical role of healthcare providers and health improvement, with emphasis on actions that the community, at an environmental level to achieve prevention agenda objectives, with a goal of improved health status of New Yorkers.

Within the healthcare setting, strategies that increase access to care and foster more meaningful engagement with those getting care will support the goal of improved health and reduction

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of disparities through increased emphasis on prevention. This development will provide growth and improvement of a healthcare system for a rapidly aging population. The downtown location will provide an easily accessible site for people in need. The combined services from existing locations to this central point will also increase operational efficiencies, decreasing the rate of healthcare spending. Thank you.

MR. MATRULLI: Thank you. Dan Gilmore.

MR. GILMORE: My name is Daniel Gilmore, G-I-L-M-O-R-E. I'm with the Oneida County Health Department. I'm the environmental health director, 185 Genesee Street, Utica, New York.

I'm here to support the new MVHS hospital. I have several reasons for this.

First, there are some residential and mixed use buildings that are old and dilapidated and unsafe to live in in the hospital footprint area. They will be removed, and this will be a benefit for people that are living in poor conditions.

Second, with the removal of the older buildings and to develop the new construction, it will provide opportunities for water system

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infrastructure upgrades and improvements.

And third, when finished, the project will allow for pathways for walking, green space, and other recreational uses for people that work and live in this section of downtown Utica.

Thank you for your time.

MR. MATRULLI: Thank you. Steven Keblish.

MR. KEBLISH: Steve Keblish, 106 Genesee Street, K-E-B-L-I-S-H. Good evening.

So I want to mostly address the impact on land use tonight, bringing it down to two categories.

Land use by the City of Utica. The City of Utica currently possesses and employs several parcels and streets within the impacted site. These publicly-held lands serve interest in the public good, including supporting public safety operations, private and public transportation, commerce, parking, and preserving the historical character of Utica. The scoping document should call for review of these uses, including plans to mitigate the impacts to the City of Utica's police maintenance facility operations, plans to replace the police maintenance facility, the impact on

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closing streets to transportation and parking, especially on local events, including the Boilmaker, Adirondack Bank Center events, and other events which rely on these streets, the historical significance of Lafayette Street, the historical significance of the street grid, especially as it relates to historical events, such as National Beer Day and the potential beer museum to be located in Utica, and the values of the properties held by the City of Utica, and the ability of the City to recoup the value of those properties, especially as measured against the purpose of acquiring those properties, i.e., the collecting and generating of property taxes.

And the second category here is the land used by private property owners. The proposed site includes many private property owners who utilize the land for private commerce, non-profit activities, worship, storage, display, services and community organizing. These lands generate benefits to the community and public in the form of property taxes, sales taxes, public space amenities, fellowship, donations, and access to food and other goods. The scoping document should

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call for a review of those uses, including how the project will impact property tax collection, including the total impact to the county, the city, the school and library before and after the project, including the impacts on property taxes at alternate sites, sales taxes collected within the site, the degree to which charitable giving will be available in or near the impacted site before and after the site -- after the project, the degree to which food service -- food services and other low cost goods will be available before and after in that area, the degree to which space will be available for community organizing, worship and other social activities within that space, and the degree to which the project will displace businesses, people and other community activities. Thank you.

MR. MATRULLI: Thank you. Dennis Davis.

MR. DAVIS: Good evening. My name is Dennis Davis. I currently have worked thirty-eight years in the heavy construction business. I'm currently the commissioner of public works for the County of Oneida. My comments will be brief and in a general nature of

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the construction business, and intended to be in support of this project.

Large scale infrastructure projects of this nature definitely can have significant environmental impacts. Improvements, especially storm water discharge, can be realized during these types of large projects and provide long-term benefits. I believe that the scoping document will address all of these issues, and I will provide further written documents. Thank you.

MR. MATRULLI: Thank you. Ralph Humphreys.

MR. HUMPHREYS: Yes. My name is Ralph Humphreys, H-U-M-P-H-R-E-Y-S, Tibbitts Road, New Hartford. Thank you for the opportunity to be here.

I have more questions than anything else, but listening, I was wondering. Is this about urban renewal or is it about our healthcare? That is one of my questions.

I ran a business for many years, and I was always taught to not put all your eggs in one basket and depend upon -- and I think what we've got with three hospitals under one management is

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working very good. And with the things that are happening in the world, we're much better to have them divided than all in one place. And we're losing a lot of beds by doing -- doing it this way. You know.

And the main thing about a hospital is the structure of it, that it stays up, a location the people can get to, the equipment in the hospital and the management, and management is a very important thing. You know. They say we've got problems with St. Elizabeth's now. I have not heard of any engineering reports, anything that tells about what is wrong with it, what is the cost to repair it, to put it back in shape. Those things should be decided first before we go into just get rid of it and build a new one.

We will end up -- yes, our project is going to be very expensive, and I believe the best way to stop -- find out where everybody stands is a public referendum and let the voters decide. Do that and then we can advance on after that.

Thank you very much. Thank you.

MR. MATRULLI: Thank you. Fred Lampman.

MR. LAMPMAN: Hi. My name is Fred Lampman,

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120 Base Road, Oriskany. I am the deputy director for Oneida County's Department of Emergency Services.

Currently our department is undertaking a multimillion dollar public safety radio communications upgrade project, and one of the challenges that we face when dealing with a project of this type is the type of construction that the proposed hospital would be for getting in-building coverage for our first responders when they're in such a facility. And it is our hope that Mohawk Valley Health Systems will work in consultation with our department to implement an in-building communication solution to provide adequate radio communication to our first responders as they move forward with their plan so that our responders can stay in contact with each other and with the 9-1-1 dispatch center. Thank you very much.

MR. MATRULLI: Thank you. Jim Brock.

MR. BROCK: Good evening. I'm Jim Brock. That's B-R-O-C-K, 1900 Genesee Street.

It's been said that a city can never be revitalized by subtraction. Bulldozing an entire

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historic neighborhood is not the solution. It is, in fact, the problem.

Your job, as the lead agency on SEQRA, is to compare alternative sites, which begs the question: Where are the studies that MVHS promised would be provided to you of the other sites that they chose not to go to?

It is incumbent upon you, as the lead agency, to not only have it for your review, but to also provide it to us, the citizens of this community.

Also, with all due respect to a lot of the folks that spoke today, we're not here to discuss how happy or nice it would be to have the hospital downtown. Your job is to look at the environmental issues. And as you know, SEQRA lays them out. It is not simply air or water. It's minerals, it's flora, it's fauna, it's noise, it's resources of agriculture, it's architectural, historic, aesthetic significance. It's existing population concentration, distribution of growth, existing community or neighborhood character, and ultimately human health. When you look at those, the alternate site that was unanimously approved by the MVH Board of St. Luke's, if it was deemed

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to not be feasible to come downtown, it's clearly the site it should go to. It is your job to determine whether the alternate site should, in fact, have been the correct site.

We know that by coming downtown, you will disrupt our tax base, both city, school, county, sales. You will disrupt businesses that have been in business for generations. You will literally be giving a green light to rip people's properties away from them, under one of most evil things that exist in our country called eminent domain. We may agree that on occasion, eminent domain, taking a private property for a public use, might have a reason to go forward, but in very limited situations. It should never used to be take private property and give it to a private entity. Thank you.

MR. MATRULLI: Thank you. Shawn Corrigan.

MR. CORRIGAN: Shawn Corrigan. That's Shawn, S-H-A-W-N, Corrigan, C-O-R-R-I-G-A-N, living at 1 Derbyshire Place, Utica, New York.

And this is in regards to the location at 333 Lafayette Street, owned by Claris, LLC, which is named after my grandmother, who started the

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business in the early thirties, and Wilcor International is housed in that location with its international showroom.

I want to mention a few others -- SEQRA -- important things to consider. SEQRA requires that all draft environmental impact statements identify and discuss all reasonably related short-term and long-term impacts, community impacts and other associated environmental impacts. Other associated environmental impacts from the project include the secondary impacts that would result from the displacement of property owner and business within the footprint of the project. We understand economic impacts are not directly within the purview of SEQRA, but to the extent this project would substantially interfere and alter our existing patterns and population concentration distribution growth and significantly affect several existing neighborhoods and communities, the secondary impacts to displace these property owners and businesses must be thoroughly analyzed and mitigated.

The draft scope will determine the only

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alternatives that will be analyzed and discussed in the DEIS. And if an alternative is not in the scope, it is not fair game. So it is extremely important that the range of reasonable alternatives in the scope be as broad and comprehensive as the project is large in scale and scope. At the very least, the final scope should include an alternative that would involve upgrading, renovating or retrofitting MVHS' existing facilities to achieve its objective of improving the delivery of patient care. Such an alternative is viable and could likely achieve significant advancements and efficiencies in patient care at a substantially less cost than the construction of a new facility.

We implore the Board to make sure the range of alternatives specified in the scope is appropriately broad and reasonable and that it omits unnecessary throw-away alternatives, such as the New Hartford Shopping Center. Please do your own independent and thorough review of the draft scope. Rely on your own professional and independent consultants instead of solely on those working for MVHS. And please err on the side of

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inclusion instead of exclusion when it comes to finalizing the scope, because if something is not in the scope, it won't be in the DEIS. And any of our later comments or any matters not addressed in the DEIS will be completely ignored. That is why the scoping document is so important, so please get it right.

MR. MATRULLI: Thank you. John Swann.

MR. SWANN: I'm John Swann, S-W-A-N-N, and I'm a Utica resident speaking on behalf of the Community Foundation of Herkimer and Oneida Counties, 2608 Genesee Street, Utica.

I've been a Utica resident for more than thirty years, and I speak to you on behalf of the Community Foundation tonight as its executive vice-president.

As an organization committed to significant and continuing investment that enhances area resident's quality of life, the Foundation supports Mohawk Valley Health System's Integrated Health Campus project. The Foundation has invested in many of the area's not-for-profits for decades, including the vast majority, if not all of its institutional healthcare providers in both

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counties.

Meeting the healthcare needs of regional residents is one of our continuing strategic priorities. The MVHS downtown project provides a unique opportunity to build a community asset for our collective future, one that will not only meet healthcare needs, but will also support and enhance urban connectivity and place-making through integrated design. Purposeful investment in our community's urban core through this unprecedented public/private project is not an option. It is a necessity.

It's important to the Community Foundation as a steward of community resources that the draft scoping document thoroughly address potential environmental impacts of this project. We have reviewed the document and found it to be thorough and wide-ranging in fulfilling that purpose. We agree with facts stated in its descriptive comments, and especially the stated project purpose.

On behalf of our President and CEO Alicia Dicks and our Board of Trustees, I would like to thank you, members of the City Planning Board, for

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your dedication and commitment to this process. The Community Foundation looks forward to continued progress, both for the environmental review process now underway, and for MVHS downtown. Thank you.

MR. MATRULLI: Thank you. I'm not sure of this name. Is there a K. Revere?

MR. REVERE: Kevin.

MR. MATRULLI: I'm sorry.

MR. REVERE: It's okay. Kevin Revere, K-E-V-I-N, R-E-V-E-R-E. I'm the director of emergency services for Oneida County. We are the emergency managers for the county. We run the 9-1-1 center. I'm the fire coordinator for the county, and we also oversee the Stop DWI program.

I've got over thirty years in public safety experience. I have a bachelors degree from the University of Central Missouri. Go Mules. And one of the first papers I had to do in college in the early eighties was about boiling liquid expanding vapor explosions, which has been touted as one of the reasons not to build in that area. And I request you, as the Planning Board, to take that concern into consideration. My examination

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of it is that it's not real. There is no need to move it because of the railroad tracks.

Hazardous materials are transported on vehicles, trucks, all over the country every single day. The explosions that you see and hear about that make national news, and they should, are unbelievably rare. And the chemicals that are transported on the tracks are also offloaded into vehicles that go along our highways all the time, but I do think that you should look into that and engage our department, engage the hospital, which is required by law to have emergency evacuation plans, emergency management plans. Our office works with all those agencies regularly, but it is a topic that has been brought up, and we'd be more than happy to engage with the Planning Board in this process, because it is an environmental concern.

In my years of experience in public safety, I also ran the Child Advocacy Center for about twelve, thirteen years. We investigated child sexual abuse in Oneida County. And just like the mentally ill, people need some -- some help. A lot of sexual abuse victims or rape victims are

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brought to hospitals because there's no place else for them to go. There is no hospital in Oneida County that has today's functionality for victims, especially child victims of child sexual abuse, and mental health facilities. I personally interviewed children in waiting rooms because there was no place else to do it. It's not conducive to get a disclosure at that time.

I encourage you to even take a look at, as a Planning Board, that perhaps this project needs to be a little bit bigger and more floor space to accommodate the mentally ill and the children and rape victims who need to have a segregated space. They need a different approach. That has been done in medicine for a very long time, not here but across the country.

Lastly, as I mentioned, we run the 9-1-1 center. We dispatch first responders for over 100,000 calls. St. Elizabeth's on Genesee Street with all the intersections, all the traffic, is a huge problem. St. Luke's, they run into traffic problems all the time. This location is much more conducive to that. So thank you.

MR. MATRULLI: Thank you. I think next is

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Stefan Rubitski.

MR. RUBITSKI: Good evening. Stefan, S-T-E-F-A-N, Rubitski, R-U-B-I-T-S-K-I. Hopefully you have that. 22 Main Street, Yorkville, New York.

This is a critical time for this Utica/Oneida County area, and we need to come to an agreement for -- about what we want to do here. And I'm neither for or against this, but we need to -- we need to look at alternatives, and that area that they want the hospital in is an eyesore. It -- it's in disrepair and something needs to be done in that area, development, some type of development. If it's not the hospital, what could go there? We need to think outside the box here, and we need to -- we need to come to an agreement and get along as a community. Thank you.

MR. MATRULLI: Thank you. Edwin Waszkiewicz.

MR. WASZKIEWICZ: My name Edwin "Butch" Waszkiewicz. That's W-A-S-Z-K-I-E-W-I-C-Z. I live at 1612 Harrison Ave in Utica. Actually my parents and my sisters moved in on September 1, 1950. I was born on September 4, 1950, and I've

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lived there my entire life. So my neighbors aren't just lucky.

But I am here because I am "yes, hospital downtown" for all the right reasons. You're letting in a 67-year-old who, for the last seven years, has actually been an overnight patient about eleven times. It started out -- I went in for the nose job. They woke me up and I had an allergic reaction to the anesthesia.

So I asked the doctor, "You know, Doc, what's my blood pressure?"

He said, "It's about 297 over 197, when it's suppose to be 120 over 80."

And I kind of fainted off into the other world, but I came back. And after about forty-eight hours, I had reached the point where he could either send me home or keep me for another day.

But I said, "You know, Doc, I watched the room across me. They've got the masks on." They moved the guy who was in the other bed because they had to put the mask on him, and I was in worse shape so they moved him.

And then I walked down the hall, and the next

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room down has those. So forty-eight hours after that incident, I had about a one hundred percent chance of catching what they had, and I said, "Doctor, send me home." And I was fortunate, I did not have to go back.

But that is one of the important things to think about, because most of the rooms there are going to be single. And one of the biggest problems -- you can look at the lists and they all have the problem where if person "A" has it, person "B" catches it. And that is a huge, huge issue. I was very lucky.

I had a cousin who died. His operation was successful, but he caught the infection. And we've all had friends that have had that problem, so this will be better from that viewpoint.

And the central location - north south, east and west - the roads are already there. We're all set. For the reasons of good health for a 67-year-old, who in the last six years spent about ten or eleven times in there, I'm in favor of it. In fact, one of my friends was Judge Ralph Eannace, and I hadn't seen him in a couple years. And I mentioned how many times I've been there.

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He said, you know, if you went to Marriott or Hilton, you would've gotten points. Do they offer points? I jokingly asked somebody and they just laughed.

But for all the right reasons. At one of the Utica common council meetings, I did mention there's three parts to what these people have to be paid. The first part is the fair market value of their property, and building costs and marketing costs thereof. Thank you.

MR. MATRULLI: Thank you. Michael Lehman.

MR. LEHMAN: Good evening. I'm Michael Lehman. It's A-E-L, last name Lehman, L-E-H-M-A-N, 153 Ridge Road in Utica, New York. My family moved to Utica sixty-one years ago from the Albany area, so we've been paying Oneida and Utica taxes for that amount of time.

I grew up here, moved away to college and career, and moved back to Utica about five years ago. I'm trained as an architect and urban planner, and I think the best part of my education was that I've been taught to try to respect the other person's point of view and opinion, even if I didn't agree with them or didn't agree with them

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very strongly. So I've tried to do that in all the meetings I've attended that MVHS had, and as I think one other person pointed out, try to breakdown the issues. And the issues basically are best quality healthcare possible.

And if for some reason we've got lumped into this, which has nothing to do with healthcare, economic revitalization. The facts as I have seen them from the health system and the other discussions during their community input sessions were that all of the stated Mohawk Valley Health System's healthcare goals can be achieved at their second location, the St. Elizabeth's -- the St. Luke's campus, actually again, by their own admission, and that is their second preferred location should the downtown site prove financially unfeasible, which I believe it has already because they can't afford to build the parking garage that they need. So I wish somewhere along the line that would be defined, as well.

The economical revitalization, again, it's barely conjecture on all the parts of all those folks who -- wishful thinking. All the

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comparisons and the other examples that are made are not in downtown. One of the facts we are sure of is that the downtown hospital has actually stifled development downtown. Empire Bath & Beyond moved out and they're in Marcy now. Many businesses down there were planning to expand their businesses, and it's on hold pretty much until they see what's going on with the hospital project.

I think it's very important, again, not to be sucked in by shiny renderences [sic], etcetera, that basically are, again, eye wash. It's been said that this is a state-of-the-art building, yet in my conversations with MBBJ, the architects for the building, they -- at the direction of Mohawk Valley Health Systems, they will not be going after a LEED accreditation for the building, which is basically an energy-saving thing, that again, is typically done in state-of-the-art hospitals.

I have some experience in planning hospitals, and during my thirty-plus year career, I did facilities planning work for Albany Medical College and the Albany Medical Center Hospital, so I'm somewhat familiar with the issues involving --

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that are very complicated in terms of designing hospitals, etcetera.

So again, I would ask you to consider all the things, and that truly progressive design, etcetera, would involve the use of newer urbanism reorganization and getting LEED accreditation on the building. So otherwise, it's just change for change's sake and not really progress, despite what all the other folks may tell you. Thank you.

MR. MATRULLI: Thank you. Joe Cerini.

MR. CERINI: Hello. My name is Joe Cerini, C-E-R-I-N-I. I own the location at 418 Lafayette Street. Presently the business is Citation Services. The building is in the age range of 160 years old. The building has been there since the 1850s, 60s. At one point it was a hotel. It's older than Hotel Utica. It was also a restaurant. After that, International Heater purchased the building. International Heater is why we have a Boilermaker race. That was their main sales floor. At that point, they built the rear building as an international shipping location to the -- from their building to the Erie Canal. They conglomerated the businesses, Carton Furnace,

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Wheeler and three other companies under the International Heater name and sold from that location.

The area has been gradually improving over the last fifteen years. Seventeen years ago, you wouldn't want to be down there. My friends told me I was crazy, but it has been improving gradually, and it's already a walkable neighborhood from downtown Utica through to Varrick Street. You can see people walking constantly, people riding their bikes. It's not like it was ten years ago. People shouldn't be afraid to be down there.

What has happened with this hospital project three years ago? There should have been public input that was included before the politicians basically got ahold of this.

Now, the entire decision for the downtown was made before any consideration of environmental impact called for by legislation that was proposed and why the hospital is being given three-hundred million dollars.

I'd like to enter into record the 710 pages of e-mails in today's record, incorporation by

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reference, that clearly show that the public input was not sought. The downtown site was a predetermined decision by Anthony Brindisi, Anthony Picente, Larry Gilroy and Steve DiMeo that pushed Mohawk Valley Health --

MR. LAWRENCE: Time's up, sir.

MR. CERINI: I'll enter the rest. Thank you.

MR. MATRULLI: Thank you. Robert Heins.

MR. HEINS: Robert Heins, 15 Clinton Place, Utica, New York 13501.

I've had a great experience. I've probably told the story too many times. In 1963, I was a professor at Syracuse and got us on a bus to come to Utica.

And we said, "Why are we coming to Utica?" And we were going to the Munson-Williams. Michele Deschampes [phonetic] was giving a lecture. It was the fiftieth anniversary of the arbor exhibit. And the lecture was so boring, and I was so arrogant, I left halfway through because I wanted to see Utica. And I walked down Genesee Street, and I had a chance to get the hamburger -- cheeseburger at Woolworth's. I saw the busy

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corner and I saw what was happening then, and it was a multi-use mix.

Now I'm an architect. I've done 3,300 projects around the world. There's -- architecture is set designs. So you can make a building look like anything, but what you can't do are some of the things accomplished by the Auditorium Authority or Harbor Point Authority.

And one of the great opportunities at that particular location is to look at the possibility of that whole area as a donut. So that in the center of it, you put your hospital or box store or whatever - you know - would be going there. At this point, if it's a twenty-story building, it's a twenty-story building, but around the perimeter, you create a neighborhood. And how do you create a neighborhood? You work within the existing fabric that's there. You do condition reports of all the buildings that are there, per the State Historic Preservation Office guidelines. You find out what's going to be qualified for adaptive reuse.

I worked on the State committee that helped to draft SEQRA. I also was chairman of a hospital

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for a major expansion. And so one of the first things that we did at the alternative sites we looked at -- and we decided to stay at the site that we were at. We looked at those sites and did Phase 1, and started a lot of Phase 2 development with the New York State DEC, looking at the property. We did traffic studies before we hired an architect, before we did anything. We did the geo-tech of the sites. We did the histrionic study about what was done at the property. So when the SEQRA discussions were being evolved, as New York State DEC was evolving after 1970, we would get together and say, one of the purposes of SEQRA is to study all alternatives. And we would say that, "Study all alternatives. Study all alternatives."

And the other thing is to ask questions. You're volunteering to serve on a Planning Board, and it's truly unique. The Planning Board is the lead agency for this particular project, the things that are in there.

I would just say one other thing. You cannot build 673,000 square foot based on prevailing scale for $500 a square foot. Please get the

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budget correct as you're going into this, in all impacts, from infrastructure right on down.

MR. MATRULLI: Thank you. I think this is Lucretia Hunt.

MS. HUNT: Thank you. Lucretia Hunt, L-U-C-R-E-T-I-A. The last name is simple, Hunt, H-U-N-T. I live at 903 Bleecker Street in East Utica.

I am for the hospital. My daughter got sick and she lived in D.C. and we went to Georgetown. I never saw anything right in the middle of the city. You went around the business area, come down, and there you see the hospital, surrounded by everything, modern equipment and everything. We need some of this here. We need a modern hospital.

I know we have the three hospitals, and they're doing the best that they can, but we need to think outside of the box. We're always negative when it comes to Utica - negative, negative, negative. Don't you think it's about time we think of something positive?

We have an opportunity to do something now to move the city forward with everything else that's

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going on. We've had a lot of statistics tonight and answered information that I wasn't even familiar with, but I am for the hospital, and I am for the future, and I do think we need a new hospital in the city. Thank you.

MR. MATRULLI: Thank you. Richard Tone. Is there a Richard here? This person lives on Perry Street in Buffalo.

MR. TONE: That's me. I don't wish to speak.

MR. MATRULLI: That's fine. Michael Mandia -- or Michele Mandia. Excuse me.

MS. MANDIA: Hi. My name is Michele Mandia. I live at 1436 Albany Street in Utica. I'm here because I was under the impression that this was a forum, because the hospital and the people involved in it did not present it to the public enough, according to the newspaper. The merger consolidation group came and said, "You didn't get involvement from the public." So I thought that's why we were here, but I feel a little hoodwinked because there's every department head from the county and the city here. So I feel a little hoodwinked by this meeting today.

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But as I sit here, my head was spinning, because I want to thank everybody here for paying your taxes to New York State, because without you paying your taxes, I don't see Mr. Cuomo writing us a check for three-hundred million dollars out of his pocket. So I think where we got the three-hundred million is from everybody in this room and this state. So I'm glad we got the money but -- in regards to that, I only foresee the parking garage that's going to cost us money. My city taxes will be going up. My county taxes will be going up. My school taxes probably won't go up, because I'm on the School Board and we work diligently to keep them at a zero percent tax increase.

As a negotiator for my union that works for the hospital, our average person -- well some of the people make $9.40 an hour who've worked there for fifteen years. So if you took that and told them their city was going to go up, their county and their parking garage fee, because nobody's come out to tell us this. Is my parking garage going to be free? As an employee, do I get to park for free? Nobody's come out to tell us that.

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So what I figured out is the average employee making $40,000 a year would probably have to work close to twenty years to make what the CEO makes in one year.

So I'd like you to take it back that -- everybody here, the new hospital is great to have, but I don't think anybody here has really found the impact on the taxpayer. I know it's great to have a new hospital, but you haven't told us what you're going to do, and how much my taxes were going to be increased? You know. Am I going to pay to park? Am I going to find a place to park once everybody else starts using the parking garage for other events?

So I think it's up to you to have more forums that aren't stocked with department heads from the county and the city.

MR. MATRULLI: Donna Beckett.

MS. BECKETT: Hello. My name is Donna Beckett, B-E-C-K-E-T-T, and my address is Norton Ave in Clinton, New York. I was not planning on speaking tonight, but I did list my name knowing that I could withdraw. And I am grateful, because my job is going to be much easier right now

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because of those other people who've spoken before me.

When we first started speaking and some of the first people speaking, I was sitting there writing a few notes, because I was listening to what they were saving. And as you've heard, I got varying opinions. It was an opinion that it might be economic growth. It was an opinion that the condition of that neighborhood is not good. The opinion -- I worked in Oneida County Social Services for twenty years, so we had some of you here talking about that. I also worked in a hospital in a support service for fifteen years. I've been doing this for three years everyday. I did it with -- I came to it with an open mind. I thought, I wonder why they're doing it. And then I found out more. Okay.

So anyway, not so much about me. Also Genesis spoke, mentioned about the future, what a hospital would be like in seventy, eighty years, what healthcare would be like, what transportation would be like. I'm very aware of that. I worked in a hospital in 1980, 1985. I saw the changes. I -- working at a hospital at a young age, you

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know how it is. You pay attention to it, even after you left that. And I know how rapidly things are changing.

So anyway -- and again, it is about healthcare. I am so grateful that I have as much information as I have. I, too, am a person who is not emotionally driven. I'm looking at both sides. I want facts. I want information. I don't want -- hopefully that it's an economic engine. Hopefully it will be wonderful.

So I think I'm going -- I just want to remind -- the simplicity of this is, please remember this audience clapped when those people who spoke and did not think it's a good idea. No one clapped, except for Lucretia, when who are in favor of it.

So -- and my final thing, although he hasn't interrupted yet. Let's have it both ways. Let's have expanded healthcare regional medical campus at St. Luke's. It's a perfect sixty-four acres. Use the money for healthcare and not to buy out people.

The final thing is that I, too, walk those streets, because I worked in Oneida County, and I saw it getting better. Not only a year and a half

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ago, I went and did a survey, not time to push an agenda. I met all of them. So thank you.

MR. MATRULLI: Thank you. John Kent.

MR. KENT: Good evening. My name is John Kent, K-E-N-T. I'm commissioner of planning for the County of Oneida, and our address is 321 Main Street, Utica. I have some very brief prepared remarks, and I have a copy that I can read with you.

But just in light of something that was said a few minutes ago, I am a county department head, but I'm the head of a department that was required under SEQRA to take certain actions when it comes to new projects. So we are an interested agency under SEQRA, and we need to be here to have input into the process. So just to clarify that one point.

These comments I hope will be pretty brief. I would like begin my comments by complimenting the City of Utica Planning Board, acting as SEQRA lead agency, for its decision to elect to follow the formal scope and process in determining the topics and analysis of the potential environmental impacts of the Mohawk Valley Health System

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proposed Integrated Health Campus, to be addressed in the draft Environmental Impact Statement. While SEQRA does not require scoping, electing to follow the formal scoping process will provide the most comprehensive and transparent discussion of the proposed MVHS IHC project.

As described in the New York State Department of Environmental Conservation's publication, The SEQRA Cookbook, the scoping process has six objectives: Focus the draft EIS on potentially significant adverse environmental impacts, eliminate non-significant or non-relevant issues, identify the extent and quality of information needed, identify the range of reasonable alternatives to be discussed, provide an initial identification of the mitigation measures, and provide the public with an opportunity to participate in the identification of the impacts. That's why we're here tonight.

A careful review of the draft scoping document reveals that it is diligent and meeting the six objectives noted above. The document clearly identifies potential significant adverse impacts, both those associated with the HIC [sic]

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construction and the operation of the completed facility. It identifies existing information sources, as well as additional information required to make a final determination. Finally, it identifies potential mitigation measures, both for the construction and the operational phases of the IHC. The draft scoping document provides a solid framework upon which to build a draft environmental impact statement that fully addresses all relevant issues and concerns. We fully support the lead agency moving forward in an expeditious manner with the preparation of a draft EIS.

Thank you for the opportunity to comment on this important step in the process of this important project of major significance to the City of Utica, all of Oneida County, and the entire region. Thank you.

MR. MATRULLI: Thank you. Ronald Vincent.

MR. VINCENT: My name is Ron Vincent. I live at 477 Roseclair Avenue, Utica, New York. The last name is the same as the first, V-I-N-C-E-N-T.

Tonight we heard from a lot of people. There

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was a lot of people here from the county. There was a lot of tax-exempt charity organizations. I'm here to speak as a taxpaying citizen, which there are many of in the City of Utica, Oneida County.

For three years, I think that's the time I heard earlier, three years we've been hearing from every politician from state, county, city, talking about this hospital. And we've even heard from the hospital people, and everybody said the same thing, that politicians say it has to go in this location in downtown Utica. We the taxpayers have listened to this for three years. And as I stand before you tonight, I'm sorry to say, I cannot in three minutes say as much as they have had time to say in three years. What you people should do is give the taxpayers, give the citizens one-on-one small group meetings, three more years to air our side of this, because we do have some good ideas, places where they could build a hospital where it wouldn't even cost them for the property or the building sitting on it, a place that I came up with to try and tell somebody where they could get a parking lot one-and-a-half mile long for only

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one-and-a-half million dollars. Think of the money that's being spent to buy these buildings, the taxes that are coming off the tax rolls, and the money that's going to be invested before the first bulldozer comes onto the site, when they could save so much money.

Outside tonight, there was a group of union people saying they want these jobs because of the union. If they built that house -- or hospital at St. Luke's, you could have union builders up there. If it's going to cost so much money to build this hospital in downtown Utica, union people, let me bring this to your attention. If they're going to spend, say, ten percent of their money before they even start building this building, they might be tempted to hire non-union people.

I yield the rest of my time. Thank you.

MR. MATRULLI: Thank you. Donna Bills.

MS. BILLS: Good evening. My name is Donna Bills, B-I-L-L-S. I live at 1430 Old Burrstone Road, Utica, New York.

I didn't think I was going to be speaking. I thought, as another woman had said, that I was

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going to be listening and getting information.

I also agree with her that I feel hoodwinked. From what the paper had said, it made it seem like it was going to be a question-and-answer forum and that we were going to be given more information on alternate sides besides downtown Utica, and apparently not so. I also agree with one of the other speakers that had mentioned that they are muddying the waters in regards to are we talking about land use or are we talking about healthcare.

There are many people that had spoken in regards to the healthcare, and they had many good credentials, and they told about all the good work that they do and all the good work that needs to be done, and I thank you for your service and keep up the good work, but that has nothing to do with destroying downtown Utica. We can still have all of that, and all those people out there yelling and carrying on from the union, they can have their jobs, as well. It's not a situation where there has to be a winner and a loser. We should be in this to all be winners. I've lived here my whole life, and I pay taxes, and I'm part of that aging group. I just turned 60. And I really

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don't want to spend the rest of my life paying for a parking garage that doesn't even need to be there if the hospital was in a different location.

Land use. There is just so much land that you have and you're not going to get any more. And if you take a portion of the city that is just trying to revitalize itself and slap a hospital in the middle of it, you're going to be destroying something that you can't get back. I was so excited when we started to have things come back and little businesses popping up all over the place, and Utica actually being something that people would say, Oh, have you been to Utica Bread? Have you been here? Have you been there? All these little places that are coming up and the way that we were starting to connect the dots. We have a historic area on Genesee Street. We have Munson-Williams. We have the Stanley, and those are very impressive things for a city our size. We are really impressive, and people don't seem to take that into account. We have the auditorium.

They want me to wrap it up. Healthcare is one thing, and location is another thing. And they have not given any of the alternate places

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this place could be when you have New Hartford saying, "Take my shopping center, please" and they're not interested. Thank you for your time.

MR. MATRULLI: Thank you very much. Phil Scalia.

MR. SCALIA: My name is Phil Scalia and I'm from Fort Plain, 21 Prospect Street, Fort Plain. The last name is spelled S-C-A-L-I-A.

I'm a professional photographer from Fort Plain. One of my favorite places to come for pictures is Utica. One of my favorite neighborhoods to go is the one that's under threat by this expansion project. The light in those few blocks is fantastic. I have three or four photos from there that are my favorites. Two of them are currently in a group show at Saratoga Arts. I invite everybody to go. It's up until June 16th.

One thing I know, you don't fix a problem by bulldozing irreplaceable architecture. They just don't build them like that anymore, to use the old saying, not to mention that it's unconscionable to do so by eminent domain.

I hope the Planning Board will consult with the City of Batavia to ask them how it went when

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they tore out the heart and soul of their city in the seventies in the name of urban renewal, an unmitigated disaster by all accounts. Conversely the City of Baltimore had a visionary mayor in the seventies who created a homesteading program by which old buildings were sold for $100 to folks that wanted to renovate. It was a tremendous success.

In my opinion, Utica would be committing suicide by taking out these beautiful structures. They may be vacant now, but that is not a reason to tear them down. The economy moves in cycles. Save these businesses and homes. I urge the Planning Board to consider alternatives. I am one tourist you will lose. Thank you.

MR. MATRULLI: Thank you. James Zecca.

MR. ZECCA: Good evening. My name is Jim Zecca, Z-E-C-C-A. I am a resident of Utica, 2662 Hedgewood Road, South Utica.

I'm here tonight to talk about the red zone, as has been mentioned earlier by the emergency management folks. The red zone is a real concern that needs to be looked at in the SEQRA process, and I'm going to read a statement. I'll be

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sending information, further information, to the Board for review.

But long freight trains coming through Utica carry hazardous, flammable and combustible materials far more dangerous than most people realize, and by knowing these facts, we have yet another major reason not to locate our only new hospital in this zone of danger called the red zone. Up to thirty of these types of trains, which are carrying very explosive fracking oil from the Dakota's that people don't know about, but this is happening everyday. Up to thirty of these types of trains now run through Utica every week, many having a hundred cars stretching a mile down the tracks. That is a 4,000 percent, 4,000 percent increase in this type of travel through this area in the past six years with this fracking oil. A high-risk red zone has been declared along both sides of the railroad tracks to prepare emergency response for spills, fire, toxic fumes and even explosions from a track failure or a train derailment, or just plain accident. And don't say it doesn't happen, because it happened just recently a few years back. We had a runaway

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train from West Utica that slammed into the train station, and thank God nobody was killed in that accident.

The U.S. Department of Transportation puts out an emergency response guide annually. This is an official document by the U.S. government. Please review this document in your SEQRA review. Thank you very much.

MR. MATRULLI: Thank you. Is there anyone that wanted to speak that I didn't call?

UNIDENTIFIED SPEAKER: I do. I don't need that, because I have a loud mouth. My name is Krista [phonetic].

I'm going for his store and the trees. Trees help everything, and you guys want to take down trees. Trees are from God and everything.

And the noise. I live right there, okay? I live right there on Genesee Street, right next door. And if they build it -- if you guys build it, I'm moving because of the noise. I'm not going to put up with that noise all night long.

And I'm doing this for their store, because he's my friend. His girlfriend is a brain injury person and all that stuff. So go Wilcor.

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MR. MATRULLI: Thank you. Would you mind giving us your name and address?

MS. MORTON: My name is Katie Morton. I live at 23 Parkway Drive, Whitesboro.

So I just want to share that my husband and I moved back from Charlotte, North Carolina to be in Utica and open a business. We wanted to move back here. We wanted to raise a family here. The more I hear about the downtown hospital proposal and the blatant disrespect and disregard for business owners, I'm beginning to wonder, like, why we ever did this without the respect. The more I hear -- give me one second.

One of the earlier speakers boasted about being a Utica citizen for seventy years, said he drives home that route and sees nothing there. Well, I drive home that route everyday, too, and neighbors like Columbia and Lafayette are exactly why we moved back to Utica. Those neighborhoods hold beauty and history and is unmatched whenever I travel to other cities. To say there's nothing there, you hear that all the time, but then why did thirty-five to forty properties and businesses have to have an offer letter to leave? There's

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obviously something there.

Hear me when I say, I desperately want to have an updated medical center. I'm about to have my second baby here in two months and will be delivering at Crouse again because of my very common but high-risk pregnancy issues. We can't be secure and be accommodated here and be taken care of at the current MVHS hospital. That said, I'm hopeful about the new hospital proposal, not at downtown but in general. However, I rarely hear about the actual healthcare, so it's hard to say.

But let's highlight the environmental issues that I've had. The very blocks this hospital is supposed to be built in in the Columbia/Lafayette neighborhoods was once known as the furnace capital of America, just like Joe Cerini highlighted. So this is back in 1850. Those very blocks where the hospital wants to go now was -- let's see. Those mills and foundries aren't there anymore -- sorry, out of breath from being pregnant -- so now they're demolished and built over. So we want to go through and bring that all back up, expose it. I'm highly concerned of what

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the contamination impact it will have on the health of those in the area once those blocks are exposed.

So that said, downtown Utica is far from replaceable. There's acres of properties to build a hospital in regard to our health, transportation, and urban growth, and if we have any hope of getting our future generations of families to want to live here. Thank you.

MR. MATRULLI: Thank you. Anyone else?

MR. BROCK: Good evening, ladies and gentlemen of the jury. My name is Jonathan Brock, 2 Tennison Circle, New Hartford, New York.

Now, we have been a part of this conversation from the very start, and actually this conversation started long before any of the public knew what was about to happen to our downtown. I just turned 30 years old in September, and I watched my entire high school graduating class move away from this area because of poor decisions, like placing a hospital within our downtown, or bulldozing a building because nobody saw the vitality in it. I recently graduated from Mohawk Valley Community College, and I will tell

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you, there is no more an interest from the younger generation to stay here and maintain a living or have a future the way the generations before us have.

Now with that being said, with regard to the SEQRA process, I do agree, many feel hoodwinked tonight with regard to those in the room taking their time to speak, or rather our time. This decision is monumental, and yes it is transformant, but for what, why, and how much can we, a community like this, afford this decision long-term? Can healthcare in this community afford this long-term? Some people talk about a hospital that may be state-of-the-art on the outside, but we know, according to what it is the healthcare system has put out, it is not state-of-the art on the inside.

Now, as a student of architecture and one who has had the luxury of traveling and seeing many neighborhoods and many communities revitalize themselves, bring themselves back and maintain their integrity, the little bit that sometimes there's left. I do not agree that we should be bulldozing what little history we have or ripping

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up what old streets or remnants of the boiler mess that we have in downtown Utica.

Now, this conversation should be about and only should be about healthcare. The idea that this is about -- somehow about transforming our downtown and economic development is sickening.

And not for anything, but somebody said it earlier. We should all get along, but you know what, I haven't seen a group dragged through the mud, their businesses, their families, their relationship and their own life by their own so-called friends as the way the people who've advocated against the downtown location, not against the hospital, but against the downtown location the way I have in this argument, and this dissertation, and even within this room.

Now with that being said, I hope that you guys completely and fully consider every location and disclose everything that you find to the public. Young and old, we deserve to know. Thank you.

MR. MATRULLI: Thank you.

MR. BROCK: I just want to add. I have an idea for revitalizing that neighborhood. There's

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so many that see light in it. There's a $30,000 grant that's usually given out to a start-up business. I encourage more of that. I actually am a huge advocate of it. As a young person, we need more of that.

MR. MATRULLI: Thank you. I believe that's the last speaker. I want to thank everybody for coming, and I really want to thank everybody for their very comprehensive information that was given. I really do. I think it was quite helpful for us. Thank you very much.

I make a motion to close the meeting.

MR. COLON: I second that.

MR. MATRULLI: So moved.

(Whereupon, the Public Hearing concluded at 7:33 p.m.)

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CERTIFICATION

I, **NORA B. LAMICA**, Shorthand Reporter and Notary Public within and for the State of New York, do hereby CERTIFY that the foregoing record taken by me at the time and place noted in the heading hereof is a true and accurate transcript of same, to the best of my ability and belief.

Nora B. Lamica

NORA B. LAMICA

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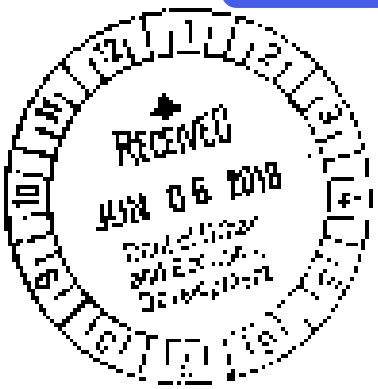

Patricia Knobloch, AIA
71 Ballantyne Brae
Utica, NY 13501

June 4, 2018

City of Utica Planning Board
Attention: Mr. Brian Thomas, Commissioner
City of Utica Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502

Re: Comments on Draft Scoping Document 5-10-18; Mohawk Valley Hospital System SEQRA; sent by certified mail

Dear Mr. Thomas:

The following are my comments on the above-mentioned document:

1) On Page 3 it says that the decision to consolidate the two existing campuses on a single facility was motivated in part by the 'growing demand for healthcare due to the rapidly increasing and aging population in the region'. If there is a growing demand for healthcare, please address why the proposed new hospital will have fewer beds than the two existing campuses.

2) On the same page, it also says that this decision was based on 'the increasing need to improve accessibility and availability by attracting specialties and providing services that otherwise would not be available to our community'. Please clarify what additional specialties and services will be available at the proposed new hospital, or what specialties and services the proposed hospital hopes to attract.

3) Page 6, Storm Sewers: Please provide calculations and/or other analyses supporting the statement that the overall percent impervious surfaces resulting from development of the IHC is anticipated to be less than the amount of coverage under existing conditions, even without green infrastructure design features. Was a Sanborn Map Company application used in the analysis? If not, please indicate what applications or methodologies were used.

This seems especially critical because the document further states that flooding is not an issue (Page 11). Although not located in flood zone, excessive runoff can cause flooding conditions.

4) Will the project be in compliance with New York State's Smart Growth Public Infrastructure Policy Act? If so, please indicate how the current and future designs incorporate Smart Growth principles in anticipation of State Agency Smart Growth reviews. If the project will not be in compliance, why not?

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5) Page 15. Impact on Transportation: The city's existing street patterns will be greatly affected by the proposed new hospital. Will the future traffic impact study address how Broadway, for example, will be changed to become a main access road for the hospital? Will the study include all new traffic signals and signs?

6) Page 25. Alternate Sites: Please comment on how this list of four alternate sites was established. Did it come from the earlier site selection study where twelve sites were considered? Please include that earlier study as an appendix to the final document.

Thank you for your consideration.

Very truly yours,

Patricia Kurzbloch, AIA

CC:

Portia Lee, Managing Director, Public Finance and Portfolio Monitoring, DASNY

Stephen D. Currie, P. E. Managing Director, Construction, DASNY

Ron Epstein, Assistant Commissioner for Policy and Planning, NYSDOT

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Subject: FW: Comments on Draft Scope, MVHS Downtown Hospital
Date: Friday, June 8, 2018 1:07:32 PM
Attachments: Montecalvo 6-7-18 Comments wcc re Draft Scoping Doc.pdf

Steve and Kathleen-

I assume that you would like me to forward these to you as I receive them??

Brian

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Frank Montecalvo [mailto:frankmontecalvo@roadrunner.com]
Sent: Thursday, June 07, 2018 10:01 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Cathy Lawrence <concerned@nhconcernedcitizens.com>; Michael P. Galime <mgalime@cityofutica.com>; Stephen N Keblish Jr <snkjr81@gmail.com>; Brett Truett <btruett@softnoze.com>; villagenh@villageofnewhartford.com; John Byrne <jbyrne@reclaimnewyork.org>; Jim G. Brock, Jr. <Brock_Jim@nlgroupmail.com>; Michael Bosak <michael_bosak@hotmail.com>; Michael Lehman <mjlehman1@gmail.com>; Karen Corrigan-Rider <karen@wilcor.net>; Shawn Corrigan <shawn@wilcor.net>; pmiscione@townofnewhartfordny.gov
Subject: Comments on Draft Scope, MVHS Downtown Hospital

Dear Utica Planning Board:

Attached please find my comments to the 5/18/18 Draft Scoping Document on the proposed MVHS Downtown Utica Hospital Project.

Thank you for your consideration.

Frank Montecalvo

--
Frank Montecalvo
315-570-3535 (Talk, Text)
frankmontecalvo@roadrunner.com

Virus-free. www.avast.com

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Frank Montecalvo
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New York Mills, New York 13417
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frankmontecalvo@roadrunner.com

June 7, 2018

City of Utica Planning Board
1 Kennedy Plaza
Utica, NY 13502
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development

Ref: Draft Scoping Document, MVHS Proposed Downtown Hospital

Dear City of Utica Planning Board:

This letter is in response to the Utica Planning Board's request for public comment on the above-referenced Draft Scoping document. As detailed below, the Draft Scope contains incorrect and misleading statements, omits relevant information, and dismisses or fails to mention the need to develop certain topics in the Environmental Impact Statement (EIS). Without correction and further definition in the Final Scope, the EIS will provide involved agencies with an inaccurate, misleading, and incomplete picture of the proposed project upon which to base their SEQR findings "that consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided." (Environmental Conservation Law 8-0109 (8)). To ease reference, the discussion below applies the labels found in the Draft Scope.

Section 1.2 Project Purpose

(A) The Applicant failed to identify the purpose(s) to be served by locating its project in Downtown Utica as opposed to the other sites it considered. The public has been told numerous times that Mohawk Valley EDGE used the Applicant's criteria to produce the site selection study upon which the Applicant's choice of the Downtown location was based. That study is still secret, so the public still does not know the Applicant's criteria. Applicant's spokesperson, Mr. Scholefield, has advised that the site selection study would be made public as part of the SEQR process (eg., video at the 20:00 mark found at http://www.uticaod.com/news/20180509/compassion-coalition-mvhs-deal-unclear). That time has now arrived and **the siting study should be included in the EIS as an appendix.**

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(B) Page 3 of the Draft Scope incorrectly states that "[t]he new MVHS IHC and hospital will replace the St. Luke's and SEMC campuses" and "consolidate patient services to one campus." As acknowledged elsewhere in the Draft Scope, MVHS will retain certain patient services at both St. Luke's and SEMC campuses. Not disclosed is MVHS' retention of the 202-bed skilled nursing facility (formerly called the St. Luke's Home) on the St. Luke's Campus. Although some functions from two buildings will be combined into a new building at MVHS IHC, significant patient services will be retained at the old sites, making the characterization of the project quoted above incorrect and misleading. There is no replacement of the SEMC and St. Luke's Campuses. Rather, the MVHS IHC Downtown campus is being added to the Applicant's responsibilities, potentially threatening its financial stability.

(C) The Applicant claims existence of a "growing demand for healthcare due to the rapidly increasing and aging population in this region." Applicant needs to substantiate this claim with actual numbers of people (not percentages). US Census statistics indicate that regional population continues a decades-long decline and the number of people in Utica over 65 years old has also declined.

(D) Applicant needs to substantiate how a new facility will attract specialists to our region when the prerequisite for specialists is a sufficient population base to make doctor specialization economically feasible. Our population is declining.

(E) Although Applicant references Public Health Law 2825-b which indicates that the purpose of the State Grant is to "consolidate multiple licensed health care facilities into an integrated system of care" the Applicant omitted any explanation of how its project meets the grant's objective. The explanation is needed because Applicant's proposal to move the hospital structure away from the retained services at the old sites (particularly the removal of the hospital from the St. Luke's Campus that will continue to hold a nursing home and rehab facility) seems to directly oppose the intent of the legislation. In addition, the removal of the hospital from the St. Luke's Campus to Downtown will place at least 2 miles between the new facility and the existing de facto "medical district" composed of the numerous medical providers that have recently located near St. Luke's along Burrstone and French Roads in New Hartford and in the Utica Business Park, including an outpatient surgical center. Because they are recent, these providers are unlikely to follow the hospital Downtown. Increasing the distance between the hospital and these providers seems contrary to good patient care.

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Section 1.3 Project Description

A. Although the project description mentions the acreage of private property that Applicant will need to acquire, it fails to disclose that this will involve displacement and/or loss of approximately 40 businesses/not-for-profits and the Utica Police Garage, permanent loss of taxable properties, and the permanent loss of properties that have in-place the public infrastructure and zoning needed to support small business development. Arguably these are the best properties for small businesses in the region due to their location in Utica's Central Business District. Utica will lose current tax revenue, important social services, jobs, and opportunities to grow jobs and its tax-base in the future. Neither the Draft Scoping Document nor any of the Application documents make any attempt to estimate the sales tax currently generated within the project area that will be at risk, to estimate the cost to duplicate the police garage off-site, to estimate the cost to duplicate off-site the public infrastructure now available for entrepreneurial growth, to estimate the non-hospital jobs currently within the project area that will be lost, or estimate the cost to duplicate lost businesses and not-for-profits elsewhere. Based upon the history of actual projects in Utica and Rome, most of the small businesses and their jobs will be lost. Although the Applicant will be liable for only a small fraction of these losses, they are real and represent a regional social and economic cost of the proposed project that will fall upon individuals, business owners, and taxpayers. State and local governments have spent literally hundreds of millions of dollars to create a relative handfull of jobs locally. Will we have to spend such huge amounts again just to make up for the jobs that this project will consume? The Applicant needs to clearly state what it is asking Utica and the region to risk in exchange for Applicant locating its proposed state-of-the-art health care facility in Downtown Utica.

B. The Draft Scope erroneously claims that +/- 373 inpatient beds will be transitioned to MVHS IHC in Downtown Utica. That statement is contradicted by the NYS Department of Health's Needs Analysis, which states that 24 of those beds will remain at the St. Luke's Campus for Physical Medicine and Rehab. That means that the MVHS IHC will only transition 349 beds to Downtown Utica. The Final Scope needs to contain an accurate description.

C. The Draft Scope indicates that the proposed project will involve construction of approximately 2650 parking spaces, or greater than 7.5 spaces per hospital bed. This far exceeds the design requirements used elsewhere (e.g., Houston, TX 2.2 per bed; Palm Beach County, FL

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1 space per 2 beds; St. Paul, MN 0.5 spaces per bed). Every space impacts the environment. Unneeded spaces create unnecessary impacts. The EIS needs to substantiate the number of parking spaces planned.

D. Applicant's description of disposition and re-purposing of existing hospital campuses is unacceptably vague given the region's history of blight caused by the abandonment of hospital buildings at the Central New York Psychiatric Center. The EIS must contain assurances that Applicant's abandonment of facilities will not create new blight in South Utica and New Hartford. As mitigation, consideration should be given to requiring MVHS to post a performance bond to fund continued maintenance and/or demolition of the abandoned hospital buildings if they are not repurposed within an appropriate specified time period.

E. Given that Applicant proposes to abandon its hospital tower at St. Luke's and/or change its use, it must be determined whether Utica's decades-old agreement to provide fire protection for the building will still apply or whether that responsibility and cost will fall upon the Town of New Hartford.

Section 1.4 Potentially Significant Adverse Environmental Impacts

The Draft Scope needs expand to include the following information under the following "Environmental Topics":

A. **Impact on Surface Water:** Utica currently has a number of combined sewers and combined sewer overflows which pass untreated sewage and/or tainted runoff directly into the Mohawk River, bypassing the Water Pollution Control Plant, during periods of wet weather. (1) The new hospital building will produce a volume of raw sewage concentrated at one location. (2) The acres of new parking will produce a volume of tainted runoff. Both will empty in an area of Utica where sewer infrastructure is old and likely to combine stormwater and wastewater. The EIS needs to identify the routes wastewater and runoff from the proposed project will take to their ultimate point of disposal in the Mohawk River, whether the sewers same will pass through are separate, combined, or both; whether they are adequate to handle the flows calculated; and whether or not any wastewater or tainted runoff will bypass the Water Pollution Control Plant and enter the River untreated. Flows from the proposed "U-District" adjacent to the hospital site should also be considered as a cumulative impact. Relocating the proposed project to the St. Luke's Campus should be considered to avoid these and new all surface water impacts (see "E" under Section 1.9 Reasonable Alternatives below).

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B. Impact on Groundwater: Relocating the proposed project to the St. Luke's Campus should be considered to avoid all new groundwater impacts (see "E" under Section 1.9 Reasonable Alternatives below).

C. Impact on Flooding: Flooding is dismissed as an issue by the Applicant based upon the project area not being within a floodway or 100/500 year floodplain as shown on federal maps. However, the lack of a floodway designation does not eliminate flooding as a substantive and significant issue. On July 1, 2017, significant flooding (causing abandonment of cars, risk to human life, and property damage) occurred on a newly reopened section of the North-South Arterial and adjacent Lincoln Avenue in an area labeled "area of minimal flood hazard" on the federal map. Per media reports State DOT officials claimed that their drains worked properly but indicated there was insufficient capacity in the stormsewers or receiving stream to prevent the flooding from occurring. This flooding occurred approximately one half-mile from and at a higher elevation than the project site. The project description in the Draft Scope indicates that some storm sewers will be removed, some existing will be used, and others will be constructed with a connection to the State DOT stormsewer line. The proposed project will create acres of new, unbroken pavement (i.e., less able to retain/slow runoff than a patchwork of old/broken pavement, sidewalks, roofs, yards, etc.). Applicant's mere claim that the proposed project will increase pervious surfaces does not resolve the question. Given the proximity of the project area to a known area of urban flooding, the potential that some of the same overwhelmed systems may be depended upon to carry away storm water from the project site, the likely increase in amount and speed of runoff from new pavement (which would increase water depth wherever flow is impeded), and the potential of risk to human life and property, the EIS must contain calculations of the amount of runoff from the project site using appropriate design criteria, and identification and assessment of the capacities of the systems/streams that will be used to convey runoff away from the project site without creating new problems downstream. Runoff from the proposed "U-District" adjacent to the hospital site should also be considered as a cumulative impact. Relocating the proposed project to the St. Luke's Campus should be considered to avoid all potential flooding impacts (see "E" under Section 1.9 Reasonable Alternatives below).

D. Impact on Air: The proposed project will close portions of several streets including Cornelia (which connects Oriskany Boulevard with Court St.) and Lafayette (which connects Bleecker St. from East Utica with portions of West Utica), forcing drivers on these streets to detour over non-direct routes, lengthening their trips, increasing

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traffic, and resulting in corresponding increases in air-pollution. The hospital itself will be a new traffic and air pollution generator. Cumulative impacts from anticipated projects nearby also need to be addressed. These impacts on air should be assessed in the EIS. Relocating the proposed project to the St. Luke's Campus should be considered to avoid the operational impacts to air, and minimize the numbers of persons exposed to construction impacts to air (see "E" under Section 1.9 Reasonable Alternatives below).

E. Impact on Aesthetic Resources including Lighting: Relocating the proposed project to the St. Luke's Campus will minimize both construction and operational impacts (see "E" under Section 1.9 Reasonable Alternatives below).

F. Impact on Historic and Archeological Resources: Relocating the proposed project to the St. Luke's Campus will completely avoid impacts to Historic and Archeological Resources (see "E" under Section 1.9 Reasonable Alternatives below).

G. Impact to Transportation: The proposed hospital will generate new traffic for Downtown that may exceed street capacity, particularly when considered cumulatively with other projects anticipated nearby. Traffic will be exacerbated by the project's proposed street closures described at D. above. Relocating the proposed project to the St. Luke's Campus will avoid all the operational transportation impacts and minimize most construction impacts (see "E" under Section 1.9 Reasonable Alternatives below).

H. and I. Impacts on Utilities and Impacts on Energy: Applicant fails to disclose, and the EIS needs to address, the impact of the proposed project on the Applicant's Co-Generation Facility recently constructed on the St. Luke's Campus but shared with Utica College, whether it will remain economically viable, or whether the power capacity will be wasted when the hospital tower is shut down. Cumulative impacts to Utilities and Energy from anticipated projects nearby also needs to be considered. Relocating the proposed project to the St. Luke's Campus will minimize the need to reconfigure utilities (water, sewer, electric) and the impacts from doing so (see "E" under Section 1.9 Reasonable Alternatives below).

J. Impact on Noise and Odor: Relocating the proposed project to the St. Luke's Campus can be expected to minimize construction impacts, and avoid operational impacts since the need to demolish old buildings and remove old public infrastructure and contaminated soil and debris would be minimized(see "E" under Section 1.9 Reasonable Alternatives below).

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K. Impact on Human Health: Although the Applicant makes reference to the CSX Railroad Tracks about 900 feet north of the project site, the existence of an Oneida County Comprehensive Emergency Management Plan, and expected coordination with various Emergency Response entities, Applicant fails to mention that Bakken crude oil is regularly transported over railroad tracks within a half-mile of the project site, that accidents have occurred in the past on these tracks, and that when accidents involving such cargo occur, evacuation within a half mile of the accident site is often necessary. Although the probability of such an accident may be considered by some to be remote, the consequences can be disastrous, as demonstrated by the 7/6/2013 Lac-Mégantic, Quebec accident. These unstated facts substantiate that an issue exists. The potential consequences make the issue significant. Given the potential risk to human life, the EIS must contain an assessment of whether or not an evacuation of what will become Greater Utica's only hospital will be feasible in the event a Lac-Mégantic-style accident were to occur. If evacuation is determined to be feasible, an evacuation plan should be included as an Appendix to the EIS. Relocating the proposed project to the St. Luke's Campus, which is out of the danger zone, would avoid this particular potential impact to human health. It will also avoid introducing the new impacts already mentioned in the Draft Scope into the Downtown Utica neighborhood(see "E" under Section 1.9 Reasonable Alternatives below).

L. Consistency with Community Character and Plans: Applicant fails to disclose that the site of the proposed project lies within the Gateway Historic Canal District (an area bounded by Genesee, State and Columbia Streets and the CSX Tracks) which has its own specific master plan, that said plan recommended amendment of the zoning regulations for the district to encourage mixed-uses by establishing building-form requirements, that the Utica Planning Board unanimously recommended approval of the zoning amendment, that the Oneida County Planning Department recommended approval of the amendment, and that on 3/16/2005 the Utica Common Council unanimously approved the amendment. This neighborhood-specific plan and building-form requirements are consistent with the more general Utica Master Plan approved by the Council in 2011 which envisions mixed uses and "walkability" Downtown. Because they have been approved by the Common Council, it is understood that these plans and requirements are binding on the Planning Board and all who propose building within this district, and cannot be overridden with a mere site plan approval. Based upon Applicant's plans revealed to the public thus far, the proposed project materially conflicts with these officially approved/adopted plans and goals. Furthermore, since the existing street grid was established by city ordinances over the years, Applicant's proposal to close portions of streets for the proposed

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project also presents a "material conflict" with the community's plans and goals as officially adopted. Per 6 NYCRR 617.4(vi), these material conflicts are *per se* a substantive and significant adverse environmental impact that either must be mitigated by redesign of the proposed project to conform to the aforesaid requirements, or avoided by relocating the proposed project to either the St. Luke's Campus or the Psych Center Campus (see "E" under Section 1.9 Reasonable Alternatives below).

M. Impacts on Solid Waste Management: Relocating the project to the St. Luke's Campus will minimize impacts related to demolition.

N. Environmental Justice: The proposed project not only threatens the continued existence of non-hospital jobs in this environmental justice neighborhood, but also threatens several charitable services located there. Relocation of the proposed project to either the St. Luke's Campus or the Psych Center Campus would totally avoid these impacts.

Section 1.5 Cumulative Impacts

The EIS needs to develop the information on cumulative impacts identified at Section 1.4 A, C, D, G, H and I above, all of which could be avoided by relocating the proposed project to either the St. Luke's Campus or the Psych Center Campus(see "E" under Section 1.9 Reasonable Alternatives below).

Section 1.6 Unavoidable Adverse Environmental Impacts

Determination of unavoidable impacts must be made with reference to both the St. Luke's Campus and Psych Center Campus as reasonable alternative sites to allow a comparison regarding which site better minimizes or avoids adverse environmental impacts. Involved agencies will not have a sound basis for their SEQR findings without this information. For the reasons explained at "E" under Section 1.9 Reasonable Alternatives below, it is believed that the St. Luke's Campus best minimizes or avoids adverse environmental impacts.

Section 1.7 Irreversible and Irretrievable Commitment of Resources

The EIS summary should include the existing streets and other public infrastructure that will be removed; the buildings to be demolished including the police garage; the businesses and associated jobs, income and personal wealth that will be lost; the loss of taxes (property and sales) to local jurisdictions; and the lost potential for Utica to grow jobs and tax base through conversion of developable acreage into parking lots and hospital related structures. This topic

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should also include a similar summary for the St. Luke's Campus and the Psych Center Campus alternatives to permit a comparison to be made.

Section 1.8 Growth Inducing Aspects

This section of the EIS should include (A) consideration of "negative growth" with associated impacts (the spread of blight and waste of community resources), (B) discussion of whether the intent of the State's Smart Growth Policy (Environmental Conservation Law Article 6) will be implemented, and (C)substantive evidence and reasoned elaboration to back up conclusions rather than speculation and forward looking statements. Currently available information suggests that the proposed project, when completed, will exacerbate the region's *negative* population trends through the *destruction* of jobs. Hospital jobs will be reduced due to the reduction in hospital beds from 571 to 373 (see the NYS Department of Health's Needs Analysis). Most non-hospital jobs (as yet uncounted) associated with the approximately 40 entities currently within the downtown hospital footprint will disappear based upon the 90%+ closure rate experienced by Rome, NY businesses previously in the footprint of its Ft. Stanwix urban renewal project. The proposed project's occupation of 25 Central Business District Acres, primarily for parking, not only will remove this acreage from private development but also drive up the cost of remaining CBD property by restricting supply. That will discourage new startups and the creation of new jobs. Meanwhile the City of Utica will be burdened with providing municipal services to new facilities that do not generate taxes, raising taxes for everyone else and making Utica less attractive for investment. The excessive parking facilities will foster more dependency on the automobile. Simply put, the proposed project will replace an urban neighborhood that contributes to its upkeep with suburban sprawl that will not. The EIS needs to not only address these concerns, but also acknowledge that they could be minimized by placing the new facility on the St. Luke's Campus.

Section 1.9 Reasonable Alternatives

A. This section of the Draft Scope repeats the inaccurate, misleading statements and omissions addressed in "Section 1.2 Project Purpose" above. My comments there are incorporated here by reference. Please correct these elements in the Final Scope.

B. In its Certificate of Need Application, Applicant has interpreted the State's Grant as requiring a site within Oneida County's "largest population center" by appending the words "which is Utica" that do not appear in the law. Applicant now, inconsistently, lists the St.

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Luke's Campus (in New Hartford) and the New Hartford Shopping Center as "reasonable alternatives" to be considered. Since it would be "unreasonable" for agencies to consider alternate sites that do not qualify for the Grant, the listing of New Hartford sites as "reasonable alternatives" should be construed as both a waiver of future arguments that the legislation requires the proposed project to be within Utica, and as an admission that the identified sites in New Hartford are located "within the largest population center" of Oneida County.

C. **The New Hartford Shopping Center** must be rejected as a "reasonable alternative" to be considered in the EIS because:

1. It was not one of the several sites considered in Applicant's secret siting study and presumably does not meet the Applicant's criteria.
2. Applicant neither owns nor has a purchase option on the site (see 6 NYCRR 617.9(b)(5)(v) ('g')).
3. The proposed use is inconsistent with the Village of New Hartford's zoning ordinance.
4. Conversion to tax-exempt status would likely create unacceptable and destabilizing financial consequences to the Village.
5. Forcing the existing businesses to move will likely result in permanent closures, unacceptable job losses, potential blight elsewhere in the Village, and sprawl.

D. **The Utica Psychiatric Center** is appropriately considered as a reasonable alternate site because it is located within the County's "largest population center," was included in Applicant's secret siting study, and, thus, presumably meets the Applicant's base criteria. This site needs to be weighed against the proposed Downtown and St. Luke's sites as to environmental impacts (both those identified above and, perhaps, others) and a determination made as to which site minimizes adverse impacts to the maximum extent. In discussing this site, the EIS needs to elaborate on or note the following:

1. Applicant lacks ownership or a purchase option to the site (see 6 NYCRR 617.9(b)(5)(v) ('g')).
2. The proposed use of the site would be consistent with zoning, applicable local plans, the street grid, and prior site history (involving hundreds of patients and staff on site at any particular time). There would be no adverse change to community character. Bringing back a healthcare related use to the site could reverse the neighborhood decline that followed abandonment of Psych Center buildings.

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3. Operational impacts to the environment could be expected to be similar to those of the past but without an actual study and comparison of what needs to be constructed to what is now there, their significance is unclear.

4. Construction impacts to the environment and sensitive receptors off site could be buffered by both the larger site (several times the size of the Downtown site), and by less intense land uses in the surrounding neighborhood than what is Downtown. Fewer buildings to raze on this site also suggest fewer impacts than at the proposed Downtown site.

5. This site presents fewer opportunities to minimize impacts through the reuse of ancillary facilities than is possible on the St. Luke's Campus.

6. The larger campus suggests that the need for a parking garage could be replaced with surface parking.

7. Since the land is already tax-exempt institutional and existing uses would not have to be dislocated, all the adverse economic, social, business, jobs, smart growth, sprawl, environmental justice and tax consequences associated with the Downtown site would be avoided.

E. **The St. Luke's Hospital Campus** is appropriately considered as a reasonable alternate site because it is located not only within, but at the virtual center of the County's "largest population center" making its location convenient to the entire region that will be served by the new facility. As Applicant's acknowledged "back-up" to the Downtown site (Applicant was not required to choose a back-up), the Applicant cannot now credibly deny that the St. Luke's Campus will meet ALL its needs. This site needs to be weighed against the proposed Downtown and Psych Center sites as to environmental impacts and a determination made as to which site minimizes adverse impacts to the maximum extent. In discussing this site, the EIS needs to elaborate on or note the following:

1. The St. Luke's Campus is the ONLY site under consideration for the proposed project that the Applicant actually owns or controls(see 6 NYCRR 617.9(b)(5)(v) ('g')).

2. Per the following Table (taken from the NYS Department of Health's Needs Analysis) if the new facility were to be constructed on the St. Luke's Campus, it would result in a negligible increase of **THREE BEDS.**

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Beds: Existing and Proposed	St. Elizabeth	St Luke's	Change	New Facility
Coronary Care		0	0	0
Intensive Care	20	22	0	12
Maternity		26	0	23
Medical / Surgical	149	238	-147	240
Neonatal Continuing Care		4	-4	
Neonatal Intermediate Care		0	0	0
Pediatric	0	14	14	0
Physical Medicine and Rehab		**24	0	**24
Psychiatric	24	20	-0	44
Total	**201**	**370**	**-174**	**373**

** Remaining at St Luke's Campus

Source: HFIS 2017

This suggests that the variety and intensity of operational environmental impacts of locating the new facility on the St. Luke's Campus should be virtually identical to those associated with the facility that is there now, **i.e., NO new or increased impacts to the environment should be expected at the St. Luke's site.** This includes impacts to surface water, groundwater, flooding, air, aesthetic resources, transportation, utilities, energy, noise, odor, human health, and solid waste management.

3. Locating the new hospital facility on the St. Luke's Campus (which is more than double the size of the proposed Downtown MVHS IHC) will minimize the environmental impacts associated with construction because (a) the need to bulldoze an entire neighborhood that is likely to contain asbestos and other contaminants from prior uses is eliminated;(b) the **proposed project can and should be scaled back to be essentially a replacement of the existing hospital tower,** eliminating the need to duplicate existing ancillary, non-healthcare related facilities that can be re-used, such as the recently constructed medical office building, new cafeteria, new co-generation plant, helipad, and parking lots; (c) the excessive parking proposed for Downtown can be eliminated;(d) the larger site and less intense land uses in the surrounding neighborhood with much space between nearby buildings and the site will buffer impacts to off-site receptors.

4. New areas of environmental concern would be sensitive receptors on site, and a small federal wetland on site. The sensitive receptors can be dealt with as they were in the past given that the existing hospital tower has undergone several major additions over the years of its existence without interruption in service. The emergent wetland is of minimal environmental significance, has been previously encroached upon by the Applicant for a roadway and parking lot without regulatory problem, could be easily replaced or moved to a more convenient location, or be avoided altogether given the large size of the site.

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5. The St. Luke's site is far enough away from the Bakken Crude transport route to eliminate all possibility of having to evacuate the facility in the event of a rail accident.

6. The proposed project at the St. Luke's Campus would be fully consistent with Town of New Hartford zoning, plans, and involve no change to community character.

7. Since the St. Luke's Campus is already tax-exempt, institutional, and existing uses would not have to be dislocated, the adverse economic, social, business, jobs, smart growth, sprawl, environmental justice and tax consequences associated with moving services to the Downtown site would be avoided.

8. Placing the new hospital tower on the St. Luke's Campus (a) eliminates the need for the Applicant to establish and maintain an additional medical campus, (b) advances the Grant's purpose to "consolidate multiple licensed health care facilities into an integrated system of care," (c) will maintain the proximity of hospital treatment to the providers in the region's de facto medical district consistent with good patient care.

Section 1.10 Elements of the DEIS

A. The Draft Table of Contents for the Draft EIS will have to be revised to reflect the concerns detailed above.

B. Appendices must include the complete Site Selection Study and an Evacuation Plan.

Section 1.11 Irrelevant or Non-Significant Issues or Impacts

Impacts on Flooding must be eliminated from this list for the reasons detailed above under Section 1.4 C.

Thank you for your attention to these matters.

Very truly yours,



Frank Montecalvo

Via Certified Mail and E-Mail bthomas@cityofutica.com
CC: LIST ATTACHED

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COPY LIST:

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Hon. Donald Ryan, Mayor, Village of New Hartford
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Office of Environmental Affairs
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515 Broadway
Albany, NY 12207

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Send data from MFP07716197 06/14/2018 09:07
Date: Thursday, June 14, 2018 9:20:01 AM
Attachments: DOC061418-06142018090726.pdf

Another SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

-----Original Message-----
From: Urban Scan [mailto:ubrancopy@cityofutica.com]
Sent: Thursday, June 14, 2018 9:08 AM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Send data from MFP07716197 06/14/2018 09:07

Scanned from MFP07716197
Date:06/14/2018 09:07
Pages:2
Resolution:600x600 DPI

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ANTHONY J. PICENTE, JR., County Executive
ERIK KENT, JR., Commissioner

Rockefeller Center at Utica Station
321 Main Street, Utica, NY 13501

PH: (315) 798-5710
FAX: (315) 798-5822
planning@ocgov.net

Oneida County Department of Planning

Rockefeller Center at Utica Station, 321 Main Street, Utica, NY 13501

June 7, 2018

City of Utica Planning Board
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502

RE: SEQRA Draft Scoping Document
Mohawk Valley Health System (MVHS)
Integrated Health Campus (IHC)

City of Utica Planning Board:

I would like to begin my comments by complimenting the City of Utica Planning Board, acting as SEQRA Lead Agency, for its decision to elect to follow the formal scoping process in determining the topics and analysis of the potential environmental impacts of the Mohawk Valley Health System (MVHS) proposed Integrated Health Campus (IHC) to be addressed in a Draft Environmental Impact Study (DEIS). While SEQRA does not require scoping, electing to follow the formal scoping process will provide the most comprehensive and transparent discussion of the proposed MVHS IHC project.

As described in the New York State Department of Environmental Conservation's publication ***The SEQR Cookbook***, the scoping process has six objectives:

- *"focus the draft EIS on the potentially significant adverse environmental impacts;*
- *eliminate non-significant and non-relevant issues;*
- *identify the extent and quality of information needed;*
- *identify the range of reasonable alternatives to be discussed;*
- *provide an initial identification of mitigation measures; and*
- *provide the public with an opportunity to participate in the identification of impacts."*

A careful review of the Draft Scoping Document reveals that it is diligent in meeting the six objectives noted above. The document thoroughly identifies potential significant adverse impacts, both those associated with the IHC construction and the operation of the completed facility. It identifies existing information sources as well as additional

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information required to reach a final determination. Finally, it identifies potential mitigation measures, again both for the construction and operational phases of the IHC.

The Draft Scoping Document provides a solid framework upon which to build a Draft Environmental Impact Statement that fully addresses all relevant issues and concerns. We fully support the Lead Agency moving forward in an expeditious manner with the preparation of the Draft EIS.

Thank you for the opportunity to comment on this important step in the process of this important project of major significance to the City of Utica, all of Oneida County and the entire region.

Sincerely,

John R. Kent, Jr.

John R. Kent, Jr.
Commissioner

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Subject: FW: Downtown Hospital
Date: Monday, June 11, 2018 8:34:30 AM

Another SEQRA scoping written comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Stefan Rubitski [mailto:stefhmets@gmail.com]
Sent: Saturday, June 09, 2018 9:27 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Downtown Hospital

Hello this is Stefan Rubitski and a New Hospital is needed, if it is Downtown try to keep the History of that area of Utica as much as you can. Try to also look at West Utica the Corner of Noyes, York St where the State Hospital is as well. My email is stefhmets@gmail.com please keep in touch.

Stefan

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: Proposed MVHS Health Campus
Date:	Wednesday, June 13, 2018 3:52:57 PM
Attachments:	FAA Comments on MVHS Proposal 6-11-18.pdf 150_5390_2c.pdf AC_135-14B.pdf VFRClassG.pdf 150_5190_4A Model Zoning.pdf

Steve and Kathleen-

Comments below and attached from the FAA.

Brian

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: David.Carlin@faa.gov [mailto:David.Carlin@faa.gov]
Sent: Monday, June 11, 2018 1:42 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: evelyn.martinez@faa.gov; jonathan.delaune@faa.gov
Subject: Proposed MVHS Health Campus

Brian,

Thanks again for taking the time to speak with me today regarding MVHS Health Campus. As promised, here are comments and supporting documentation to consider as the City begins to map out the proposed development. If you have any questions, feel free to contact me anytime.

Dave

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David Carlin, MPA



Community Planner
Federal Aviation Administration - NYADD
1 Aviation Plaza, Suite 181
Jamaica, NY 11434
Phone: (718) 995-5762
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U. S. Department
of Transportation

**Federal Aviation
Administration**

Federal Aviation Administration
New York Airports District Office
1 Aviation Plaza, Room 111
Jamaica, New York 11434

June 11, 2018

Mr. Brian Thomas, AICP
Commissioner
City of Utica Department of Urban an Economic Development
1 Kennedy Plaza
Utica, New York 13502

Re: Mohawk Valley Health System (MVHS) Integrated Health Campus

Dear Mr. Thomas,

Thank you for the opportunity to comment on the proposed hospital complex that will replace both St. Luke's and St. Elizabeth's hospitals in Utica, NY. Based on the material provided, a designated landing facility for helicopters will be included with the 670,000 sf complex located at the northeast corner of State and Columbia Street's. There are several aspects of this proposal that should be carefully evaluated as the City begins to plan this development.

The proposed helistop is located approximately 9.5 miles southeast of Griffiss International Airport (KRME) and just south of the final approach course to Runway 33. The proposed location would likely not pose any conflicts with arrivals, departures or traffic pattern operations given this distance from Griffiss. However, a formal review and analysis for any new helicopter facility should be submitted to the FAA using FAA Form 7480 (the form to establish landing facilities) so internal FAA lines of business can properly evaluate the proposal for potential impacts to the National Airspace System. Additionally, proposed structures (hospital, associated buildings, power poles, flag poles, antennas, trees etc.) should be submitted for review in conjunction with the established landing area to determine if there are any potential impacts on the proposed helistop via FAA Form 7460. There are no fees to conduct these reviews, and, the process can be initiated by submitting information online at: https://oeaaa.faa.gov/oeaaa/external/portal.jsp . It should be noted that the proposal should be submitted well in advance of planned construction, especially for newly established landing facilities. Although review times typically range from 45-60 days before a determination letter is issued on the proposed development, these times can be longer should impacts be identified and mitigation measures need to be determined. If you would like more information on this process, please contact me directly and I will provide additional

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guidance.

Page three of the project description identifies that a helistop (i.e. minimally developed helicopter facility for boarding and discharging passengers or cargo, without the support facilities found at a heliport) will be situated to the west of the hospital building, adjacent to the ED ambulance entrance and north of Columbia Street. Although it is not clear what minimally developed means, the FAA has published guidance on how heliports, specifically hospital heliports, should be planned and designed. FAA Advisory Circular (AC) 150-5390/2C (attached) outlines the parameters that need to be considered when siting the facility and what infrastructure is needed. The AC does not use the term "helistop", as the design standards and recommendations of this AC apply to all heliports. Therefore, it is recommended that the reference to helistop be changed to Hospital Heliport for consistency with published guidance and standards.

Several aspects of this proposal warrant further review and include the following:

- The material provided in the MVHS application did not identify approach and departure surfaces to the proposed helipad to determine if the location is feasible based on planned and existing infrastructure. At a minimum, the approach and departure surfaces shall maintain an 8:1 slope without any obstructions as outlined in the attached guidance. Based on the proposed location, there may be additional noise and environmental impacts by using a surface landing area versus a rooftop or elevated setup given the existing Kennedy Tower residential apartment complex will immediately adjoin the MVHS complex. A noise analysis should be undertaken to verify what configuration will result in the least amount of noise to this residential area. Additionally, an assessment should me made with respect to air quality standards from exhaust that would be generated by helicopters to this residential property;
- It is unclear if the proposed helicopter area has been sited to account for prevailing winds as no data was submitted with the proposal. It should be noted that incorrectly siting the heliport with the hospitals planned ventilation system intakes can result in significant issues with building air quality if prevailing winds blow helicopter exhaust into them or to surrounding properties;
- The application material did not specify whether the area will be lighted for night operations, contain a rotating beacon on top of the MVHS facility, whether lighted windsocks or refueling infrastructure will be provided, etc. Please clarify if these types of improvements are anticipated;
- The MVHS application did not specify whether or not the facility will be designated as a trauma center, or will plan on providing trauma services at a future date. If trauma services will be provided, it will likely result in a greater frequency of helicopter operations to and from MVHS and therefore warrant improved infrastructure to serve the facility. Should a trauma center designation apply to MVHS, careful consideration should be given to the placing the heliport on the roof versus on the ground to minimize potential impacts.
- Details were not provided as to whether or not the proposed heliport will need instrument

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approach procedures developed to allow helicopters to operate when weather is less than 2 miles and 800 feet ceilings, which are minimum weather requirements for Part 135 Air Ambulance operations (see attached VFR minimums). If MVHS plans to provide trauma services, it is recommended that instrument procedures be developed so as to minimize disruption of air transportation to and from the hospital during poor weather conditions. Requests for procedure development can be submitted at: https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form/ and should be submitted at least 18-24 months prior to expected operations.

- Given that a proposed heliport will be constructed at the MVHS site, the City of Utica should implement zoning regulations to limit buildings/objects around the site. Please review attached AC 150/5190-4, which illustrates how a Model Zoning Ordinance can be implemented to limit height of objects around airports (Substitute the heliport surfaces for the airport surfaces in the model ordinance). Should you have any questions regarding the development of zoning ordinances for airports/heliports, please contact me for further guidance.

Thank you for the opportunity to provide input on this proposal.

Sincerely,



Dave Carlin
Community Planner

Cc: Evelyn Martinez, NYADO
Zach Delaune, NYADO

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US Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject:	A MODEL ZONING ORDINANCE TO LIMIT HEIGHT OF OBJECTS AROUND AIRPORTS	Date: [illegible]	AC No: [illegible]
		Initiated by: [illegible]	Change:

1. PURPOSE.

a. This advisory circular provides a model zoning ordinance to be used as a guide to control the height of objects around airports.

b. This advisory circular has been editorially updated for reprint/stock purposes only. There were no changes made in the content of the advisory circular except to update the format and renumber the document to AC [illegible]

2. CANCELLATION. AC [illegible], A Model Zoning Ordinance to Limit Height of Objects Around Airports, dated August 21, 1973.

3. [illegible].

a. Aviation safety requires a minimum clear space (or buffer) between operating aircraft and other objects. When these other objects are structures (such as buildings), the buffer may be achieved by limiting aircraft operations, by limiting the location and height of these objects, or, by a combination of these factors. This advisory circular concerns itself with developing zoning ordinances to control the height of objects, based on the obstruction surfaces described in Subpart C of Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, current edition. It should be recognized, however, that not all obstructions (objects whose height exceeds an obstruction surface) are a hazard to air navigation.

b. The Federal Aviation Administration (FAA) conducts aeronautical studies on obstructions which examine their effect on such factors as: aircraft operational capabilities; electronic and procedural requirements; and, airport hazard standards. If an aeronautical study shows that an obstruction, when evaluated against these factors, has no substantial adverse effect upon the safe and efficient use of navigable airspace, then the obstruction is considered not to be a hazard to air navigation. Advisory Circular [illegible], Utility Airports--Air Access to National Transportation, current edition, presents additional discussion on hazards to air navigation.

c. Airport zoning ordinances developed for height limitations do not in themselves ensure compatible land use surrounding the airport. Land use zoning, incorporating height limiting criteria, is an appropriate means for achieving this objective. Advisory Circular [illegible], Airport Land Use Compatibility Planning, current edition, presents generalized guidance for compatible land use zoning in the vicinity of airports.

4. BACKGROUND.

a. The purpose of zoning to limit the height of objects in the vicinity of airports is to prevent their interference with the safe and efficient operations of the airport.

b. Section 511 of the Airport and Airway Improvement Act of 1982, states, in part, the following: . . . Sec. 511(a) [illegible]. As a condition precedent to approval of an airport development project contained in a project grant application submitted under this title, the Secretary shall receive assurances in writing, satisfactory to the Secretary that . . . (4) the aerial approaches to the airport will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or mitigating existing airport hazards and by preventing the establishment or erection of future airport hazards; (5) appropriate action, including the adoption of zoning laws has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff aircraft, ..." Conformity with this advisory circular will assist the responsible local government in complying with the Section 511 assurances with respect to the height of objects. However, this advisory circular does not address other land use compatibility criteria, such as noise compatibility, which may be required under Section 511.

c. This advisory circular is based on the obstruction surfaces described in Subpart C of FAR Part 77. Examples of zoning ordinances for a utility airport and for a larger than utility airport have been included in appendices 2 and 3.

5. [illegible] ORDINANCE.

a. Those responsible for crafting an airport zoning ordinance to limit height of objects are aware, of course, that it must conform to the prescribed authority of that particular airport zoning enabling act. Only terminology applicable to the airport named in the ordinance should be used.

b. The model ordinance included in this advisory circular defines and provides for the establishment of various zones and prescribes height limitations for each zone as required to prevent the erection or establishment of objects which may interfere with the operation of the airport. These zones will vary depending on the type, size, and layout of the runways. The model ordinance, therefore, leaves the specific zone measurements to be inserted by the [illegible] [illegible] adopting the ordinance as appropriate for the particular airport.

c. The appendices also include examples of how the model ordinance may be used for various types of airport. Since much of the technical terminology and definitions are derived from Federal Aviation Regulations, technical programs, handbooks, and advisory circulars, care should be taken to ensure that language used in the ordinance tracked as nearly [illegible] terms used in the model ordinance.

d. Any height limitations imposed by a zoning ordinance must be reasonable, meaning that the height limitations prescribed should not be so low at any point as to constitute a taking of property without compensation under local law. Therefore, the zoning ordinance should not purport to impose height limitations in any area so close to the ground that the application of criteria prescribed would result in unreasonable or unduly restrictive height limitations. This is provided for by provision 12, Exception Height Limitations, of Section IV, Airport Zone Height Limitations, in the Model Zoning Ordinance.

e. The decision as to the exception height limits should be made on the basis of local conditions and circumstances, including the uses being made of property in the vicinity of the airport. In making such a decision, the political subdivision should use the same procedures generally recognized as desirable in preparing comprehensive zoning ordinances, including necessary coordination with recognized state, regional, and local planning offices, where applicable.

f. Areas in the various zones where the height limitation is below the expected height limit prescribed in the ordinance should be acquired to ensure the required protection. In the approach area, the minimum acquisition begins at the end of the primary surface defined in FAR Part 77, Section 77.25, and extends outward with the width of the approach surface defined in that section, to a point where the approach surface slope reaches a height of 10 feet above the ground elevation of the runway or terrain, whichever distance is the shorter. If easements are acquired, they should include the right of passage over the property by aircraft as well as the right to prevent erection of future obstructions.

g. Drafters of airport zoning ordinances should consult with Federal Aviation Administration (FAA) airports personnel in regional or district offices when developing airport zoning regulations.

h. The standards contained in FAR Part 77, Subpart C, make it possible to determine, for any location on or adjacent to an airport, the height at which any structure or object of natural growth would constitute an obstruction. Section 77.15 of FAR Part 77, Subpart B sets forth the requirements for filing notice of proposed construction or alteration.

i. If the object exceeds a height or surface defined in Subpart C of FAR Part 77, it would be an obstruction and would be the subject of an aeronautical study by the FAA to determine its effect on navigable airspace. If the object is considered to have a substantial adverse effect upon the safe and efficient utilization of such airspace, it would be determined to be a hazard to air navigation. The FAA cannot prevent the erection without local assistance. The enactment of this proposed model zoning ordinance will permit the local authorities to control the erection of hazards to air navigation and thus protect the community's investment in the airport.

j. The FAA aeronautical study will be made available to the local zoning authorities and will set forth the effects on aviation of any proposed object that would constitute an obstruction under Subject 3 of FAR Part 77. This information can then be considered by the Board of Adjustment when processing applications for variances.

6. AIRPORT ZONING ORDINANCE MAP.

a. Attached to the airport zoning ordinance and made a part thereof is the airport zoning map. The airport zoning map is similar for all types of airports and heliports, and must be compiled from the criteria in Subject 3 of FAR Part 77 as reflected in the Ordinance. A typical example of this zoning map was reduced in size for printing in this publication (see Appendix 4).

b. The airport zoning map is of the area affected by the airport zoning ordinance and shows the layout of the runways, the airport boundaries, the airport elevation, and the area topography. The map should also set forth the various zones with the applicable height limitations for each as described in the body of the ordinance. The zoning map should contain a method of land identification, as typical in different areas of the country, such as section, township and range, block and lot, or metes and bounds. This map should also depict other identifying geographic objects such as streets, rivers, railroads, roads, and streets. By using a map with this amount of detail, in conjunction with the text of an ordinance, a property owner should, without undue difficulty, be able to determine not only the location of his property, but also the height limitations imposed thereon by the ordinance.

c. Adequate topographic maps may be available from local government sources. Standard topographic maps (quadrangle maps) are available from the U. S. Geological Survey. These should be ordered from the Distribution Branch, U. S. Geological Survey, [illegible], Federal Center, Denver, Colorado [illegible].

d. Many state agencies also make topographic maps available. In the absence of contour topographic data, land evaluation source data may be available from bench marks, railroads, highways, and other project surveys. Contour data in zoning maps should be shown to the extent reasonably available or required locally to support the ordinance.

7. BOARD OF ADJUSTMENT. The model ordinance provides for the creation of a board of adjustment to hear appeals, to hear and review special exceptions, and to hear and decide special variances. Provision is also made for judicial review of decisions of the Board of Adjustment. Such review and appeal procedures are intended to conform to applicable constitutional requirements.

12/14/83 AC 150/5190-4A

B. GENERAL INSTRUCTIONS FOR USING THE MODEL ZONING ORDINANCE.

a. The model zoning ordinance may be used as a guide for developing airport zoning ordinances to limit the height of objects that may interfere with the operation of a civil airport or heliport. The blank spaces should be filled in with appropriate data as noted.

b. It is not necessary that all material set forth in the model ordinance be used for all airport zoning ordinances. For example, if the airport to be zoned is a utility airport with no precision or nonprecision instrument runways existing or planned, those definitions and paragraphs referring to precision or nonprecision instrument runways or larger than utility runways may be omitted, (see appendix 2). However, if the airport changes to a larger than utility airport or receives instrument approach procedures, the ordinance should be amended to provide for the changes.

c. Section III should only include the airport zones applicable to the airport being zoned. An approach zone is applied to each end of each runway based upon the type of approach available or planned for that runway end. The most precise type of approach, existing or planned, for either end of the runway determines the primary surface width. Heliports do not have horizontal or conical zones. Other zones to accommodate the areas covered in FAR Part 77.23(a)(2) and (3) may be added.

d. Examples of several airport-type ordinances are included in the appendices for guidance.

[signature]

[illegible]
Director, Office of Airport Standards

Remove Watermark
Wondershare PDFelement

[illegible] MODEL ACTION CRITERIA [illegible]
OF SPECIES ARISING AT A [illegible] 1/

[illegible] DETERMINATION [illegible] OF THE WEIGHT OF SCIENTIFIC AND [illegible] OF A SPECIES OF [illegible], WHICH [illegible] IN THE TERRITORY OF THE _____ 2/ IS CONSIDERED TO BE A NATIONAL PUBLIC AND [illegible] INTEREST; [illegible] OF SCIENTIFIC KNOWLEDGE; [illegible] THAT THE SPECIES IS THE _____ 2/ ACTIVE MEMBERSHIP IN [illegible] OF [illegible]; [illegible] AND [illegible] OF [illegible] 2/

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] 2/ [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] further acquired that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or the marking and lighting of obstructions are public purposes [illegible] political subdivision may raise and extend public funds and acquire land or interests in land.

IT IS [illegible] BY [illegible] BY as follows:

SECTION I: SHORT TITLE

This ordinance shall be known and may be cited as ___ 2/ Zoning and Range.

SECTION II: DEFINITIONS

As used in this ordinance, unless the context of article requires:

1. AIRPORT - [illegible] 2/.

2. AIRPORT ELEVATION - The highest point of an airport's [illegible] area measured in feet from sea level.

3. APPROACH SURFACE - A surface longitudinally centered on the extended runway centerline, extending [illegible] from the end of the primary surface and at the same slope as the approach zone height limitation [illegible] Section IV [illegible] the perimeter of the approach surface [illegible] the perimeter of the approach zone.

4. APPROACH, TRANSITIONAL, [illegible], AND CONICAL ZONES - These zones are set forth in Section III of this Ordinance.

5. BOARD OF ADJUSTMENT - A Board consisting of ____ 2/ members appointed by the [illegible] 2/ as provided in ____ 2/.

6. CONICAL SURFACE - A surface extending [illegible] the periphery of the horizontal surface [illegible] horizontal distance of [illegible] feet.

7. HAZARD TO AIR NAVIGATION - [illegible] of the navigable airspace.

[illegible]

2/ A form of [illegible] political subdivision in adopting [illegible].

2/ Insert [illegible] appointed to the Board of Adjustment, the appointing [illegible], and the enabling legislation authorizing [illegible].

8. [illegible] – For the purpose of determining the [illegible] all [illegible] set forth in this Ordinance and shown on the [illegible] map, the [illegible] shall be [illegible] elevation unless otherwise specified.

9. [illegible] SURFACE – The area of the [illegible] surface [illegible] in size and [illegible] with the designated [illegible] and landing area of a [illegible] this surface is a horizontal plane at the elevation of the established [illegible] elevation.

10. [illegible] – A horizontal plane [illegible] feet above the [illegible] elevation, the perimeter of [illegible] plane [illegible] with the perimeter of the horizontal zone.

11. [illegible] – A [illegible] that is [illegible] to be used by [illegible] 12,000 pounds [illegible] weight [illegible].

12. [illegible] – Any [illegible] growth [illegible] of [illegible] which is [illegible] of this Ordinance [illegible].

13. [illegible] – A [illegible] appeal [illegible] approval or [illegible].

14. [illegible] – Any structure, growth, or other [illegible] of this Ordinance.

15. [illegible] – An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a [illegible] representative [illegible] of them.

16. [illegible] – A [illegible] existing [illegible] Landing System [illegible] (PAR). [illegible] for which a [illegible] indicated on an approved [illegible].

17. [illegible] – A [illegible] proposed [illegible] surface [illegible] of that [illegible] the [illegible] surface

is the same as the elevation of the nearest point on the runway centerline.

18. RUNWAY - A defined area on an airport prepared for landing and take-off of aircraft along its length.

19. STRUCTURE - An object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, trees, smokestacks, earth formation, and overhead transmission lines.

20. TRANSITIONAL SURFACES - These surfaces extend outward at 90 degrees angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90 degree angles to the extended runway centerline.

21. TREE - Any object of natural growth.

22. UTILITY RUNWAY - A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

23. VISUAL RUNWAY - A runway intended solely for the operation of aircraft using visual approach procedures.

SECTION III. AIRPORT ZONES

In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to [illegible] 2/. Such zones are shown on [illegible] 2/ Zoning Map consisting of [illegible] sheets, prepared by [illegible] and dated [illegible], which is attached to this Ordinance and made a part hereof. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

1. Utility Runway Visual Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is ___ 7/ feet wide. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline is the continuation of the center line of the runway.

7/ Insert dimension as set forth in FAR Part 77. Where more than one dimension is applicable, insert dimension identified to the appropriate runway involved.

3. Utility Runway Nonprecision Instrument Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of [illegible] feet at a horizontal distance of [illegible] feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

4. Runway Larger Than Utility Visual Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is _____ 1/ feet wide. The approach zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

5. Runway Larger Than Utility With A Visibility Minimum Greater Than 3/4 Mile Nonprecision Instrument Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is _____ 1/ feet wide. The approach zone expands outward uniformly to a width of 4,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

6. Runway Larger Than Utility With A Visibility Minimum As Low As 3/4 Mile Nonprecision Instrument Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is [illegible] feet wide. The approach zone expands outward uniformly to a width of [illegible] feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

7. Precision Instrument Runway Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

8. Heliport Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is _____ 3/ feet wide. The approach zone expands outward uniformly to a width of 500 feet at a horizontal distance of 1,000 feet from the primary surface.

9. Transitional Zones - The transitional zones are the areas beneath the transitional surfaces.

1/ The size of the [illegible] surface must be based on present and future [illegible] conditions.

[illegible] Transitional Zones - These zones extend outward from the sides of the primary surface and the heliport approach zones a horizontal distance of [illegible] feet [illegible] the primary surface centerline and the [illegible] point [illegible] each zone centerline.

[illegible] Zone - The horizontal zone is established by swinging arcs [illegible] feet [illegible] the primary surface of each runway [illegible] the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone [illegible] approximate [illegible].

[illegible] Conical Zone - The conical zone is [illegible] at the periphery of the horizontal zone and extends [illegible] a horizontal distance of 4,000 feet.

SECTION 17 - AIRPORT ZONE HEIGHT LIMITATIONS

Except as otherwise provided in this ordinance, no structure shall be created, altered, or maintained, and no tree shall be [illegible] to grow in any zone created by this ordinance [illegible] the applicable height [illegible] herein established [illegible] height limitations are hereby established [illegible] the zones in question as follows:

1. Utility Runway Visual Approach Zone - [illegible] feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of [illegible] feet along the extended runway centerline.

2. Utility Runway Nonprecision Instrument Approach Zone - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

3. Runway Larger Than Utility Visual Approach Zone - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

4. Runway Larger Than Utility Nonprecision Instrument Approach Zone - Slopes twenty-four (24) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

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5. The [illegible]
   [illegible] 5,000 feet for all [illegible] utility or visual.
   [illegible] 10,000 feet for all [illegible].
   The [illegible] of [illegible] feet [illegible] the runway [illegible] the same.
   The [illegible] for either end.

5. Primary Visual Identity and a Visual Buffer Zone. [illegible] Primary Visual Identity and Visual Buffer Zone - Airports in [illegible] visual [illegible] operations [illegible] primary surface and extending to a horizontal distance [illegible] primary surface.

6. Precision Instrument Runway Approach Zone. Slope of [illegible] shall extend for each [illegible] beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of [illegible] feet along the extended runway centerline; thence slope upward forty (40) feet vertically for each foot horizontally to an elevation [illegible] feet above the established airport elevation along the extended runway centerline.

7. Non-Precision Approach Zone. Slope eight (8) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a distance of 5,000 feet along the horizontal approach zone centerline.

8. Transitional Zones. Slope seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surfaces, and extending to a height [illegible] above the established airport elevation which is [illegible] feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surfaces, and extending to a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerlines. Where [illegible] instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerlines.

9. Heliport Approach Zones. Slope one (1) foot outward for each foot upward beginning at the ends of and at the same elevation as the primary surface and the heliport approach zones [illegible] primary surface [illegible] heliport approach zones [illegible].

10. Conical Zone. Slope one (1) foot outward for [illegible] beginning at the periphery of the horizontal zone and at [illegible] above the airport elevation and extending to a height of [illegible] above the airport elevation.

11. Excluded Uses. No use may be made of land within any zone established by this [illegible] in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, or otherwise endanger the landing, taking off or maneuvering of aircraft.

a. Exceptions Height Limitations - Nothing in this Ordinance shall be construed to prohibit the growth, construction or maintenance of any structure, or growth of any tree to a height up to _____ [1] feet above the surface of the land.

[illegible]

Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, taking off or maneuvering of aircraft intending to use the airport.

[illegible]

a. Use of the [illegible] - The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as they otherwise exist on the effective date of this Ordinance, or otherwise interfere with the continuance of any nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted.

b. Marking and Lighting - Notwithstanding the preceding provision of this Section, the owner of any nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the [illegible] [1] to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstructions. Such markers and lights shall be installed, operated, and maintained at the expense of the ____ [2]

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[1] The appropriate height limitation should be based on the type of approach available or planned for each runway and the character of the terrain in the approach areas. The general rule is that the height limitation should not be more restrictive than necessary to prevent penetration of the approach surfaces by trees.

[1] Insert the name of the appropriate official who has been charged with the responsibility for determining the necessity for markers and lighting.

[2] Insert the name of the appropriate public body or agency.

[illegible]

1. Future Uses – Except as specifically provided in a, b, and c hereunder, no material change may be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit therefor shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient [illegible] to permit [illegible] as determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. [illegible] the [illegible] the permit shall be granted. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section VII, b.

   a. In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits established for such zones.

   b. In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 1,000 feet from each end of the runway, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach zones.

   c. In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.

   Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance except as set forth in Section [illegible].

2. Existing Uses – No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

3. Nonconforming Uses Abandoned or Destroyed - Whenever the ____ [1/] determines that a nonconforming use or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise vary the zoning regulations.

4. Variances - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, on his property, not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance. Additionally, no application for variance to the requirements of this Ordinance may be considered by the Board of Adjustment unless a copy of the application has been furnished to the ____ [2/] for advice as to the aeronautical effects of the variance. If the ____ [2/] does not respond to the application within 15 days after receipt, the Board of Adjustment may act on its own to grant or deny said application.

5. Obstruction Marking and Lighting - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the Board of Adjustment, this condition may be modified to require the owner to permit the ____ [3/] at its own expense, to install, operate, and maintain the necessary markings and lights.

1/ Insert here the title of the appropriate official charged with making this determination.

2/ Insert here the official or body responsible for operation and maintenance of the airport to be zoned.

SECTION [illegible]. ENFORCEMENT

It shall be the duty of the [illegible] to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the [illegible] upon a form established for that purpose. Any [illegible] required [illegible] shall be [illegible] by the [illegible] of Adjustment [illegible] by the [illegible].

SECTION [illegible]. BOARD OF ADJUSTMENT.

1. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) To hear and [illegible] appeals from any order, requirement, decision, or interpretation made by the [illegible] in the enforcement of this Ordinance; (2) to hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment is [illegible] to pass; and (3) to hear and decide specific variances.

2. The Board of Adjustment shall consist of [illegible] members appointed by the [illegible] and each shall serve for a term of [illegible] years until a successor is duly appointed and qualified. Of the members first appointed, one shall be appointed for a term of [illegible] years, [illegible] for a term of [illegible] years, and [illegible] for a term of [illegible] years. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing.

3. The Board of Adjustment shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Chairperson and at such other times as the Board of Adjustment may determine. The Chairperson, or, in the absence of the Chairperson, the Acting Chairperson may administer oaths and compel the attendance of witnesses. All hearings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member upon each question, or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the [illegible] and [illegible] shall be a public record.

4. The Board of Adjustment shall have [illegible] of [illegible] [illegible] reversing, affirming, or modifying any order, requirement, decision, or interpretation which comes before it under the provisions of this Ordinance.

[illegible] Insert here the title of the appropriate [illegible] Department of Public Works, etc.

[illegible]

SECTION [illegible]: APPEALS

1. Any person aggrieved, or any taxpayer affected, by any decision of the ___ [illegible] may appeal to the [illegible] of Adjustment.

2. All [illegible] must be taken [illegible] time as prescribed by the [illegible] of the Board of Adjustment, by filing with the ___ [illegible] a notice of appeal specifying the grounds thereof. The ___ [illegible] shall [illegible] the Board of Adjustment all the [illegible] the [illegible] appealed from [illegible].

3. An [illegible] shall stay all proceedings in furtherance of the action [illegible] from unless the ___ [illegible] certified to the Board of Adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would in the opinion of ___ [illegible] cause imminent peril to life or property. [illegible] proceedings shall not be stayed except by the order of the Board of Adjustment on notice to the ___ [illegible].

4. The Board of Adjustment [illegible] a reasonable time for hearing appeals, give public notice [illegible] to the parties in interest, and decide the same [illegible] a reasonable time. [illegible] the hearing, any party may appear [illegible] by attorney.

5. The Board of Adjustment [illegible], in conformity with the provisions of [illegible], reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination as may be accomplished under the circumstances.

SECTION [illegible]: JUDICIAL PRIVIES

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment may appeal to the Court [illegible] as provided in Section ____ of Chapter ____ of the [illegible] of [illegible].

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15. Insert the jurisdiction. Consideration should be given to the [illegible] [illegible] from this [illegible] here or as an [illegible] attaching to all copies of this [illegible] a copy of [illegible] from the statute [illegible].

SECTION [illegible]: [illegible]

Each violation of this Ordinance [illegible] of any regulation, [illegible], or [illegible] provisions hereunder shall [illegible]. [illegible] shall be punishable by a [illegible] not more than ____ [illegible] or imprisonment for not more than ____ days or [illegible] and each day a violation continues to exist shall constitute a separate [illegible].

SECTION [illegible]: [illegible] REGULATIONS

Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the [illegible] in respect to the height of structures or trees, and the use of land, or any other manner, the more stringent limitation or requirement shall govern and prevail.

SECTION [illegible]: SEVERABILITY

If any of the provisions of this Ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are declared to be severable.

SECTION [illegible]: EFFECTIVE DATE

WHEREAS, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, public safety, and general welfare, an EMERGENCY is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the ___ and publication and posting as required by law.
Adopted by the _____ this _____ day of _____, [illegible].

[illegible] AN ORDINANCE FOR UTILITY-TYPE
[illegible] AIRPORT ATTRACT INTERFERENCE ORDINANCE,

ZONING FOR [illegible] AN AIRPORT OF VARIOUS AREAS AROUND AIRPORTS AND

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OF PROPERTY, IN THE VICINITY OF THE AIRVILLE AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF; PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES; ESTABLISHING BOARDS OF ADJUSTMENT WITHIN THE AIRVILLE AIRPORT ZONING MAP WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT, ESTABLISHING A PENALTY FOR A VIOLATION, AND THEREIN PROVIDING.

This Ordinance is adopted pursuant to the authority conferred by Chapter 333 of the Laws of the State of xxxxx. It is hereby found that an obstruction has the potential for endangering the lives and property of users of Airville Airport, and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of Airville Airport; and that an obstruction may reduce the size of areas available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of Airville Airport and the public investment therein. Accordingly, it is declared:

(1) That the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by Airville Airport;

(2) That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented; and

(3) That the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or the marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

BE IT HEREBY ORDAINED BY THE BOARD OF DIRECTORS OF [illegible] COUNTY, [illegible] AS FOLLOWS:

SECTION I: [illegible]

This Ordinance shall be known and may be cited as Kinsville Airport Zoning Ordinance.

SECTION II: DEFINITIONS

As used in this Ordinance, unless the context otherwise requires:

1. AIRPORT - Means [illegible].

2. AIRPORT ELEVATION - [illegible] feet above mean sea level.

3. APPROACH SURFACE - A surface [illegible] centered on the extended [illegible] and [illegible] from the end of the primary surface [illegible] the same [illegible] as the approach zone height [illegible] Section IV of this Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.

4. APPROACH, TRANSITIONAL, HORIZONTAL AND CONICAL ZONES - These zones are set [illegible] Section III of this Ordinance.

5. BOARD OF ADJUSTMENT - A board consisting of [illegible] members appointed by the Board of County Commissioners of [illegible] Section [illegible] of the Laws of the State of Texas.

6. CONICAL SURFACE - A surface extending [illegible] from the [illegible] of the horizontal surface at a slope of [illegible] for a horizontal distance of [illegible] feet.

7. [illegible] - An [illegible] to have a substantial [illegible] and efficient utilization of the [illegible].

8. [illegible] - For the purpose of determining the height limits in all zones [illegible] in this Ordinance and shown on the [illegible] shall be mean sea level, a [illegible] unless otherwise specified.

9. HORIZONTAL SURFACE - [illegible] feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

10. [illegible] - [illegible] object of [illegible] which is inconsistent with the [illegible] of [illegible] thereto.

[illegible] - [illegible] limiting height [illegible] Section IV of this Ordinance.

12. PERSON - An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity. Includes a trustee, a receiver, an assignee, or a similar representative of any of them.

13. PRIMARY SURFACE - A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in Section III of this Ordinance. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

14. RUNWAY - A defined area on an airport prepared for landing and take-off of aircraft along its length.

15. STRUCTURE - An object, including a mobile object, constructed or installed by man, including but without [illegible], towers, cranes, smokestacks, earth formation, and overhead [illegible].

16. [illegible] - These surfaces are [illegible] at [illegible] degrees angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot [illegible] from the sides of the primary and approach surfaces [illegible] the horizontal and [illegible] surfaces.

17. TREE - Any object of natural growth.

18. UTILITY RUNWAY - A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and loss.

19. VISUAL RUNWAY - A runway intended solely for the operation of aircraft using visual approach procedures.

[illegible]

In order to carry out the provisions of this ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and [illegible] surfaces as they apply to the [illegible] Airport. Such zones are shown on the [illegible] Airport Zoning Map consisting of one sheet, prepared by the Department of Public Works and dated August 1, 1975, which

As attached to [illegible] and [illegible] herein. [illegible] areas [illegible] than [illegible] [illegible] zones [illegible] to be [illegible] the zone [illegible] height limitations. The [illegible] zones are hereby established and defined as follows:

1. [illegible] Runway Visual Approach Zone – The inner edge of this approach zone [illegible] with the width of the primary surface and is 250 feet wide. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline is the continuation of the centerline of the runway.

2. Transitional Zones – The transitional zones are the areas beneath the transitional surfaces.

3. Horizontal Zone – The [illegible] of 7,000 feet [illegible] of the primary [illegible] runway [illegible] the adjacent area by drawing [illegible] arcs [illegible] area. The horizontal zone does not include the approach and transitional zones.

4. Conical Zone – The conical zone is established as the area that [illegible] at the periphery of the horizontal zone and extends outward from a horizontal distance of 7,000 feet.

SECTION [illegible]: [illegible]

Except as otherwise provided [illegible], no [illegible] shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this [illegible] in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

1. [illegible] Runway Visual Approach Zone – Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

2. Transitional Zones – Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of [illegible] feet above the airport elevation which is [illegible] feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the conical surface, and extending to where they intersect the [illegible].

3. Horizontal Zone – Established at 150 feet above the airport elevation or at a height of 350 feet above mean sea level.

1. Conical Zone - A slope of [illegible] beginning at the edge of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 500 feet above the airport elevation.

5. Excepted Height Limitations - Nothing in this Ordinance shall be construed as prohibiting the construction or maintenance of any structure, or growth of any tree to a height up to 90 feet above the surface of the land.

SECTION VI: USE RESTRICTIONS

Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the airport.

SECTION VII: NONCONFORMING USES

1. Regulations Not Retroactive - The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted.

3. Marking and Lighting - Notwithstanding the preceding provisions of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Director, Department of Public Works, to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstructions. Such markers and lights shall be installed, operated, and maintained at the expense of the Santa Clara County Department of Public Works.

SECTION VIII: PENALTIES

Penalties - Any person who violates any provision or fails to comply with any of the requirements of this Ordinance shall be guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine not exceeding $500 or by imprisonment for a period of time equal to the number of days the violation is continued, but not exceeding one hundred days, or by both such fine and imprisonment. Each person shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this Ordinance is committed or continued by such person, and shall be punishable therefor as provided for

and granted, [illegible] the purpose for which the [illegible], with [illegible] permit [illegible] to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section VII, [illegible].

a. In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits [illegible] for such zones.

b. In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than [illegible] feet of vertical height above the ground, except when such tree or structure would extend above the height limit [illegible] for such zones.

c. In the areas lying within the limits of the [illegible] zone, but beyond the perimeter of the [illegible] zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.

Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance except as set forth in Section IV(j).

8. Existing Uses. No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the [illegible] or any amendments thereto or than it is when the application [illegible] made. Except as indicated, [illegible] shall be granted.

9. Nonconforming Uses Abandoned or Destroyed. Whenever the Director, Department of Public Works, determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

5. Variances - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree or vine property, not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance. Additionally, no application for variance to the requirements of this Ordinance may be considered by the Board of Adjustment unless a copy of the application has been furnished to the Airport Manager for advice as to the aeronautical effects of the variance. If the Airport Manager does not respond to the application within 15 days after receipt, the Board of Adjustment may act on its own to grant or deny said application.

6. Construction Marking and Lighting - Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, be [illegible] to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the Board of Adjustment, this condition may be modified to require the owner to permit the Indian County Department of Public Works, at its own expense, to install, operate, and maintain the necessary markings and lights.

SECTION VIII: ENFORCEMENT

It shall be the duty of the Director, Department of Public Works, to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Director, Department of Public Works, on a form published for that purpose. Applications required by this Ordinance to be submitted to the Director, Department of Public Works, shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted by the Director, Department of Public Works.

SECTION IX: BOARD OF ADJUSTMENT

1. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) to hear and decide appeals from any order requirement, decision, or determination made by the Director, Department of Public Works, in the enforcement of this Ordinance; (2) to hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment under such regulations may be required to pass on; (3) to hear and decide specific variances.

2. The Board of Adjustment shall [illegible] three members appointed by the Board of County Commissioners and each shall serve for a term of three years until a successor is duly appointed and qualified. If the member [illegible] shall be [illegible] a term of one year, one for a term of two years, and one for a term of three years. Members shall be [illegible] by the [illegible] by the [illegible] upon [illegible] [illegible].

3. The Board of Adjustment shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Chairperson and at such other times as the Board of Adjustment may determine. The Chairperson or, in the absence of the Chairperson, the Acting Chairperson may [illegible] and compel the attendance of witnesses. All hearings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings, showing the vote of each member upon each question or if absent or failing to vote, [illegible] such fact, and shall keep records of its examinations and other [illegible] of which shall [illegible] be filed in the office of [illegible] and on due cause shown.

4. The Board of Adjustment shall [illegible] written findings of facts and [illegible] giving the facts upon which it acted and the [illegible] from such facts in reversing, affirming, or modifying any [illegible], [illegible], [illegible], or determination which [illegible] before it [illegible] the provisions of this Ordinance.

5. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, [illegible], or determination of the Director, Department of Public Works, or to decide in favor of the [illegible] on any matter upon which it is required to pass under this Ordinance, or to [illegible] variation in this Ordinance.

[illegible]

1. Any person aggrieved, or any taxpayer affected by any decision of the Director, Department of Public Works, made in the administration of the [illegible] may appeal to the Board of Adjustment.

2. [illegible] appeal [illegible] within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the Director, Department of Public Works, a notice of appeal [illegible] the [illegible]. The Director, Department of Public Works, shall [illegible] transmit to the Board of Adjustment [illegible] upon which the notice appealed [illegible].

3. An appeal shall stay all proceedings in furtherance of the action appealed from unless the Director, Department of Public Works, certifies to the Board of Adjustment, after the notice of appeal has been filed [illegible] in the certificate a stay

[illegible] in the opinion of the Director, Department of Public Works [illegible] [illegible] [illegible] property. In such case, proceedings shall not be stayed except by order of the Board of Adjustment, or notice to the Director, Department of Public Works, and on due cause shown.

5. The Board of Adjustment shall [illegible] a reasonable time for hearing appeals, give public notice and [illegible] the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.

6. The Board of Adjustment may, in conformity with the provisions of this Ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination as may be appropriate under the circumstances.

SECTION XI. JUDICIAL REVIEW

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment, may appeal to the Circuit Court as provided in Section [illegible] of Chapter [illegible] of the Public Laws of the State of Kansas.

SECTION XII. PENALTIES

Any violation of this Ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than [illegible] dollars or [illegible] for not more than 100 days or both, and each day a violation continues [illegible] shall constitute a separate offense.

SECTION XIII. [illegible]

Where there exists a [illegible] any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict is with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

SECTION XIV. SEVERABILITY

In any of the provisions of this Ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or any [illegible] and to this end, the provisions of this Ordinance are declared to be severable.

SECTION XV EFFECTIVE DATE

WHEREAS, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, public safety, and general welfare, an EMERGENCY is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the Indian County Board of Commissioners and publication and posting as required by law. Adopted by the Indian County Board of Commissioners this 12th day of October [illegible].

APPENDIX 3. SAMPLE ORDINANCE FOR LARGER THAN UTILITY TYPE AIRPORT WITH INSTRUMENT APPROACHES

ZONING ORDINANCE TO LIMIT HEIGHT OF OBJECTS AROUND AIRVILLE AIRPORT

AN ORDINANCE REGULATING AND RESTRICTING THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH, AND OTHERWISE REGULATING THE USE OF PROPERTY, IN THE VICINITY OF THE AIRVILLE AIRPORT BY CREATING THE APPROPRIATE ZONES AND ESTABLISHING THE BOUNDARIES THEREOF, PROVIDING FOR CHANGES IN THE RESTRICTIONS AND BOUNDARIES OF SUCH ZONES, DEFINING CERTAIN TERMS USED HEREIN; REFERRING TO THE AIRVILLE AIRPORT PLAN WHICH IS INCORPORATED IN AND MADE A PART OF THIS ORDINANCE; PROVIDING FOR ENFORCEMENT, ESTABLISHING A BOARD OF ADJUSTMENT; AND THEREIN [illegible].

This Ordinance is adopted pursuant to the authority conferred by Chapter [illegible] of Statutes of the State of [illegible]. It is hereby found that an obstruction has the potential for endangering the lives and property of users of Airville Airport, and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimum of Airville Airport and that an obstruction may reduce the size of areas available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of Airville Airport and the public investment therein. Accordingly, it is declared:

(1) that the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by Airville Airport;

(2) that it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented; and

(3) that the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

IT IS ENTIRELY DEPENDENT OF THE CITY COUNCIL OF AIRVILLE, XXXXX, AS FOLLOWS:

SECTION [illegible]: SHORT TITLE

This Ordinance shall be known and may be cited as Airville Airport Zoning Ordinance.

SECTION 2. [illegible]

As used in this Ordinance, [illegible] the context otherwise requires:

1. AIRPORT - [illegible] Airville Airport.

2. AIRPORT ELEVATION - [illegible] feet above mean sea level.

3. APPROACH SURFACE - A surface [illegible] on the extended [illegible] centerline, extending outward and upward from the end of the [illegible] surface and at the same slope as the approach [illegible] height limitation slope set forth in Section [illegible] of this Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.

4. [illegible] - [illegible] are set forth [illegible].

5. [illegible] - [illegible] appointed by the [illegible] in Chapter 12 of the Laws of the State of [illegible].

6. CONICAL SURFACE - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

7. HAZARD TO AIR NAVIGATION - [illegible] substantial adverse effect on the safe [illegible] of the navigable airspace.

8. HEIGHT - For the purpose of determining the height limits in all zones set forth in this Ordinance [illegible] the datum shall be mean sea level elevation unless otherwise specified.

9. HORIZONTAL SURFACE - A horizontal plane [illegible] the established airport elevation, the perimeter [illegible] the perimeter of the horizontal zone.

10. [illegible] - [illegible] intended to be used by [illegible] of greater than [illegible] pounds [illegible] and [illegible] lowered aircraft.

11. NONCONFORMING USE - Any [illegible] object of natural growth [illegible] which is inconsistent with the provisions of this Ordinance [illegible].

[illegible]

[illegible]

[illegible]

21. UTILITY RUNWAY - A runway that [illegible] and intended to be used by propeller [illegible] weight and less.

22. VISUAL RUNWAY - A runway intended solely for the operation of aircraft using visual approach procedures.

SECTION III: AIRPORT ZONES

In order to [illegible] the [illegible] of [illegible], there are hereby created and established [illegible] on the [illegible] of the land [illegible] beneath the approach [illegible] surfaces, horizontal surfaces, and [illegible] surfaces [illegible] Airport. Such zones are shown on [illegible] Airport Zoning Map [illegible] of [illegible], prepared by the Department of [illegible] Aeronautics [illegible], which is attached to this [illegible] and [illegible]. As [illegible] in [illegible] of the [illegible] with [illegible] established [illegible].

1. [illegible] Runway [illegible] - The [illegible] of this approach [illegible] and is [illegible] feet wide. The [illegible] width of [illegible] feet [illegible] the primary surface. [illegible] the centerline of the runway.

2. Utility Runway Nonprecision Instrument Approach Zone - The [illegible] of this approach zone [illegible] with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance [illegible] feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

3. Runway Larger Than Utility Visual Approach Zone - The [illegible] of this approach zone [illegible] with the width of the primary surface and is 500 feet wide. The approach zone expands [illegible] uniformly to a width of [illegible] feet at a horizontal distance of [illegible] feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

4. Runway Larger Than Utility With A Visibility Minimum Greater Than 3/4 Mile Nonprecision Instrument Approach Zone - The [illegible] of this approach zone [illegible] with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of [illegible] feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

5. Runway Larger Than Utility With a Visibility Minimum [illegible] Nonprecision Instrument Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

6. Precision Instrument Runway Approach Zone - The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the center line of the runway.

7. Transitional Zones - The transitional zones are the areas beneath the transitional surfaces.

8. Horizontal Zone - The horizontal zone is established by swinging arcs of 5,000 feet until for all runways designated utility or visual and 10,000 feet for all others from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

9. Conical Zone - The conical zone is established as the area that [illegible] at the periphery of the horizontal zone and extends outward [illegible] horizontal distance of 4,000 feet.

SECTION IV. AIRPORT ZONE HEIGHT LIMITATIONS

Except as otherwise provided in this Ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this Ordinance to a height in excess of the [illegible] height herein established for such zone. [illegible] are hereby established for each of the zones in question as follows:

1. Utility Runway Visual Approach Zone - [illegible] feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

2. Utility Runway Approach Zone [illegible] - [illegible] feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

3. Runway Larger Than Utility Visual Approach Zone - Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

5. Single-engine [illegible] Primary Area - Single-engine [illegible] Primary Area - Single-engine [illegible] Primary Area -

SECTION V: [illegible]

Note: Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create electrical interference with [illegible] signals or radio communication between the airport and aircraft, make it difficult for [illegible] to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, [illegible], or maneuvering of aircraft intending to use the airport.

SECTION VI: [illegible]

1. Regulations not perspective - The regulations prescribed in this Ordinance shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as the effective date of [illegible], or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently [illegible].

2. Marking and lighting - Notwithstanding the preceding provision of this section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the City Manager to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the City of Airville.

SECTION VII: [illegible]

1. Other uses - Except as specifically provided in sub, and [illegible] no material change shall be made in the use of land, nonconforming shall be erected or otherwise established, and no use shall be planned in any zone hereby treated unless a permit therefor shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section [illegible].

a. In the area lying within the limits of the horizontal zone and conical surface, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure would extend above the height limits prescribed for such zones.

b. In areas lying within the limits of the approach zones but at a horizontal distance of not less than 4,000 feet from each end of the runway, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure would extend above the height limits prescribed for such approach zones.

c. In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than seventy-five feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.

Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance except as set forth in Section IV, 1.D.

2. Existing Uses - No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

3. Nonconforming Uses Abandoned or Destroyed - Whenever the City Manager determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

4. Variances - Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. [illegible] found that a hazard to air navigation will not result [illegible]

result in unnecessary hardship and relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance. Additionally, no application for variance to the requirements of this Ordinance may be considered by the Board of Adjustment unless a copy of the application has been furnished to the Airport Manager for advice as to the aeronautical effects of the variance. If the Airport Manager does not respond to the application within 15 days after receipt, the Board of Adjustment may act on its own to grant or deny said application.

5. Construction Marking and Lighting — Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the Board of Adjustment, this condition may be modified to require the owner to permit the City of Airville, at its own expense, to install, operate, and maintain the necessary markings and lights.

SECTION VIII: ENFORCEMENT

1. Shall be the duty of the City Manager to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the City Manager on a form published for that purpose. Applications required by this Ordinance to be submitted to the City Manager shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted by the City Manager.

SECTION IX: BOARD OF ADJUSTMENT

1. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) to hear and decide appeals from any order, requirement, decision, or determination made by the City Manager in the enforcement of this Ordinance; (2) to hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment under such regulations may be required to pass; and (3) to hear and decide specific variances.

2. The Board of Adjustment shall consist of three members appointed by the City Council and each shall serve for a term of three years until a successor is duly appointed and qualified. Of the members first appointed, one shall be appointed for a term of one year, one for a term of two years, and one for a term of three years. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing.

1. The Board of Adjustment shall adopt rules for the government and op[illegible] persons with the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Chairperson and at such other times as the Board of Adjustment may determine. The Chairperson, or in the absence of the Chairperson, the Acting Chairperson may administer oaths and compel the attendance of witnesses. All meetings of the Board of Adjustment shall be public. The Board of Adjustment shall keep minutes of its proceedings showing the vote of each member upon each question, or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the City Clerk and shall be public record.

2. The Board of Adjustment shall have the power to [illegible] appeals where it is alleged there is error in any order, requirement, decision or determination made by the City Manager in the enforcement of this Ordinance.

3. The concurring vote of a majority of the members of the Board of Adjustment shall be necessary to reverse any order, requirement, decision, or determination of the City Manager or decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect any variation in this Ordinance.

SECTION X: APPEALS

1. Any person aggrieved or any taxpayer affected, by any decision of the City Manager made in the administration of this Ordinance, may appeal to the Board of Adjustment.

2. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the City Manager a notice of appeal specifying the grounds thereof. The City Manager shall forthwith transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.

3. An appeal stays all proceedings in furtherance of the action appealed from unless the City Manager certifies to the Board of Adjustment, after the notice of appeal has been filed with him, that by reason of facts stated in the certificate a stay would in his opinion cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the Board of Adjustment or notice to the City Manager and on due cause shown.

4. The Board of Adjustment shall fix a reasonable time for hearing appeals, [illegible] public [illegible] and [illegible] notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.

5. The Board of Adjustment may, in conformity with the provisions of this Ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination as may be appropriate under the circumstances.

SECTION [illegible]

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment may appeal to the Circuit Court as provided in Section III of Chapter [illegible] of the [illegible] Code of the State of [illegible].

SECTION XII: PENALTIES

Each violation of this Ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than 500 dollars or imprisonment for not more than 100 days or both; and each day a violation [illegible] shall constitute a separate offense.

SECTION XIII: CONFLICTING REGULATIONS

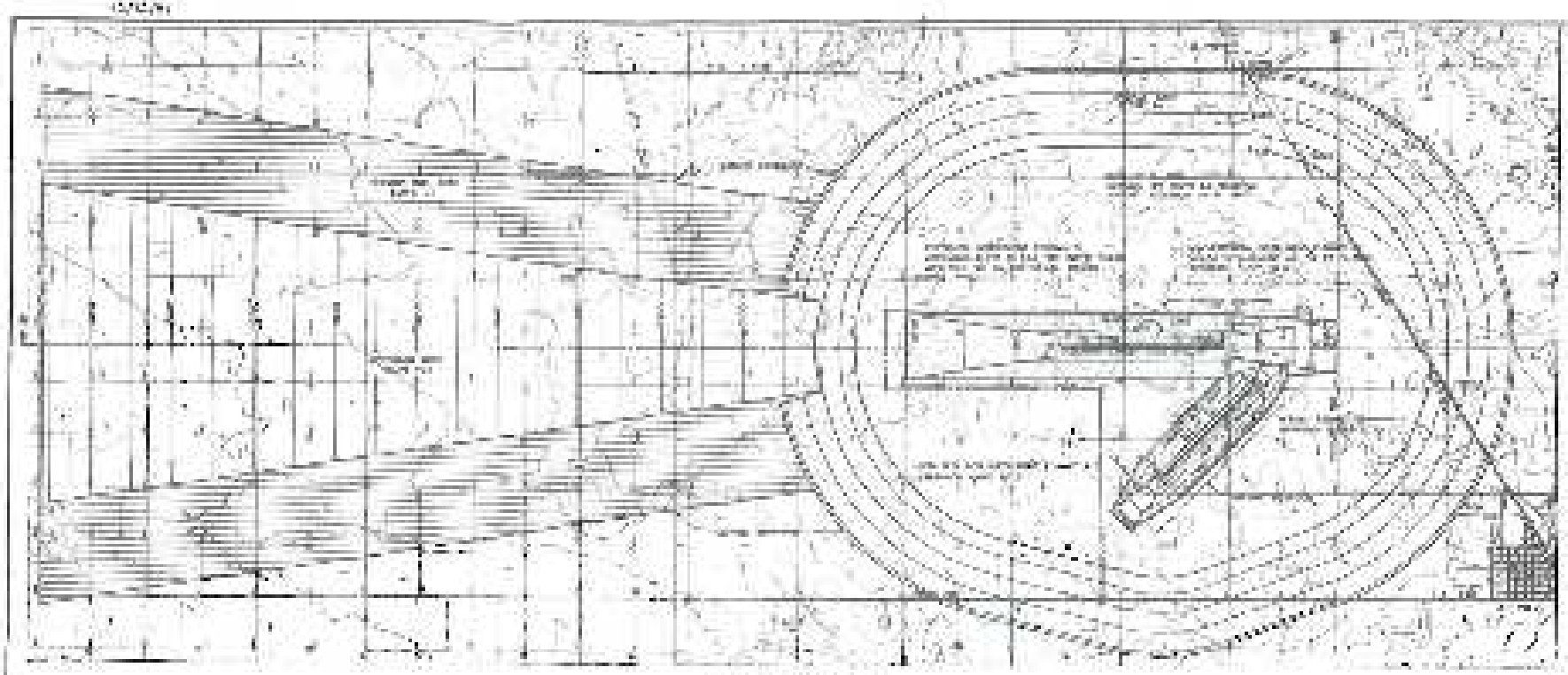
Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

SECTION XIV: SEVERABILITY

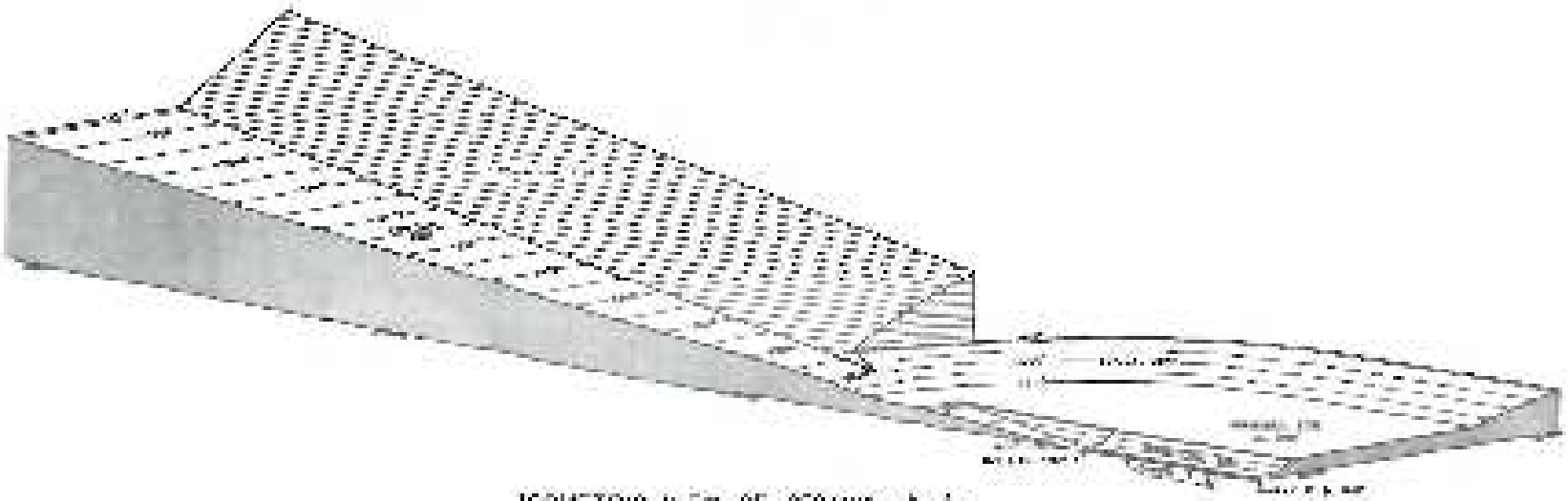
If any of the provisions of this Ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are declared to be severable.

SECTION XV: EFFECTIVE DATE

WHEREAS, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, public safety, and general welfare, an EMERGENCY is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the City Council and publication and posting as required by law. Adopted by the City Council this [illegible] day of October, 1975.



ZONING PLAN



ISOMETRIC VIEW OF SECTION A-A

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U.S. Department of Transportation

Federal Aviation Administration

Advisory Circular

Subject: Heliport Design	Date: 4/24/2012	AC No: 150/5390-2C
	Initiated by: AAS-100	Change:

1. Purpose. This advisory circular (AC) provides standards for the design of heliports serving helicopters with single rotors. Apply basic concepts to facilities serving helicopters with tandem (front and rear) or dual (side by side) rotors, however many standards will not apply.

2. Cancellation. This AC cancels AC 150/5390-2B, Heliport Design, dated September 30, 2004.

3. Application. The Federal Aviation Administration (FAA) recommends the guidelines and specifications in this AC for materials and methods used in the construction of heliports. In general, use of this AC is not mandatory. However, use of this AC is mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charge (PFC). See Grant Assurance No. 34, Policies, Standards, and Specifications, and PFC Assurance No. 9, Standards and Specifications. For information about grant assurances, see http://www.faa.gov/airports/aip/grant_assurances/. The use of terms implying strict compliance applies only to those projects. Other federal agencies, states, or other authorities having jurisdiction over the construction of other heliports decide the extent to which these standards apply.

4. Principal changes.

a. Changed the term for the helicopter overall length (OL) to ‘D’ or ‘D-value.’

b. Added definitions for design loads for static and dynamic load-bearing areas (LBA).

c. Added guidance for pavement or structure larger than the touchdown and liftoff area (TLOF), but less than the size of the final approach and take off (FATO).

d. Added guidance for turbulence effects.

e. Added guidance to provide adequate clearance between parking areas and taxi routes and within parking areas.

f. Added guidance for minimum dimensions of curved approach/departure airspace.

g. Added guidance for Touchdown/Positioning Circle (TDPC) Marking.

h. Added guidance for Flight Path Alignment Guidance markings and lights.

i. Added an appendix providing guidance for Emergency Helicopter Landing Facility Requirements (EHLF).

j. Added FATO to FATO separation distance for simultaneous operations.

k. Revised standards for size of “H” for general aviation heliports.

l. Added increased TLOF size when the FATO of a hospital heliport is not load bearing.

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n. Combined chapter 6, Non-Precision Instrument Operations and Chapter 7, Precision Approach Operations into chapter 6, Instrument Operations. Reference FAA Order 8620 series.

o. To improve the legibility of the AC, changed the format to a single column and nested the tables in the text.

p. Deleted requirements for load bearing capacity of a FATO at general aviation and hospital heliports when the TLOF is marked.

q. Changed color of landing direction lights from yellow to green.

r. Added references to Engineering Brief 87, Heliport Lights for Visual Meteorological Conditions (VMC).

5. Use of metrics. This AC includes both English and metric dimensions. The metric conversions may not be exact equivalents, and the English dimensions govern.

6. Copies of this AC. This and other advisory circulars published by the Office of Airport Safety and Standards are available on the FAA Office of Airports web page at www.faa.gov/airports.



MICHAEL J. O'DONNELL

Director of Airport Safety and Standards

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Chapter 1. Introduction

101. Background. Section 103 of the Federal Aviation Act of 1958 states in part, "In the exercise and performance of his power and duties under this Act, the Secretary of Transportation shall consider the following, among other things, as being in the public interest: (a) The regulation of air commerce in such manner as to best promote its development and safety and fulfill the requirements of defense; (b) The promotion, encouragement, and development of civil aeronautics . . ." This public charge, in effect, requires the development and maintenance of a national system of safe heliports. Using the standards and recommendations contained in this publication in the design of heliports supports this public charge. These standards and recommendations, however, do not limit or regulate the operations of aircraft. When it is not feasible to meet all the standards and recommendations in this AC, consult with the appropriate offices of the Federal Aviation Administration (FAA) Office of Airports and Flight Standards Service to identify any adjustments to operational procedures necessary to accommodate operations to the maximum extent.

102. General. This chapter provides an explanation of terms used in this AC, describes the notification responsibilities of heliport proponents to FAA, provides general siting guidance, and identifies sources of technical information relating to heliport planning and design of a civil heliport.

103. Facilities. While heliports can be large and elaborate, most are not. The basic elements of a heliport are clear approach/departure paths, a clear area for ground maneuvers, final approach and takeoff area (FATO), touchdown and liftoff area (TLOF), safety area, and a wind cone. This minimal facility may be adequate as a private use prior permission required (PPR) heliport, and may even suffice as the initial phase in the development of a public use heliport capable of serving the general aviation segment of the helicopter community.

104. Planning. While the heliport itself may be simple, the planning and organization required to properly put one into place can be intimidating. Consider the physical, technical, and public interest matters described in this document in the planning and establishment of a heliport. While this AC is a technical document intended to help engineers, architects, and city planners design, locate, and build the most effective heliport, anyone considering the construction of a heliport can use it. Figures in this document are general representations and are not to scale.

105. Existing heliports. When a change to an existing heliport requires the submission of FAA Form 7460-1, Notice of Proposed Construction or Alteration, or FAA Form 7480-1, Notice of Landing Area Proposal, bring the heliport up to current standards. It may not, however, be feasible to meet all current standards at existing heliports. In those cases, consult with the appropriate offices of the FAA Office of Airports and Flight Standards Service to identify any adjustments to operational procedures necessary to accommodate operations to the maximum extent.

106. Location. The optimum location for a heliport is near the desired origination and/or destination of the potential users. Industrial, commercial, and business operations in urban locations are demand generators for helicopter services, even though they often compete for the limited ground space available. Heliport sites may be adjacent to a river or a lake, a railroad, a freeway, or a highway, all of which offer the potential for multi-functional land usage. These locations also have the advantage of relatively unobstructed airspace, which can be further protected from unwanted encroachment by properly enacted zoning. As vertical flight transportation becomes more prevalent, requirements for scheduled "airline type" passenger services may necessitate the development of an instrument procedure to permit "all-weather" service.

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107. AC organization. This AC is structured to provide communities and persons intending to develop a heliport, or become involved in regulating helicopter facilities, with general guidance on heliport requirements. The AC covers general aviation heliports (including PPR), transport heliports, hospital heliports, and emergency landing facilities. It is important for a heliport proponent to be familiar with the terminology used in this specialized field. This chapter defines terms used in the industry and identifies actions common to developing a heliport.

a. General aviation heliports. The term "general aviation" is technically defined as "flights conducted by operators other than Title 14 of the Code of Federal Regulations (CFR) Part 121 or Part 135 certificate holders."[1] However, for the purposes of this AC, "general aviation" refers to all helicopter operations other than scheduled passenger service. Hospital heliports and emergency landing facilities fall under general aviation, but are treated separately in the AC due to their unique requirements. General aviation heliports are normally privately owned although they can be publicly owned. Find design standards for general aviation heliports in Chapter 2.

b. Transport heliports. Transport heliports will provide the community with a full range of vertical flight services including scheduled service by air carriers (airlines) using helicopters. These operations will require a more extensive airside and landside infrastructure with the potential capability to operate in instrument meteorological conditions. Find design standards for transport heliports in Chapter 3.

c. Hospital heliports. Hospital heliports are general aviation heliports that provide a unique public service. They are normally located close to the hospital emergency room or a medical facility. Find design standards for hospital heliports in Chapter 4.

d. Helicopter facilities on airports. When there are a significant number of helicopter operations on an airport, consider developing separate facilities specifically for helicopter use. Chapter 5 addresses helicopter facilities on airports.

e. Instrument operations. With the introduction of the global positioning system (GPS), it is now practical for heliports to have instrument approach procedures. Good planning suggests that heliport proponents plan for the eventual development of instrument approaches to their heliports. Consider the recommendations in Chapter 6 in contemplating future instrument operations at a heliport. It is wise to consider these issues during site selection and design.

f. Heliport gradients and pavement design. Chapter 7 addresses heliport gradients and pavement design issues.

g. The appendices provide information about emergency helicopter landing facilities, helicopter dimensional data, form and proportions of certain heliport markings, and a list of publications and resources referenced in this AC.

108. Explanation of terms. The Pilot/Controller Glossary of the Aeronautical Information Manual (AIM) defines terms used in the Air Traffic System. Copies of the AIM are available from the FAA web site http://www.faa.gov/atpubs. Other terms used in this publication follow:

a. Air taxi. Used both to refer to on-demand air carriers and as a synonym for "hover taxi." See hover taxi.

b. Approach/departure path. The flight track helicopters follow when landing at or departing from a heliport. The approach/departure paths may be straight or curved.

[1]Plane Sense General Aviation Information, U.S. Department of Transportation FAA-H-8083-19A, http://www.faa.gov/library/manuals/aviation/media/faa-h-8083-19A.pdf

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c. Design helicopter. A single or composite helicopter that reflects the maximum weight, maximum contact load/minimum contact area, overall length (D), rotor diameter (RD), tail rotor arc radius, undercarriage dimensions, and pilot's eye height of all helicopters expected to operate at the heliport.

d. D (Formerly "OL"). The overall length of the helicopter, which is the dimension from the tip of the main or forward rotor to the tip of the tail rotor, fin, or other rear-most point of the helicopter. This value is with the rotors at their maximum extension. See Figure B–1. If only the value of the rotor diameter (RD) is known, estimate the value for D using the relationship D = 1.2 RD (or conversely, RD = 0.83 D).

e. Design loads. Design and construct the TLOF and any load-bearing surfaces to support the loads imposed by the design helicopter and any ground support vehicles and equipment.

(1) Static load. For design purposes, the design static load is equal to the helicopter's maximum takeoff weight applied through the total contact area of the wheels or skids. See paragraph 707.

(2) Dynamic load. For design purposes, assume the dynamic load at 150 percent of the maximum takeoff weight of the design helicopter applied through the main undercarriage on a wheel-equipped helicopter or aft contact areas of skid-equipped helicopter. See paragraph 707.

f. Elevated heliport. A heliport located on a rooftop or other elevated structure where the TLOF is at least 30 inches (76 cm) above the surrounding surface (a ground level heliport with the TLOF on a mound is not an elevated heliport).

g. Emergency helicopter landing facility (EHLF). A clear area at ground level or on the roof of a building capable of accommodating helicopters engaged in fire fighting and/or emergency evacuation operations. An EHLF meets the definition of a heliport in this AC and under Title 14 CFR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports.

h. Final approach and takeoff area (FATO). A defined area over which the pilot completes the final phase of the approach to a hover or a landing and from which the pilot initiates takeoff. The FATO elevation is the lowest elevation of the edge of the TLOF. See Figure 7–3.

i. Final approach reference area (FARA). An obstacle-free area with its center aligned on the final approach course. It is located at the end of a precision instrument FATO.

j. Flush lights. Where the term "flush lights" is specified in this AC, interpret it as including semi-flush lights.

k. Frangible/frangibly mounted. While there is no accepted standard for frangibility in regard to helicopter operations, remove all objects from a FATO or safety area except those of the lowest mass practicable and frangibly mounted to the extent practicable.

l. General aviation heliport. A heliport intended to accommodate individuals, corporations, helicopter air taxi operators, and public safety agencies. For the purposes of this AC, "general aviation" refers to all helicopter operations other than scheduled passenger service. Hospital heliports and emergency landing facilities fall under general aviation, but are treated separately in the AC due to their unique requirements.

m. Ground taxi. The surface movement of a wheeled helicopter under its own power with wheels touching the ground.

n. Hazard to air navigation. Any object having a substantial adverse effect upon the safe and efficient use of the navigable airspace by aircraft, upon the operation of air navigation facilities, or upon existing or planned airport/heliport capacity as determined by the FAA.

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o. Heliport. The area of land, water, or a structure used or intended to be used for the landing and takeoff of helicopters, together with appurtenant buildings and facilities.

p. Heliport elevation. The highest point of the TLOF expressed as the distance above mean sea level.

q. Heliport imaginary surfaces. The imaginary planes defined in Title 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, centered about the FATO and the approach/departure paths, which are used to identify the objects where notice to and evaluation by the FAA is required. Recommendations may include realignment of approach/departure paths or removal, lowering, marking and lighting of objects.

r. Heliport layout plan. The plan of a heliport showing the layout of existing and proposed heliport facilities including the approach/departure paths.

s. Heliport protection zone (HPZ). An area off the end of the FATO and under the approach/departure path intended to enhance the protection of people and property on the ground.

t. Heliport reference point (HRP). The geographic position of the heliport expressed as the latitude and longitude at:

(1) The center of the FATO, or the centroid of multiple FATOs, for heliports having visual and non-precision instrument approach procedures; or

(2) The center of the FARA when the heliport has a precision instrument procedure.

u. Helistop. A term sometimes used to describe a minimally developed heliport for boarding and discharging passengers or cargo. This AC does not use this term, as the design standards and recommendations this AC apply to all heliports.

v. Hospital heliport. A heliport limited to serving helicopters engaged in air ambulance, or other hospital related functions. A designated helicopter landing area located at a hospital or medical facility is a heliport and not a medical emergency site.

w. Hover taxi (also called air taxi). The movement of a wheeled or skid-equipped helicopter above the surface. Generally, this takes place at a wheel/skid height of 1 to 5 feet (0.3 to 1.5 m) and at a ground speed of less than 20 knots (37 km/h). For facility design purposes, assume a skid-equipped helicopter to hover-taxi.

x. Landing position. An area, normally located in the center of an elongated TLOF, on which the helicopter lands.

y. Large helicopter. A helicopter with a maximum takeoff weight of more than 12,500 lbs.

z. Load-bearing area (LBA). The portion of the FATO capable of supporting the dynamic load of the design helicopter.

aa. Medical emergency site. An unprepared site at or near the scene of an accident or similar medical emergency on which a helicopter may land to pick up a patient in order to provide emergency medical transport. A medical emergency site is not a heliport as defined in this AC.

bb. Medium helicopter. A helicopter with a maximum takeoff weight of 7,001 to 12,500 lbs.

cc. Obstruction to air navigation. Any fixed or mobile object, including a parked helicopter, of greater height than any of the heights or surfaces presented in subpart C of part 77 (see also paragraph 111 in this AC).

dd. Overall length (D). See D, paragraph 108.d.

ee. Parking pad. The paved center portion of a parking position.

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ff. Prior permission required (PPR) heliport. A heliport developed for exclusive use of the owner and persons authorized by the owner and about which the owner and operator ensure all authorized pilots are thoroughly knowledgeable. These features include but are not limited to: approach/departure path characteristics, preferred heading, facility limitations, lighting, obstacles in the area, and size and weight capacity of the facility.

gg. Public use heliport. A heliport available for use by the general public without a requirement for prior approval of the owner or operator.

hh. RD. Rotor Diameter. The length of the main rotor, from tip to tip.

ii. Rotor downwash. The downward movement of air caused by the action of the rotating main rotor blades. When this air strikes the ground or some other surface, it causes a turbulent outflow of air from beneath the helicopter.

jj. Safety area. A defined area on a heliport surrounding the FATO intended to reduce the risk of damage to helicopters accidentally diverging from the FATO.

kk. Shielded obstruction. A proposed or existing obstruction that does not need to be marked or lighted due to its close proximity to another obstruction whose highest point is at the same or higher elevation.

ll. Shoulder line. A marking line perpendicular to a helicopter parking position centerline that is intended to provide the pilot with a visual cue to assist in parking.

mm. Small helicopter. A helicopter with a maximum takeoff weight of 7,000 lbs or less.

nn. Tail rotor arc radius. The distance from the hub of the main rotor to the outermost tip of the tail rotor or the rear-most point of the helicopter tail, whichever is farther.

oo. Takeoff position. An area, normally located on the centerline and at the ends of an elongated TLOF, from which the helicopter takes off. Typically, there are two such positions on an elongated TLOF, one at each end.

pp. Taxi route. An obstruction-free corridor established for the movement of helicopters from one part of a heliport/airport to another. A taxi route includes the taxiway plus the appropriate clearances on both sides.

qq. Taxiway. A marked route between the TLOF and other areas on the heliport. This AC defines two types of helicopter taxiways:

(1) Ground taxiway. A taxiway intended to permit the surface movement of a wheeled helicopter under its own power with wheels on the ground. The minimum dimensions defined for a ground taxiway may not be adequate for hover taxi.

(2) Hover taxiway. A taxiway intended to permit the hover taxiing of a helicopter.

rr. Touchdown and liftoff area (TLOF). A load-bearing, generally paved area, normally centered in the FATO, on which the helicopter lands and/or takes off.

ss. Transport heliport. A heliport intended to accommodate air carrier operators providing scheduled service.

tt. Touchdown/positioning circle (TDPC) marking. A circular marking located in the center of a TLOF or a parking position. When the pilot's seat is over the TDPC, the whole of the helicopter undercarriage will be within the TLOF or parking position and all parts of the helicopter rotor system will be clear of any obstacle by a safe margin.

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uu. Unshielded obstruction. A proposed or existing obstruction that may need to be marked or lighted since it is not near another marked and lighted obstruction whose highest point is at the same or higher elevation.

109. Selection of approach/departure paths. Design heliports to the extent practicable for two approach/departure paths. Consider items such as the following in selecting the approach/departure paths:

a. Wind. Well-designed approach/departure paths permit pilots to avoid downwind conditions and minimize crosswind operations. Align the preferred flight approach/departure path, to the extent feasible, with the predominant wind direction. Base other approach/departure paths on the assessment of the prevailing winds or, when this information is not available, separate such flight paths and the preferred flight path by at least 135 degrees. If it is not feasible to provide complete coverage of wind through multiple approach/departure paths, operational limitations may be necessary under certain wind conditions. See paragraph 101.

b. Obstructions. In determining approach/departure paths, take into account the obstructions in the vicinity of the heliport and, in particular, those likely to be a hazard to air navigation. See paragraph 111.

c. Environmental impacts. In environmentally sensitive areas, select the final approach/departure path(s) to minimize any environmental impact, providing it does not decrease flight safety. See paragraph 113.

110. Notification requirements. Part 157 sets requirements for persons proposing to construct, activate, deactivate, or alter a heliport to give advance notice of their intent to the FAA. This includes changing the size or number of FATOs; adding, deleting, or changing an approach or departure route; or changing heliport status. An example of a heliport status change would be a change from private to public use or vice versa. When notification is required, file Form 7480-1 (see Figure 1–1) with the appropriate FAA Airports Regional or District Office at least 90 days before construction, alteration, deactivation, or change in use. See the FAA Airports web site at http://www.faa.gov/airports/ for contact information.

a. Draw the heliport layout plan to scale showing key dimensions, such as the heliport elevation, TLOF size, FATO size, safety area size, distance from safety area perimeter to property edges, and approach/departure paths showing locations of buildings, trees, fences, power lines, obstructions (including elevations), schools, churches, hospitals, residential communities, waste disposal sites, and other significant features as specified on Form 7480-1 and as suggested in Figure 1–2.

b. The preferred type of location map is the 7.5-minute U.S. Geological Survey Quadrangle Map, available from the US Geological Survey at nationalmap.gov. Web-based maps are also acceptable. Show the location of the heliport site and the approach/departure paths on the map. Point out the heliport site on this map with an arrow. Indicate the latitude and longitude of the proposed heliport in North American Datum of 1983 (NAD-83) coordinates. See Figure 1–3.

c. The FAA role. The FAA will conduct an aeronautical study of the proposed heliport under part 157. Title 14 CFR Part 157.7, FAA determinations, states: “The FAA will conduct an aeronautical study of an airport proposal and, after consultations with interested persons, as appropriate, issue a determination to the proponent and advise those concerned of the FAA determination. The FAA will consider matters such as the effects the proposed action would have on existing or contemplated traffic patterns of neighboring airports; the effects the proposed action would have on the existing airspace structure and projected programs of the FAA; and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal. While determinations consider the effects of the proposed action on the safe and efficient use of airspace by aircraft and the safety of persons and property on the ground, the determinations are only advisory. Except for an objectionable determination, each determination will contain a determination-void date to

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facilitate efficient planning of the use of the navigable airspace. A determination does not relieve the proponent of responsibility for compliance with any local law, ordinance or regulation, or state or other federal regulation. Aeronautical studies and determinations will not consider environmental or land use compatibility impacts."

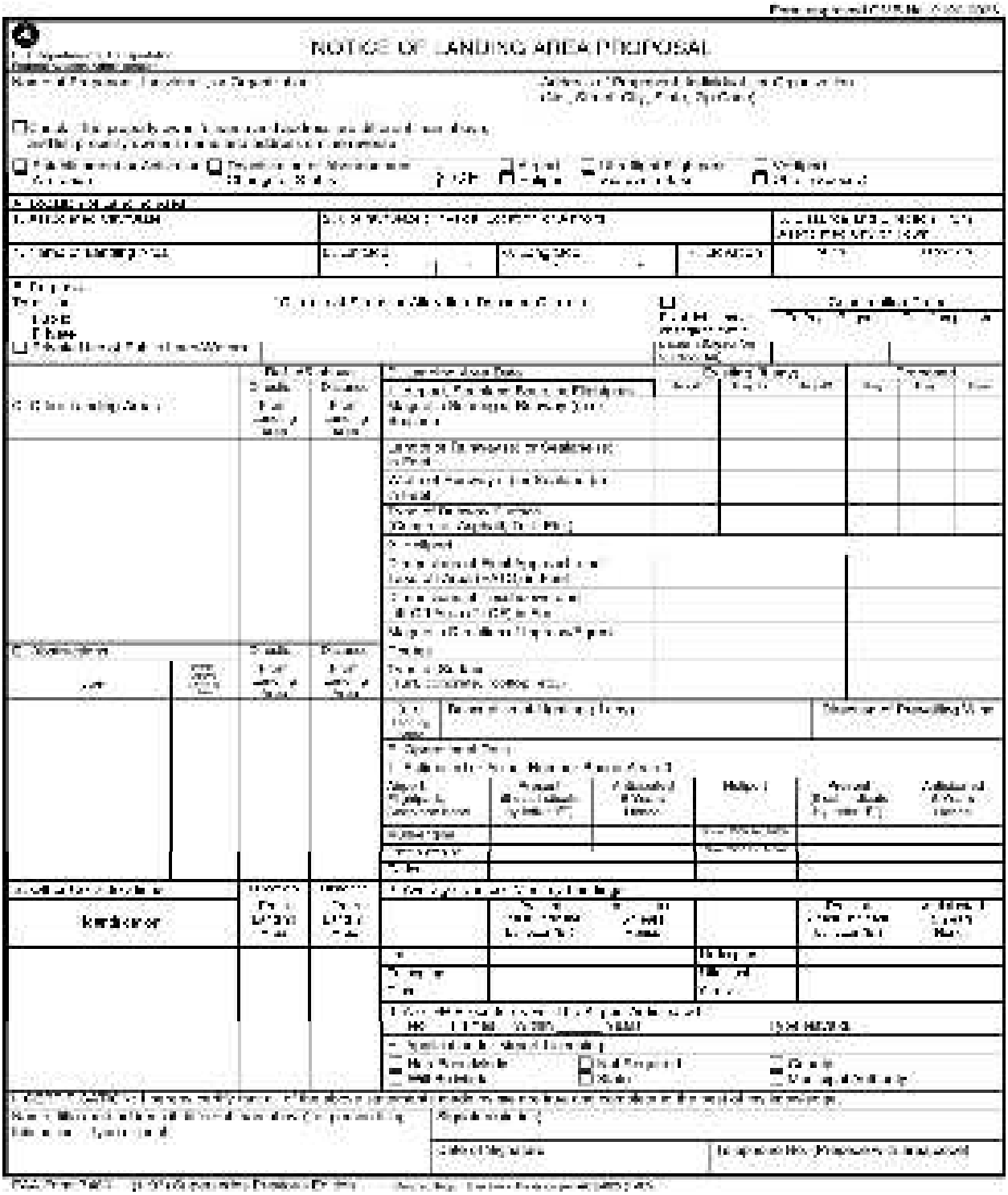

Figure 1–1. Form 7480-1, Notice of Landing Area Proposal

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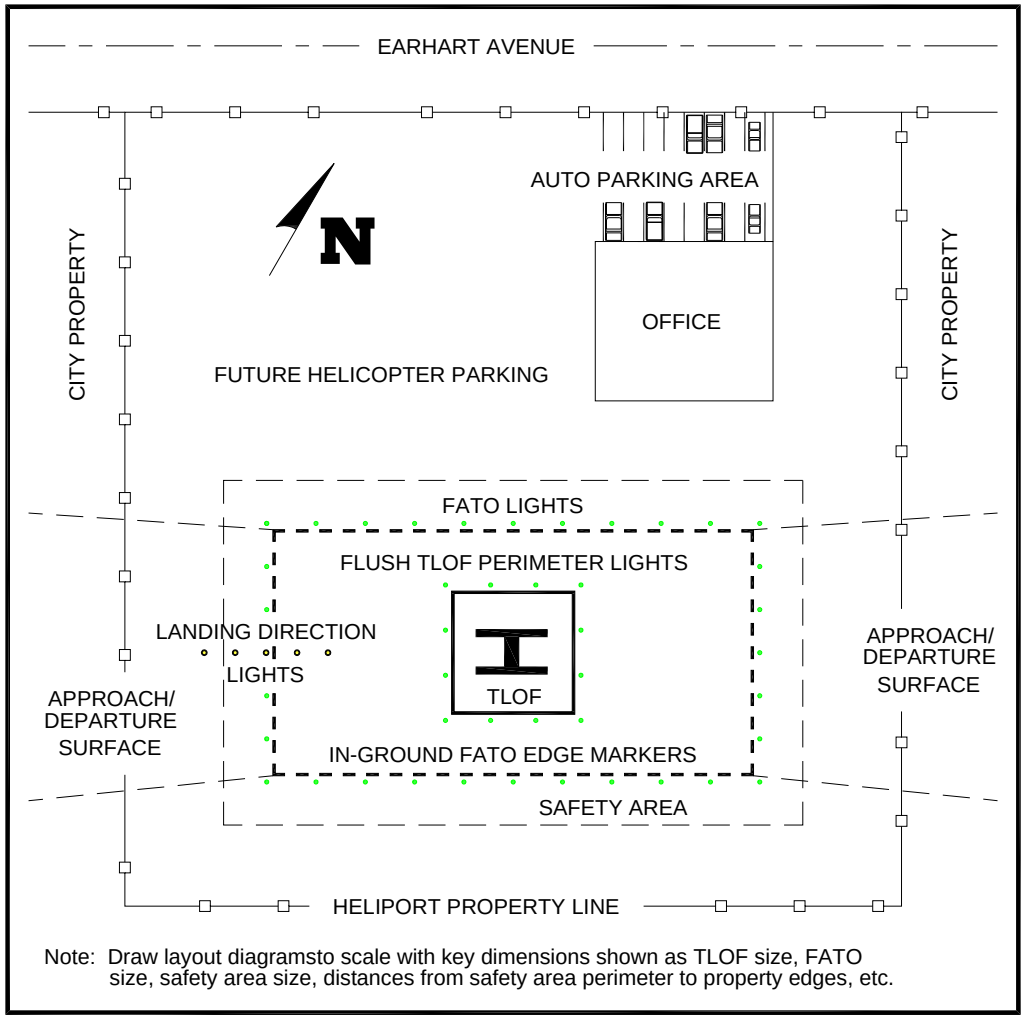

Figure 1–2. Example of a Heliport Layout Plan

d. Penalty for failure to provide notice. Persons who fail to give notice are subject to civil penalty under Title 49 United States Code 46301, Civil Penalties, of not more than $25,000 (or $1,100 if the person is an individual or small business concern).

e. Notice exemptions. Paragraph 157.1, Applicability, of part 157 exempts sites meeting one of the conditions below from the requirement to submit notice. These exemptions do not negate a notice or formal approval requirement prescribed by state law or local ordinance. For the purposes of applying the part 157 exemption criteria cited in (2) and (3) below, a landing and associated takeoff is considered to be one operation. Part 157.1 projects are:

(1) [A heliport] subject to conditions of a federal agreement that requires an approved current heliport layout plan to be on file with the FAA, or

(2) [A heliport] at which flight operations will be conducted under visual flight rules (VFR) and which is used or intended to be used for a period of less than 30 consecutive days with no more than 10 operations per day.

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(3) The intermittent use of a site that is not an established airport, that is used or intended to be used for less than 1 year, and at which flight operations will be conducted only under VFR. For the purpose of this part, "intermittent use of a site" means:

(a) the site is used or is intended to be used for no more than 3 days in any one week and

(b) no more than 10 operations will be conducted in any one day at that site.

111. Hazards to air navigation. Part 77 establishes requirements for notification to the FAA of objects that may affect navigable airspace. It sets standards for determining obstructions to navigable airspace and provides for aeronautical studies of such obstructions to determine their effect on the safe and efficient use of airspace. Part 77 applies only to public airports and heliports, airports operated by a federal agency or the Department of Defense, and private airports and heliports with at least one FAA-approved instrument approach procedure. See Figure 1–4.

a. FAA studies.

(1) Part 77. Part 77 defines objects that are obstructions to surfaces. Presume these objects to be hazards unless an FAA study determines otherwise. The FAA conducts aeronautical studies to determine the physical and electromagnetic effect on the use of navigable airspace, air navigational facilities, public airports and heliports, and private airports and heliports with at least one FAA-approved instrument approach procedure. The FAA encourages public agencies to enact zoning ordinances to prevent man-made features from becoming hazards to navigation.

(2) Part 157. While the FAA performs aeronautical studies under part 157 (see paragraph 110.c), such studies do not identify hazards to private facilities that do not have an FAA-approved instrument approach.

b. Mitigation of hazards. You may mitigate the adverse effect of an object presumed or determined to be a hazard by:

(1) Removing the object.

(2) Altering the object, for example, reducing its height.

(3) Marking and/or lighting the object, provided an FAA aeronautical study has determined that the object would not be a hazard to air navigation if it were marked and/or lighted. Find guidance on marking and lighting objects in AC 70/7460-1, Obstruction Marking and Lighting.

c. Notification requirements. Part 77 requires persons proposing certain construction or alteration to give 45-day notice to the FAA of their intent. Use FAA Form 7460-1, Notice of Proposed Construction or Alteration to provide notification. See https://oeaaa.faa.gov for more information and to download the form.

d. Heliport development plans. Future public heliport development plans and feasibility studies on file with the FAA may influence the determinations resulting from part 77 studies. Owners of public heliports and owners of private heliports with FAA-approved instrument approach procedures can ensure full consideration of future heliport development in part 77 studies only when they file plans with the FAA. Include in heliport plan data the coordinates and elevations of planned FATO(s), approach/departure paths including their azimuths, and types of approaches for any new FATO or modification of an existing FATO.

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Figure 1–3. Example of a Heliport Location Map

112. Federal assistance. The FAA administers a grant program that provides financial assistance to eligible sponsors to develop a public use heliport. Information on federal aid program eligibility requirements is available from FAA Airports Regional and District Offices and on the FAA Airports web site, www.faa.gov/airports.

113. Environmental impact analyses. The National Environmental Policy Act of 1969 requires the FAA to consider potential environmental impacts prior to agency decision making, including, for example, the decision to fund or approve a project, plan, license, permit, certification, rulemaking, or operations specification, unless these actions are within an existing categorical exclusion and no

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extraordinary circumstances exist. Actions that may require an environmental assessment are normally associated with federal grants or heliport layout plan approvals leading to the construction of a new heliport or significant expansion of an existing heliport.

a. Assessment items. An environmental assessment addresses noise, historic and cultural resources, wildlife, energy conservation, land usage, air quality, water quality, pollution prevention, light emissions and other visual effects, electromagnetic fields, other public health and safety issues, the "no action" alternative and a reasonable range of feasible alternatives, including mitigation not integrated into the alternative initially. It also describes the action taken to ensure public involvement in the planning process. An opportunity for a public hearing may be required for the federally funded development of, or significant improvement to, an existing heliport.

b. Guidance. FAA Order 5050.4, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects, and FAA Order 1050.1, Polices and Procedures for Considering Environmental Impacts, and other supplemental guidance from FAA Air Traffic and Flight Standards provide guidance on environmental impact analysis. Contact state and local governments, including metropolitan planning organizations and local transit agencies, directly as they may also require an environmental report. The procedures in AC 150/5020-1, Noise Control and Compatibility Planning for Airports, describe a means of assessing the noise impact. Contact the appropriate FAA Airports Regional or District Office for current information related to assessing noise impact of heliports. Proponents of non-federally assisted heliports work with local governmental authorities concerning environmental issues.

114. Access to heliports by individuals with disabilities. Congress has passed various laws concerning access to airports. Since heliports are a type of airport, these laws are similarly applicable. Find guidance in AC 150/5360-14, Access to Airports by Individuals with Disabilities.

115. State role. Many state departments of transportation, aeronautical commissions, or similar authorities require prior approval and, in some instances, a license for the establishment and operation of a heliport. Several states administer a financial assistance program similar to the federal program and are staffed to provide technical advice. Contact your respective state aeronautics commissions or departments for particulars on licensing and assistance programs. Contact information for state aviation agencies is available at http://www.faa.gov/airports/resources/state_aviation.

116. Local role. Some communities have enacted zoning laws, building codes, fire regulations, etc. that can affect heliport establishment and operation. Some have or are in the process of developing codes or ordinances regulating environmental issues such as noise and air pollution. A few localities have enacted specific rules governing the establishment of a heliport. Therefore, make early contact with officials or agencies representing the local zoning board, the fire, police, or sheriff's department, and the elected person(s) who represent the area where the heliport is to be located.

117. Related referenced material. Find a list of related and referenced publications in Appendix D.

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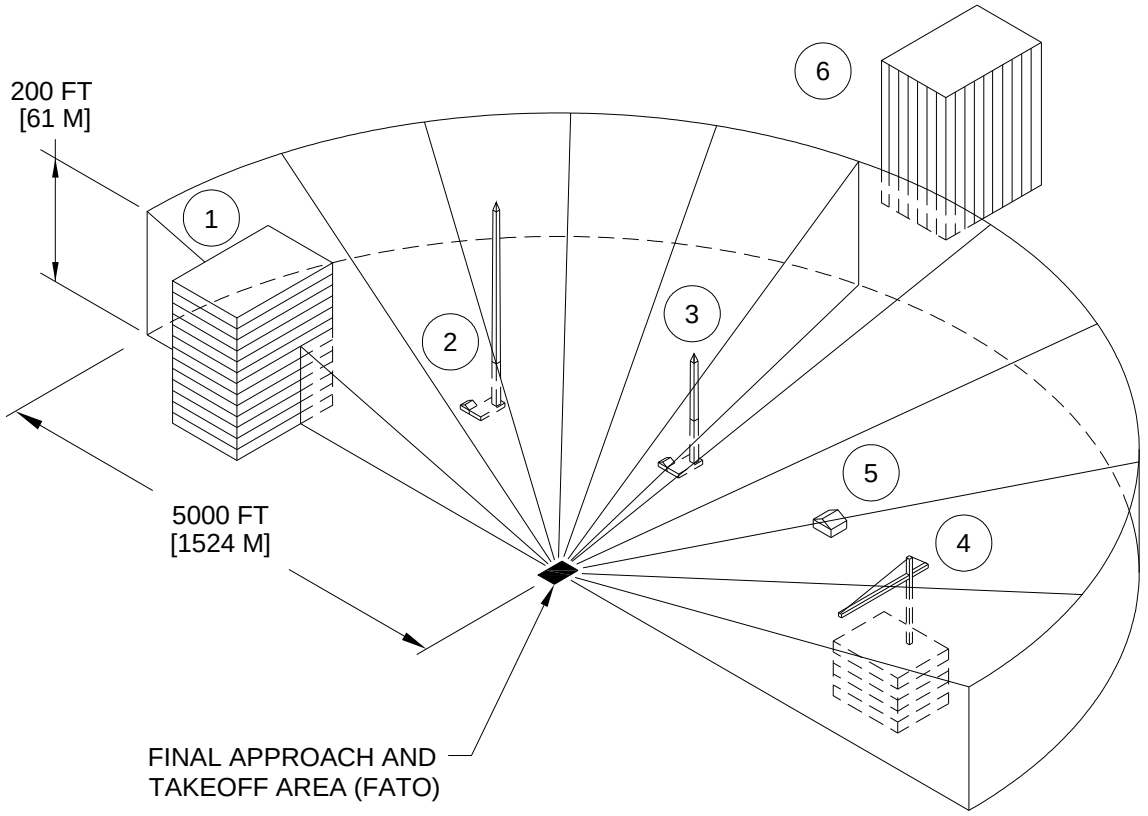

Notes:

1. Building is less than 200 ft [61 m] in height, but top will penetrate the 25:1 surface (notice is required by 14 CFR part 77.9).
2. Antenna is over 200 ft [61 m] in height (notice is required by 14 CFR part 77.9 (a)).
3. Antenna is less than 200 ft [61 m] in height, and penetrates the 25:1 surface (notice is required by 14 CFR part 77.9 (b)(3)).
4. Construction crane penetrates 25:1 surface (notice is required by 14 CFR part 77.9 (b)(3)).
5. Building is less than 200 ft [61 m] in height and does not penetrate the 25:1 surface (notice is not required).
6. Building is more than 5,000 ft [1,525 m] from heliport (notice is required if building will be 200 ft [61 m] or more in height).

Note: Notice under 14 CFR part 77 required for all public-use heliports or a private use heliport with at least one FAA-approved instrument approach procedure.

Figure 1–4. Offsite Development Requiring Notice to the FAA

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Chapter 2. General Aviation Heliports

201. General. A general aviation heliport accommodates helicopters used by individuals, corporations, and helicopter air taxi services. While general aviation heliports may be publicly owned, this is not required. Most general aviation heliports are privately owned.

202. Applicability. The standards in this chapter apply to projects funded under the Airport Improvement Program (AIP) or the Passenger Facility Charge (PFC) program. For other projects/heliports, these standards are the FAA's recommendations for designing all general aviation heliports. The design standards in this chapter assume that there will never be more than one helicopter within the final approach and takeoff area (FATO) and the associated safety area. If there is a need for more than one touchdown and liftoff area (TLOF) at a heliport, locate each TLOF within its own FATO and within its own safety area. Figure 2–1 illustrates the essential features of a general aviation heliport.

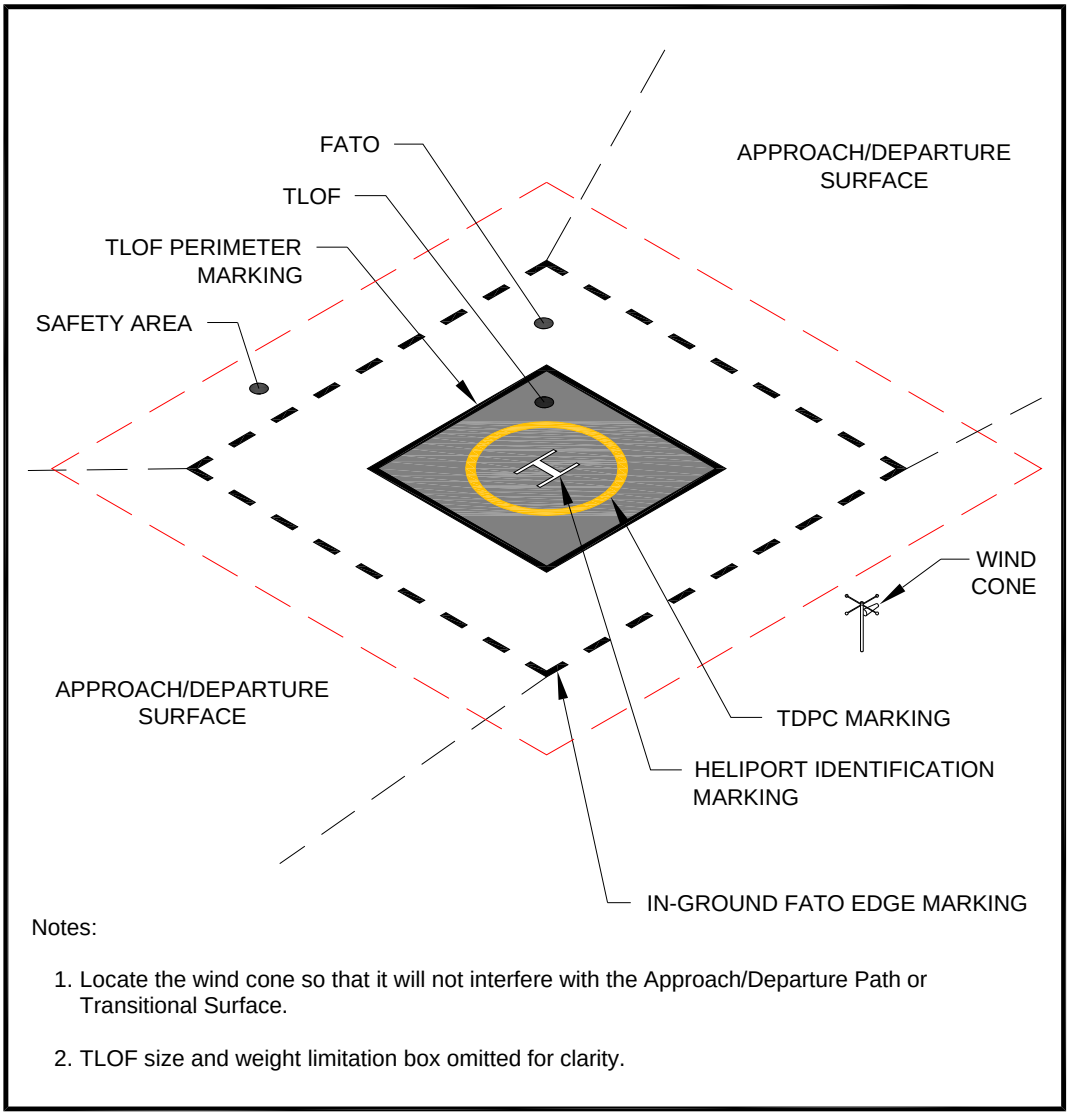

Figure 2–1. Essential Features of a Heliport: General Aviation

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203. Prior permission required (PPR) facilities. The standards in this AC are recommended for all heliports. As PPR heliports are never eligible for federal financial assistance, do not interpret any recommendation in this AC that is not required by federal law or regulation as mandatory for PPR heliports. Recommendations for PPR heliports are provided in recognition of the unique nature of facilities where the operator ensures pilots are thoroughly familiar with the heliport, its procedures, and any facility limitations.

204. Access by individuals with disabilities. Various laws require heliports operated by public entities and those receiving federal financial assistance to meet accessibility requirements. See paragraph 114.

205. Heliport site selection.

a. Long term planning. The FAA encourages public agencies and others planning to develop a general aviation heliport to consider the possible future need for instrument operations and expansion.

b. Property requirements. The property needed for a general aviation heliport depends upon the volume and types of users, size of helicopters, and the scope of amenities provided. Property needs for helicopter operators and for passenger amenities frequently exceed those for "airside" purposes.

c. Turbulence. Air flowing around and over buildings, stands of trees, terrain irregularities, etc. can create turbulence on ground-level and roof-top heliports that may affect helicopter operations. Where the FATO is located near the edge and top of a building or structure, or within the influence of turbulent wakes from other buildings or structures, assess the turbulence and airflow characteristics in the vicinity of, and across the surface of the FATO to determine if an air-gap between the roof, roof parapet or supporting structure, and/or some other turbulence mitigating design measure is necessary. FAA Technical Report FAA/RD-84/25, Evaluating Wind Flow around Buildings on Heliport Placement, addresses the wind's effect on helicopter operations. Take the following actions in selecting a site to minimize the effects of turbulence.

(1) Ground-level heliports. Features such buildings, trees, and other large objects can cause air turbulence and affect helicopter operations from sites immediately adjacent to them. Therefore, locate the landing and takeoff area away from such objects in order to minimize air turbulence in the vicinity of the FATO and the approach/departure paths.

(2) Elevated heliports. Establishing a 6 foot (1.8 m) or more air gap on all sides above the level of the roof will generally minimize the turbulent effect of air flowing over the roof edge. Keep air gaps free at all times of objects that would obstruct the airflow. If it is not practical to include an air gap or some other turbulence mitigating design measure where there is turbulence, operational limitations may be necessary under certain wind conditions. See paragraph 101.

d. Electromagnetic effects. Nearby electromagnetic devices, such as a large ventilator motor, elevator motor or other devices that consume large amounts of electricity may cause temporary aberrations in the helicopter magnetic compass and interfere with other onboard navigational equipment.

206. Basic layout. A basic heliport consists of a TLOF contained within a FATO. A safety area surrounds the FATO. Table 2-1 shows how the standards for safety area width vary as a function of heliport markings. The relationship of the TLOF to the FATO and the safety area is shown in Figure 2–2. A FATO contains only one TLOF. Provide appropriate approach/departure airspace to allow safe approaches to and departures from landing sites. To the extent feasible, align the preferred approach/departure path with the predominant winds. See paragraph 210.

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Table 2-1. Minimum VFR Safety Area Width as a Function of General Aviation and PPR Heliport Markings

General aviation heliports	1/3 RD but not less than 20 ft (6 m)**	1/3 RD but not less than 30 ft (9 m)**	½D but not less than 20 ft (6 m)	½ D but not less than 30 ft (9 m)
PPR heliports	1/3 RD but not less than 10 ft (3 m) **	1/3 RD but not less than 20 ft (6 m)**	½ D but not less than 20 ft (6 m)	½ D but not less than 30 ft (9 m)
TLOF perimeter marked	Yes	Yes	No	No
FATO perimeter marked	Yes	Yes	Yes	Yes
Standard "H" marking	Yes	No	Yes	No

D: Overall length of the design helicopter
RD: Rotor diameter of the design helicopter
** Also applies when the FATO is not marked. Do not mark the FATO if (a) the FATO (or part of the FATO) is a non-load bearing surface and/or (b) the TLOF is elevated above the level of a surrounding load-bearing area.

207. Touchdown and liftoff area (TLOF).

a. TLOF location. TLOFs of general aviation heliports are at ground level, on elevated structures, and at rooftop level. Center the TLOF within the FATO. At a PPR rooftop or other PPR elevated facility, where the entire FATO is not load-bearing, locating the TLOF in a load-bearing area (LBA) that is as large as possible may provide some operational advantages. In this case, locate the TLOF in the center of the LBA.

b. TLOF size. Design the TLOF so the minimum dimension (length, width, or diameter) is at least equal to the RD of the design helicopter (except as noted in (2) below). Design the TLOF to be rectangular or circular. Each has its advantages. A square or rectangular shape provides the pilot with better alignment cues than a circular shape, but a circular TLOF may be more recognizable in an urban environment. Increasing the LBA centered on the TLOF may provide some safety and operational advantages. At PPR facilities, if only a portion of the TLOF is paved, design the TLOF so the minimum length and width of this paved portion is not less than two times the maximum dimension (length or width) of the undercarriage of the design helicopter. Locate the center of the TLOF in the center of this paved portion. To avoid the risk of catching a skid and the potential for a dynamic rollover, make sure there is no difference in elevation between the paved and unpaved portions of the TLOF.

(1) Elevated public general aviation heliport. If the FATO outside the TLOF is not load-bearing, increase the minimum width, length or diameter of the TLOF to the overall length (D) of the design helicopter. See paragraph 207.b(3).

(2) Elevated PPR heliports. At PPR rooftop or elevated facilities where the height of the TLOF surface above the adjacent ground or structure is no greater than 30 inches (76 cm), and there is a solid adjacent ground or structure equal to the rotor diameter (RD) able to support 20 lbs/sq ft (98 kg/sq m) live load, design the minimum dimension of the TLOF to be at least the smaller of the RD and two times the maximum dimension (length or width) of the undercarriage of the design helicopter. Locate the center of the LBA of the TLOF in the center of the FATO.

(3) Elongated TLOF. An elongated TLOF can provide an increased safety margin and greater operational flexibility. As an option, design an elongated TLOF with a landing position in the center and two takeoff positions, one at either end. Design the landing position to have a minimum length equal to the RD of the design helicopter. If the TLOF is elongated, also provide an elongated FATO. Figure 2–3 shows an elongated TLOF and an elongated FATO.

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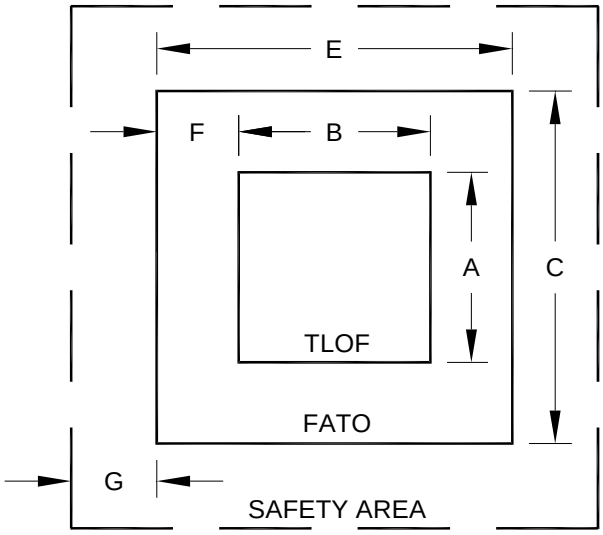

DIM	ITEM	VALUE	NOTES
A	Minimum TLOF Length	1 RD	
B	Minimum TLOF Width	1 RD	
C	Minimum FATO Length	1 ½ D	See Paragraph 207.a.(1) and Figure 2-5 for adjustments of elevations above 1000'
E	Minimum FATO Width	1 ½ D	
F	Minimum Separation Between the Perimeters of the TLOF and FATO	¾ D - ½ RD	
G	Minimum Safety Area Width	See Table 2-1	

Note: For a circular TLOF and FATO, dimensions A, B, C and E refer to diameters.

Figure 2–2. TLOF/FATO Safety Area Relationships and Minimum Dimensions: General Aviation

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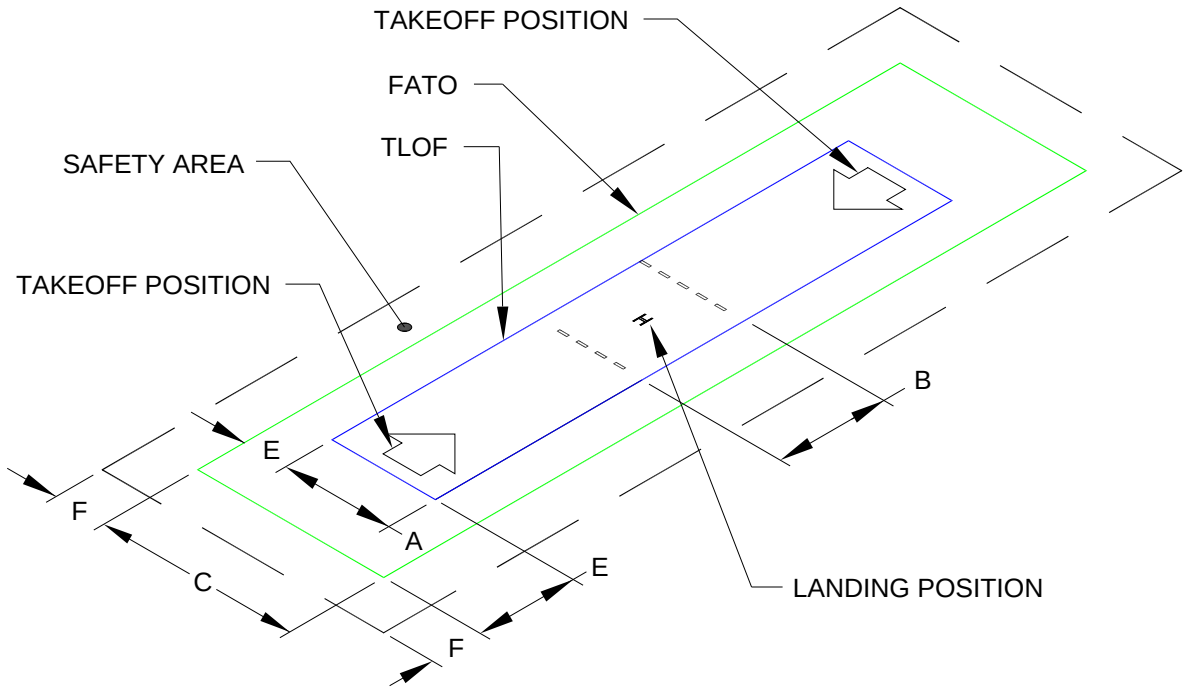

DIM	ITEM	VALUE	NOTES
A	Minimum TLOF Width	1 RD	
B	Minimum TLOF/Landing Position Length	1 RD	
C	Minimum FATO Width	1 ½ D	
E	Minimum Separation Between the Perimeters of the TLOF and FATO	¾ D - ½ RD	
F	Minimum Safety Area Width	See Table 2-1	

Note: For a circular TLOF and FATO, dimensions A, B, C and E refer to diameters.

Figure 2–3. Elongated FATO with Two Takeoff Positions: General Aviation

c. Ground-level TLOF surface characteristics.

(1) Design loads. Design the TLOF and any supporting TLOF structure to be capable of supporting the dynamic loads of the design helicopter.

(2) Paving. Provide either a paved or aggregate-turf surface for the TLOF (see AC 150/5370-10, Standards for Specifying Construction of Airports items P-217, Aggregate-Turf Pavement and P-501, Portland Cement Concrete Pavement). Use portland cement concrete (PCC) when feasible for ground-level facilities. An asphalt surface is less desirable for heliports as it may rut under the wheels or skids of

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a parked helicopter. This has been a factor in some rollover accidents. Use a broomed or roughened pavement finish to provide a skid-resistant surface for helicopters and non-slippery footing for people. For PPR heliports where only a portion of the TLOF is paved, design the paved portion to dynamic load-bearing. Design the adjacent ground or structure of the TLOF for the static loads of the design helicopter.

d. Rooftop and other elevated TLOFs.

(1) Design loads. Design elevated TLOFs and any TLOF supporting structure to capable of supporting the dynamic loads of the design helicopter described in paragraph 707.b. An elevated heliport is illustrated in Figure 2–4.

(2) Elevation. Elevate the TLOF above the level of any obstacle in the FATO and safety area that cannot be removed.

(3) Obstructions. Elevator penthouses, cooling towers, exhaust vents, fresh-air vents, and other raised features can affect heliport operations. Establish control mechanisms to ensure obstruction hazards are not installed after the heliport is operational.

(4) Air quality. Helicopter exhaust can affect building air quality if the heliport is too close to fresh air vents. When designing a building intended to support a helipad, locate fresh air vents accordingly. When adding a heliport to an existing building, relocate fresh air vents if necessary or, if that is not practical, installing charcoal filters or a fresh air intake bypass louver system for HVAC systems may be adequate.

(5) TLOF surface characteristics. Construct rooftop and other elevated heliport TLOFs of metal or concrete (or other materials subject to local building codes). Use a finish for TLOF surfaces that provides a skid-resistant surface for helicopters and non-slippery footing for people.

(6) Safety net. If the platform is elevated 4 feet (1.2 m) or more above its surroundings, Title 29 CFR Part 1910.23, Guarding Floor and Wall Openings and Holes, requires the provision of fall protection. The FAA recommends such protection for all platforms elevated 30 inches (76 cm) or more. However, do not use permanent railings or fences since they would be safety hazards during helicopter operations. As an option, install a safety net meeting state and local regulations but not less than 5 feet (1.5 m) wide. Design the safety net to have a load carrying capability of 25 lbs/sq ft (122 kg/sq m). Make sure the net, as illustrated in Figure 2–28, does not project above the level of the TLOF. Fasten both the inside and outside edges of the safety net to a solid structure. Construct nets of materials that are resistant to environmental effects.

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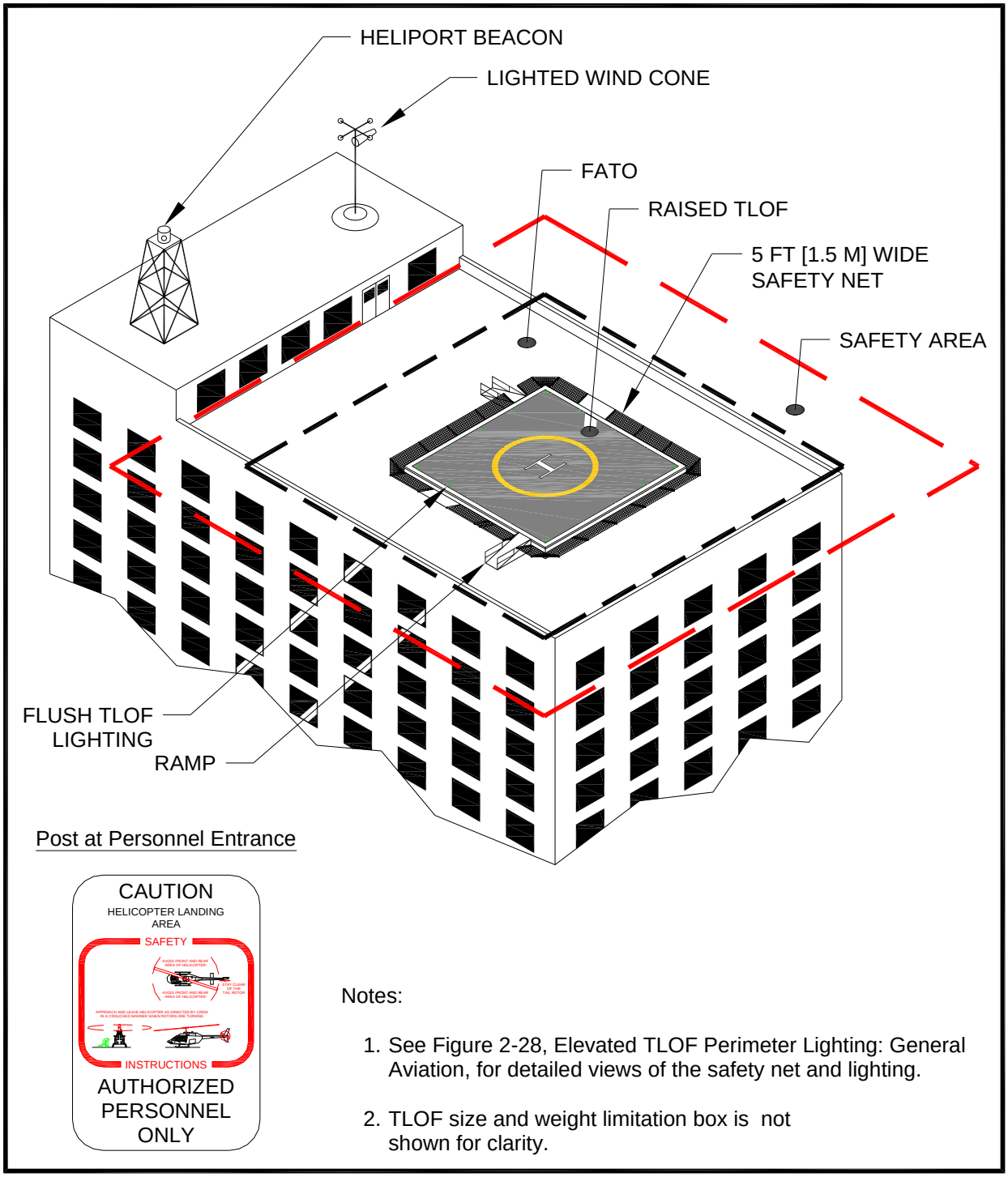

Figure 2–4. Elevated Heliport: General Aviation

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(7) Access to elevated TLOFs. Title 29 CFR Part 1926.34, Means of Egress, requires two separate access points for an elevated structure such as one supporting an elevated TLOF. Title 29 CFR Part 1910.24, Fixed Industrial Stairs applies to stairs. Design handrails required by this regulation to fold down or be removable to below the level of the TLOF so they will not be hazards during helicopter operations.

e. TLOF gradients. See paragraph 702 for TLOF gradient standards.

208. Final approach and takeoff area (FATO). A general aviation heliport has at least one FATO. The FATO contains a TLOF within its borders at which arriving helicopters terminate their approach and from which departing helicopters take off.

a. FATO size.

(1) Design the minimum width, length, or diameter of a FATO to be at least 1.5 times the overall length (D) of the design helicopter. Design the FATO to be circular or rectangular, regardless of the shape of the TLOF. At elevations above 1,000 feet MSL, include a longer, rectangular FATO to provide an increased safety margin and greater operational flexibility. Use the additional FATO length depicted in Figure 2–5. Where the operator of a PPR heliport chooses not to provide additional FATO length, the operator makes sure that all pilots using the facility are thoroughly knowledgeable with this and any other facility limitations.

(2) Design the minimum distance between the TLOF perimeter and the FATO perimeter to be not less than the distance (¾ D - ½ RD) where D is the overall length and RD is the rotor diameter of the design helicopter. Note that if the TLOF and FATO are not of similar shape, this applies at all points of the TLOF perimeter. The relationship of the TLOF to the FATO and the safety area is shown in Figure 2–2.

b. FATO surface characteristics. If the heliport operator marks the TLOF, the FATO outside the TLOF need not load-bearing.

(1) Ground level public general aviation heliports. If the heliport operator does not mark the TLOF (see paragraph 215.a), and/or intends that the helicopter be able to land anywhere within the FATO, design the FATO outside the TLOF and any FATO supporting structure, like the TLOF, to be capable of supporting the dynamic loads of the design helicopter, as described in paragraph 707.b.

(2) Ground level PPR heliports. If the heliport operator does not mark the TLOF, and/or intends for the helicopter to be able to land anywhere within the FATO, design the FATO outside the TLOF and any FATO supporting structure, like the TLOF, to be capable of supporting the dynamic loads of the design helicopter, as described in paragraph 707.b.

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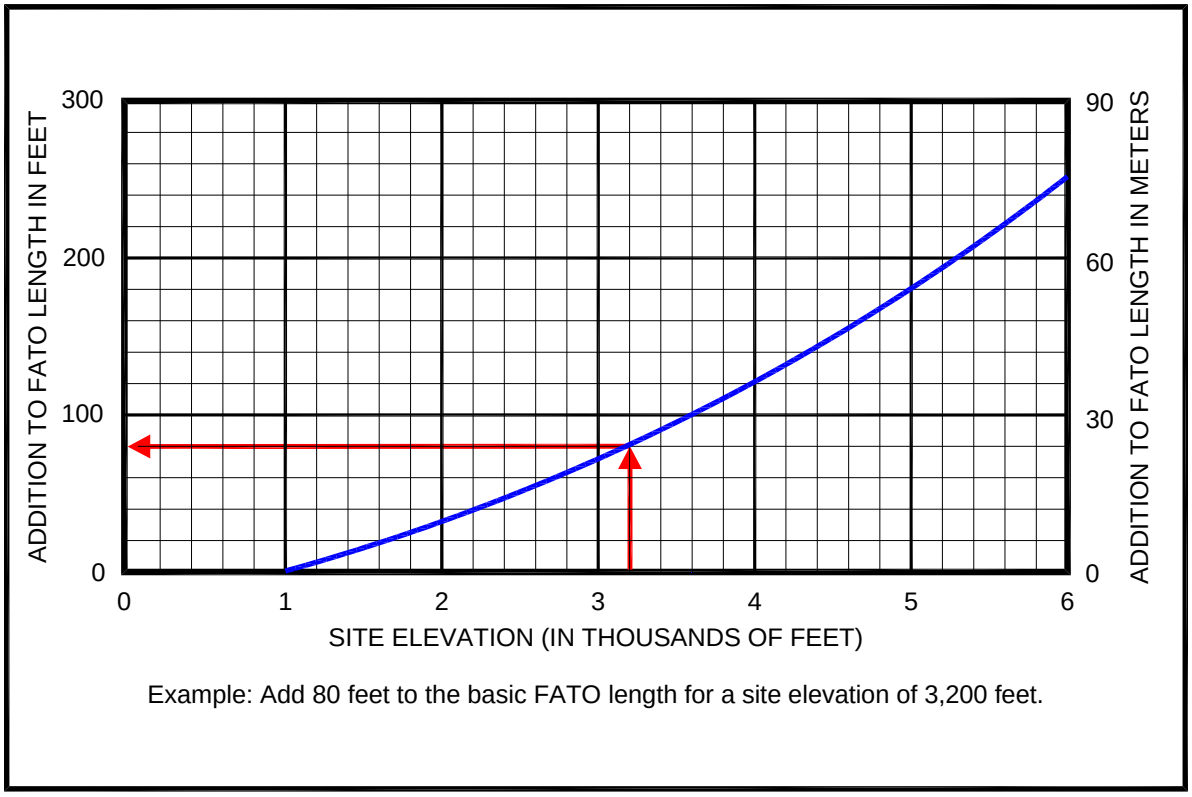

Figure 2–5. Additional FATO Length for Heliports at Higher Elevations: General Aviation

(3) Elevated heliports. As an option, design the FATO outside the TLOF to extend into clear airspace. However, there are some helicopter performance benefits and increased operational flexibility if the FATO outside the TLOF is load bearing. Design the FATO outside of the TLOF to be load-bearing, or increase the minimum width and length or diameter of TLOF to the overall length of the design helicopter.

(4) Elevated PPR heliports. For elevated PPR heliports, if the heliport operator intends to mark the TLOF, as an option design the FATO outside the TLOF and the safety area to extend into the clear airspace (see Figure 2–4). If the heliport operator does not mark the TLOF, and/or intends that the helicopter be able to land anywhere within the FATO, design the FATO outside the TLOF and any FATO supporting structure, like the TLOF, to support the dynamic loads of the design helicopter. As an option, increase the length and width or diameter of the LBA without a corresponding increase in the size of the FATO.

(5) If the FATO is load-bearing, design the portion abutting the TLOF to be contiguous with the TLOF, with the adjoining edges at the same elevation.

(6) If the FATO is unpaved, treat the FATO to prevent loose stones and any other flying debris caused by rotor downwash.

(7) When the FATO or the LBA in which it is located is elevated 4 feet (1.2 m) or more above its surroundings, part 1910.23 requires the provision of fall protection. The FAA recommends such protection for all platforms elevated 30 inches (76 cm) or more. However, do not use permanent railings or fences since they would be safety hazards during helicopter operations. As an option, install a safety net meeting state and local regulations but not less than 5 feet (1.5 m) wide. Design the safety net to have a load carrying capability of 25 lbs/sq ft (122 kg/sq m). Make sure the net, as illustrated in Figure 2–28,

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does not project above the level of the TLOF. Fasten both the inside and outside edges of the safety net to a solid structure. Construct nets of materials that are resistant to environmental effects.

c. Mobile objects within the FATO. The FATO design standards of this AC assume the TLOF and FATO are closed to other aircraft if a helicopter or other mobile object is within the FATO or the safety area.

d. Fixed objects within the FATO. Remove all fixed objects projecting above the FATO elevation except for lighting fixtures, which may project a maximum of 2 inches (5 cm). See Figure 7–3. For ground level heliports, remove all above-ground objects to the extent practicable.

e. FATO/FATO separation. If a heliport has more than one FATO, separate the perimeters of the two FATOs so the respective safety areas do not overlap. This separation assumes simultaneous approach/departure operations will not take place. If the heliport operator intends for the facility to support simultaneous operations, provide a minimum 200 foot (61 m) separation.

f. FATO gradients. See paragraph 703 for FATO gradient standards.

209. Safety area. A safety area surrounds a FATO.

a. Safety area width. The standards for the width of the safety area are shown in Table 2-1. The value is the same on all sides. The provision or absence of standard heliport markings affects the width standards. As an option, design the safety area to extend into clear airspace.

b. Mobile objects within the safety area. The safety area design standards of this AC assume the TLOF and FATO are closed to other aircraft if a helicopter or other mobile object is within the FATO or the safety area.

c. Fixed objects within a safety area. Remove all fixed objects within a safety area projecting above the FATO elevation except for lighting fixtures, which may project a maximum of 2 inches (5 cm). See Figure 7–3. For ground level heliports, remove all above-ground objects to the extent practicable.

d. Safety area surface. The safety area need not be load bearing. Figure 2–6 depicts a safety area extending over water. If possible, design the portion of the safety area abutting the FATO to be contiguous with the FATO with the adjoining edges at the same elevation. This is needed to avoid the risk of catching a helicopter skid or wheel. Clear the safety area of flammable materials and treat the area to prevent loose stones and any other flying debris caused by rotor wash.

e. Safety area gradients. Find safety area gradient standards in Chapter 7.

210. VFR approach/departure paths. The purpose of approach/departure airspace, shown in Figure 2–7 and Figure 2–8 is to provide sufficient airspace clear of hazards to allow safe approaches to and departures from the TLOF.

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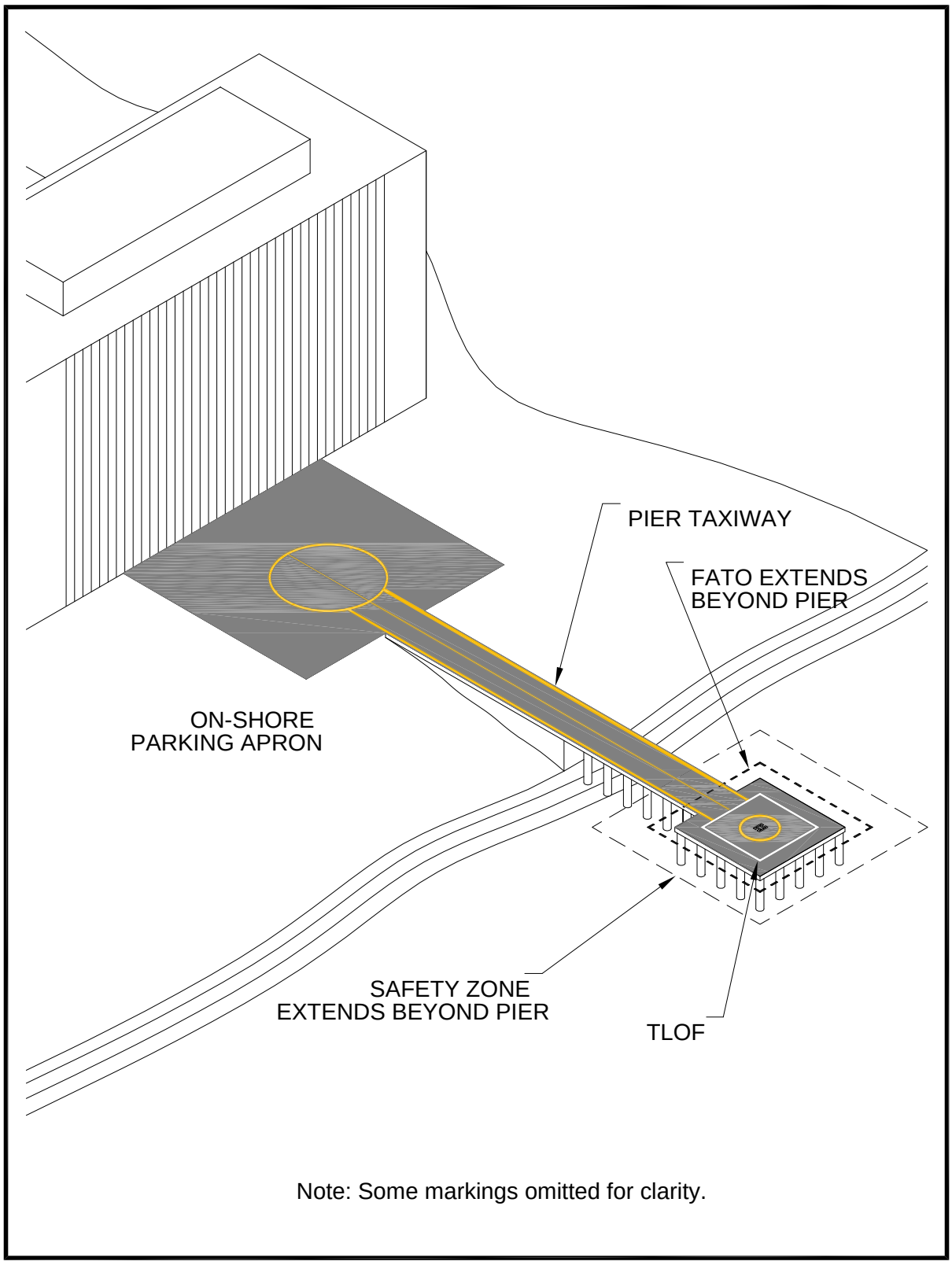

Figure 2–6. Non-load-bearing FATO and Safety Area: General Aviation

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a. Number of approach/departure paths. Align preferred approach/departure paths with the predominant wind direction to avoid downwind operations and minimize crosswind operations. To accomplish this, design the heliport with more than one approach/departure path. Base other approach/departure paths on the assessment of the prevailing winds or, when this information is not available, separate such flight paths and the preferred flight path by at least 135 degrees. See Figure 2–7, Figure 2–8, and Figure 2–9. At a PPR heliport that has only one approach/departure path, the operator makes sure all pilots using the facility are thoroughly knowledgeable with this and any other facility limitations. A second flight path provides additional safety margin and operational flexibility. If it is not feasible to provide complete coverage of wind through multiple approach/departure paths, operational limitations maybe necessary under certain wind conditions. See paragraph 101.

b. VFR approach/departure and transitional surfaces. Figure 2–7 illustrates the approach/departure and transitional surfaces.

(1) An approach/departure surface is centered on each approach/departure path. The approach/departure path starts at the edge of the FATO and slopes upward at 8:1 (8 units horizontal in 1 unit vertical) for a distance of 4,000 feet (1,219 m) where the width is 500 feet (152 m) at a height of 500 feet (152 m) above the heliport elevation.

(2) The transitional surfaces start from the edges of the FATO parallel to the flight path center line, and from the outer edges of the 8:1 approach/departure surface, and extend outwards at a slope of 2:1 (2 units horizontal in 1 unit vertical) for a distance of 250 feet (76 m) from the centerline. The transitional surface does not apply to the FATO edge opposite the approach/departure surface.

(3) Make sure the approach/departure and transitional surfaces are free of penetrations unless an FAA aeronautical study determines such penetrations not to be hazards. The FAA conducts such aeronautical studies only at public heliports, heliports operated by a federal agency or the Department of Defense, and private airports with FAA-approved approach procedures. Paragraph 111 provides additional information on hazards to air navigation.

(4) At PPR facilities, an alternative to considering transitional surfaces is to increase the size of the 8:1 approach/departure surface for a distance of 2,000 feet (610 m) as shown in Figure 2–9 and Figure 2–11. The lateral extensions on each side of the 8:1 approach/departure surface start at the width of the FATO and are increased so at a distance of 2,000 feet (610 m) from the FATO they are 100 feet (30 m) wide. Make sure obstacles do not penetrate into both Area A and Area B. Make sure obstacles do not penetrate into Area A or Area B unless the FAA determines that the penetration is not a hazard. Mark or light all such penetrations. See paragraph 111 for more information on hazard determinations.

c. Curved VFR approach/departure paths. As an option, include one curve in VFR approach/departure paths. As an option, design these paths to use the airspace above public lands, such as freeways or rivers. When including a curved portion in the approach/departure path, make sure the sum of the radius of the arc defining the center line and the length of the straight portion originating at the FATO is not less than 1,886 feet (575 m). Design the approach/departure path so the minimum radius of the curve is 886 feet (270 m) and the curve follows a 1,000 feet (305 m) straight section. Design the approach/departure path so the combined length of the center line of the curved portion and the straight portion is 4,000 feet (1,219 m). See Figure 2–8. Figure 2–10 shows a curved approach/departure path for an 8:1 approach/departure surface.

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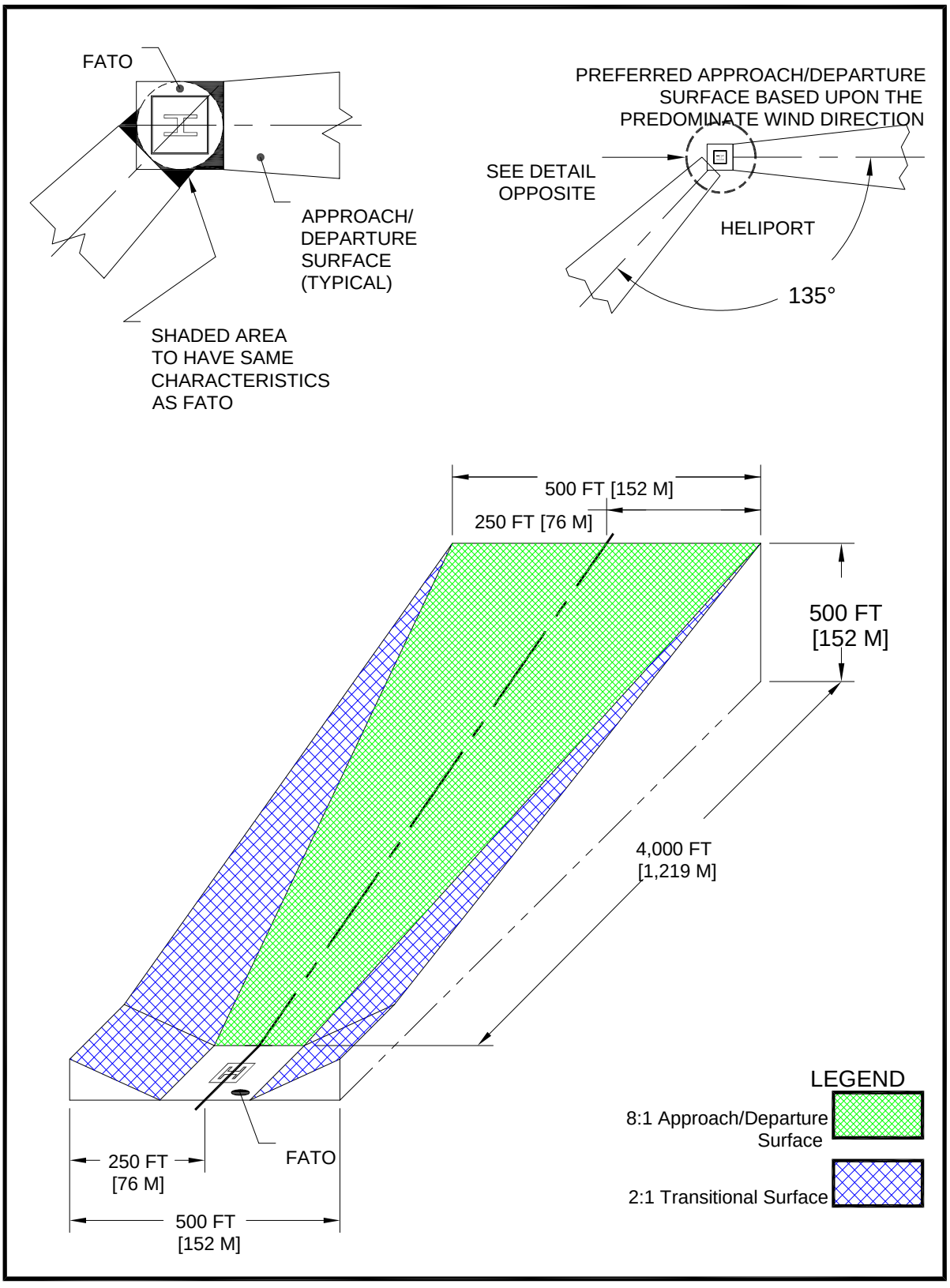

Figure 2–7. VFR Heliport Approach/Departure and Transitional Surfaces: General Aviation

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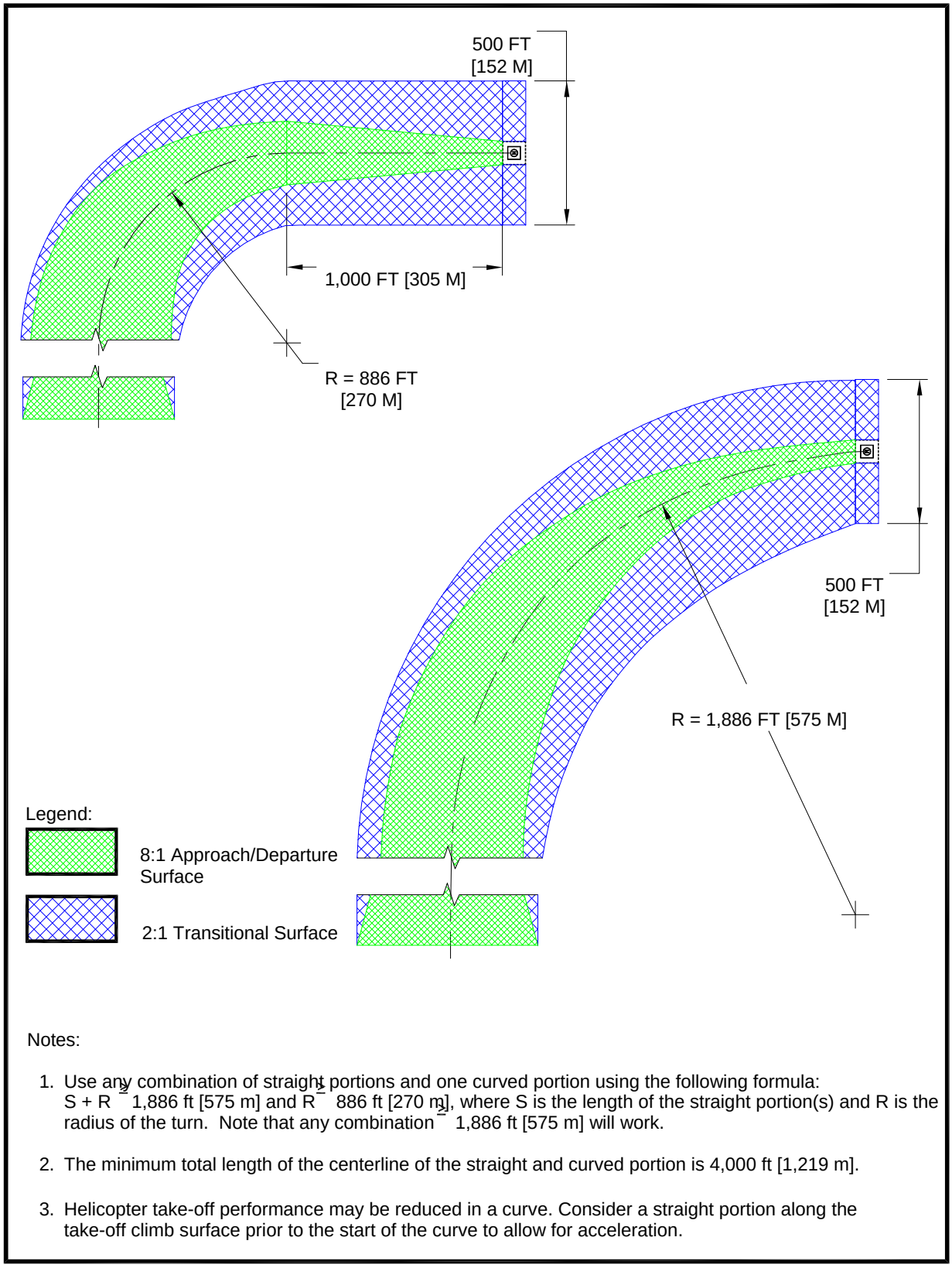

Notes:

1. Use any combination of straight portions and one curved portion using the following formula: S + R ≥ 1,886 ft [575 m] and R ≥ 886 ft [270 m], where S is the length of the straight portion(s) and R is the radius of the turn. Note that any combination ≥ 1,886 ft [575 m] will work.
2. The minimum total length of the centerline of the straight and curved portion is 4,000 ft [1,219 m].
3. Helicopter take-off performance may be reduced in a curve. Consider a straight portion along the take-off climb surface prior to the start of the curve to allow for acceleration.

Figure 2–8. Curved Approach/Departure: General Aviation

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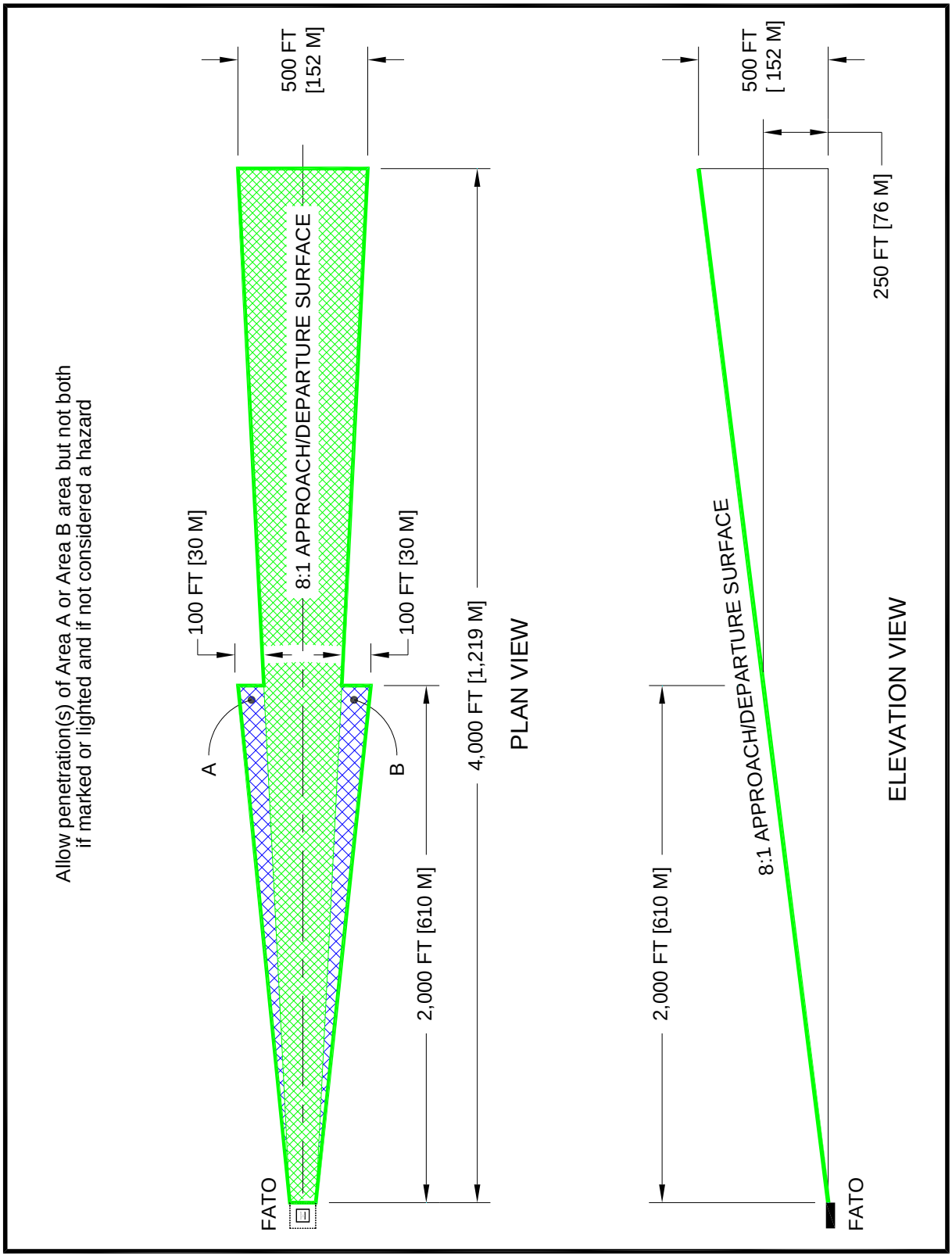

Figure 2–9. VFR PPR Heliport Lateral Extension of the 8:1 Approach / Departure Surface: General Aviation

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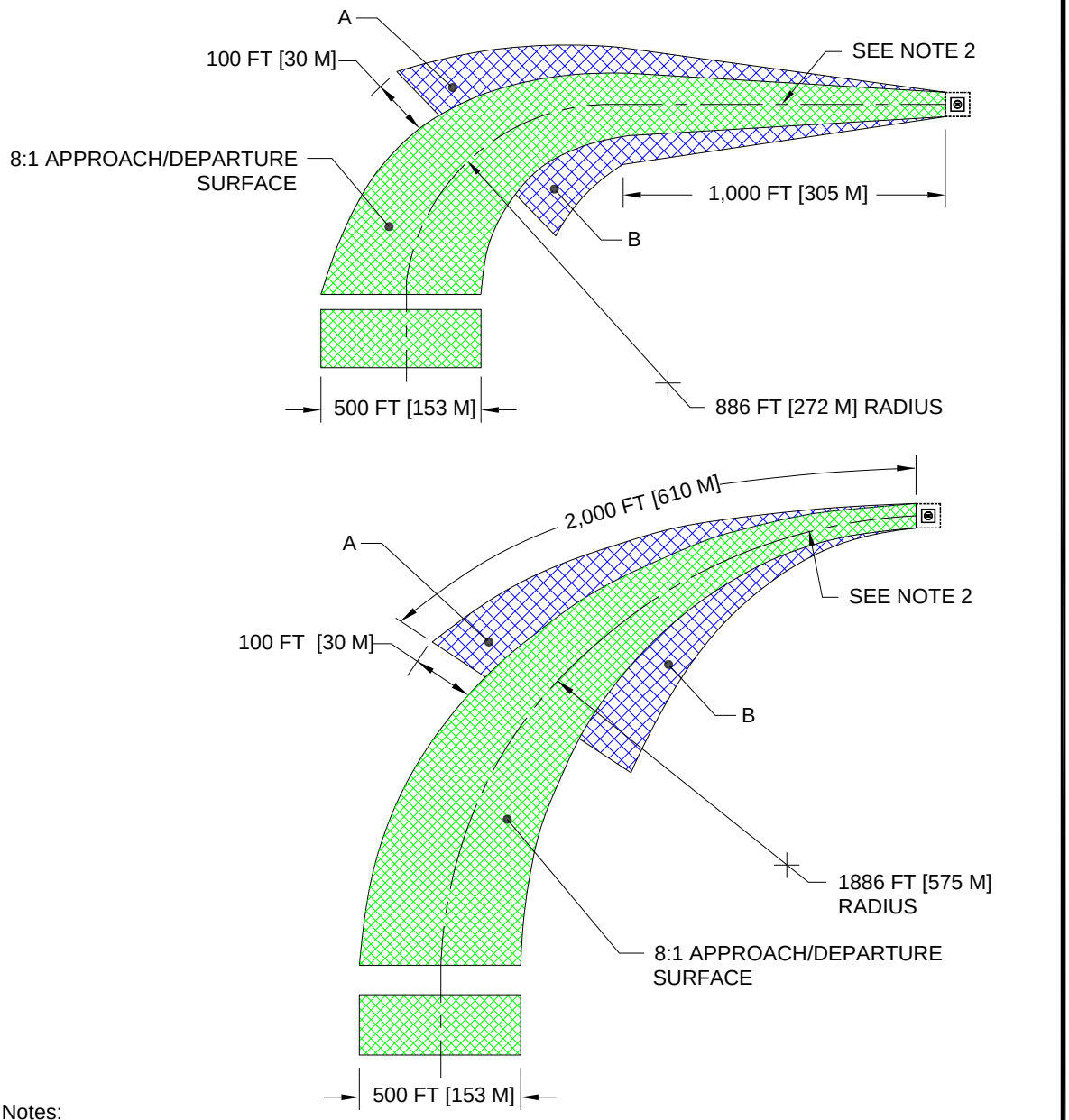

Notes:

1. The approach surface may consist of one curved portion preceded and/or followed by one straight portion such that: S + R ≥1,886 ft [575 m] and R ≥886 ft [270 m], where S is the length of the straight portion(s) and R is the radius of the turn. Note that any combination ≥1,886 ft [575 m] will work.

2. The minimum total length of the centerline of the straight and curved portions is 4,000 ft [1,219 m].

3. Helicopter take-off performance may be reduced in a curve. Consider a straight portion along the take-off climb surface prior to the start of the curve to allow for acceleration.

4. Allow penetration(s) of Are a A or Area B area but not both if marked or lighted and if not considered a hazard.

Figure 2–10. VFR PPR Heliport Lateral Extension of the Curved 8:1 Approach / Departure Surface: General Aviation

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d. Flight path alignment guidance. As an option, use flight path alignment markings and/or flight path alignment lights (see paragraphs 215 and 216) where it is desirable and practicable to indicate available approach and/or departure flight path direction(s). See Figure 2–11.

e. Periodic review of obstructions. Vigilant heliport operators reexamine obstacles in the vicinity of approach/departure paths on at least an annual basis. This reexamination includes an appraisal of the growth of trees near approach and departure paths. Paragraph 111 provides additional information on hazards to air navigation. Pay particular attention to obstacles that need to be marked or lighted. It may be helpful to maintain a list of the GPS coordinates and the peak elevation of obstacles.

211. Heliport protection zone (HPZ). The FAA recommends the establishment of an HPZ for each approach/departure surface. The HPZ is the area under the 8:1 approach/departure surface starting at the FATO perimeter and extending out for a distance of 280 feet (85.3 m), as illustrated in Figure 2–12. The HPZ is intended to enhance the protection of people and property on the ground. This is achieved through heliport owner control over the HPZ. Such control includes clearing HPZ areas (and maintaining them clear) of incompatible objects and activities. The FAA discourages residences and places of public assembly in an HPZ. (Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.) Do not locate hazardous materials, including fuel, in the HPZ.

212. Wind cone.

a. Specification. Use a wind cone conforming to AC 150/5345-27, Specification for Wind Cone Assemblies, to show the direction and magnitude of the wind. Use a color that provides the best possible color contrast to its background.

b. Wind cone location. Locate the wind cone so it provides the pilot with valid wind direction and speed information in the vicinity of the heliport under all wind conditions.

(1) At many landing sites, there may be no single, ideal location for the wind cone. At other sites, it may not be possible to site a wind cone at the ideal location. In such cases, install more than one wind cone in order to provide the pilot with all the wind information needed for safe operations.

(2) Place the wind cone so a pilot on the approach path can see it clearly when the helicopter is 500 feet (150 m) from the TLOF.

(3) Place the wind cone so pilots can see it from the TLOF.

(4) To avoid presenting an obstruction hazard, locate the wind cone(s) outside the safety area, and so it does not penetrate the approach/departure or transitional surfaces.

c. Wind cone lighting. At a heliport intended for night operations, illuminate the wind cone, either internally or externally, to ensure it is clearly visible.

213. Taxiways and taxi routes. Taxiways and taxi routes provide for the movement of helicopters from one part of a landing facility to another. They provide a connecting path between the FATO and a parking area. They also provide a maneuvering aisle within the parking area. A taxi route includes the taxiway plus the appropriate clearances needed on both sides. The relationship between a taxiway and a taxi route is illustrated in Figure 2–13, Figure 2–14, and Figure 2–15. At heliports with no parking or refueling area outside the TLOF(s), it is not necessary to provide a taxi route or taxiway.

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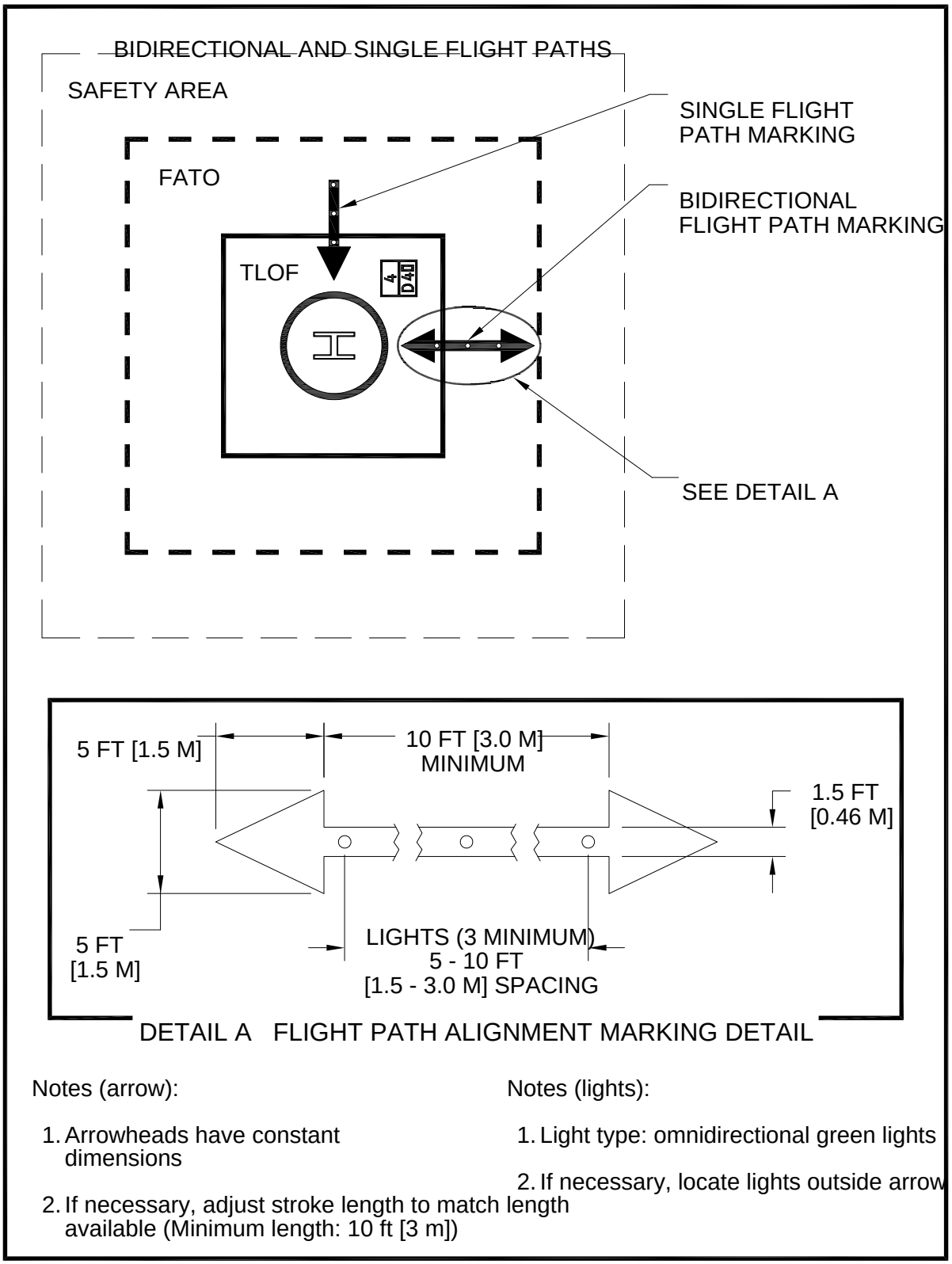

Figure 2–11. Flight Path Alignment Marking and Lights: General Aviation

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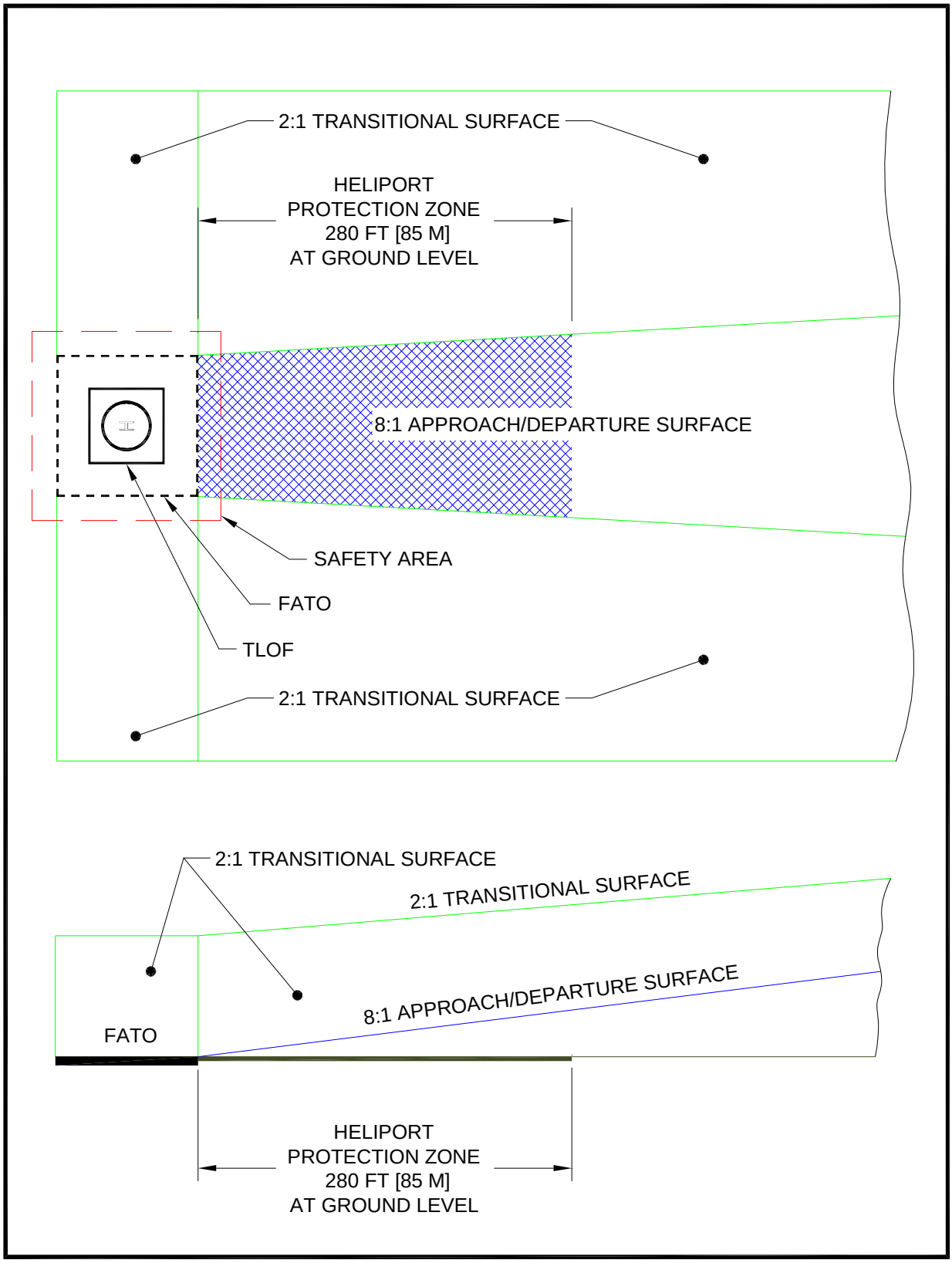

Figure 2–12. Heliport Protection Zone: General Aviation

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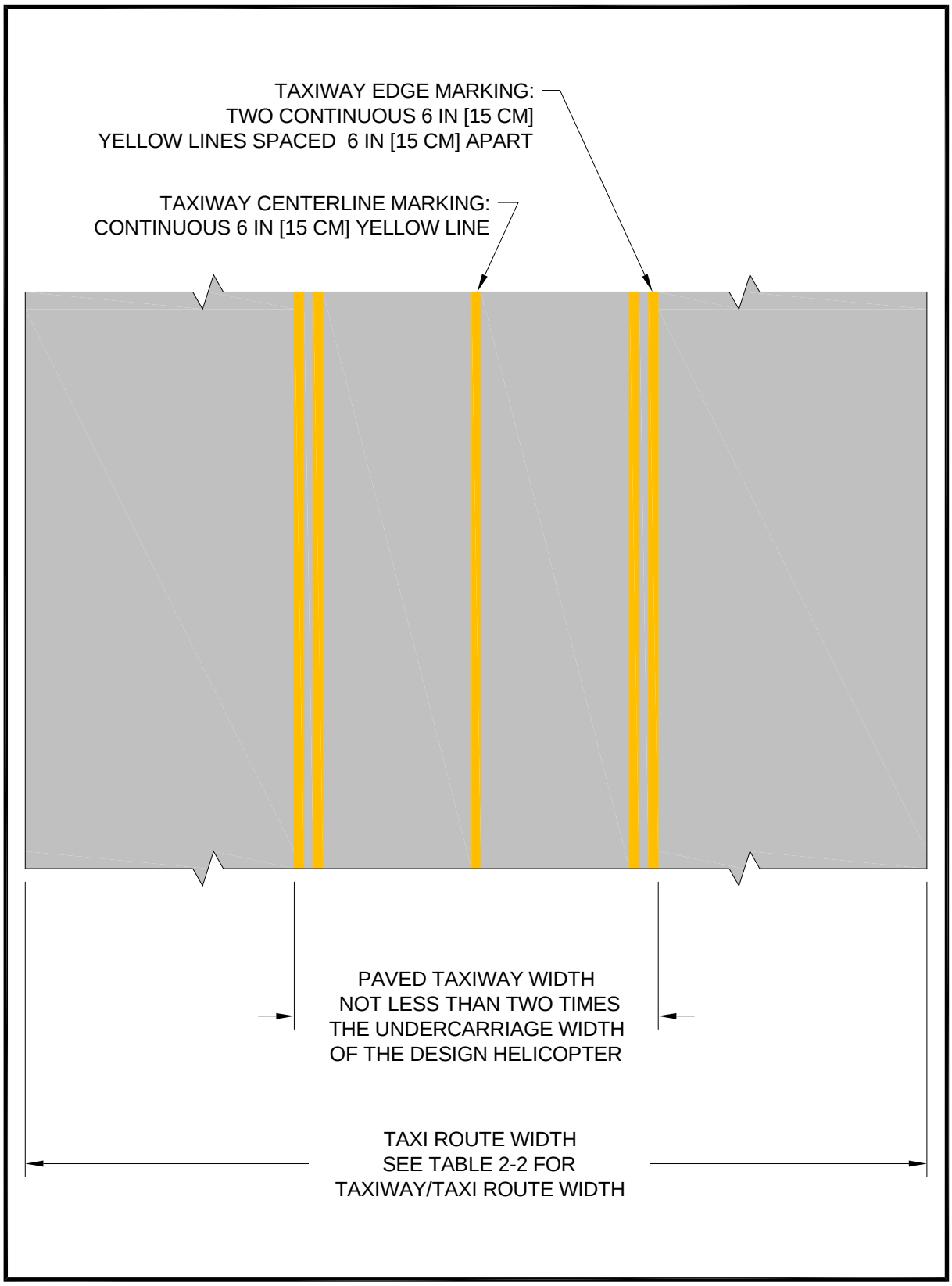

Figure 2–13. Taxiway/Taxi Route Relationship – Paved Taxiway: General Aviation

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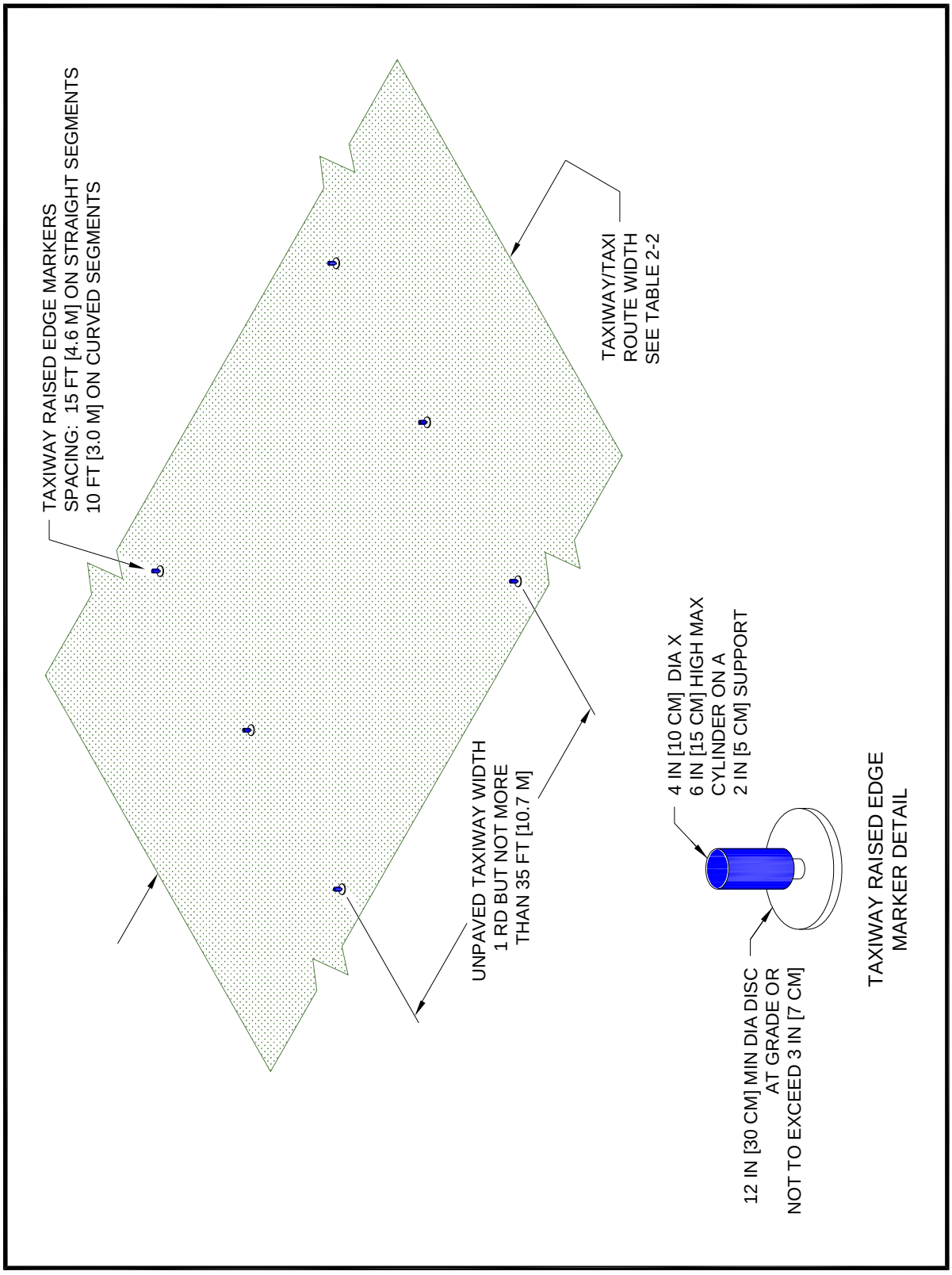

Figure 2–14. Taxiway/Taxi Route Relationship –
Unpaved Taxiway with Raised Edge Markers: General Aviation

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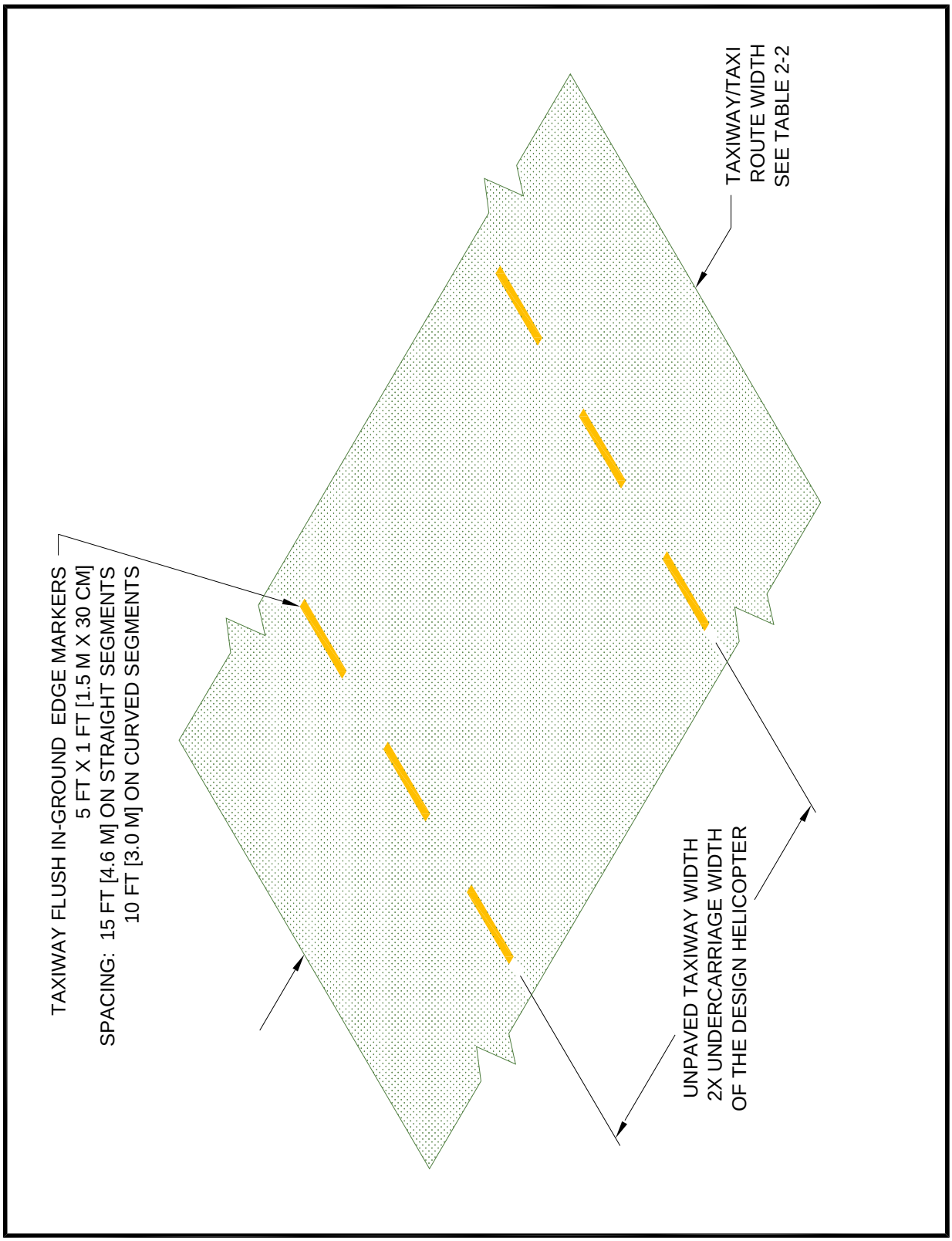

Figure 2–15. Taxiway/Taxi Route Relationship –
Unpaved Taxiway with Flush Edge Markers: General Aviation

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a. Taxiway/taxi route widths. The dimensions of taxiways and taxi routes are a function of helicopter size, taxiway/taxi route marking, and type of taxi operations (ground taxi versus hover taxi). These dimensions are defined in Table 2-2. Normally, the requirement for hover taxi dictates the taxiway/taxi route widths. However, when the fleet comprises a combination of large ground taxiing helicopters and smaller air taxiing helicopters, the larger aircraft may dictate the taxiway/taxi route widths. If wheel-equipped helicopters taxi with wheels not touching the surface, design the facility with hover taxiway widths rather than ground taxiway widths. Where the visibility of the centerline marking cannot be guaranteed at all times, such as locations where snow or dust commonly obscure the centerline marking and it is not practical to remove it, determine the minimum taxiway/taxi route dimensions as if there was no centerline marking.

b. Surfaces. For ground taxiways, provide a portland cement concrete, asphalt, or stabilized surfaces, such as turf, in accordance with the standards of items P-217 of AC 150/5370-10. For unpaved portions of taxiways and taxi routes, provide a turf cover or treat the surface in some way to prevent dirt and debris from being raised by a taxiing helicopter's rotor wash.

c. Gradients. Taxiway and taxi route gradient standards are defined in Chapter 7.

214. Helicopter parking. If more than one helicopter at a time is expected at a heliport, design the facility with an area designated for parking helicopters. The size of this area depends on the number and size of specific helicopters to be accommodated. It is not necessary that every parking position accommodate the design helicopter. Construct individual parking positions to accommodate the helicopter size and weights expected to use the parking position at the facility. However, use the design helicopter to determine the separation between parking positions and taxi routes. Use the larger helicopter to determine the separation between parking positions intended for helicopters of different sizes. Build the parking positions to support the static loads of the helicopter intended to use the parking area. Design parking areas as one large, paved, apron or as individual, paved, parking positions. Ground taxi turns of wheeled helicopters are significantly larger than a hover turn. Consider the turn radius of helicopters when designing taxi intersections and parking positions for wheeled helicopters. Design heliport parking areas so helicopters will be parked in an orientation that keeps the "avoid areas" around the tail rotors clear of passenger walkways. See Figure 2–16, Figure 2–17, and Figure 2–19.

a. Location. Do not locate aircraft parking areas under an approach/departure surface. However, as an option, allow aircraft parking areas under the transitional surfaces.

(1) For "turn around" parking positions, locate the parking position to provide a minimum distance between the tail rotor circle and any object, building, safety area, or other parking position. The minimum distance is 10 feet (3 m) for ground taxi operations and the greater of 10 feet (3 m) or $^{1}/_{3}$ RD for hover taxi operations. See Figure 2–19.

(2) For "taxi-through" and "back-out" parking positions, locate the parking position to provide a minimum distance between the main rotor circle and any object, building, safety area, or other parking position. The minimum distance is 10 feet (3 m) for ground taxi operations and the greater of 10 feet (3 m) or $^{1}/_{3}$ RD for hover taxi operations. See Figure 2–20.

(3) Locate the parking position to provide a minimum distance between the main rotor circle and the edge of any taxi route. Design parking positions such that the helicopter taxis through, turns around, or backs out to depart. The minimum distance is $^{1}/_{3}$ RD for "turn around" and "taxi through" parking areas, and ½ RD for "back-out" parking areas. See Figure 2–16, Figure 2–17, and Figure 2–18.

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Table 2-2. Taxiway/Taxi Route Dimensions – General Aviation Heliports

Taxiway (TW) Type	Minimum Width of Paved Area	Centerline Marking Type	TW Edge Marking Type	Lateral Separation Between TW Edge Markings	Total Taxi Route Width
Ground Taxiway	2 x UC	Painted	Painted	2 x UC	1 ½ RD
			Elevated	1 RD but not greater than 35 ft (10.7 m)	
	Unpaved but stabilized for ground taxi	None	Flush	2 x UC	
			Elevated	1 RD but not greater than 35 ft (10.7 m)	
Hover Taxiway	2 x UC	Painted	Painted	2 x UC	2 RD
	Unpaved	None	Elevated or Flush	1 RD but not greater than 35 ft (10.7 m)	

RD: rotor diameter of the design helicopter
TW: taxiway
UC: undercarriage length or width (whichever is greater) of the design helicopter

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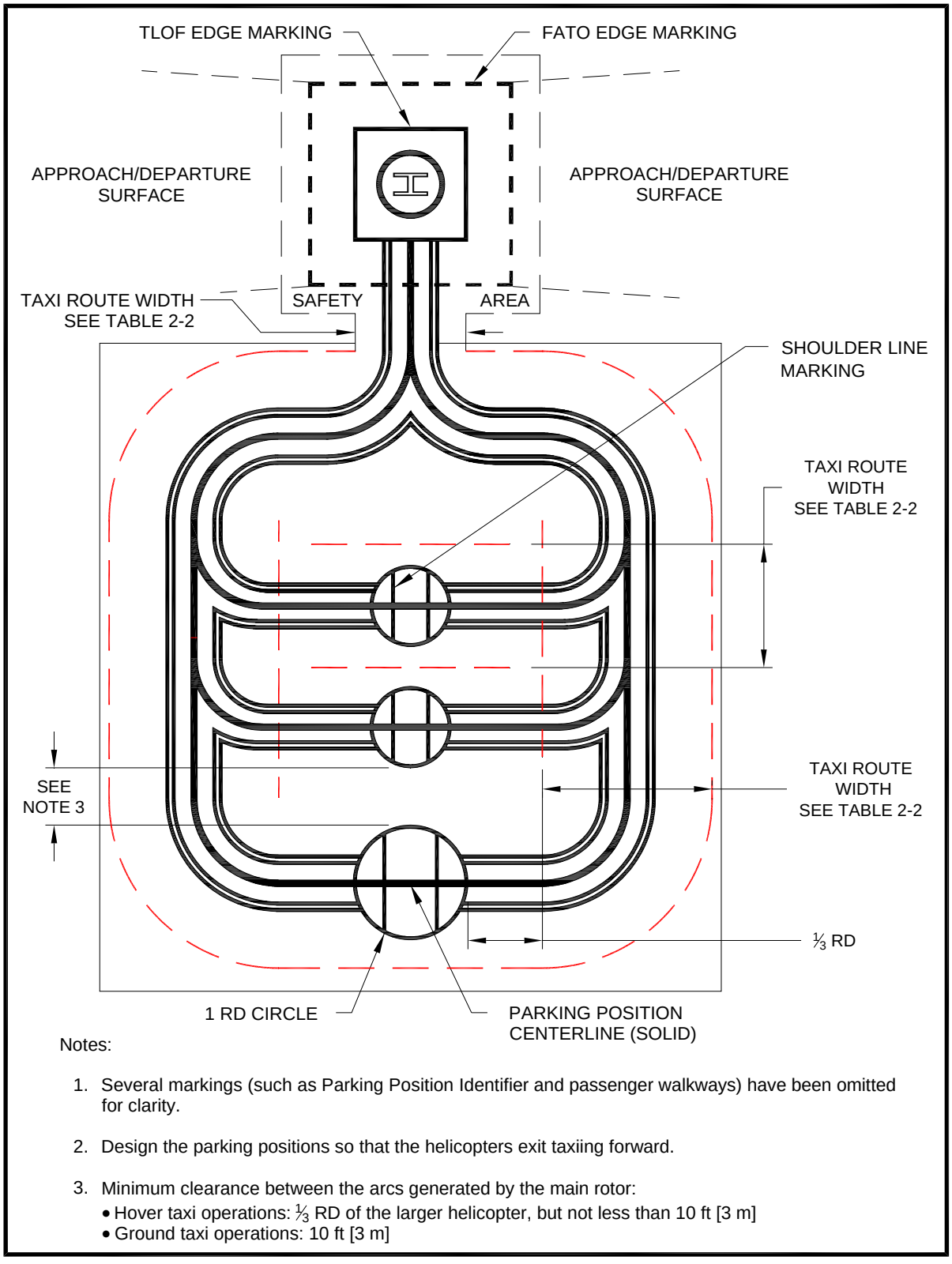

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.
2. Design the parking positions so that the helicopters exit taxiing forward.
3. Minimum clearance between the arcs generated by the main rotor:
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]

Figure 2–16. Parking Area Design – "Taxi-through" Parking Positions: General Aviation

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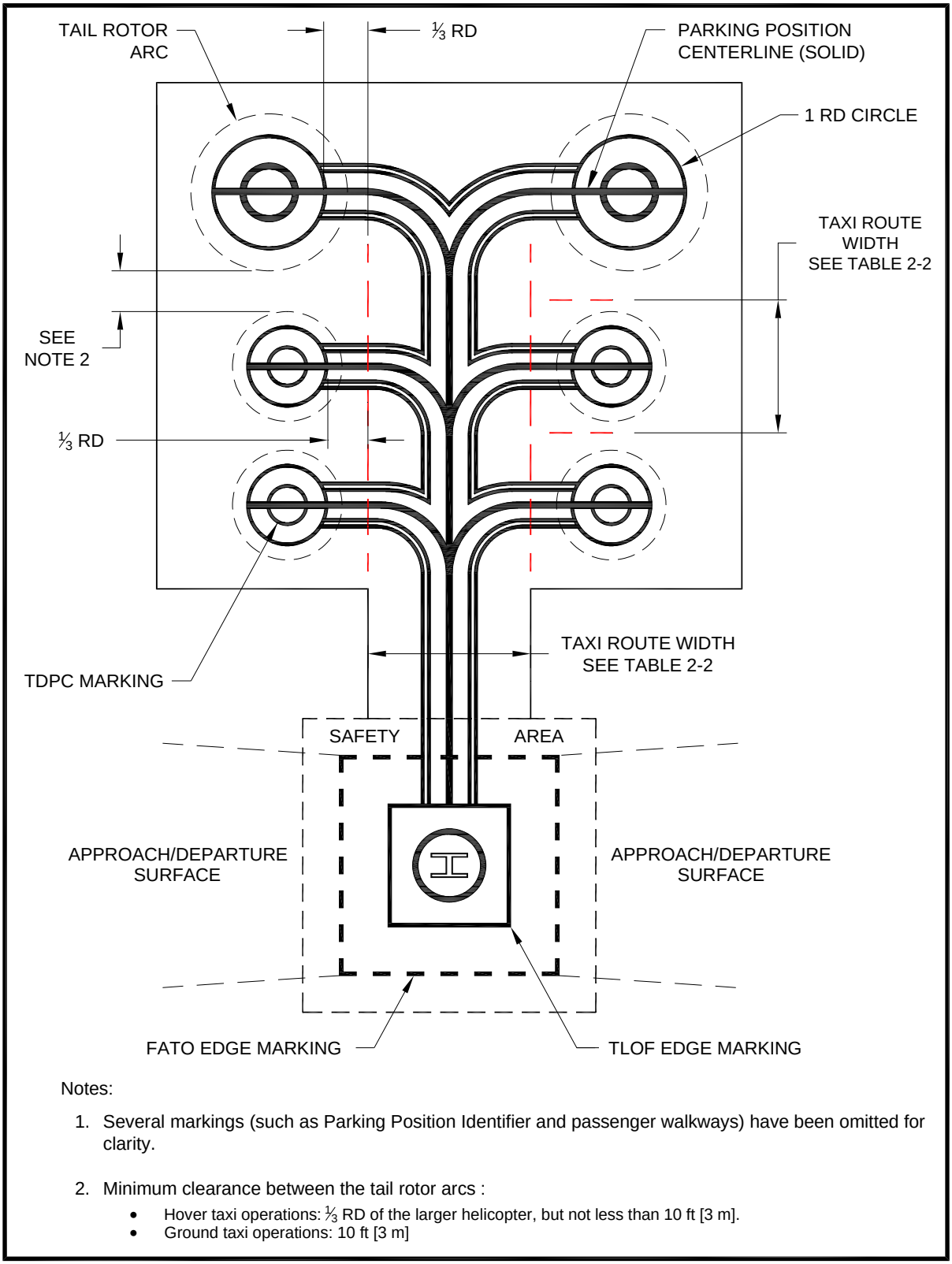

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.

2. Minimum clearance between the tail rotor arcs :
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m].
   - Ground taxi operations: 10 ft [3 m]

Figure 2–17. Parking Area Design – "Turn-around" Parking Positions: General Aviation

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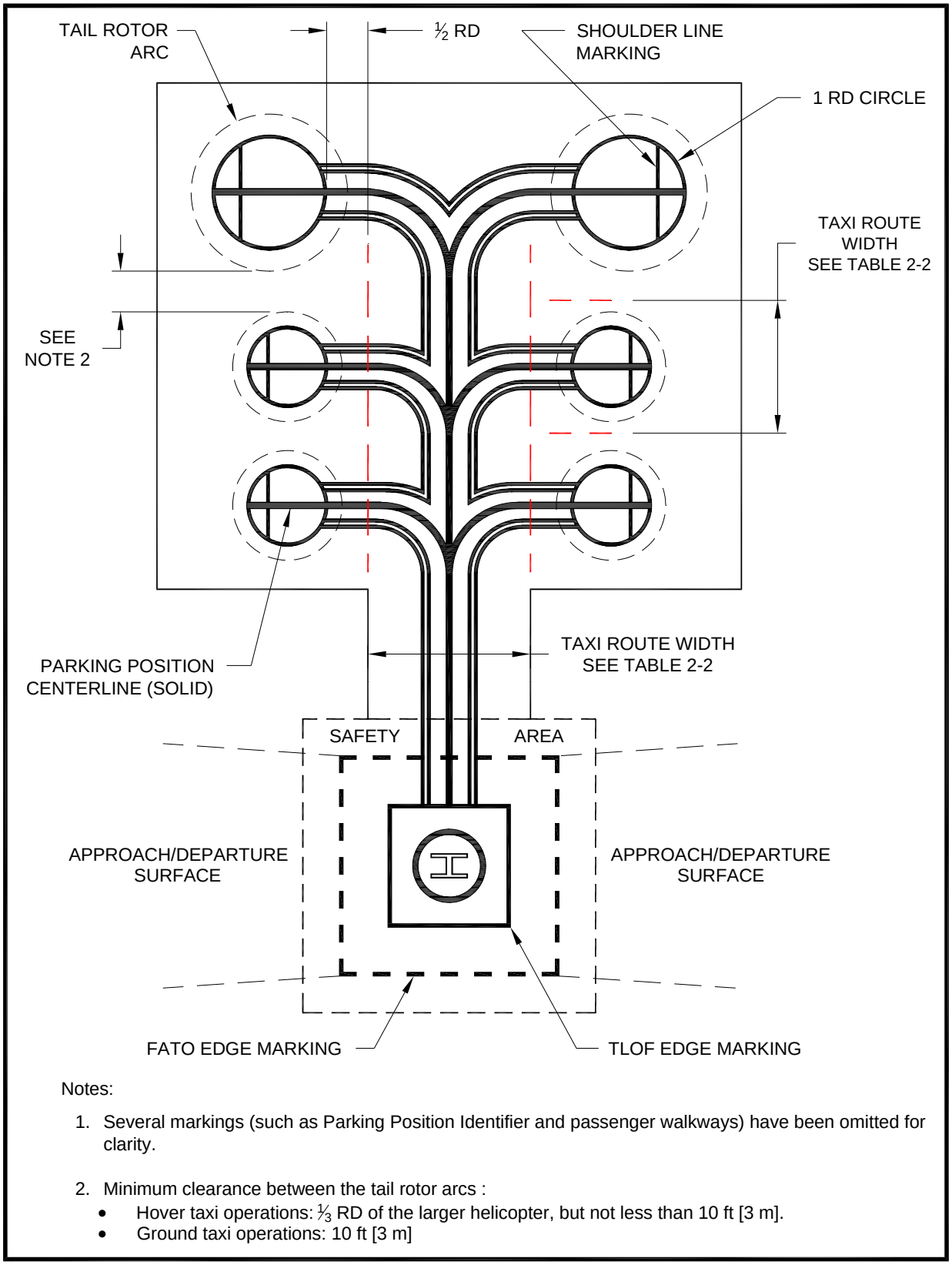

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.

2. Minimum clearance between the tail rotor arcs :
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m].
   - Ground taxi operations: 10 ft [3 m]

Figure 2–18. Parking Area Design – "Back-out" Parking Positions: General Aviation

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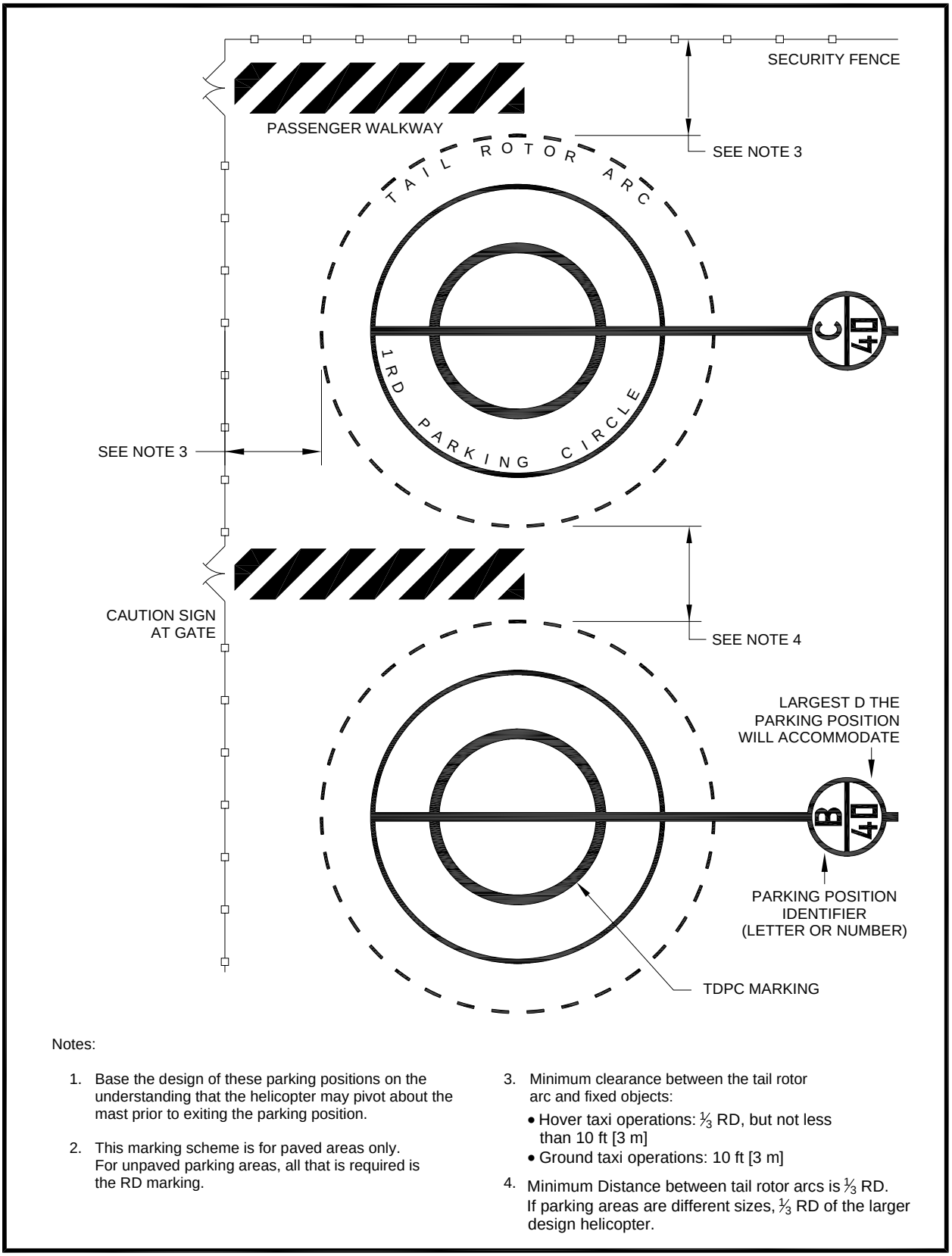

Notes:

1. Base the design of these parking positions on the understanding that the helicopter may pivot about the mast prior to exiting the parking position.
2. This marking scheme is for paved areas only. For unpaved parking areas, all that is required is the RD marking.
3. Minimum clearance between the tail rotor arc and fixed objects:
   - Hover taxi operations: ⅓ RD, but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]
4. Minimum Distance between tail rotor arcs is ⅓ RD. If parking areas are different sizes, ⅓ RD of the larger design helicopter.

Figure 2–19. “Turn-around” Parking Position Marking: General Aviation

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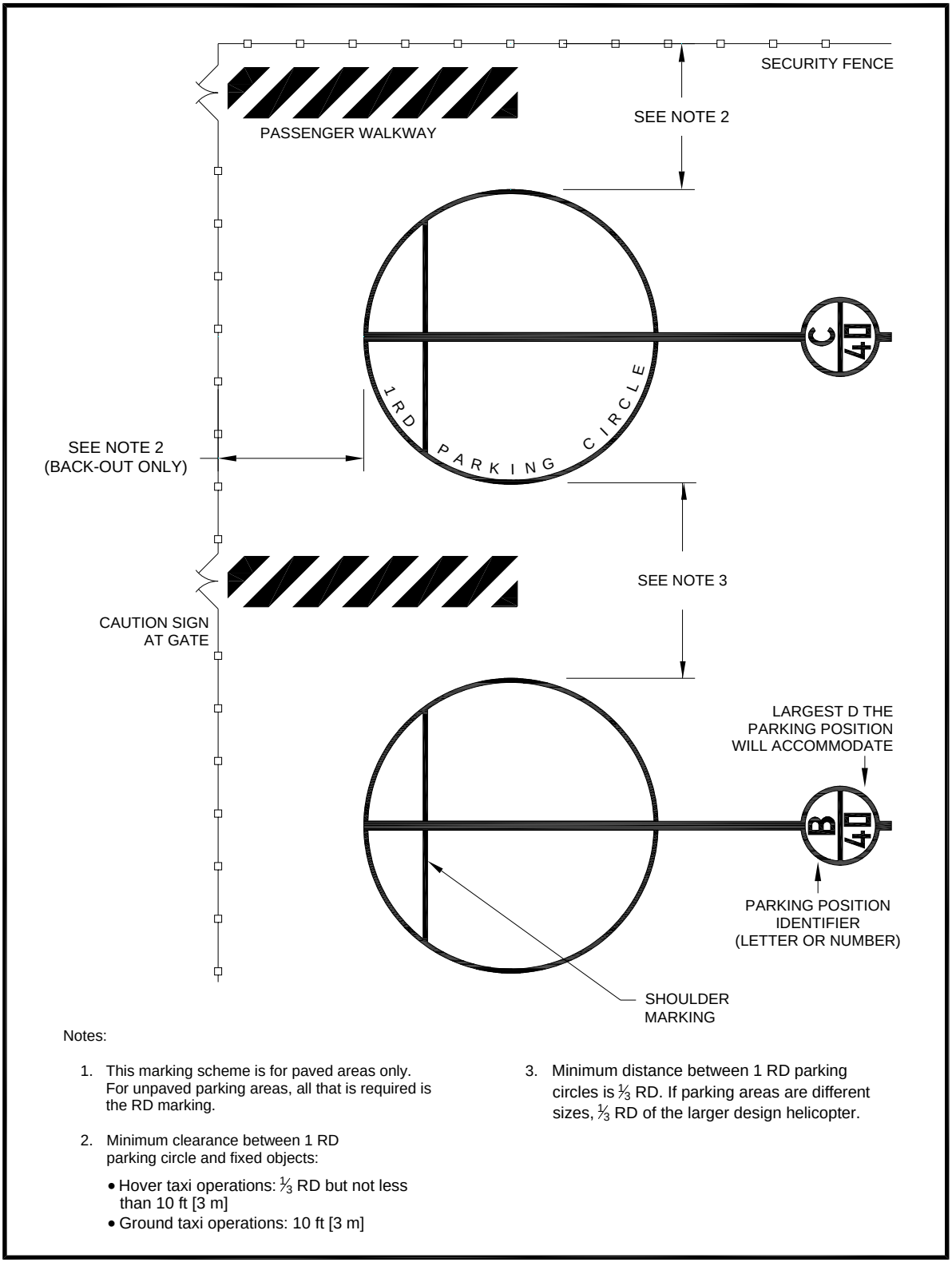

Notes:

1. This marking scheme is for paved areas only. For unpaved parking areas, all that is required is the RD marking.
2. Minimum clearance between 1 RD parking circle and fixed objects:
   - Hover taxi operations: ⅓ RD but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]
3. Minimum distance between 1 RD parking circles is ⅓ RD. If parking areas are different sizes, ⅓ RD of the larger design helicopter.

Figure 2–20. “Taxi-through” and “Back-out” Parking Position Marking: General Aviation

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b. Size. Parking position sizes are dependent upon the helicopter size. The clearance between parking positions are dependent upon the type of taxi operations (ground taxi or hover taxi) and the intended paths for maneuvering in and out of the parking position. The more demanding requirement will dictate what is required at a particular site. Usually, the parking area requirements for skid-equipped helicopters will be the most demanding. However, when the largest helicopter is a very large, wheeled aircraft (for example, the S-61), and the skid-equipped helicopters are all much smaller, the parking requirements for wheeled helicopters may be the most demanding. If wheel-equipped helicopters taxi with wheels not touching the surface, design parking areas based on hover taxi operations rather than ground taxi operations.

(1) If all parking positions are the same size, design them to accommodate the largest helicopter that will park at the heliport.

(2) When there is more than one parking position, as an option design the facility with parking positions of various sizes with at least one position that will accommodate the largest helicopter that will park at the heliport. Design other parking positions to be smaller, for the size of the individual or range of individual helicopters parking at that position. Figure 2–21 provides guidance on parking position identification, size, and weight limitations.

(3) "Taxi-through" parking positions are illustrated in Figure 2–16. When using this design for parking positions, the heliport owner and operator take steps to ensure all pilots are informed that "turn-around" or "back-up" departures from the parking position are not permitted.

(4) "Turn-around" parking positions are illustrated in Figure 2–17.

(5) "Back-out" parking positions are illustrated in Figure 2–18. When using this design for parking positions, design the adjacent taxiway to accommodate hover taxi operations so the width of the taxiway will be adequate to support "back-out" operations.

c. Parking pads. When partially paving a parking area, design the smallest dimension of the paved parking pad to be a minimum of two times the maximum dimension (length or width, whichever is greater) of the undercarriage or the RD, whichever is less, of the largest helicopter that will use the parking position. Place the parking pad in the center of the parking position circle**.**

d. Walkways. At parking positions, provide marked walkways where practicable. Design the pavement to drain away from walkways.

e. Fueling. Design the facility to allow fueling with the use of a fuel truck or a specific fueling area with stationary fuel tanks.

(1) Various federal, state, and local requirements for petroleum handling facilities apply to systems for storing and dispensing fuel. Guidance is found in AC 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports. Additional information may be found in various National Fire Protection Association (NFPA) publications. For more reference material, see Appendix D.

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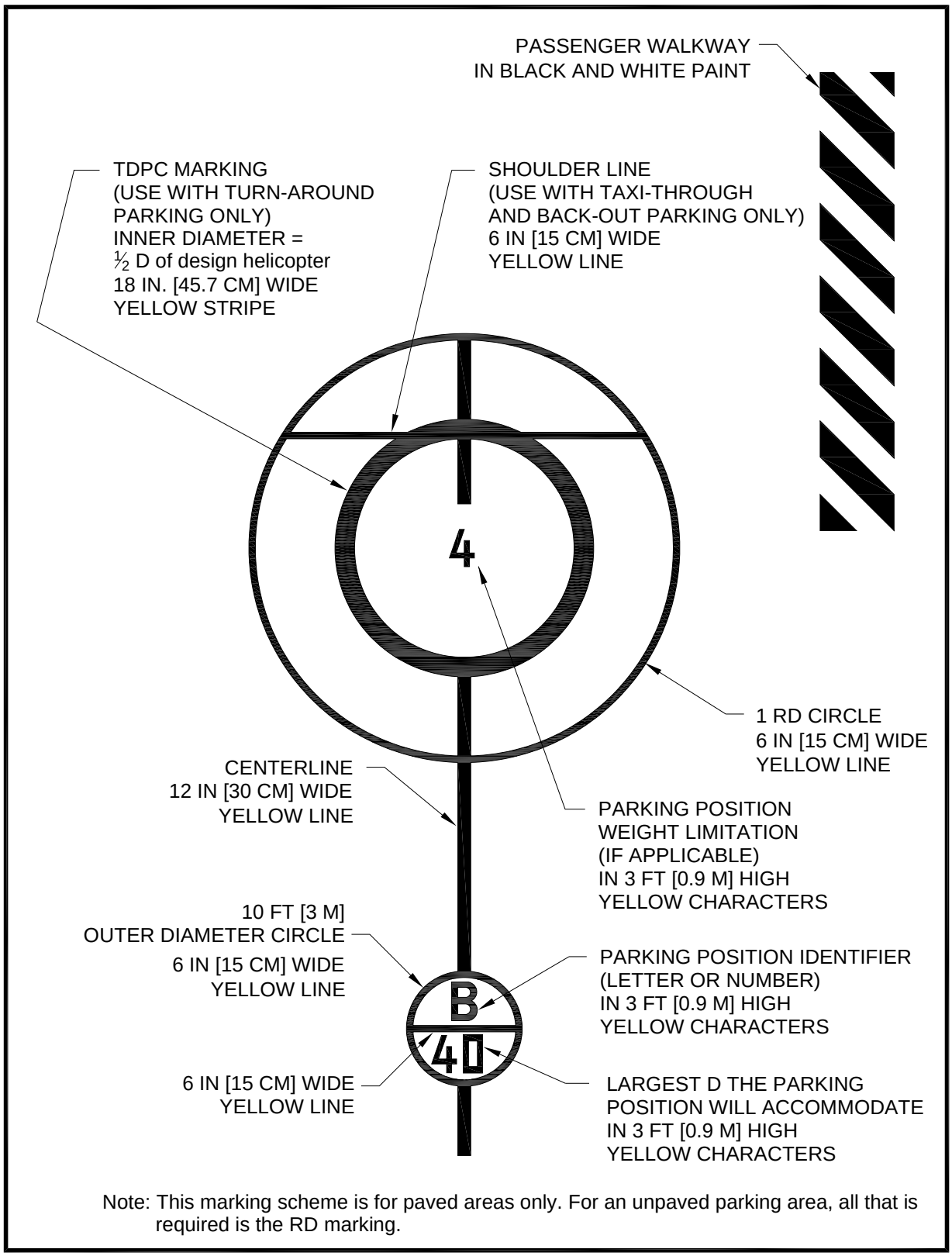

Figure 2–21. Parking Position Identification, Size, and Weight Limitations: General Aviation

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(2) Do not locate fueling equipment in the TLOF, FATO, or safety area. Design and mark separate fueling locations to minimize the potential for helicopters to collide with the dispensing equipment. Design fueling areas so there is no object tall enough to be hit by the main or tail rotor blades within a distance of RD from the center point of the position where the helicopter would be fueled (providing ½ RD clearance from the rotor tips). If this is not practical at an existing facility, install long fuel hoses.

(3) Lighting. Light the fueling area if night fueling operations are contemplated. Ensure any light poles do not constitute an obstruction hazard.

f. Tiedowns. Install recessed tiedowns to accommodate extended or overnight parking of based or transient helicopters. Recess any tiedowns so they will not be a hazard to helicopters. Ensure any depression associated with the tiedowns is of a diameter not greater than ½ the width of the smallest helicopter landing wheel or landing skid anticipated to be operated on the heliport surface. In addition, provide storage for tiedown chocks, chains, cables and ropes off the heliport surface to avoid fouling landing gear. Find guidance on recessed tiedowns in AC 20-35, Tiedown Sense.

215. Heliport markers and markings. Markers and/or surface markings identify the facility as a heliport. Use paint or preformed materials for surface markings. (See AC 150/5370-10, Item P-620, for specifications for paint and preformed material.). As options, use reflective paint and reflective markers, though overuse of reflective material can be blinding to a pilot using landing lights. As an option, outline lines/markings with a 6-inch (15 cm) wide line of a contrasting color to enhance conspicuity. Place markings that define the edges of a TLOF, FATO, taxiway or apron within the limits of those areas. Use the following markers and markings.

a. Heliport identification marking. The identification marking identifies the location as a heliport, marks the TLOF and provides visual cues to the pilot.

(1) Standard heliport identification symbol. Mark the TLOF with a white "H" marking. The "H" has a minimum height of the lesser of 0.3 D or 10 feet (3 m). Locate the "H" in the center of the TLOF and orient it on the axis of the preferred approach/departure path. Place a one-foot wide bar under the "H" when it is necessary to distinguish the preferred approach/departure direction. The proportions and layout of the letter "H" are illustrated in Figure 2–23. For a height of "H" less than 10 feet (3 m), reduce other dimensions proportionately.

(2) Nonstandard heliport identification marking. As an option use a distinctive marking, such as a company logo, to identify the facility as a PPR heliport. However, a nonstandard marking does not necessarily provide the pilot with the same degree of visual cueing as the standard heliport identification symbol. To compensate, increase the size of the safety area when the standard heliport identification symbol "H" is not used. See Table 2-1.

b. TLOF markings.

(1) TLOF perimeter marking. Define the TLOF perimeter with markers and/or lines. If the heliport operator does not mark the TLOF, increase the size of the safety area as described in paragraph 209.a and Table 2-1.

(a) Paved TLOFs. Define the perimeter of a paved or hard surfaced TLOF with a continuous, 12-inch-wide (30 cm), white line. See Figure 2–25.

(b) Unpaved TLOFs. Define the perimeter of an unpaved TLOF with a series of 12-inch-wide (30 cm), flush, in-ground markers, each approximately 5 feet (1.5 m) in length with end-to-end spacing of not more than 6 inches (15 cm). See Figure 2–25.

(2) Touchdown/positioning circle (TDPC) marking. A TDPC marking provides guidance to allow a pilot to touch down in a specific position on paved surfaces. When the pilot's seat is over the

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marking, the undercarriage will be inside the LBA, and all parts of the helicopter will be clear of any obstacle by a safe margin. A TDPC marking is a yellow circle with an inner diameter of ½ D and a line width of 18 in (46 m). Locate a TDPC marking in the center of a TLOF. (See Figure 2–23). As an option, at PPR heliports where the TLOF width is less than 16 feet (5 m), omit the TDPC marking.

(3) TLOF size and weight limitations. Mark the TLOF to indicate the length and weight of the largest helicopter it will accommodate, as shown in Figure 2–23. Place these markings in a box in the lower right-hand corner of a rectangular TLOF, or on the right-hand side of the "H" of a circular TLOF, when viewed from the preferred approach direction. The box is 5 feet (1.5 m) square. The numbers are 18 inches (46 cm) high. (See Figure C–1). If necessary, allow this marking to interrupt the TDPC marking. (See Figure 2–23 and Figure C–1.) The numbers are black with a white background. This marking is optional at a TLOF with a turf surface. This marking is also optional at PPR heliports, since the operator ensures all pilots using the facility are thoroughly knowledgeable with this and any other facility limitations.

(a) TLOF size limitation. This number is the length (D) of the largest helicopter the TLOF will accommodate, as shown in Figure 2–23. The marking consists of the letter "D" followed by the dimension in feet. Do not use metric equivalents for this purpose. Center this marking in the lower section of the TLOF size/weight limitation box.

(b) TLOF weight limitations. If a TLOF has limited weight-carrying capability, mark it with the maximum takeoff weight of the design helicopter, in units of thousands of pounds, as shown in Figure 2–23. Do not use metric equivalents for this purpose. Center this marking in the upper section of a TLOF size/weight limitation box. If the TLOF does not have a weight limit, add a diagonal line, extending from the lower left hand corner to the upper right hand corner, to the upper section of the TLOF size/weight limitation box. See Figure 2–23.

c. Extended pavement/structure markings. As an option, increase the pavement or structure without a corresponding increase in the length and width or diameter of the FATO to accommodate pedestrians and/or support operations. Whether or not this increased area is part of the LBA, mark the area outside the TLOF with 12-inch-wide (30 cm) diagonal black and white stripes. See Figure 2–24 for marking details.

d. FATO markings.

(1) FATO perimeter marking. Define the perimeter of a load-bearing FATO with markers and/or lines. Do not mark the FATO perimeter if any portion of the FATO is not a load-bearing surface. In such cases, mark the perimeter of the LBA (see paragraph (b) below).

(a) Paved FATOs. Define the perimeter of a paved load-bearing FATO with a 12-inch-wide (30 cm) dashed white line. Define the corners of the FATO. The perimeter marking segments are approximately 5 feet (1.5 m) in length, and with end-to-end spacing of approximately 5 feet (1.5 m). See Figure 2–25.

(b) Unpaved FATOs. Define the perimeter of an unpaved load-bearing FATO with 12-inch-wide (30 cm), flush, in-ground markers. Define the corners of the FATO. The rest of the perimeter markers are approximately 5 feet (1.5 m) in length, and have end-to-end spacing of approximately 5 feet (1.5 m). See Figure 2–26.

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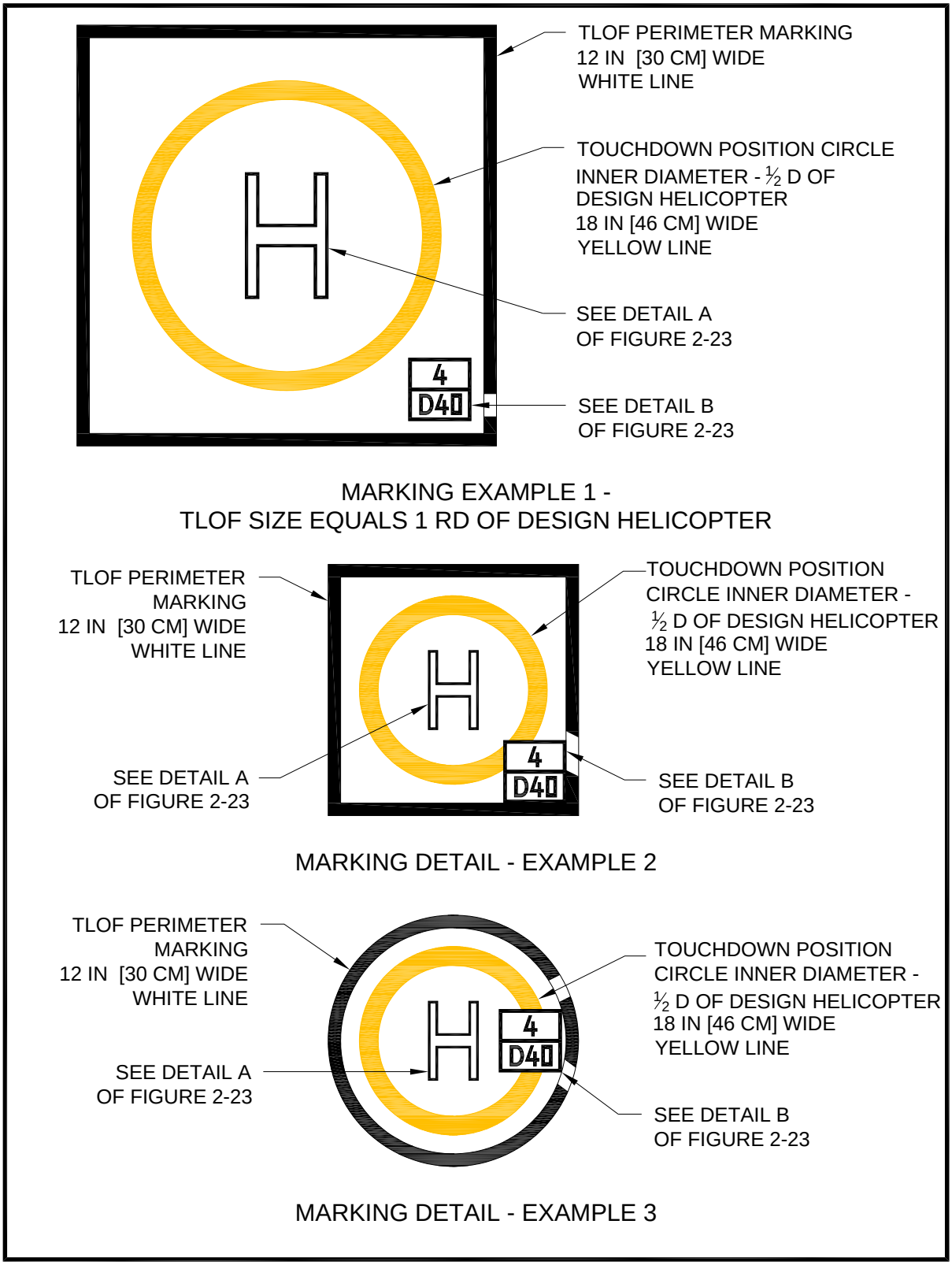

Figure 2–22. Standard and Alternate TLOF Marking: General Aviation

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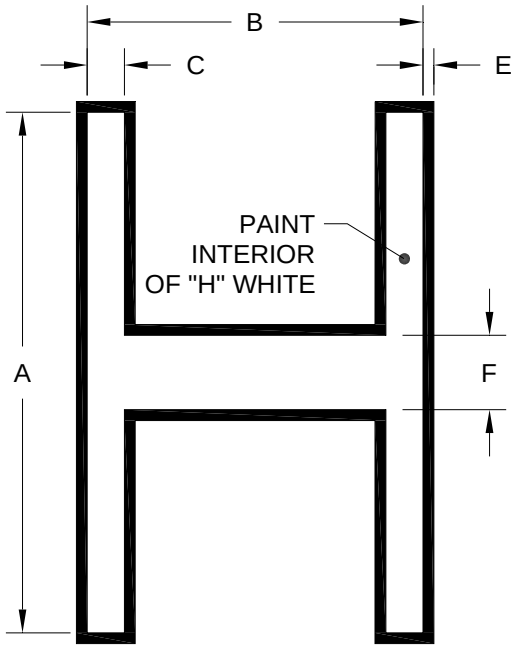
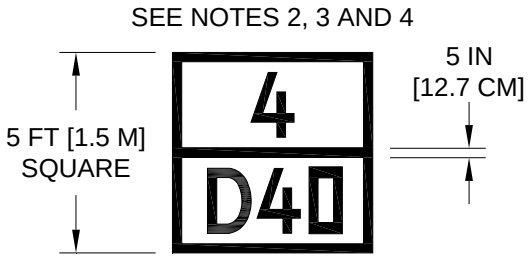


	"H" SIZE	
DIMENSION	STANDARD TLOF MARKING	ALTERNATE TLOF MARKING
A	10'-0" [3 M]	0.3D
B	6'-8" [1.8 M]	0.66A
C	1'-0" [30 CM]	0.1A
E	0'-3" [7 CM]	0.02A
F	2'-0" [61 CM]	0.2A

DETAIL A
HELIPORT IDENTIFICATION SYMBOL





DETAIL B
TLOF SIZE/WEIGHT LIMITATION "BOX"

Notes:

1. See Appendix C for the form and proportion of the numbers used in the TLOF Size and Weight Limitation Box.
2. Characters within the TLOF Size and Weight Limitation Box are black on a white background.
3. "4" indicates the maximum takeoff weight (4,000 lbs) of the TLOF design helicopter, in units of thousands of pounds.
4. "D40" indicates the overall length of the largest helicopter (40 ft) for which the TLOF is designed.

Figure 2–23. Standard Heliport Identification Symbol, TLOF Size and Weight Limitations: General Aviation

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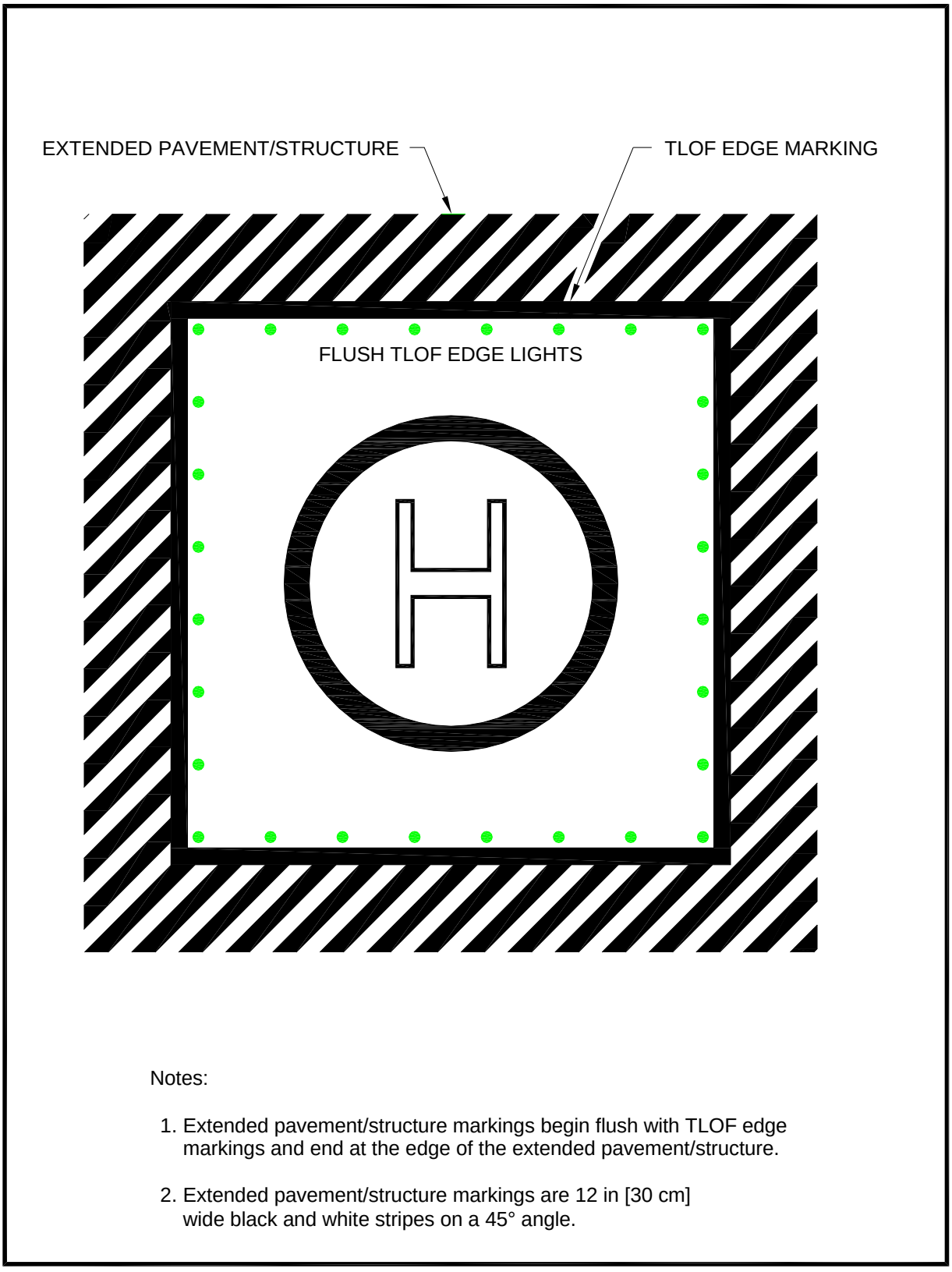

Notes:

1. Extended pavement/structure markings begin flush with TLOF edge markings and end at the edge of the extended pavement/structure.

2. Extended pavement/structure markings are 12 in [30 cm] wide black and white stripes on a 45° angle.

Figure 2–24. Extended Pavement / Structure Marking: General Aviation

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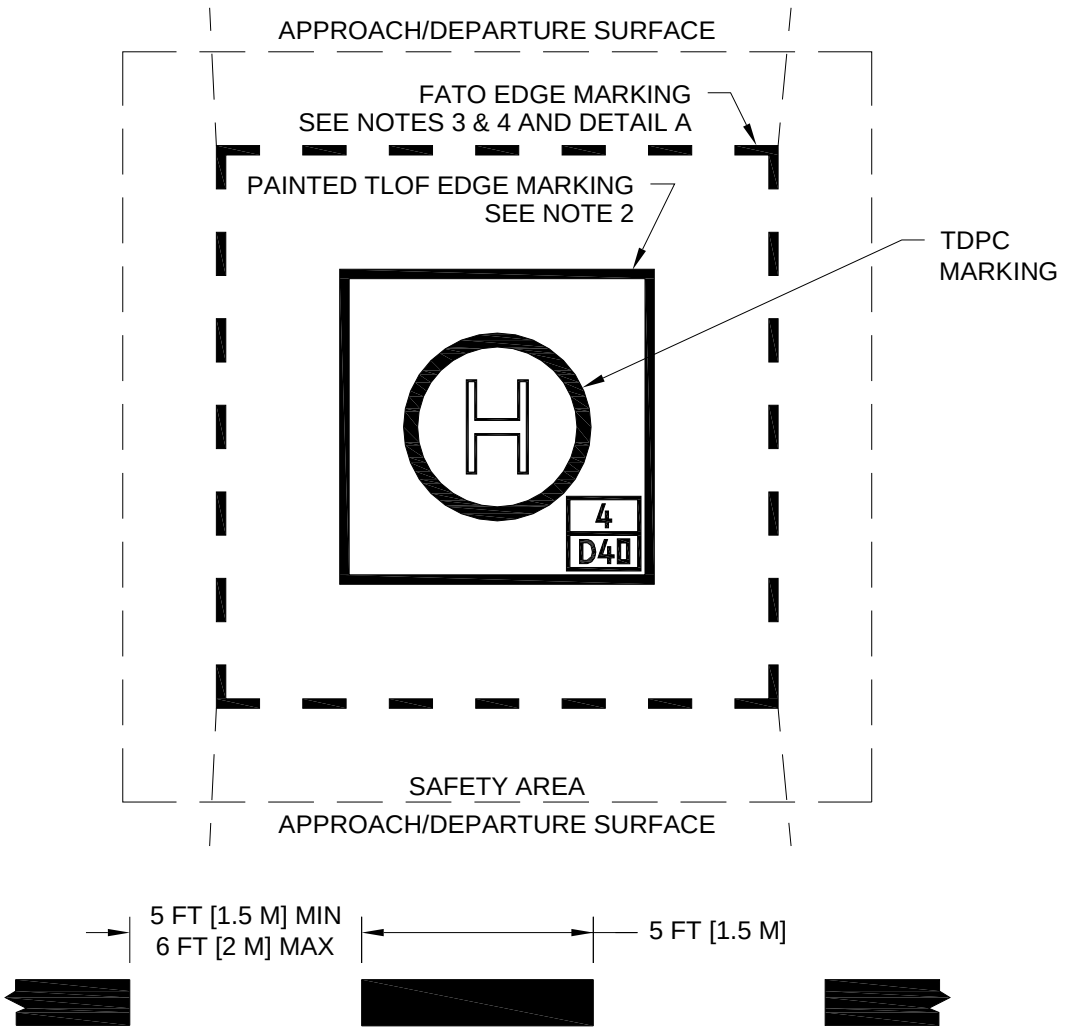

DETAIL A FATO MARKING DETAIL

Notes:

1. Mark the perimeter of the TLOF and FATO.
2. Define the perimeter of a paved or hard surfaced TLOF with a continuous 12 in [30 cm] white line.
3. Define paved FATO perimeters with a 12 in [30 cm] wide dashed line per Detail A.
4. Define unpaved FATO perimeters with flush in-ground markers per Detail A.
5. See Figure 2-23 for " H", Touchdown/Position, Overall Length and Weight Limitation box dimensions.

Figure 2–25. Paved TLOF/Paved FATO – Paved TLOF/ Unpaved FATO – Marking: General Aviation

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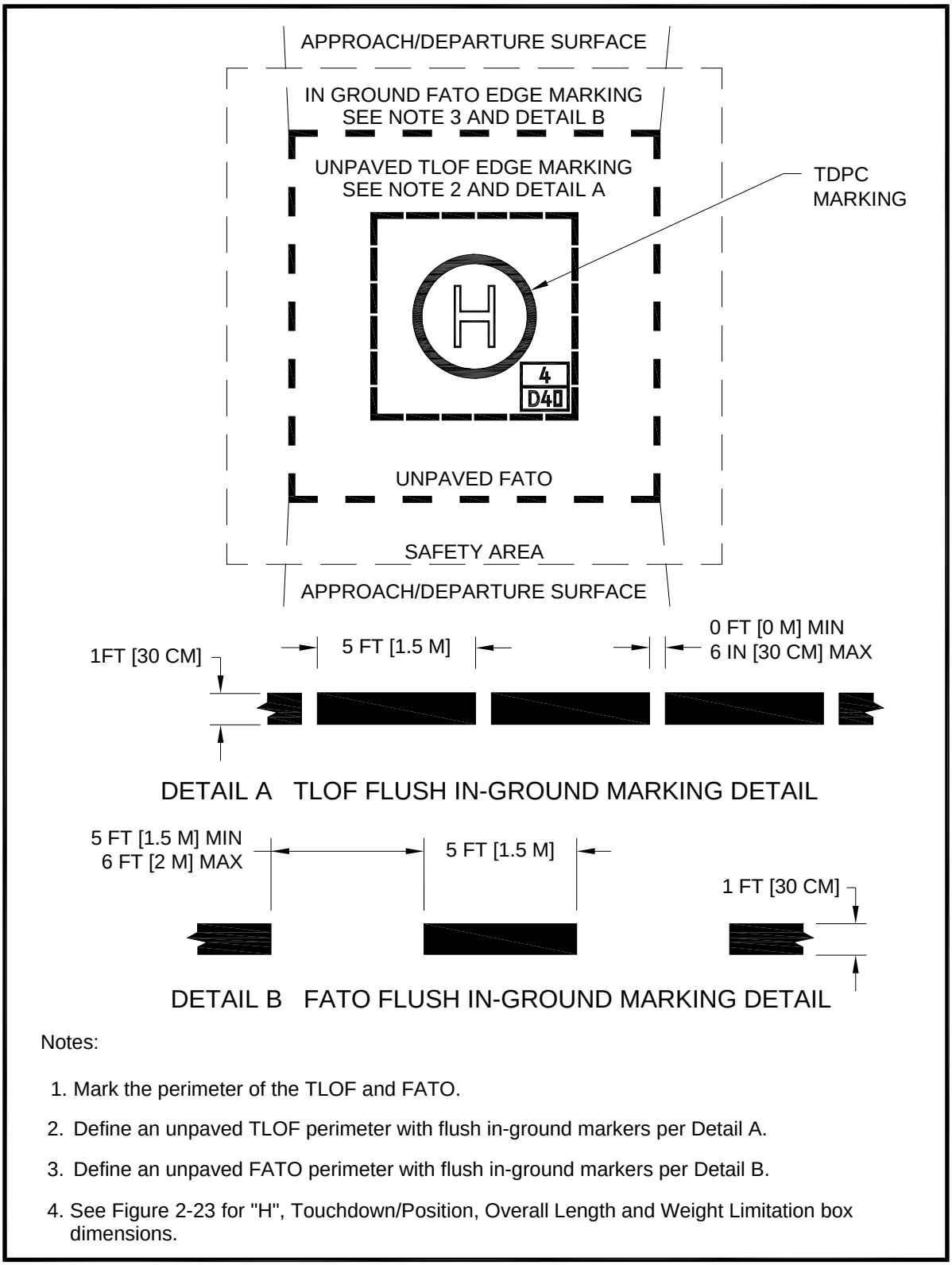

Notes:

1. Mark the perimeter of the TLOF and FATO.
2. Define an unpaved TLOF perimeter with flush in-ground markers per Detail A.
3. Define an unpaved FATO perimeter with flush in-ground markers per Detail B.
4. See Figure 2-23 for "H", Touchdown/Position, Overall Length and Weight Limitation box dimensions.

Figure 2–26. Unpaved TLOF/Unpaved FATO – Marking: General Aviation

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e. Flight path alignment guidance marking. An optional flight path alignment guidance marking consists of one or more arrows to indicate the preferred approach/departure direction(s). Mark it on the TLOF, FATO and/or safety area surface as shown in Figure 2–11. The shaft of the each arrow is 18 inches (50 cm) in width and at least 10 feet (3 m) in length. Use a color which provides good contrast against the background color of the surface. An arrow pointing toward the center of the TLOF depicts an approach direction. An arrow pointing away from the center of the TLOF depicts a departure direction. In the case of a flight path limited to a single approach direction or a single departure path, the arrow marking is unidirectional. In the case of a heliport with only a bidirectional approach/takeoff flight path available, the arrow marking is bidirectional.

f. Taxiway and taxi route markings.

(1) Paved taxiway markings. Mark the centerline of a paved taxiway with a continuous 6-inch (15 cm) yellow line. As an option, mark both edges of the paved portion of the taxiway with two continuous 6-inch (15 cm) wide yellow lines spaced 6 inches (15 cm) apart. Figure 2–13 illustrates taxiway centerline and edge markings.

(2) Unpaved taxiway markings. Use either raised or in-ground flush edge markers to provide strong visual cues to pilots. Space them longitudinally at approximately 15-foot (5 m) intervals on straight segments and at approximately 10-foot (3 m) intervals on curved segments. Figure 2–14 and Figure 2–15 illustrate taxiway edge markings.

(a) Raised-edge markers are blue, 4 inches (10 cm) in diameter, and 8 inches (20 cm) high, as illustrated in Figure 2–14.

(b) In-ground, flush edge markers are yellow, 12 inches (30 cm) wide, and approximately 5 feet (1.5 m) long.

(3) Raised edge markers in grassy areas. Tall grass sometimes obscures raised edge markers Address this issue by using 12-inch (30 cm) diameter solid material disks around the poles supporting the raised markers.

(4) Taxiway to parking position transition requirements. For paved taxiways and parking areas, taxiway centerline markings continue into parking positions and become the parking position centerlines.

g. Helicopter parking position markings. Helicopter parking positions have the following markings:

(1) Paved parking position identifications. Mark parking position identifications (numbers or letters) if there is more than one parking position. These markings are yellow characters 36 inches (91 cm) high. See Figure 2–21 and Figure C–1.

(2) Rotor diameter circle. Define the circle of the RD of the largest helicopter that will park at that position with a 6-inch (15 cm) wide, solid yellow line with an outside diameter of RD. In paved areas, this is a painted line (see Figure 2–21). In unpaved areas, use a series of flush markers, 6 inches (15 cm) in width, a maximum of 5 feet (1.5 m) in length, and with end-to-end spacing of approximately 5 feet (1.5 m).

(3) Touchdown/positioning circle (TDPC) marking. An optional TDPC marking provides guidance to allow a pilot to touch down in a specific position on paved surfaces. When the pilot's seat is over the marking, the undercarriage will be inside the LBA, and all parts of the helicopter will be clear of any obstacle by a safe margin. A TDPC marking is a yellow circle with an inner diameter of ½ D and a line width of 18 in (46 cm). Locate a TDPC marking in the center of a parking area. See Figure 2–21 and Figure 2–25. The FAA recommends a TDPC marking for "turn-around" parking areas.

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(4) Maximum length marking. This marking on paved surfaces indicates the D of the largest helicopter that the position is designed to accommodate (for example, 49). This marking consists of yellow characters at least 36 inches (91 cm) high. See Figure 2–21 and Figure C–1.

(5) Parking position weight limit. If a paved parking position has a weight limitation, mark it in units of 1,000 lbs as illustrated in Figure 2–21. (A 4 indicates a weight-carrying capability of up to 4,000 lbs. Do not use metric equivalents for this purpose.) This marking consists of yellow characters 36 inches (91 cm) high. When necessary to minimize the possibility of being misread, place a bar under the number. See Figure 2–21, Figure 2–25, and Figure C–1.

(6) Shoulder line markings. As an option, use shoulder line markings for paved parking areas (Figure 2–21) to ensure safe rotor clearance. Locate a 6-inch (15 cm) wide solid yellow shoulder line, perpendicular to the centerline and extending to the RD marking, so it is under the pilot's shoulder such that the main rotor of the largest helicopter the position will accommodate will be entirely within the rotor diameter parking circle (see Figure 2–21). Use ¼ D from the center of parking area to define the location of shoulder line. The FAA recommends a shoulder line marking for "taxi-through" and "back-out" parking areas.

h. Walkways. Figure 2–21 illustrates one marking scheme.

i. Closed heliport. Obliterate all markings of a permanently closed heliport, FATO, or TLOF. If it is impractical to obliterate markings, place a yellow "X" over the "H" as illustrated in Figure 2–27. Make the yellow "X" large enough to ensure early pilot recognition that the heliport is closed. Remove the wind cone(s) and other visual indications of an active heliport.

j. Marking sizes. See Appendix C for guidance on the proportions of painted numbers.

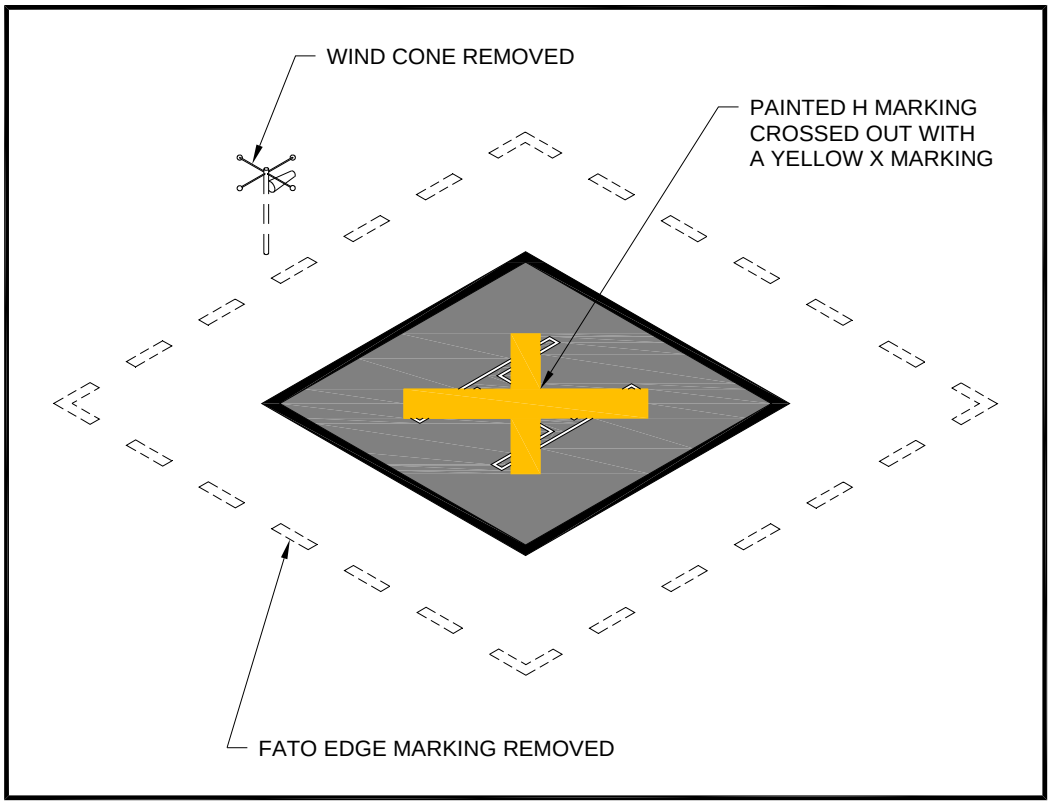

Figure 2–27. Marking a Closed Heliport: General Aviation

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216. Heliport lighting. If the heliport operator intends for the facility to support night operations, light it with FATO and/or TLOF perimeter lights as described below. Design flush light fixtures and installation methods to support point loads of the design helicopter transmitted through a skid or wheel.

a. TLOF perimeter lights. Use flush green lights meeting the requirements of FAA Airports Engineering Brief 87, Heliport Perimeter Light for Visual Meteorological Conditions (VMC), to define the TLOF perimeter. Use a minimum of. As an option at PPR facilities, use three light fixtures per side of a square or rectangular TLOF. Locate a light at each corner, with additional lights uniformly spaced between the corner lights. Using an odd number of lights on each side will place lights along the centerline of the approach. Define a circular TLOF using an even number of lights, with a minimum of eight, uniformly spaced. Space the lights at a maximum of 25 feet (7.6 m). Locate flush lights within 1 foot (30 cm) inside or outside of the TLOF perimeter.

(1) Raised TLOF perimeter lights. As an option, use raised, omnidirectional lights meeting the requirements of EB 87. Locate them on the outside edge of the TLOF or the outer edge of the safety net, as shown in Figure 2–28. Lighting on the outer edge of the safety net provides better visual cues to pilots at a distance from the heliport since it outlines a larger area. Make sure the raised lights do not penetrate a horizontal plane at the FATO elevation by more than 2 inches (5 cm). See Figure 7–3.

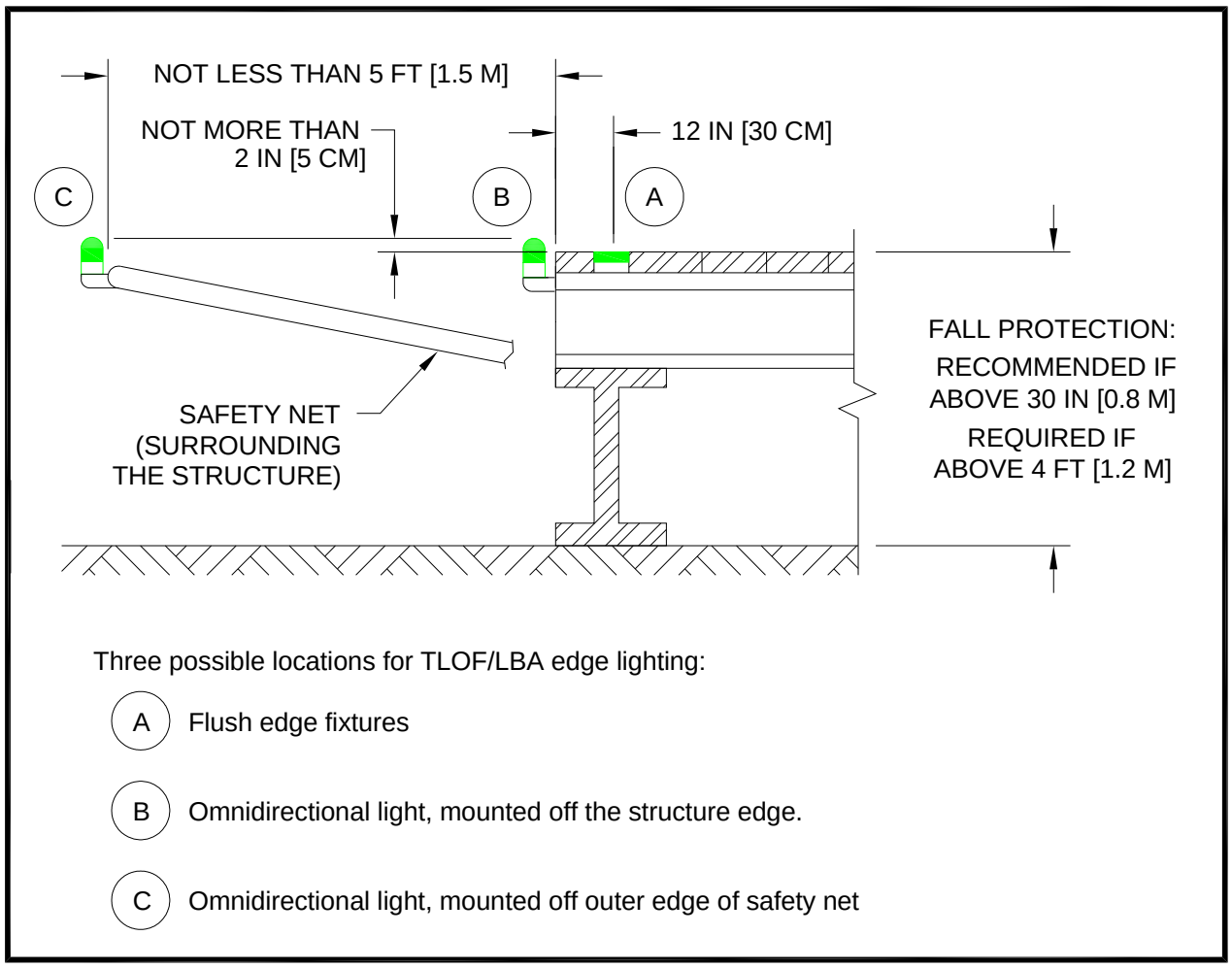

Figure 2–28. Elevated TLOF – Perimeter Lighting: General Aviation

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(2) PPR facilities. Use flush lights for PPR heliports. As an option if only the TLOF is load bearing, use raised omnidirectional lights. Locate the raised lights outside and within 10 feet (3 m) of the edge of the TLOF. Make sure the lights do not penetrate a horizontal plane at the TLOF elevation by more than 2 inches (5 cm). As an option when the pavement or structure is larger than the TLOF, mount perimeter lights on the outer edge of the pavement or structure or the inner or outer edge of the safety net.

b. Load-bearing FATO perimeter lights. Green lights meeting the requirements of EB 87 define the perimeter of a load bearing FATO. Do not light the FATO perimeter if any portion of the FATO is not a load-bearing surface. Use a minimum of four. As an option at PPR facilities, use a minimum of three flush or raised light fixtures per side of a square or rectangular FATO. Locate a light at each corner, with additional lights uniformly spaced between the corner lights. Using an odd number of lights on each side will place lights along the centerline of the approach. To define a circular FATO, use an even number of lights, with a minimum of eight, uniformly spaced. Space lights at a maximum of 25 feet (7.6 m). Locate flush lights within 1 foot (30 cm) inside or outside of the FATO perimeter (See Figure 2–29). As an option, use a square or rectangular pattern of FATO perimeter lights even if the TLOF is circular. At a distance during nighttime operations, a square or rectangular pattern of FATO perimeter lights provides the pilot with better visual alignment cues than a circular pattern, but a circular pattern may be more effective in an urban environment. In the case of an elevated FATO with a safety net, mount the perimeter lights a similar manner as discussed in paragraph 215.a(1). As an option, locate raised FATO perimeter lights, no more than 8 inches (20 cm) high, 10 feet (3 m) from the FATO perimeter. (See Figure 2–30.) When a heliport on an airport is sited near a taxiway, there may be a concern that a pilot may confuse the green taxiway centerline lights with the FATO perimeter lights. As an option in such cases, use yellow lights as an alternative color for marking the FATO.

c. Floodlights. The FAA has not evaluated floodlights for effectiveness in visual acquisition of a heliport. However, if ambient light does not adequately illuminate markings for night operations, use floodlights to illuminate the TLOF, the FATO, and/or the parking area. If possible, mount these floodlights on adjacent buildings to eliminate the need for tall poles. Take care, however, to place floodlights clear of the TLOF, the FATO, the safety area, and the approach/departure surfaces, and transitional surfaces and ensure floodlights and their associated hardware do not constitute an obstruction hazard. Aim floodlights down to provide adequate illumination on the surface. Make sure floodlights that might interfere with pilot vision during takeoff and landings are capable of being turned off by pilot control or at pilot request.

d. Landing direction lights. As an option when it is necessary to provide directional guidance, install landing direction lights. Landing direction lights are a configuration of five green, omnidirectional lights meeting the standards of EB 87, on the centerline of the preferred approach/departure path. Space these lights at 15-foot (5 m) intervals beginning at a point not less than 20 feet (6 m) and not more than 60 feet (18 m) from the TLOF perimeter and extending outward in the direction of the preferred approach/departure path, as illustrated in Figure 2–31.

e. Flight path alignment lights. As an option, install flight path alignment lights meeting the requirements of EB 87. Place them in a straight line along the direction of approach and/or departure flight paths. If necessary, extend them across the TLOF, FATO, safety area or any suitable surface in the immediate vicinity of the FATO or safety area. Install three or more green lights spaced at 5 feet (1.5 m) to 10 feet (3.0 m). See Figure 2–11.

f. Taxiway and taxi route lighting.

(1) Taxiway centerline lights. Use flush bidirectional green lights meeting the standards of AC 150/5345-46, Specification for Runway and Taxiway Light Fixtures for type L-852A (straight segments) or L-852B (curved segments) to define taxiway centerlines. Space these lights at maximum 50-foot (15 m) longitudinal intervals on straight segments and at maximum 25-foot (7.6 m) intervals on curved segments, using a minimum of four lights to define the curve. Uniformly offset taxiway centerline lights

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no more than two feet (0.6 m) if necessary to ease painting the taxiway centerline. As an option, use green retroreflective markers meeting requirements for Type I markers in AC 150/5345-39, Specification for L-853, Runway and Taxiway Retroreflective Markers, in lieu of the L-852A or L-852B lighting fixtures.

(2) Taxiway edge lights. Use omnidirectional blue lights to light the edges of a taxiway. As an option, use blue retroreflective markers to identify the edges of the taxiway in lieu of lights. Make sure retroreflective markers are no more than 8 inches (20 cm) tall.

(a) Straight segments. Space lights at 50-foot (15.2 m) longitudinal intervals on straight segments.

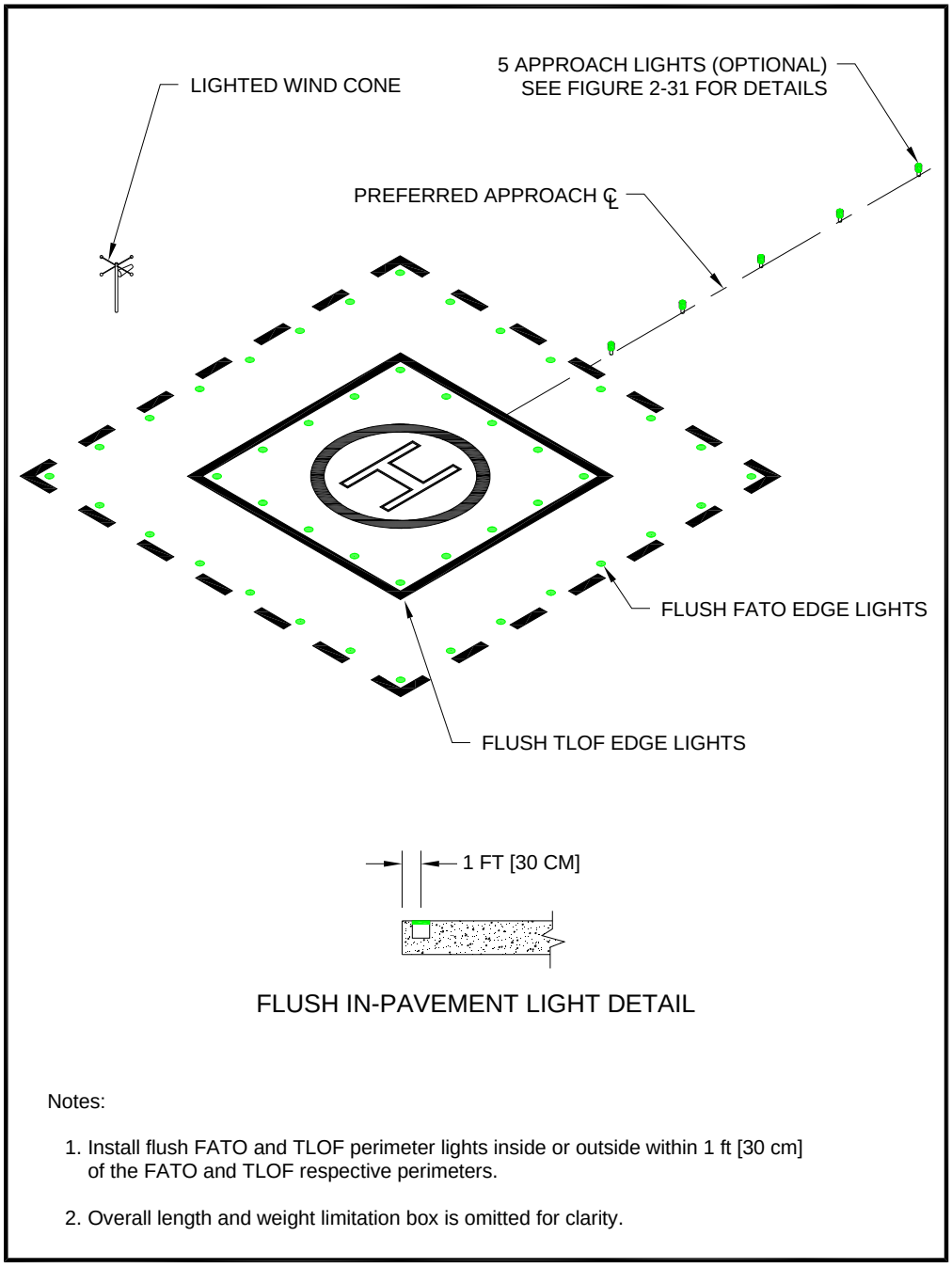

Figure 2–29. TLOF/FATO Flush Perimeter Lighting: General Aviation

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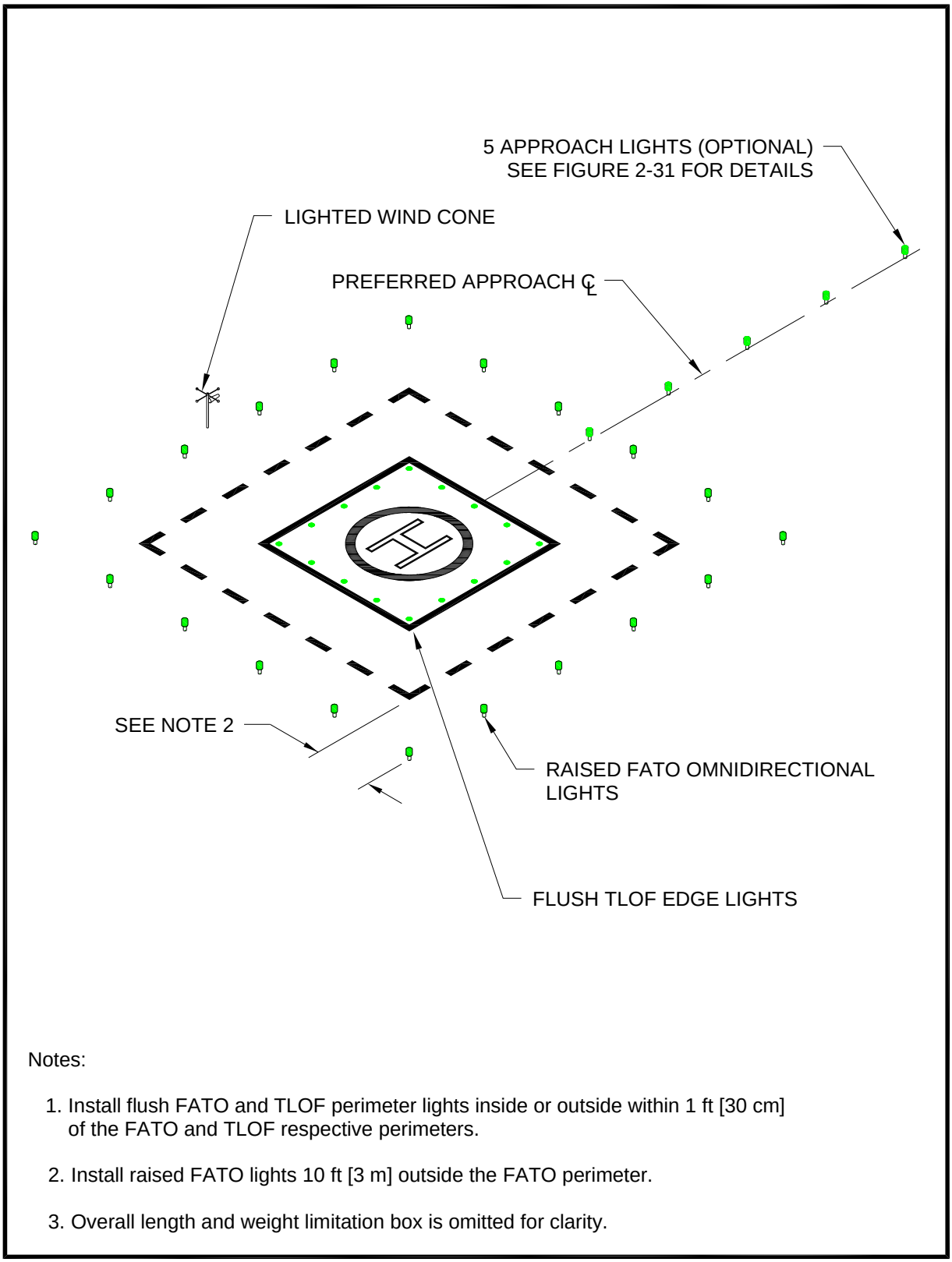

Notes:

1. Install flush FATO and TLOF perimeter lights inside or outside within 1 ft [30 cm] of the FATO and TLOF respective perimeters.
2. Install raised FATO lights 10 ft [3 m] outside the FATO perimeter.
3. Overall length and weight limitation box is omitted for clarity.

Figure 2–30. TLOF Flush and FATO Raised Perimeter Lighting: General Aviation

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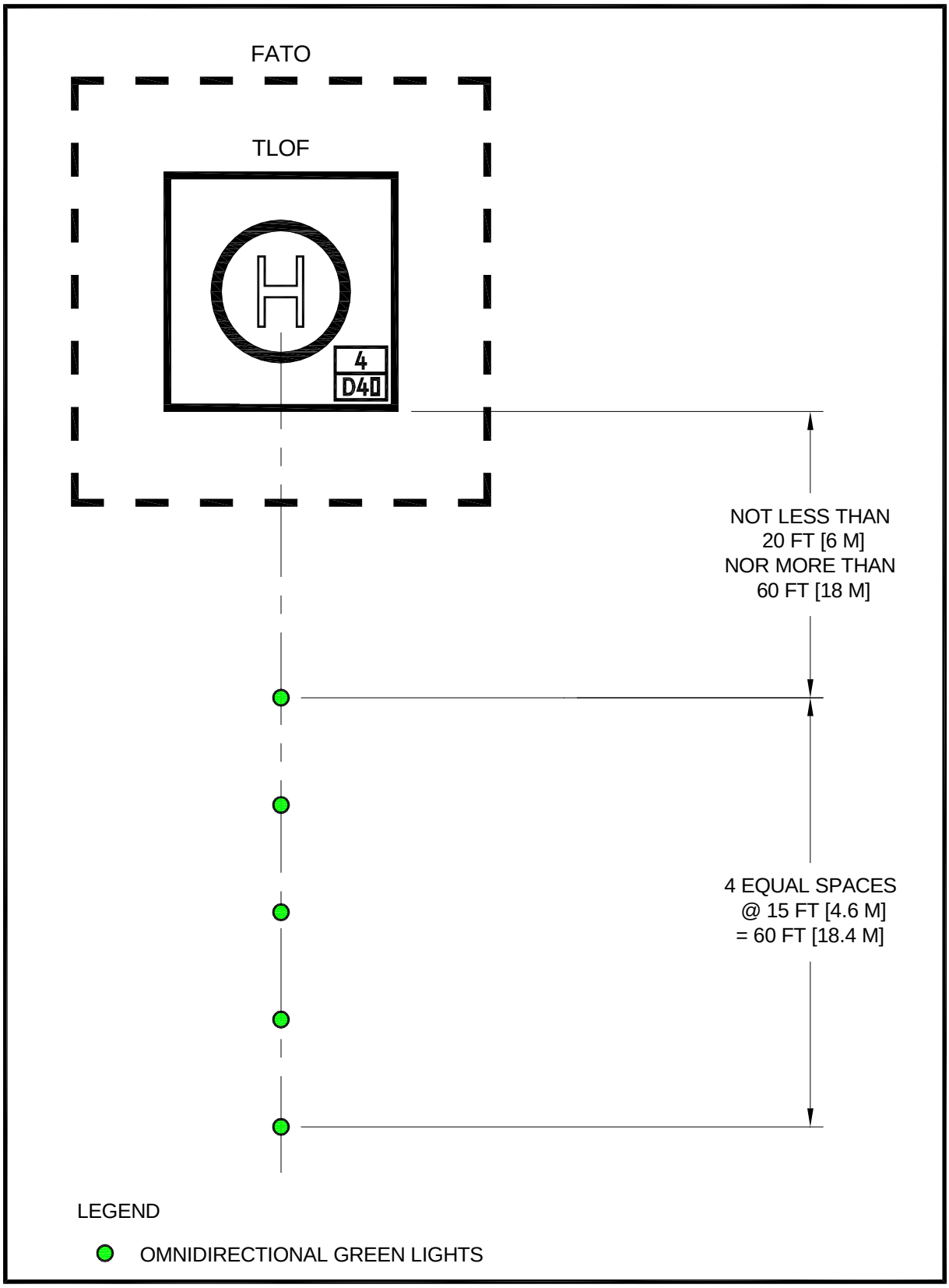

Figure 2–31. Landing Direction Lights: General Aviation

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(b) Curved segments. Curved taxiway edges require shorter spacing of edge lights. Base the spacing on the radius of the curve. AC 150/5340-30, Design and Installation Detail for Airport Visual Aids, shows the applicable spacing for curves. Space taxiway edge lights uniformly. On curved edges of more than 30 degrees from point of tangency (PT) of the taxiway section to PT of the intersecting surface, install at least three edge lights. For radii not listed in AC 150/5340-30, determine spacing by linear interpolation.

(c) Paved taxiways. Use flush lights meeting the standards of AC 150/5345-46 for type L-852T.

(d) Unpaved taxiways. Use raised lights meeting the standards of AC 150/5345-46 for type L-861T. The lateral spacing for the lights or reflectors is equal to the RD of the design helicopter, but not more than 35 feet (10.7 m).

g. Heliport identification beacon. A heliport identification beacon is optional equipment. It is the most effective means to aid the pilot in visually locating the heliport. Locate the beacon, flashing white/green/yellow at the rate of 30 to 45 flashes per minute, on or close to the heliport. Find guidance on heliport beacons in AC 150/5345-12, Specification for Airport and Heliport Beacon. As an option, allow the beacon to be pilot controllable such that it is "on" only when needed.

217. Marking and lighting of difficult-to-see objects. It is difficult for a pilot to see unmarked wires, antennas, poles, cell towers, and similar objects, even in the best daylight weather, in time to take evasive action. While pilots can avoid such objects during en route operations by flying well above them, approaches and departures require operations near the ground where obstacles may be a factor. This paragraph discusses the marking and lighting of objects near, but outside and below the approach/departure surface. Find guidance on marking and lighting objects in AC 70/7460-1, Obstruction Marking and Lighting.

a. Airspace. If difficult-to-see objects penetrate the applicable object identification surfaces illustrated in Figure 2–32 and Figure 2–33, mark these objects to make them more conspicuous. If a heliport supports operations between dusk and dawn, light these difficult-to-see objects. The object identification surfaces in Figure 2–32 and Figure 2–33 are described as follows:

(1) In all directions from the safety area except under the approach/departure paths, the object identification surface starts at the safety area perimeter and extends out horizontally for a distance of 100 feet (30.5 m).

(2) Under the approach/departure surface, the object identification surface starts from the outside edge of the FATO and extends horizontally out for a distance of 800 feet (244 m) along the approach path. From this point, the object identification surface extends out for an additional distance of 3,200 feet (975 m) along the approach path while rising on an 8:1 slope (8 units horizontal in 1 unit vertical). From the point 800 feet (244 m) from the FATO perimeter, the object identification surface is 100 feet (30.5 m) beneath the approach/departure surface.

(3) The width of this object identification surface under the approach/departure surface increases as a function of distance from the safety area. From the safety area perimeter, the object identification surface extends laterally to a point 100 feet (30.5 m) outside the safety area perimeter. At the upper end of the surface, the object identification surface extends laterally 200 feet (61 m) on either side of the approach/departure path.

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b. Shielding of objects. Title 14 CFR Part 77.9, Construction or alteration requiring notice, provides that if there are a number of objects close together, it may not be necessary to mark all of them if they are shielded. To meet the shielding guidelines, part 77 requires that an object "be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation."

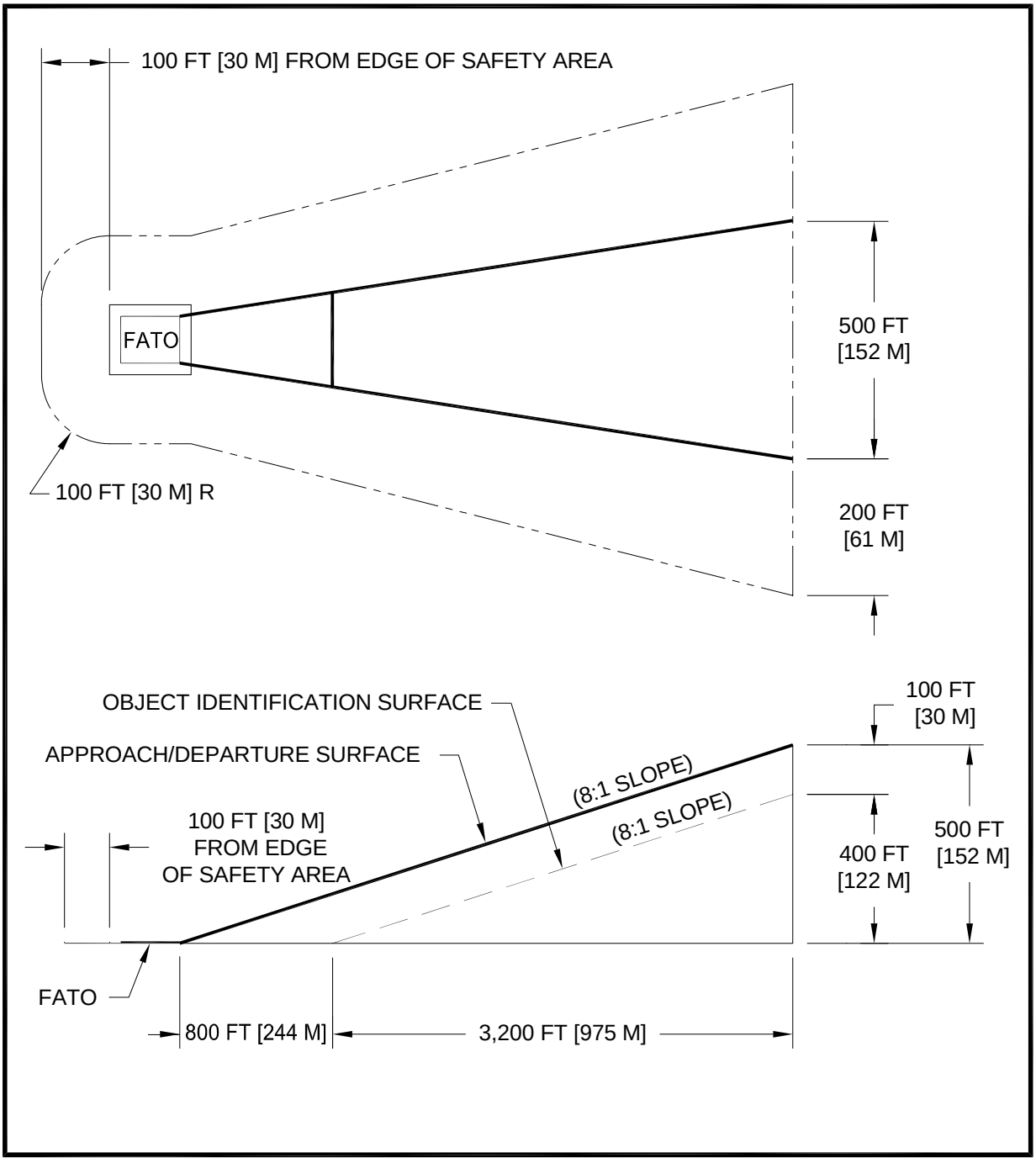

Figure 2–32. Airspace Where Marking and Lighting are Recommended: Straight Approach: General Aviation

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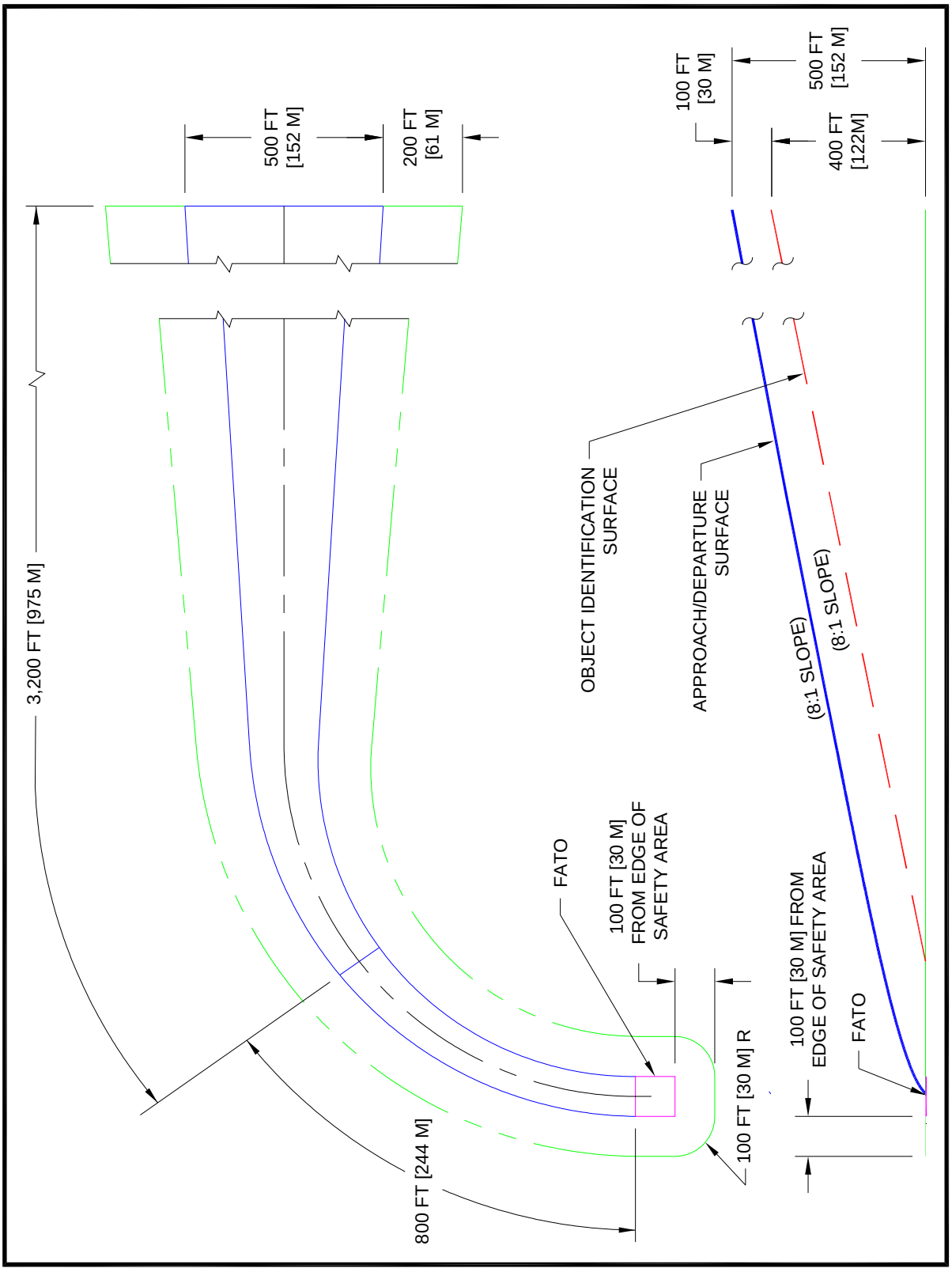

Figure 2–33. Airspace Where Marking and Lighting are Recommended: Curved Approach: General Aviation

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c. Equipment/object marking. Make heliport maintenance and servicing equipment, as well as other objects used in the airside operational areas, conspicuous with paint, reflective paint, reflective tape, or other reflective markings. Reference AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport.

218. Safety considerations. Consider the following safety enhancements in the design of a heliport. Address other areas, such as the effects of rotor downwash, based on site conditions and the design helicopter.

a. Security. Provide a heliport with appropriate means of keeping the operational areas clear of people, animals, and vehicles. Use a method to control access depending upon the helicopter location and types of potential intruders.

(1) Safety barrier. At ground-level general aviation heliports, erect a safety barrier around the helicopter operational areas in the form of a fence or a wall. Construct the barrier no closer to the operation areas than the outer perimeter of the safety area. Make sure the barrier does not penetrate any approach/departure (primary or transitional) surface. If necessary in the vicinity of the approach/departure paths, install the barrier well outside the outer perimeter of the safety area.

(2) Make sure any barrier is high enough to present a positive deterrent to persons inadvertently entering an operational area and yet low enough to be non-hazardous to helicopter operations.

(3) Control access to airside areas in a manner commensurate with the barrier (for example, build fences with locked gates). Display a cautionary sign similar to that illustrated in Figure 2–34 at access points.

b. Rescue and fire-fighting services. Heliports are subject to state and local rescue and fire-fighting regulations. Provide a fire hose cabinet or extinguisher at each access gate/door and each fueling location. Locate fire hose cabinets, fire extinguishers, and other fire-fighting equipment near, but below the level of, the TLOF. Find additional information in various NFPA publications. For more reference material, see Appendix D.

c. Communications. Use a Common Traffic Advisory Frequency (CTAF) radio to provide arriving helicopters with heliport and traffic advisory information but do not use this radio to control air traffic. Contact the Federal Communications Commission (FCC) for information on CTAF licensing.

d. Weather information. An automated weather observing system (AWOS) measures and automatically broadcasts current weather conditions at the heliport site. When installing an AWOS, locate it at least 100 feet (30 m) and not more than 700 feet (213 m) from the TLOF and such that its instruments will not be affected by rotor wash from helicopter operations. Find guidance on AWOS systems in AC 150/5220-16, Automated Weather Observing Systems (AWOS) for Non-Federal Applications, and FAA Order 6560.20, Siting Criteria for Automated Weather Observing Systems (AWOS). Other weather observing systems will have different siting criteria.

e. Winter operations. Swirling snow raised by a helicopter's rotor wash can cause the pilot to lose sight of the intended landing point and/or hide objects that need to be avoided. Design the heliport to accommodate the methods and equipment used for snow removal. Design the heliport to allow the snow to be removed sufficiently so it will not present an obstruction hazard to the tail rotor, main rotor, or undercarriage. Find guidance on winter operations in AC 150/5200-30, Airport Winter Safety and Operations.

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Figure 2–34. Caution Sign: General Aviation

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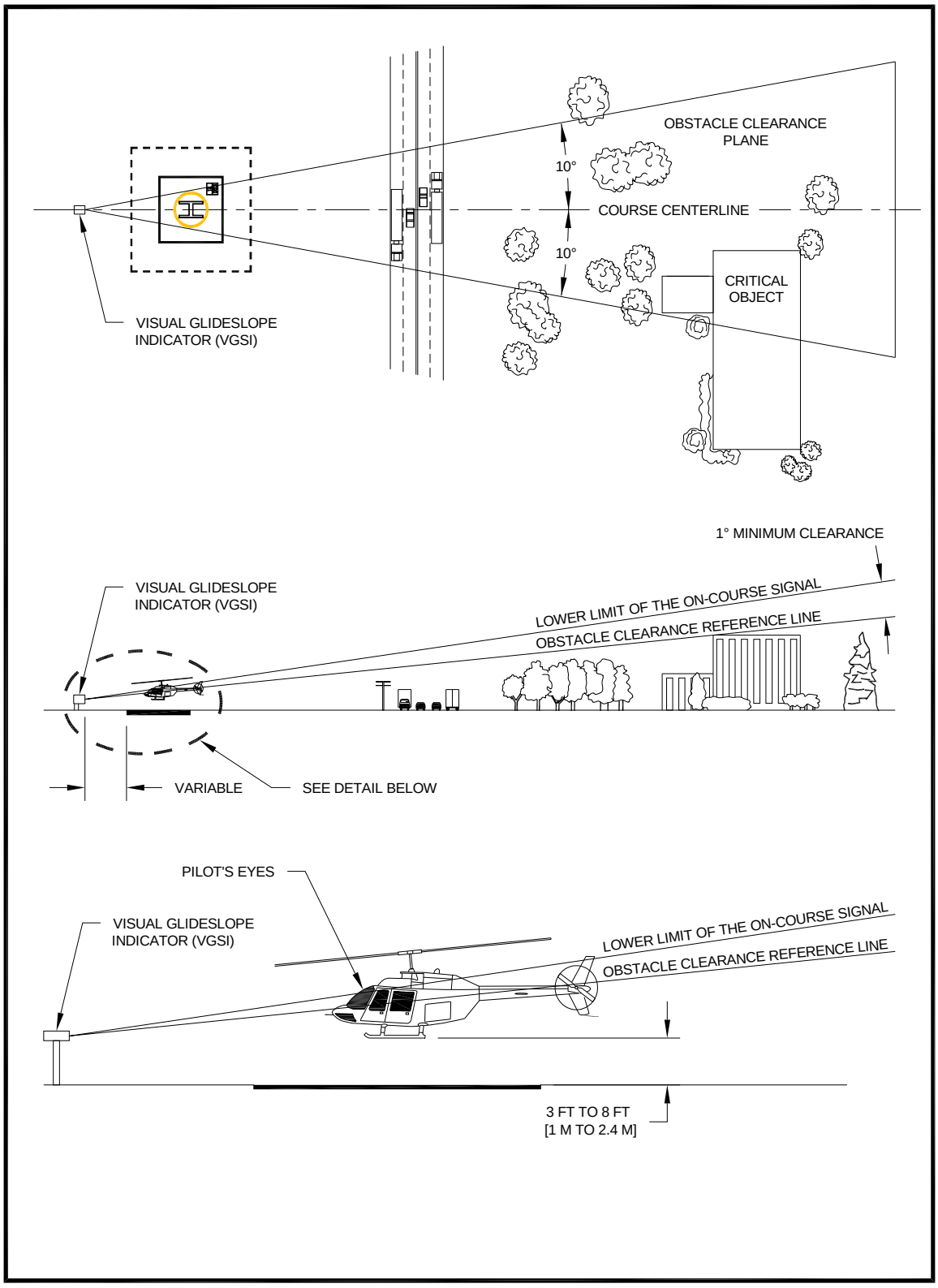

Figure 2–35. Visual Glideslope Indicator Siting and Clearance Criteria: General Aviation

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219. Visual glideslope indicators (VGSI). A visual glideslope indicator (VGSI) provides pilots with visual vertical course and descent cues. Install the VGSI such that the lowest on-course visual signal provides a minimum of 1 degree of clearance over any object that lies within 10 degrees of the approach course centerline.

a. Siting. The optimum location of a VGSI is on the extended centerline of the approach path at a distance that brings the helicopter to a hover with the undercarriage between 3 and 8 feet (0.9 to 2.5 m) above the TLOF. Figure 2–35 illustrates VGSI clearance criteria. To properly locate the VGSI, estimate the vertical distance from the undercarriage to the pilot's eye.

b. Control of the VGSI. As an option, allow the VGSI to be pilot controllable such that it is "on" only when needed.

c. VGSI needed. A VGSI is an optional feature. However, provide a VGSI if one or more of the following conditions exist, especially at night:

(1) Obstacle clearance, noise abatement, or traffic control procedures require a particular slope to be flown.

(2) The environment of the heliport provides few visual surface cues.

d. Additional guidance. Find additional guidance in AC 150/5345-52, Generic Visual Glideslope Indicators (GVGI), and AC 150/5345-28, Precision Approach Path Indicator (PAPI) Systems.

220. Terminal facilities. A heliport terminal provides curbside access for passengers using private autos, taxicabs, and public transit vehicles. Public waiting areas need the usual amenities, and a counter for rental car services may be desirable. Design passenger auto parking areas to accommodate current requirements, with the ability to expand them to meet future requirements. Readily available public transportation may reduce the requirement for employee and service personnel auto parking spaces. Build attractive and functional heliport terminal buildings or sheltered waiting areas. Find guidance on designing terminal facilities in AC 150/5360-9, Planning and Design of Airport Terminal Building Facilities at Non-Hub Locations. At PPR heliports, the number of people using the facility may be so small that there is no need for a terminal building, and minimal needs for other facilities and amenities.

221. Zoning and compatible land use. The FAA encourages general aviation heliport operators to promote the adoption of the following zoning measures where state and local statutes permit to ensure the heliport will continue to be available and to protect the investment in the facility.

a. Zoning to limit building/object heights. Find general guidance on drafting an ordinance that would limit building and object heights in AC 150/5190-4, A Model Zoning Ordinance to Limit Height of Objects Around Airports. Substitute the heliport surfaces for the airport surfaces in the model ordinance.

b. Zoning for compatible land use. The FAA encourages public agencies to enact zoning ordinances to control the use of property within the HPZ and the approach/departure path environment, restricting activities to those that are compatible with helicopter operations. See paragraph 211.

c. Air rights and property easements. Use air rights and property easements as options to prevent the encroachment of obstacles in the vicinity of a heliport.

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Chapter 3. Transport Heliports

301. General. A transport heliport is intended to accommodate air carrier operators providing scheduled service, or unscheduled service with large helicopters.

302. Applicability. The standards in this chapter apply to projects funded under the Airport Improvement Program (AIP) or Passenger Facility Charge (PFC) program. For other projects/heliports, these standards are the FAA's recommendations for designing all transport heliports. The design standards in this chapter assume there will never be more than one helicopter within the final approach and takeoff area (FATO) and the associated safety area. If there is a need for more than one touchdown and lift-off area (TLOF) at a heliport, locate each TLOF within its own FATO and within its own safety area. Figure 3–1 illustrates a typical transport heliport.

303. Access by individuals with disabilities. Various laws require heliports operated by public entities and those receiving federal financial assistance to meet accessibility requirements. See paragraph 114.

304. Heliport site selection.

a. Long term planning. Public agencies and others planning to develop a transport heliport consider the possible future need for instrument operations and future expansion.

b. Property requirements. The property needed for a transport heliport depends upon the volume and types of users and the scope of amenities provided. Property requirements for helicopter operators and for passenger amenities frequently exceed that required for "airside" purposes.

c. Turbulence. Air flowing around and over buildings, stands of trees, terrain irregularities, etc. can create turbulence on ground-level and roof-top heliports that may affect helicopter operations. Where the FATO is located near the edge and top of a building or structure, or within the influence of turbulent wakes from other buildings or structures, assess the turbulence and airflow characteristics in the vicinity of, and across the surface of the FATO to determine if an air-gap between the roof, roof parapet or supporting structure, and/or some other turbulence mitigating design measure is necessary. FAA Technical Report FAA/RD-84/25, Evaluating Wind Flow around Buildings on Heliport Placement addresses the wind's effect on helicopter operations. Take the following actions in selecting a site to minimize the effects of turbulence.

(1) Ground-level heliports. Features such buildings, trees, and other large objects can cause air turbulence and affect helicopter operations from sites immediately adjacent to them. Therefore, locate the landing and takeoff area away from such objects in order to minimize air turbulence in the vicinity of the FATO and the approach/departure paths.

(2) Elevated heliports. Establishing a 6 foot (1.8 m) or more air gap on all sides above the level of the roof will generally minimize the turbulent effect of air flowing over the roof edge. If an air gap is included in the design, keep it free at all times of objects that would obstruct the airflow. If it is not practical to include an air gap or some other turbulence mitigating design measure where there is turbulence, operational limitations may need to be considered under certain wind conditions (see paragraph 101).

d. Electromagnetic effects. Nearby electromagnetic devices, such as a large ventilator motor, elevator motor or other large electrical consumer may cause temporary aberrations in the helicopter magnetic compass and interfere with other onboard navigational equipment.

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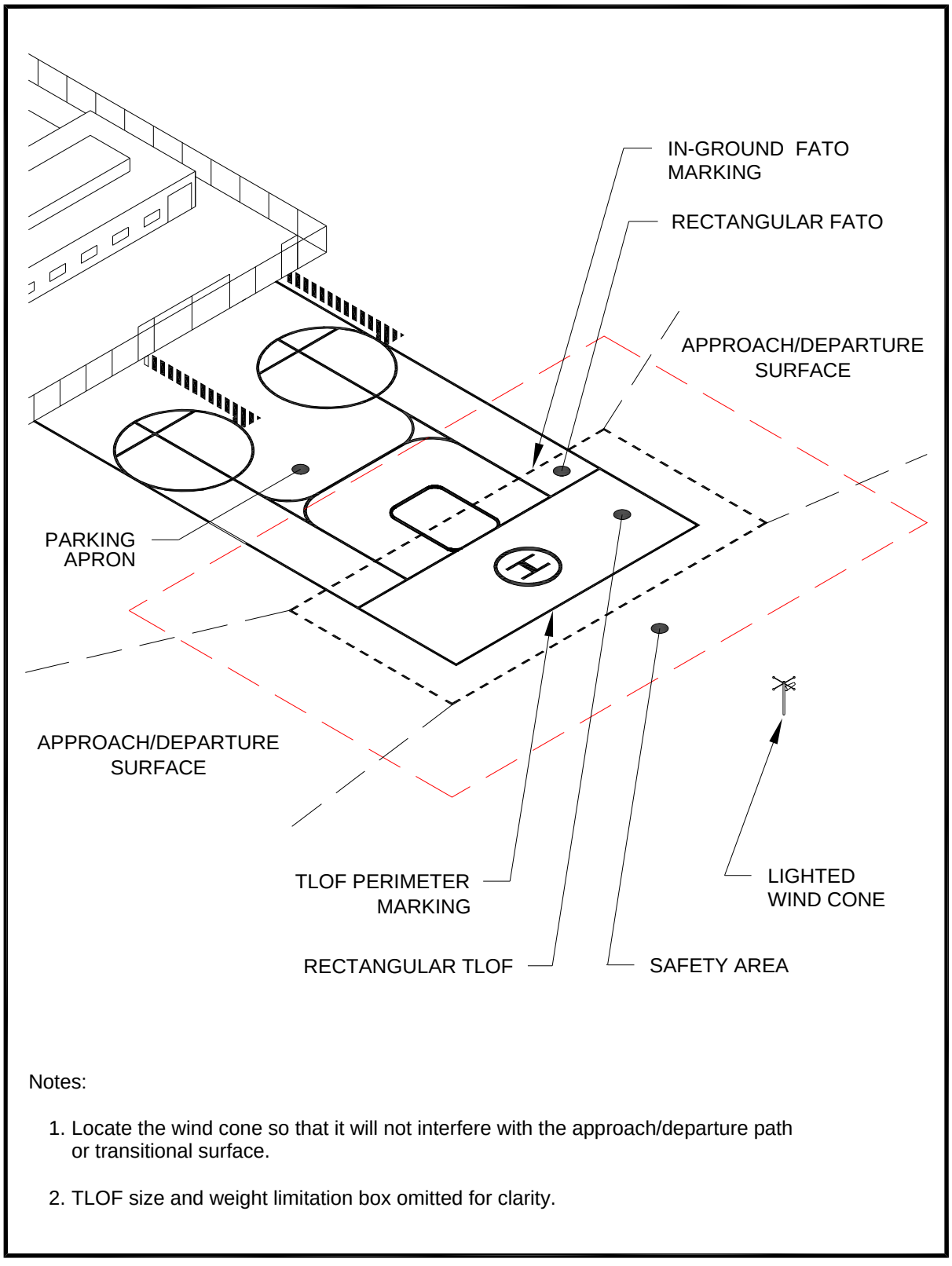

Notes:

1. Locate the wind cone so that it will not interfere with the approach/departure path or transitional surface.

2. TLOF size and weight limitation box omitted for clarity.

Figure 3–1. Typical Transport Heliport: Transport

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305. Basic layout. The heliport consists of a TLOF contained within a FATO. A safety area surrounds the FATO. The relationship of the TLOF to the FATO and the safety area is shown in Figure 3–2. A FATO contains only one TLOF. Provide appropriate approach/departure airspace to allow safe approaches to and departures from landing sites. To the extent feasible, align the preferred approach/departure path with the predominant winds (see paragraph 309). Where helicopter flight manuals specify the minimum size required for operations, take the size into account in the design of the facility.

306. Touchdown and liftoff area (TLOF).

a. TLOF location. The TLOF of a transport heliport is normally at ground level but may be developed with the TLOF located on a pier or, when carefully planned, on the roof of a building. The TLOF is centered in the load-bearing area (LBA), and on the major axis of the FATO.

b. TLOF size. The TLOF is a square or rectangular surface whose minimum length and width is the rotor diameter (RD) of the design helicopter but not less than 50 feet (15.2 m). Increasing the LBA centered on the TLOF may provide some safety and operational advantages.

c. Elongated TLOF: An elongated TLOF can provide an increased safety margin and greater operational flexibility. As an option, design an elongated TLOF with a landing position in the center and two takeoff positions, one at either end, as illustrated in Figure 3–3. Design the landing position to have a minimum length of the RD of the design helicopter, but not less than 50 feet (15.2 m). If the TLOF is elongated, also provide an elongated FATO.

d. Ground-level TLOF surface characteristics.

(1) Design loads. Design the TLOF and any supporting TLOF structure to be capable of supporting the dynamic loads of the design helicopter.

(2) Paving. Construct the TLOF of portland cement concrete (PCC) (see AC 150/5370-10, Standards for Specifying Construction of Airports items P-501) where feasible. Use a broomed or roughened pavement finish to provide a skid-resistant surface for helicopters and non-slippery footing for people.

e. Rooftop and other elevated TLOFs.

(1) Design loads. Design elevated TLOFs and any TLOF supporting structure to be capable of supporting the dynamic loads of the design helicopter. An elevated heliport is illustrated in Figure 3–4.

(2) TLOF surface characteristics. Construct rooftop and other elevated heliport TLOFs of metal, concrete, or other materials subject to local building codes. Provide TLOF surfaces with a skid-resistant surface finish for helicopters and non-slippery footing for people.

f. TLOF gradients. Recommended TLOF gradients are defined in Chapter 7.

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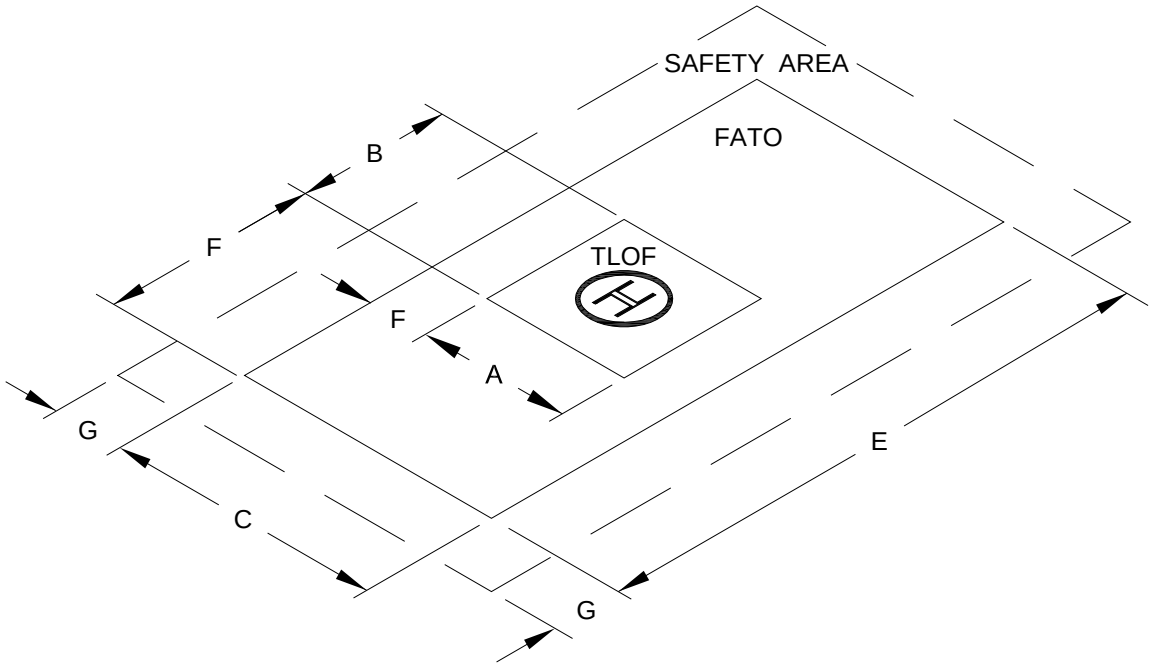

DIM	ITEM	VALUE	NOTES
A	Minimum TLOF Width	1 RD but not less than 50 ft [15 m]	
B	Minimum TLOF Length	1 RD but not less than 50 ft [15 m]	
C	Minimum FATO Width	2 RD but not less than 100 ft [30 m]	
E	Minimum FATO Length	2 RD but not less than 200 ft [60 m]	See paragraph 306.a.(2) and figure 3-5 for adjustments for elevations above 1,000 ft [304 m]
F	Minimum Separation Between the Perimeters of the TLOF and FATO	3/4 D - 1/2 RD	
G	Minimum Safety Area Width	1/2 RD but not less than 30 ft [9 m]	

Figure 3–2. TLOF/FATO Safety Area Relationships and Minimum Dimensions: Transport

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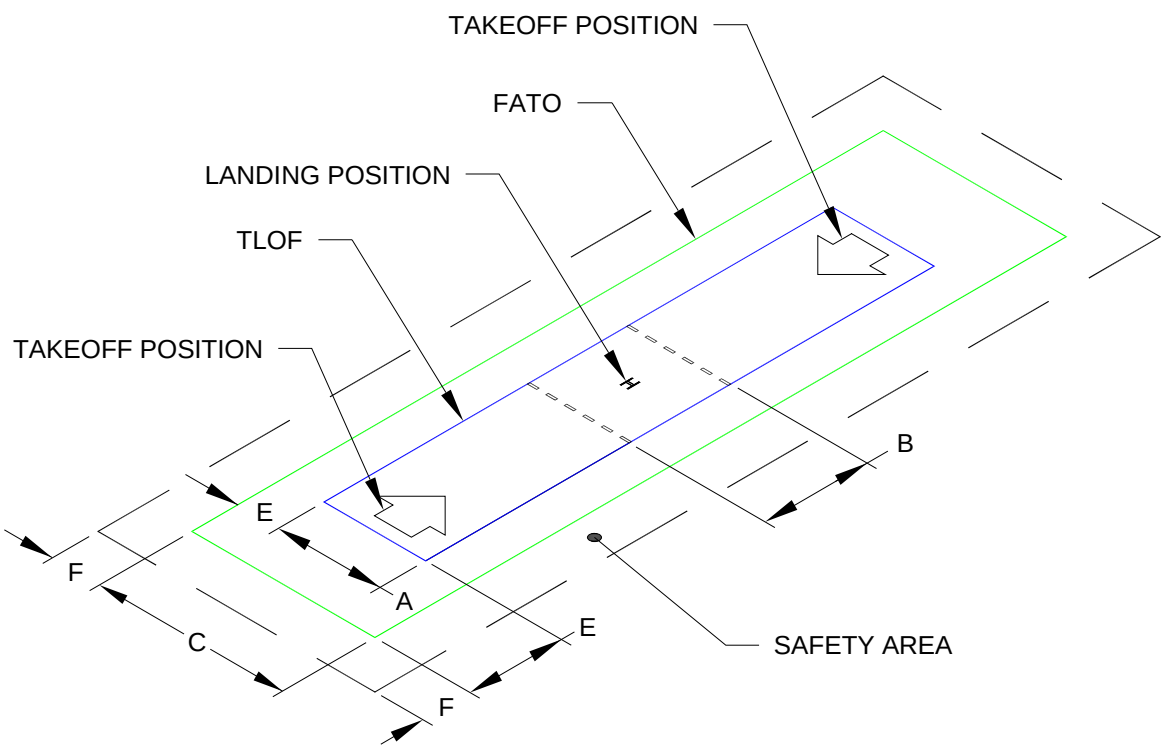

DIM	ITEM	VALUE	NOTES
A	Minimum TLOF Width	1 RD but not less than 50 ft [15 m]	
B	Minimum TLOF/Landing Position Length	1 RD but not less than 50 ft [15 m]	
C	Minimum FATO Width	2 RD but not less than 100 ft [30 m]	
E	Minimum Separation Between the Perimeters of the TLOF and FATO	¾ D - ½ RD	
F	Minimum Safety Area Width	½ RD but not less than 30 ft [9 m]	

Figure 3–3. Elongated FATO with Two Takeoff Positions: Transport

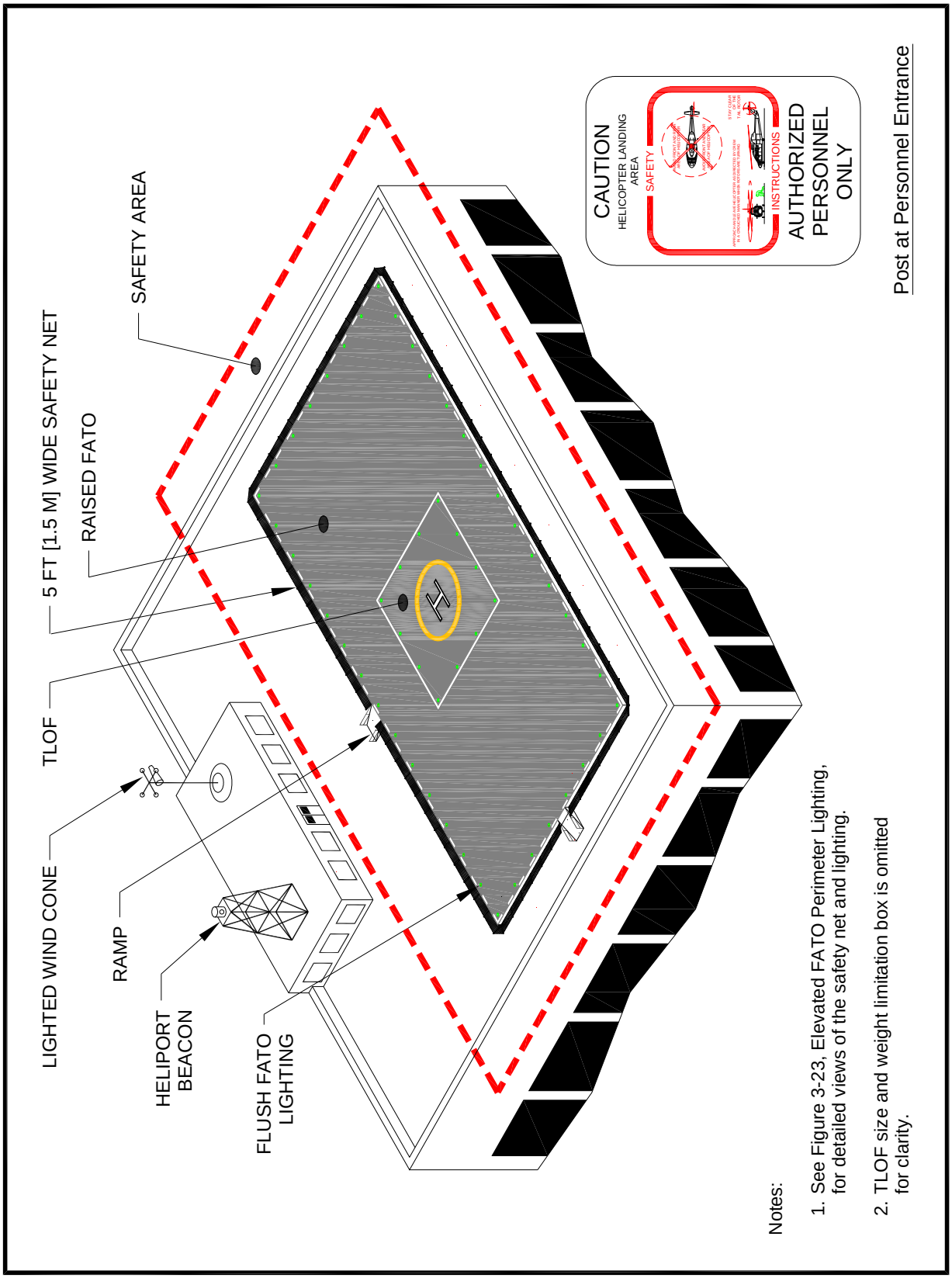

Figure 3–4. Elevated Heliport: Transport

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307. Final approach and takeoff area (FATO). A transport heliport has at least one FATO. The FATO contains a TLOF within its borders at which arriving helicopters terminate their approach, and from which departing helicopters take off.

a. FATO size. The FATO is a rectangular surface with the long axis aligned with the preferred flight path. See Figure 3–2.

(1) FATO width. The minimum width of a FATO is at least 2.0 times the RD of the design helicopter but not less than 100 feet (30.5 m).

(2) FATO length. The minimum length of the FATO is 2.0 times the RD of the design helicopter but not less than 200 feet (61 m). At elevations above 1000 feet MSL, a longer FATO is required to provide an increased safety margin and greater operational flexibility. Use the additional FATO length depicted in Figure 3–5.

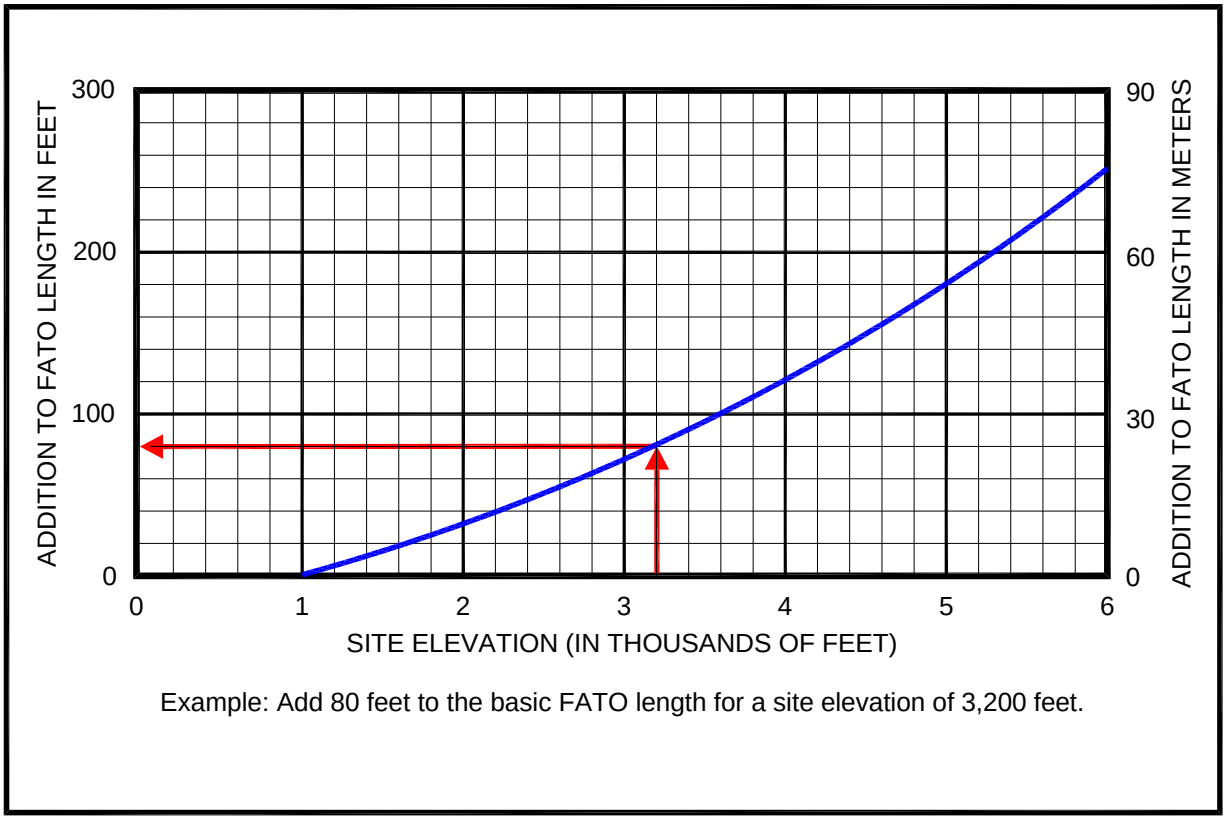

Figure 3–5. Additional FATO Length for Heliports at Higher Elevations: Transport

(3) Design the minimum distance between the TLOF perimeter and the FATO perimeter to be not less than ¾ D - ½ RD, where D and RD are of the design helicopter.

b. FATO surface characteristics.

(1) Design the entire FATO to support the dynamic loads of the design helicopter.

(2) If the FATO surface is unpaved, treat it to prevent loose stones and any other flying debris caused by rotor wash.

(3) Design the portion of the FATO abutting the TLOF to be contiguous with the TLOF, with the adjoining edges at the same elevation.

c. Rooftop and other elevated FATOs.

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(1) Design loads. Design elevated FATOs and any FATO supporting structure to be capable of supporting the dynamic loads of the design helicopter

(2) Elevation. Elevate the FATO above the level of any object in the safety area that cannot be removed.

(3) Obstructions. Elevator penthouses, cooling towers, exhaust vents, fresh air vents, and other raised features can affect heliport operations. Establish control mechanisms to ensure obstruction hazards are not installed after the heliport is operational.

(4) Air quality. Helicopter exhaust can affect building air quality if the heliport is too close to fresh air vents. When designing a building intended to support a helipad, locate fresh air vents accordingly. When adding a helipad to an existing building, relocate fresh air vents if necessary or, if relocation is not practical, installing charcoal filters or a fresh air intake bypass louver system for HVAC systems may be adequate.

(5) FATO surface characteristics. Construct rooftop and other elevated heliport FATOs of metal, concrete, or other materials subject to local building codes. Provide the FATO surface with non-slippery footing for people.

(6) Safety net. If the platform is elevated 4 feet (1.2 m) or more above its surroundings, Title 29 CFR Part 1910.23, Guarding Floor and Wall Openings and Holes, requires the provision of fall protection. The FAA recommends such protection for all platforms elevated 30 inches (76 cm) or more. However, do not use permanent railings or fences since they would be safety hazards during helicopter operations. As an option, install a safety net, meeting state and local regulations but not less than 5 feet (1.5 m) wide. Design the safety net to have a load-carrying capability of 50 lb/sq ft (244 kg/sq m). Do not allow the net, as illustrated in Figure 3–23, to project above the level of the FATO. Fasten both the inside and outside edges of the safety net to a solid structure. Construct nets of materials that are resistant to environmental effects.

(7) Access to elevated FATOs. Title 29 CFR Part 1926.34, Means of Egress, requires two separate access points for an elevated structure such as one supporting an elevated FATO. Design stairs in compliance with Title 29 CFR Part 1910.24, Fixed Industrial Stairs. Design handrails required by this standard to fold down or be removable to below the level of the FATO so they will not be hazards during helicopter operations.

d. Mobile objects within the FATO. The FATO design standards in this AC assume the TLOF and FATO are closed to other aircraft if a helicopter or other mobile object is within the FATO or the safety area.

e. Fixed objects within the FATO. Remove all fixed objects projecting above the FATO elevation except for lighting fixtures, which may project a maximum of 2 inches (5 cm). See Figure 7–3. For ground level heliports, remove all above-ground objects to the extent practicable.

f. FATO/FATO separation. If a heliport has more than one FATO, separate the perimeters of two FATOs so the respective safety areas do not overlap. This separation assumes simultaneous approach/departure operations will not take place. If the heliport operator intends for the facility to support simultaneous operations, provide a minimum 200 foot (61 m) separation.

g. FATO gradients. Recommended FATO gradients are defined in Chapter 7.

308. Safety area. The safety area surrounds the FATO.

a. Safety area width. The safety area extends outward on all sides of the FATO for a distance of at least ½ RD but not less than 30 feet (9 m).

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b. Mobile objects within the safety area. The safety area design standards of this AC assume the TLOF and FATO are closed to other aircraft if a helicopter or other mobile object is within the FATO or the safety area.

c. Fixed objects within a safety area. Remove all fixed objects within a safety area projecting above the FATO elevation except for lighting fixtures, which may project a maximum of 2 inches (5 cm). See Figure 7–3. For ground level heliports, remove all above-ground objects to the extent practicable.

d. Safety area surface. The safety area need not be load bearing. Figure 3–6 depicts a safety area extending over water. If possible, make the portion of the safety area abutting the FATO contiguous with the FATO with the adjoining edges at the same elevation. This is needed to avoid the risk of catching a helicopter skid or wheel. Clear the safety area of flammable materials and treat the area to prevent loose stones and any other flying debris caused by rotor wash.

e. Safety area gradients. Safety area gradients are detailed in Chapter 7.

309. VFR approach/departure paths. The purpose of approach/departure airspace, shown in Figure 3–7 and Figure 3–8, is to provide sufficient airspace clear of hazards to allow safe approaches to and departures from the TLOF.

a. Number of approach/departure paths. Align preferred approach/departure paths with the predominant wind direction so downwind operations are avoided and crosswind operations are kept to a minimum. To accomplish this, design a transport heliport to have more than one approach/departure path. Base other approach/departure paths on the assessment of the prevailing winds or, when this information is not available, separate such flight paths and the preferred flight path by at least 135 degrees. See Figure 3–7.

b. VFR Approach/Departure and Transitional Surfaces. Figure 3–7 and Figure 3–8 illustrate the approach/departure and transitional surfaces.

(1) An approach/departure surface is centered on each approach/departure path. The approach /departure path starts at the edge of the FATO and slopes upward at 8:1 (8 units horizontal in 1 unit vertical) for a distance of 4,000 feet (1,219 m) where the width is 500 feet (152 m) at a height of 500 feet (152 m) above the heliport elevation.

(2) The transitional surfaces start from the edges of the FATO parallel to the flight path center line, and from the outer edges of approach/departure surface, and extend outwards at a slope of 2:1 (2 units horizontal in 1 units vertical) for a distance of 250 feet (76 m) from the centerline. The transitional surfaces start at the edge of the FATO parallel to the approach/departure surfaces and extend to the end of the approach/departure surface. The transitional surface does not apply on the FATO edge opposite the approach/departure surface.

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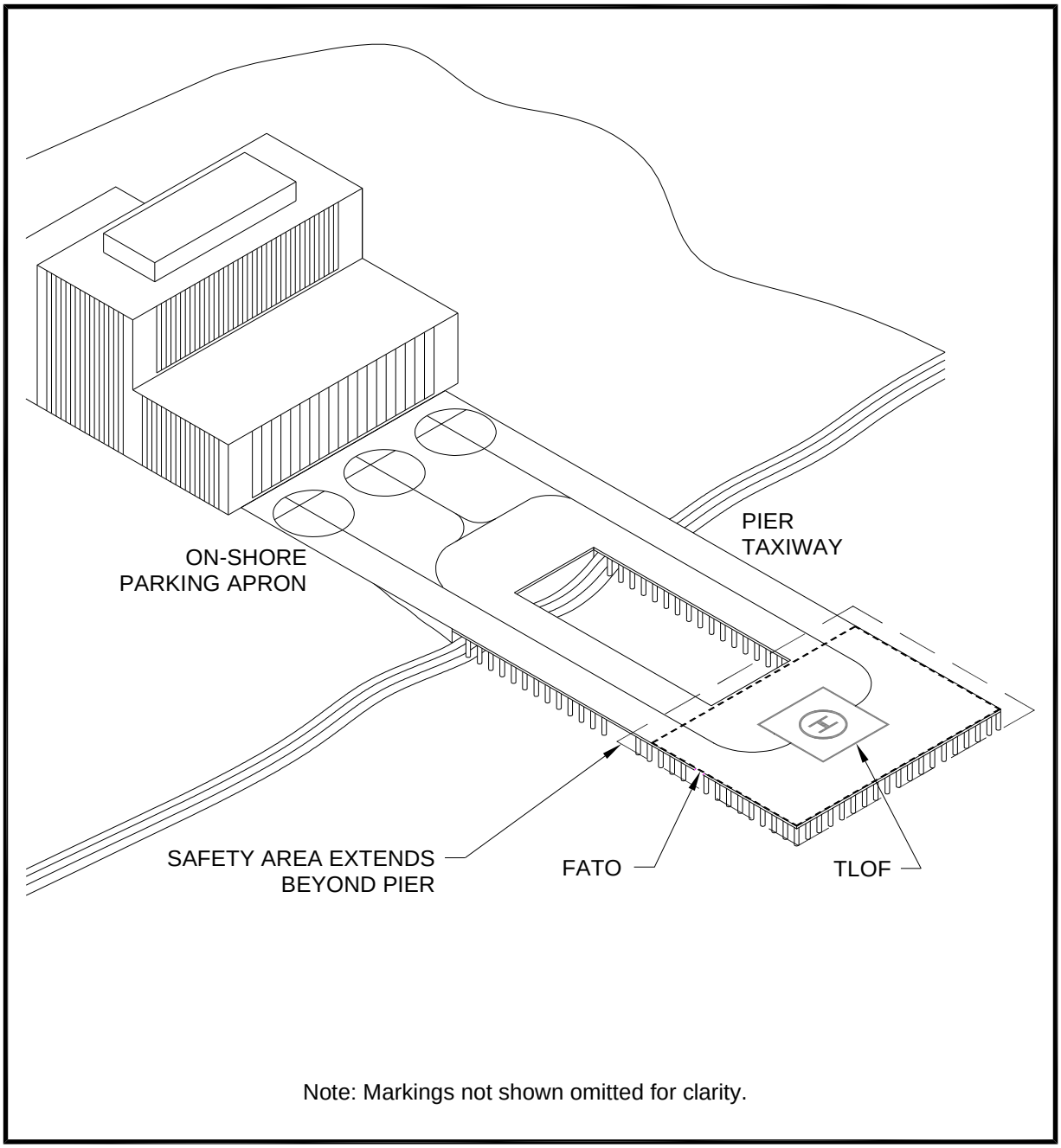

Figure 3–6. Non-load-bearing Safety Area: Transport

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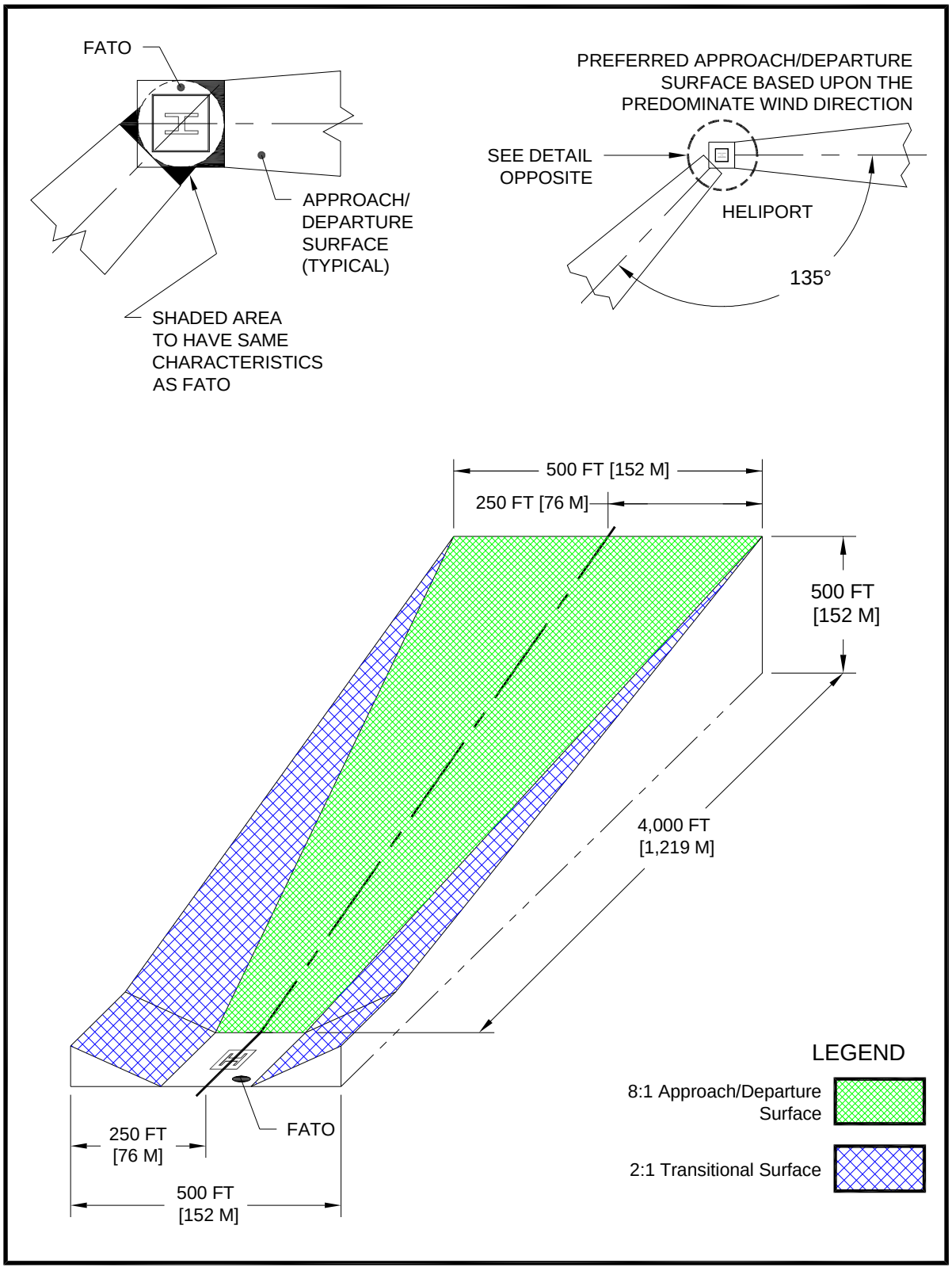

Figure 3–7. VFR Heliport Approach/Departure and Transitional Surfaces: Transport

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(3) Make sure the approach/departure and transitional surfaces are free of penetrations unless an FAA aeronautical study determines such penetrations not to be hazards. The FAA conducts such aeronautical studies only at public heliports and private airports with FAA-approved approach procedures. Paragraph 111 provides additional information on hazards to air navigation.

c. Curved VFR approach/departure paths. As an option, include one curve in VFR approach/departure paths. As an option, design these paths to use the airspace above public lands, such as freeways or rivers. When including a curved portion in the approach/departure path, make sure the sum of the radius of arc defining the center line and the length of the straight portion originating at the FATO is not less than 1,886 feet (575 m). Design the approach/departure path so the minimum radius of the curve is 886 feet (270 m) and that the curve follows a 1,000 feet (305 m) straight section. Design the approach/departure path so the combined length of the center line of the curved portion and the straight portion is 4,000 feet (1,219 m). See Figure 3–8.

d. Flight path alignment guidance. As an option, use flight path alignment markings and/or flight path alignment lights (see paragraphs 301.d and 301.g) where it is desirable and practicable to indicate available approach and/or departure flight path direction(s). See Figure 3–9.

e. Periodic review of obstructions. Vigilant heliport operators reexamine obstacles in the vicinity of approach/departure paths on at least an annual basis. This reexamination includes an appraisal of the growth of trees near approach and departure paths. Paragraph 111 provides additional information on hazards to air navigation. Pay particular attention to obstacles that need to be marked or lighted. It may be helpful to maintain a list of the GPS coordinates and the peak elevation of obstacles.

310. Heliport protection zone (HPZ). The FAA recommends the establishment of an HPZ for each approach/departure surface. The HPZ is the area under the approach/departure surface starting at the FATO perimeter and extending out for a distance of 400 feet (122 m), as illustrated in Figure 3–10. The HPZ is intended to enhance the protection of people and property on the ground. This is achieved through heliport owner control over the HPZ. Such control includes clearing HPZ areas (and maintaining them clear) of incompatible objects and activities. The FAA discourages residences and places of public assembly in an HPZ. (Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.) Do not locate hazardous materials, including fuel, in the HPZ.

311. Wind cone.

a. Specification. Use a wind cone conforming to AC 150/5345-27, Specification for Wind Cone Assemblies, to show the direction and magnitude of the wind. Use a color that provides the best possible color contrast to its background.

b. Wind cone location. Locate the wind cone so it provides the pilot with valid wind direction and speed information in the vicinity of the heliport under all wind conditions.

(1) At many landing sites, there may be no single, ideal location for the wind cone. At other sites, it may not be possible to site a wind cone at the ideal location. In such cases, install more than one wind cone in order to provide the pilot with all the wind information needed for safe operations.

(2) Place the wind cone so a pilot on the approach path can see it clearly when the helicopter is 500 feet (150 m) from the TLOF.

(3) Place the wind cone so pilots can see it from the TLOF.

(4) To avoid presenting an obstruction hazard, locate the wind cone(s) outside the safety area, and so it does not penetrate the approach/departure or transitional surfaces.

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c. Wind cone lighting. For night operations, illuminate the wind cone, either internally or externally, to ensure it is clearly visible.

312. Taxiways and taxi routes. Taxiways and taxi routes provide for the movement of helicopters from one part of a landing facility to another. They provide a connecting path between the FATO and a parking area. They also provide a maneuvering aisle within the parking area. A taxi route includes the taxiway plus the appropriate clearances needed on both sides. The relationship between a taxiway and a taxi route is illustrated in Figure 3–11.

a. Taxiway/taxi route widths. The dimensions of taxiways and taxi routes are a function of helicopter size and type of taxi operations (ground taxi or hover taxi). Find these dimensions in Table 3-1. Normally, the requirement for hover taxi dictates the taxiway/taxi route widths. However, when the fleet comprises a combination of large ground taxiing helicopters and smaller air taxiing helicopters, the larger aircraft may dictate the taxiway/taxi route widths. If wheel-equipped helicopters taxi with wheels not touching the surface, design the facility with hover taxiway widths rather than ground taxiway widths. Where the visibility of the centerline marking cannot be guaranteed at all times, such as locations where snow or dust commonly obscure the centerline marking and it is not practical to remove it, determine the minimum taxiway/taxi route dimensions as if there was no centerline marking.

b. Surfaces. For ground taxiways, provide a portland cement concrete or asphalt surface. For unpaved portions of taxi routes, provide a turf cover or treat the ground in some way to prevent dirt and debris from being raised by a taxiing helicopter's rotor wash.

c. Gradients. See Chapter 7 for taxiway and taxi route gradient standards.

313. Helicopter parking. A transport heliport has a paved apron for parking helicopters. The size of the apron depends on the number and size of specific helicopters to be accommodated. It is not necessary that every parking position accommodate the design helicopter. Design individual parking positions to accommodate the helicopter size and weight expected to use the parking position at the facility. However, use the design helicopter to determine the separation between parking positions and taxi routes. Use the larger helicopter to determine the separation between parking positions intended for helicopters of different sizes. Design parking positions to support the static loads of the helicopter intended to use the parking area. Ground taxi turns of wheeled helicopters are significantly larger than a hover turn. Consider the turn radius of helicopters when designing taxi intersections and parking positions for wheeled helicopters. Design heliport parking areas so helicopters will be parked in an orientation that keeps the "avoid areas" around the tail rotors (see Figure 3–12) clear of passenger walkways. Establish separate aprons for specific functions such as passenger boarding, maintenance, and parking of based and transient helicopters.

Table 3-1. Taxiway and Taxi Route Dimensions – Transport Heliports

Taxiway (TW)	Centerline Marking Type	TW Edge Marking Type	Minimum Width of Paved Area	Lateral Separation Between TW Edge Markings	Total Taxi Route Width
Ground Taxiway	Painted	Painted	2 x UC	2 x UC	1½ RD
Hover Taxi	Painted	Painted	2 x UC	2 x UC	2 RD
RD: rotor diameter of the design helicopter TW: taxiway UC: undercarriage length or width (whichever is larger) of the design helicopter					

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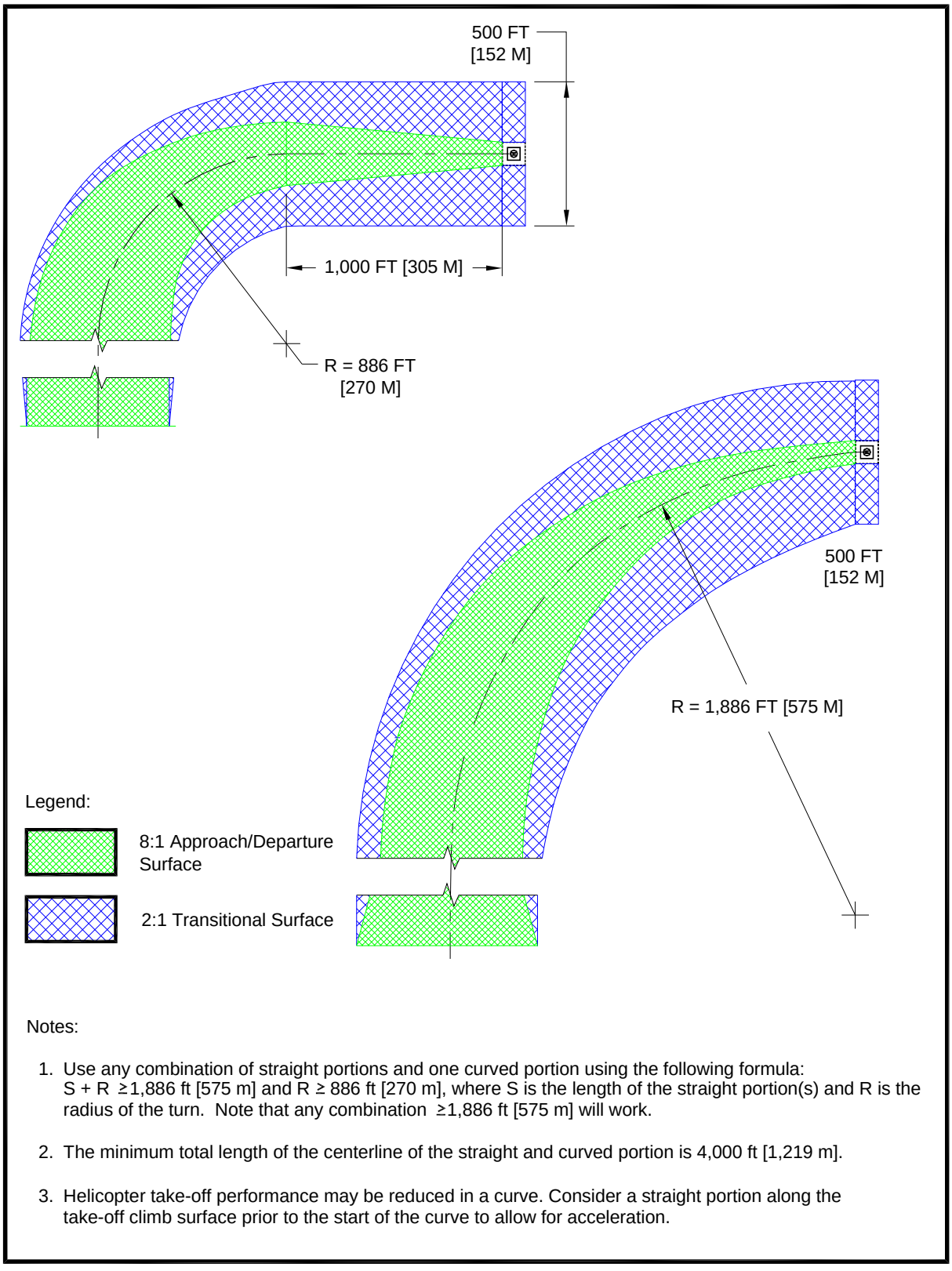

Notes:

1. Use any combination of straight portions and one curved portion using the following formula: S + R ≥1,886 ft [575 m] and R ≥ 886 ft [270 m], where S is the length of the straight portion(s) and R is the radius of the turn. Note that any combination ≥1,886 ft [575 m] will work.

2. The minimum total length of the centerline of the straight and curved portion is 4,000 ft [1,219 m].

3. Helicopter take-off performance may be reduced in a curve. Consider a straight portion along the take-off climb surface prior to the start of the curve to allow for acceleration.

Figure 3–8. Curved Approach/Departure: Transport

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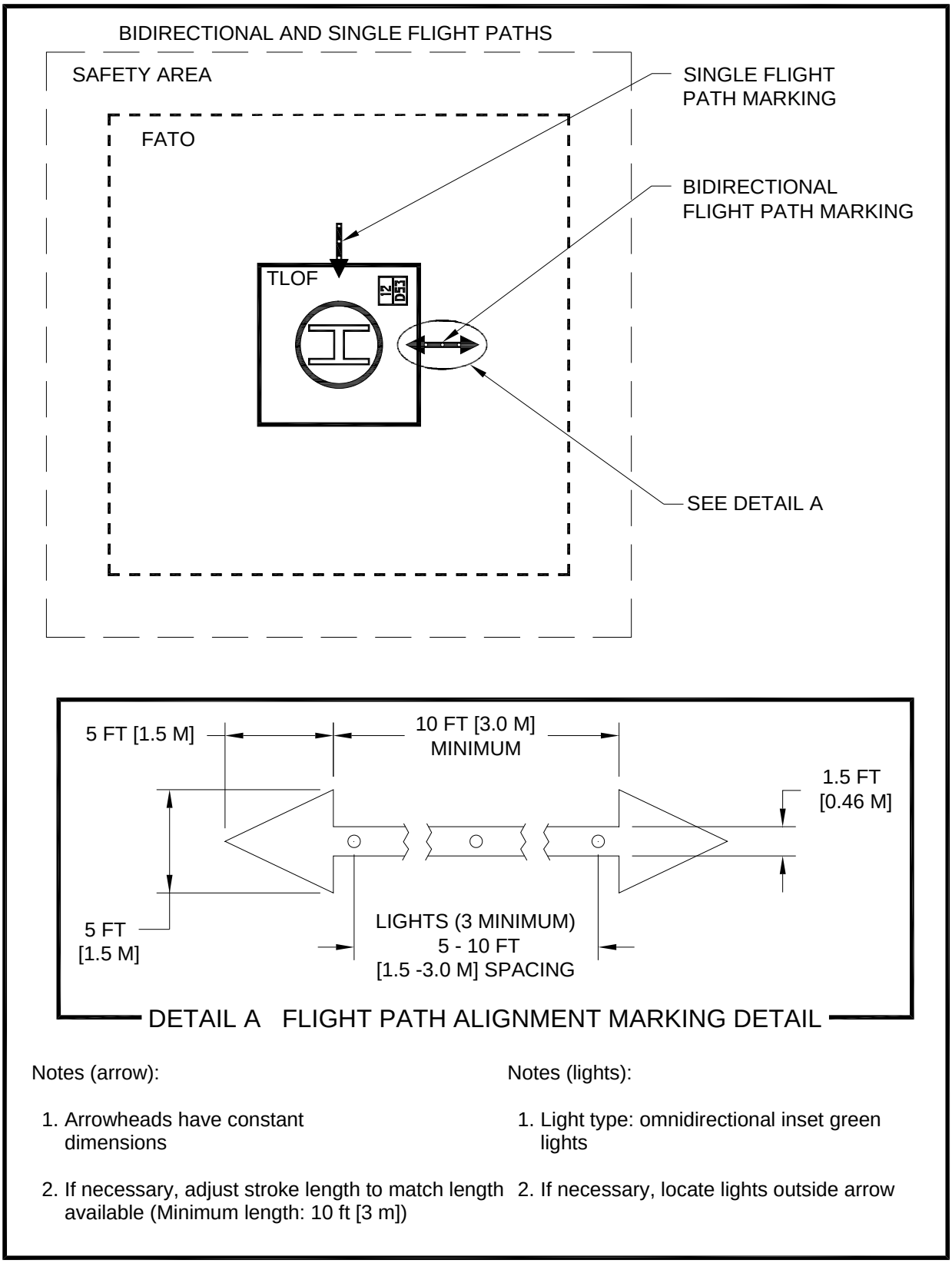

Figure 3–9. Flight Path Alignment Marking and Lights: Transport

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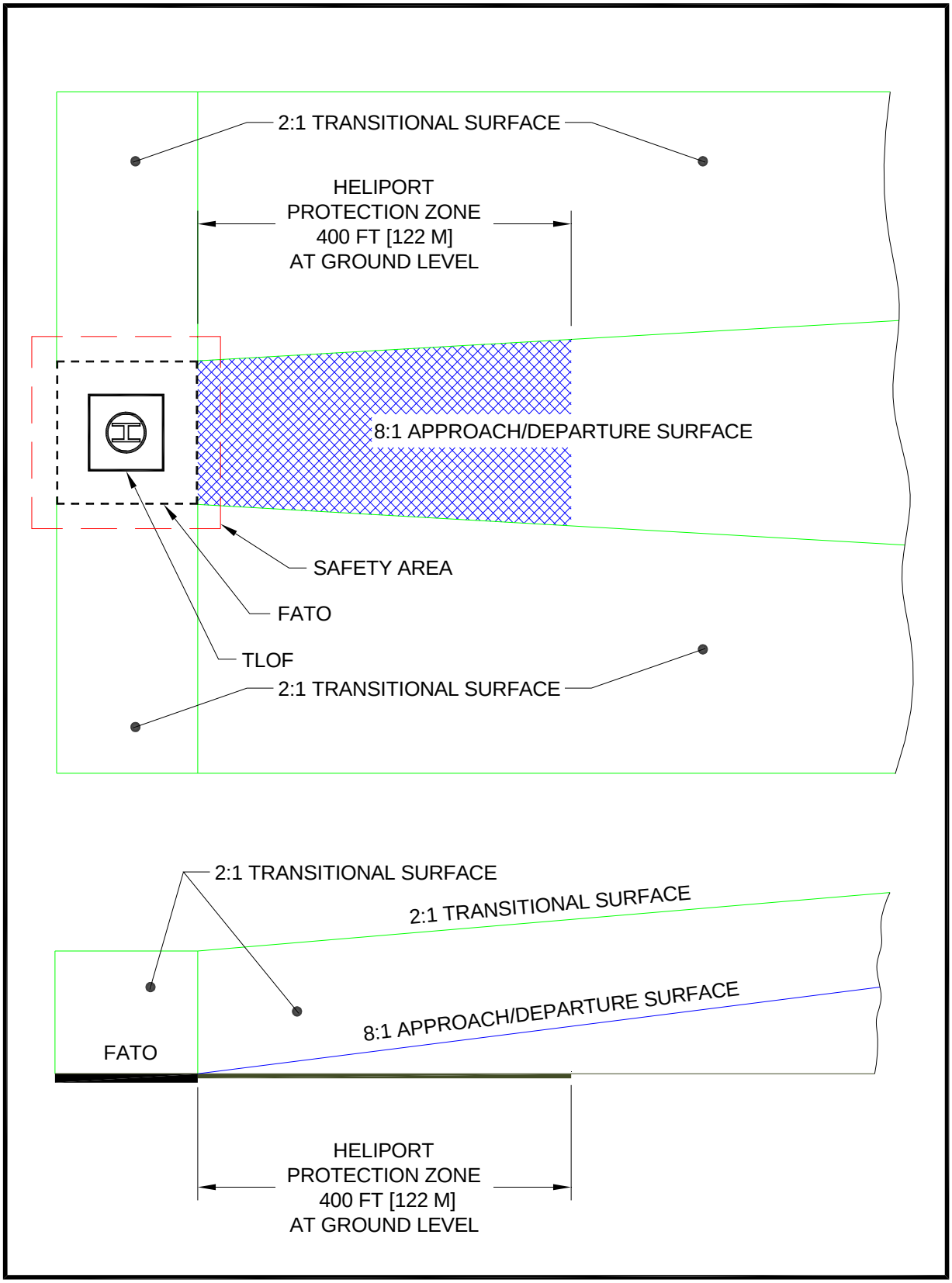

Figure 3–10. Heliport Protection Zone: Transport

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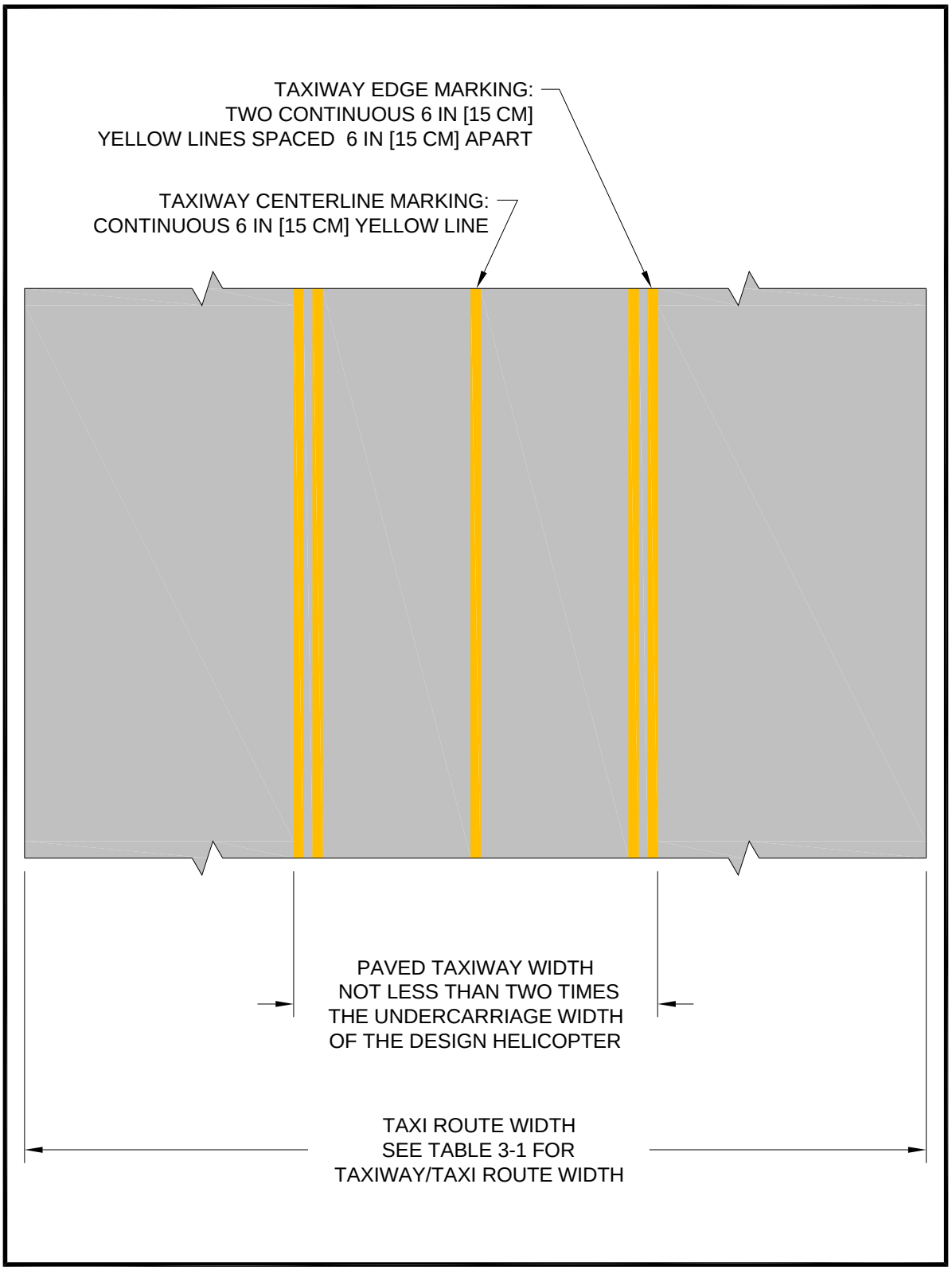

Figure 3–11. Taxiway/Taxi Route Relationship, Centerline and Edge Marking: Transport

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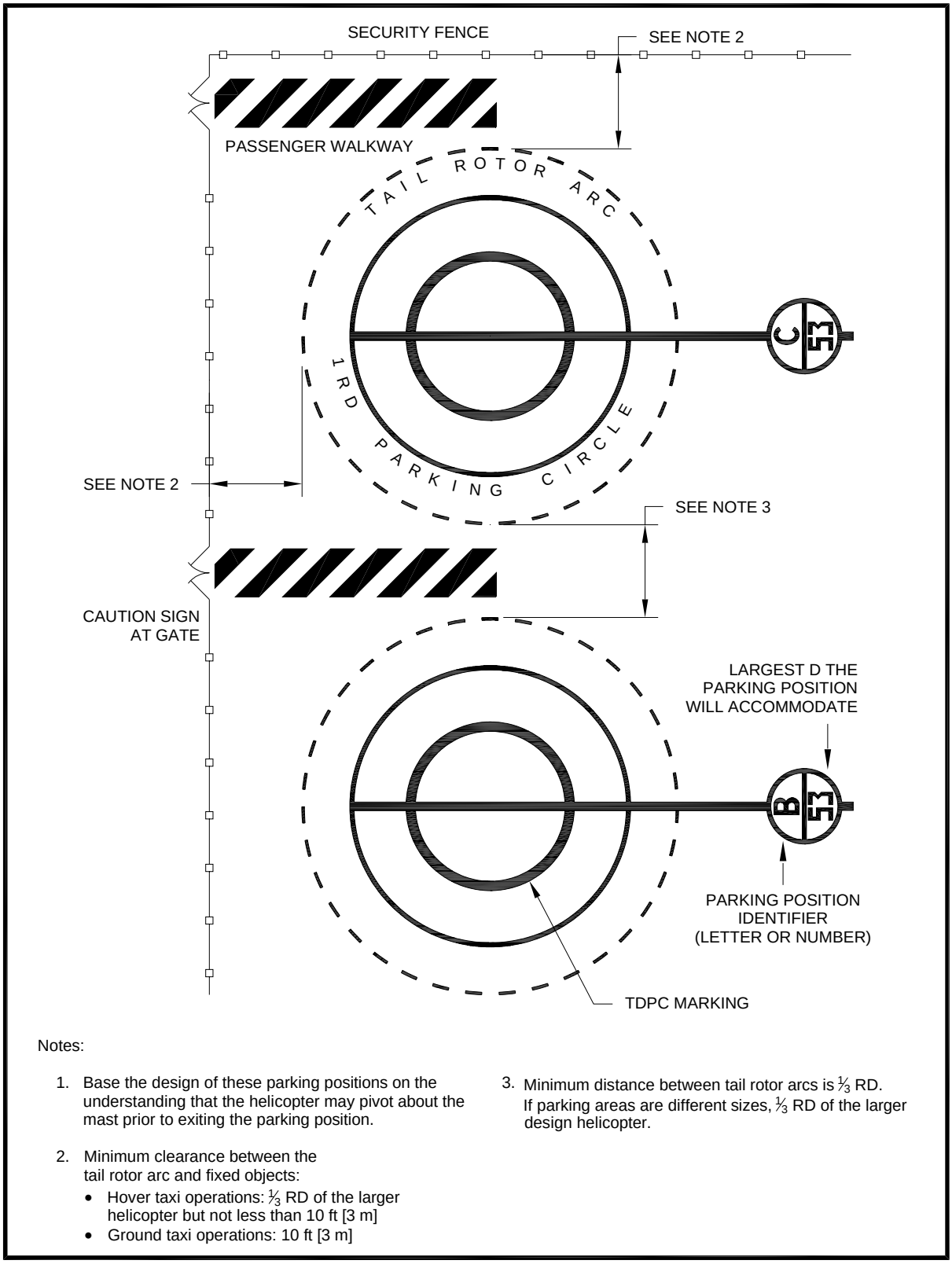

Notes:

1. Base the design of these parking positions on the understanding that the helicopter may pivot about the mast prior to exiting the parking position.
2. Minimum clearance between the tail rotor arc and fixed objects:
   - Hover taxi operations: ⅓ RD of the larger helicopter but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]
3. Minimum distance between tail rotor arcs is ⅓ RD. If parking areas are different sizes, ⅓ RD of the larger design helicopter.

Figure 3–12. “Turn-around” Helicopter Parking Position Marking: Transport

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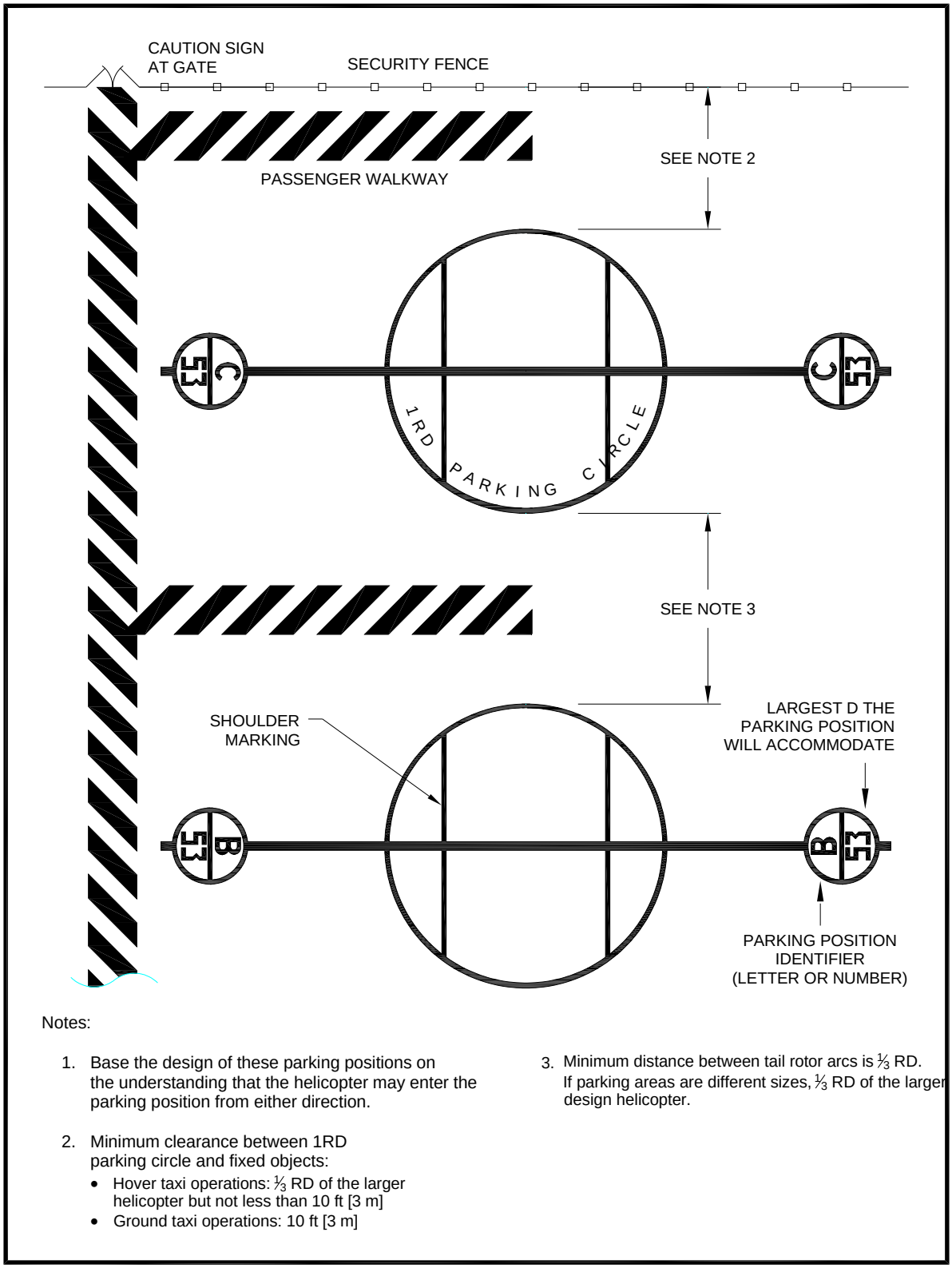

Notes:

1. Base the design of these parking positions on the understanding that the helicopter may enter the parking position from either direction.
2. Minimum clearance between 1RD parking circle and fixed objects:
   - Hover taxi operations: ⅓ RD of the larger helicopter but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]
3. Minimum distance between tail rotor arcs is ⅓ RD. If parking areas are different sizes, ⅓ RD of the larger design helicopter.

Figure 3–13. "Taxi-through" Helicopter Parking Position Marking: Transport

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a. Location. Do not locate aircraft parking areas under an approach/departure surface. As an option, allow aircraft parking areas under the transitional surfaces.

(1) For "turn around" parking positions, locate the parking position to provide a minimum distance between the tail rotor arc and any object, building, or safety area. The standard for this distance is 10 feet (3 m) for ground taxi operations and the greater of 10 feet (3 m) or $^1/_3$ RD for hover taxi operations. See Figure 3–12 and Figure 3–14.

(2) For "taxi-through" parking positions, locate the parking position to provide a minimum distance between the main rotor circle and any object, building, or safety area. The standard for this distance is 10 feet (3 m) for ground taxi operations and the greater of 10 feet (3 m) or $^1/_3$ RD for hover taxi operations. See Figure 3–13 and Figure 3–15.

(3) Locate the parking position to provide a minimum distance between the tail rotor arc and the edge of any taxi route. The standard for this distance is ½ RD but not less than 30 feet (9.1 m).

b. Size. Parking position sizes are dependent upon the helicopter size. The clearances between parking positions are dependent upon the type of taxi operations (ground-taxi or hover/ taxi) and the intended paths for maneuvering in and out of the parking position. The more demanding operation will dictate what is needed at a particular site. Usually, the parking area needs for skid-equipped helicopters will be the most demanding. However, when the largest helicopter is a very large, wheeled aircraft (for example, the S-61), and the skid-equipped helicopters are all much smaller, the parking size needs for wheeled helicopters may be the most demanding. If wheel-equipped helicopters taxi with wheels not touching the surface, design parking areas based on hover taxi operations rather than ground taxi operations.

(1) If all parking positions are the same size, design them to be large enough to accommodate the largest helicopter that will operate at the heliport.

(2) As an option when there is more than one parking position, design the facility with parking positions of various sizes with at least one position that will accommodate the largest helicopter that will park at the heliport. Design other parking positions to be smaller, for the size of the individual or range of individual helicopters parking at that position.

(3) "Turn-around" parking positions are illustrated in Figure 3–14.

(4) "Taxi-through" parking positions are illustrated in Figure 3–15. When using this design for parking positions, the heliport owner and operator take steps to ensure all pilots are informed that "turn-around" departures from the parking position are not permitted.

(5) Do not design "back-out" parking positions at transport heliports.

c. Passenger walkways., Provide marked walkways at parking positions. Locate passenger walkways to minimize passenger exposure to various risks during passenger loading and unloading. Design the pavement so spilled fuel does not drain onto passenger walkways or toward parked helicopters.

d. Fueling. Design the facility to allow fueling with the use of a fuel truck or a specific fueling area with stationary fuel tanks.

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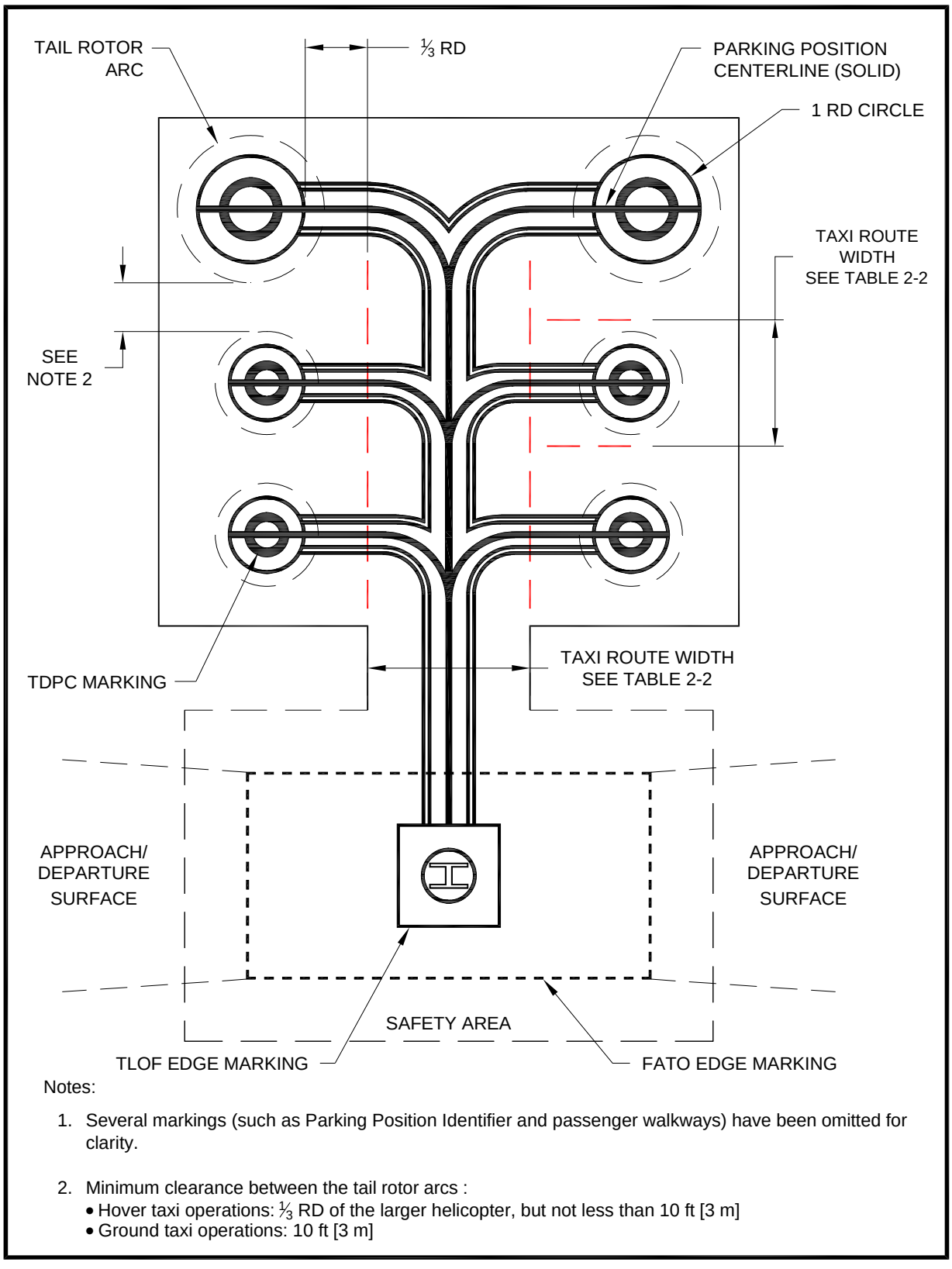

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.

2. Minimum clearance between the tail rotor arcs :
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]

Figure 3–14. Parking Area Design – "Turn-around" Parking Positions: Transport

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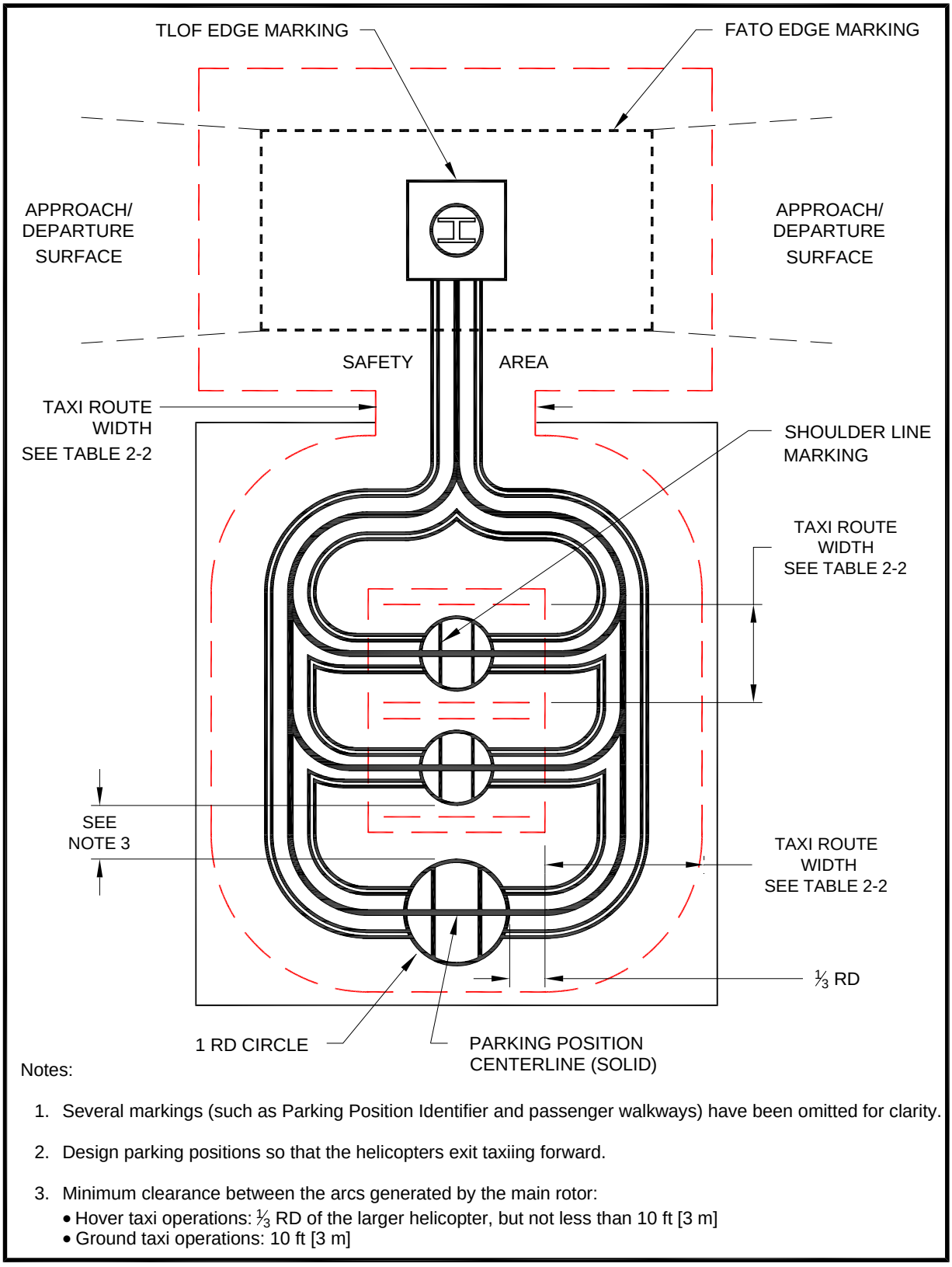

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.
2. Design parking positions so that the helicopters exit taxiing forward.
3. Minimum clearance between the arcs generated by the main rotor:
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]

Figure 3–15. Parking Area Design – "Taxi-through" Parking Position

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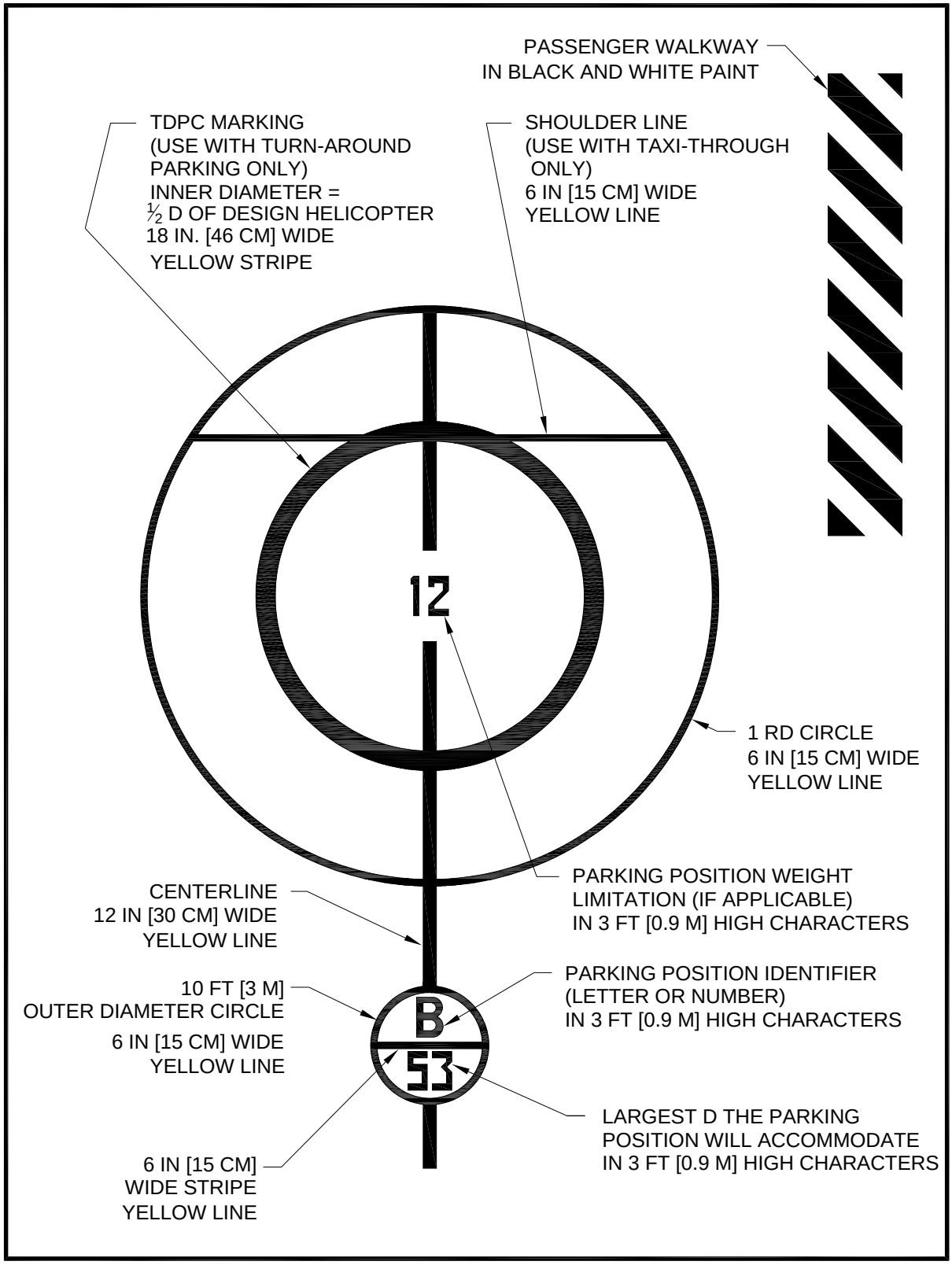

Figure 3–16. Parking Position Identification, Size and Weight Limitations: Transport

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(1) Various federal, state, and local requirements for petroleum handling facilities apply to systems for storing and dispensing fuel. Find guidance in AC 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports. Find additional information in various National Fire Protection Association (NFPA) publications. For a list of more resources, see Appendix D.

(2) Do not locate fueling equipment in the TLOF, FATO, or safety area. Design separate fueling locations and mark them to minimize the potential for helicopters to collide with the dispensing equipment. Design fueling areas so there is no object tall enough to be hit by the main or tail rotor blades within a distance of RD of the design helicopter from the center point of the position where the helicopter is fueled (providing ½ RD clearance from the rotor tips). If this is not practical at an existing facility, install long fuel hoses.

(3) Lighting. Light the fueling area if night fueling operations are contemplated. Ensure any light poles do not constitute an obstruction hazard.

e. Tiedowns. Install recessed tiedowns to accommodate extended or overnight parking of based or transient helicopters. Ensure any depression associated with the tiedowns is of a diameter not greater than one-half the width of the smallest helicopter landing wheel or landing skid anticipated to be operated on the heliport surface. In addition, provide storage for tiedown chocks, chains, cables, and ropes off the heliport surface to avoid fouling landing gear. Find guidance on tiedowns in AC 20-35, Tiedown Sense.

314. Heliport markers and markings. Markers and/or surface markings identify the facility as a heliport. Use surface markings of paint or preformed material. (See AC 150/5370-10, Item P-620, for specifications for paint and preformed material). As an option, use reflective paint and reflective markers, though remember overuse of reflective material can be blinding to a pilot using landing lights. As an option, outline lines/markings with a 6-inch (15 cm) wide line of a contrasting color to enhance conspicuity. Place markings that define the edges of a TLOF, FATO, taxiway or apron within the limits of those areas. Use the following markers and markings.

a. Heliport identification marking. The identification marking identifies the location as a heliport, marks the TLOF and provides visual cues to the pilot. The marking consists of a white “H.” The “H” has a minimum height of 0.3 D. Locate the “H” in the center of the TLOF and orient it on the axis of the preferred approach/departure path. Place a one-foot wide bar under the “H” when it is necessary to distinguish the preferred approach/departure direction. The proportions and layout of the letter “H” are illustrated in Figure 3–17.

b. TLOF markings.

(1) TLOF perimeter marking. Define the perimeter of a TLOF with a continuous 12-inch (30 cm) wide, white line, as shown in Figure 3–18.

(2) Touchdown/positioning circle (TDPC) marking. A TDPC marking provides guidance to allow a pilot to touch down in a specific position on paved surfaces. When the pilot’s seat is over the marking, the undercarriage will be inside the LBA, and all parts of the helicopter will be clear of any obstacle by a safe margin. A TDPC marking is a yellow circle with an inner diameter of ½ D and a line width of 18 in (46 cm). Locate a TDPC marking in the center of a TLOF. See Figure 3–17.

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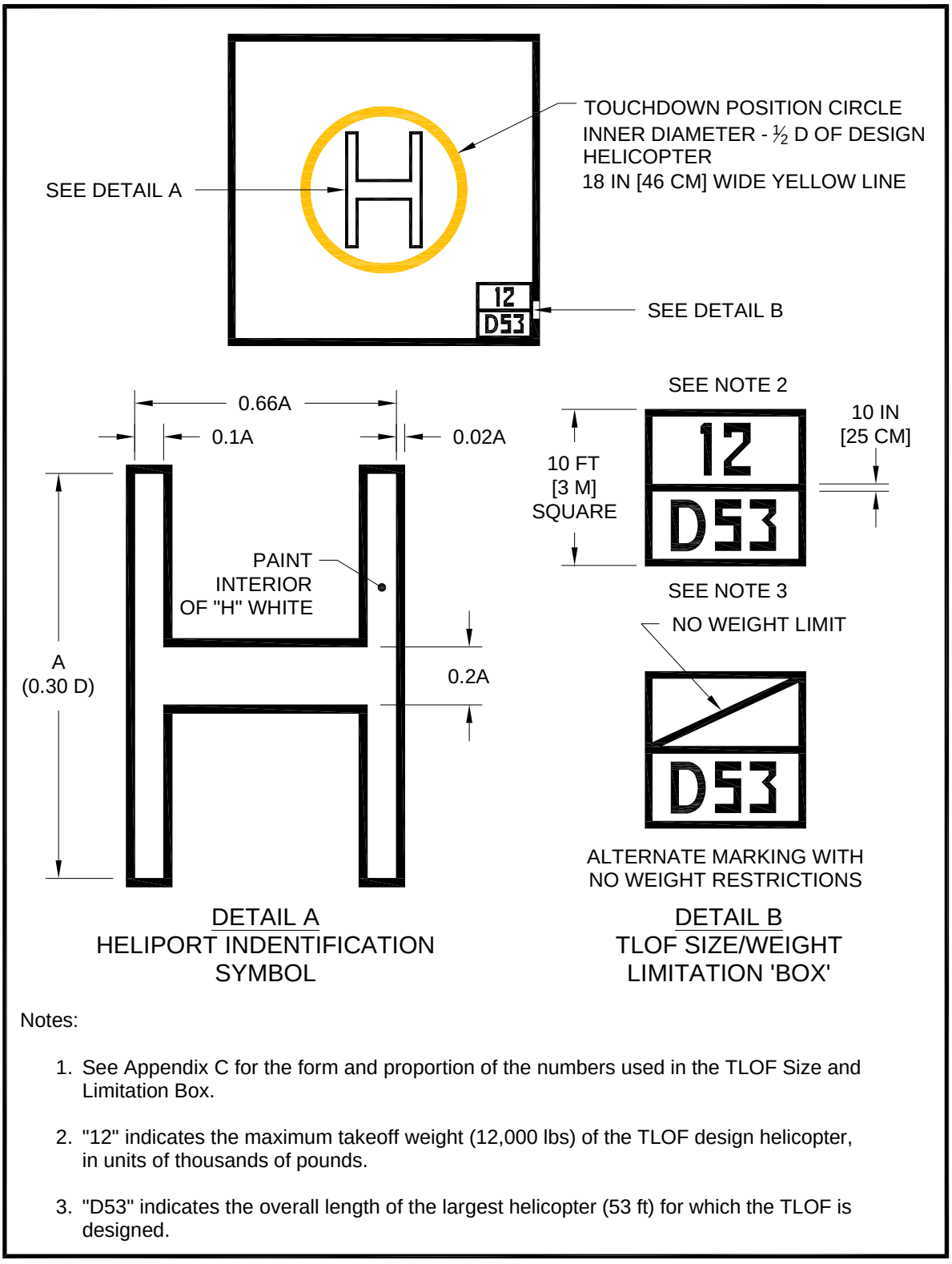

Notes:

1. See Appendix C for the form and proportion of the numbers used in the TLOF Size and Limitation Box.
2. "12" indicates the maximum takeoff weight (12,000 lbs) of the TLOF design helicopter, in units of thousands of pounds.
3. "D53" indicates the overall length of the largest helicopter (53 ft) for which the TLOF is designed.

Figure 3–17. Standard Heliport Identification Symbol, TLOF Size and Weight Limitations: Transport

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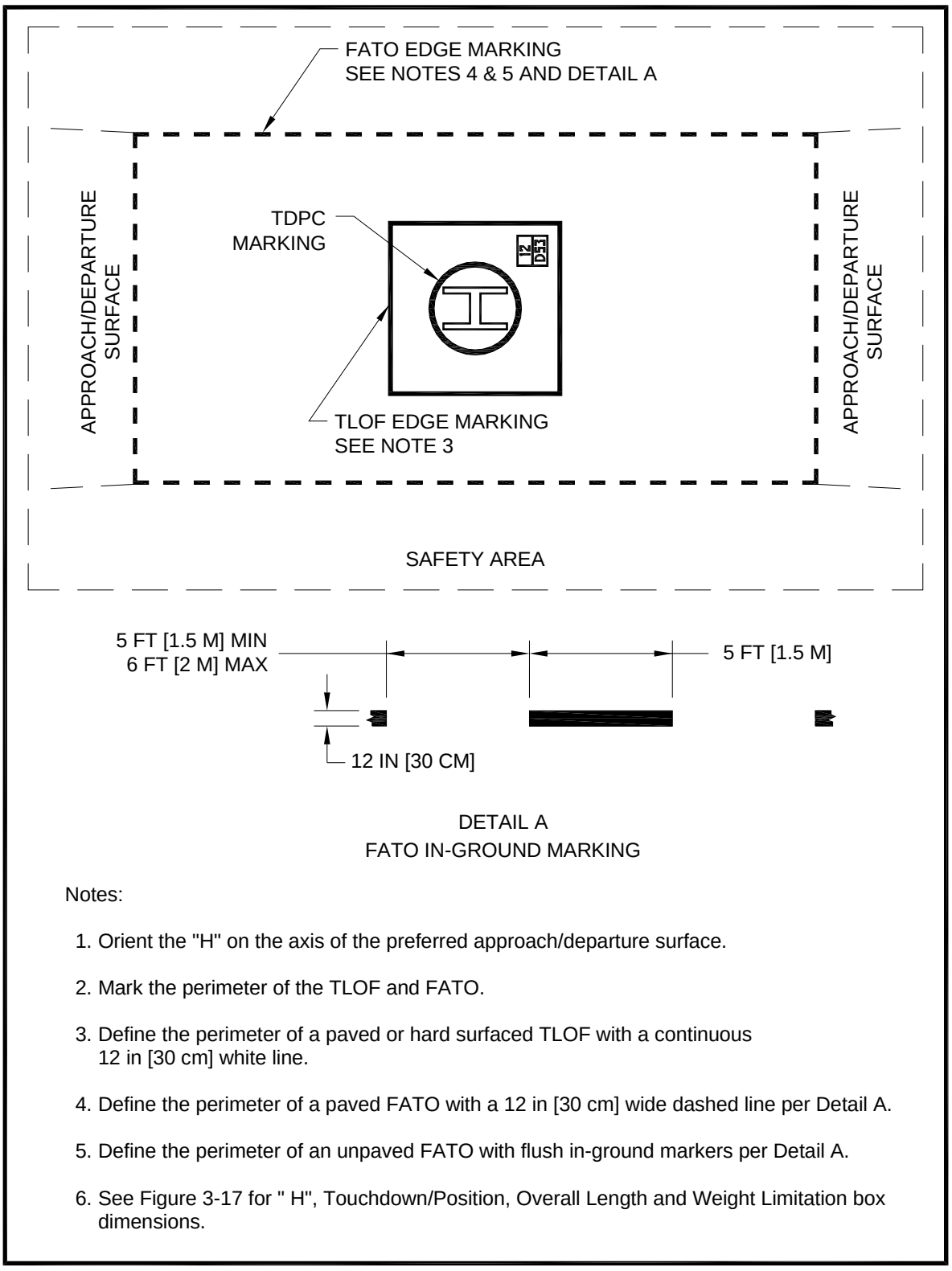

Notes:

1. Orient the "H" on the axis of the preferred approach/departure surface.
2. Mark the perimeter of the TLOF and FATO.
3. Define the perimeter of a paved or hard surfaced TLOF with a continuous 12 in [30 cm] white line.
4. Define the perimeter of a paved FATO with a 12 in [30 cm] wide dashed line per Detail A.
5. Define the perimeter of an unpaved FATO with flush in-ground markers per Detail A.
6. See Figure 3-17 for " H", Touchdown/Position, Overall Length and Weight Limitation box dimensions.

Figure 3–18. Paved TLOF/Paved FATO – Paved TLOF/Unpaved FATO – Marking: Transport

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(3) TLOF size and weight limitations. Mark the TLOF to indicate the length and weight of the largest helicopter it will accommodate, as shown in Figure 3–17. Place these markings in a box in the lower right-hand corner of the TLOF, or the on right-hand side of the "H" of a circular TLOF, when viewed from the preferred approach direction. The box is 10 feet square (3 m). The numbers are 36" (92 cm) high (see Figure C–2). The numbers are black with a white background.

(4) TLOF size limitation. This number is the length (D) of the largest helicopter the TLOF will accommodate, as shown in Figure 3–17. The marking consists of the letter "D" followed by the dimension in feet. Do not use metric equivalents for this purpose. Center this marking in the lower section of the TLOF size/weight limitation box.

(5) TLOF weight limitations. If a TLOF has limited weight-carrying capability, mark it with the maximum takeoff weight of the design helicopter, in units of thousands of pounds, as shown in Figure 3–17. Do not use metric equivalents for this purpose. Center this marking in the upper section of a TLOF size/weight limitation box. If the TLOF does not have a weight limit, add a diagonal line, extending from the lower left hand corner to the upper right hand corner, to the upper section of the TLOF size/weight limitation box.

c. FATO markings.

(1) FATO perimeter marking.

(a) Paved FATOs. Define the perimeter of a paved FATO with a 12-inch (30 cm) wide dashed white line. Define the corners of the FATO. The marking segments are approximately 5 feet (1.5 m) in length, and with end-to-end spacing of approximately 5 feet (1.5 m). See Figure 3–18.

(b) Unpaved FATOs. Mark the perimeter of an unpaved FATO with 12-inch (30 cm) wide, flush in-ground markers. Define the corners of the FATO. They are approximately 5 feet (1.5 m) in length, and with end-to-end spacing of approximately 5 feet (1 5 m). See Figure 3–18.

d. Flight path alignment guidance marking. An optional flight path alignment guidance marking consists of one or more arrows to indicate the preferred approach/departure direction(s). Place it on the TLOF, FATO and/or safety area surface as shown in Figure 3–9. The shaft of the arrow is 18 inches (50 cm) in width and at least 10 feet (3 m) in length. When combined with a flight path alignment guidance lighting system described in paragraph 301.g, it takes the form shown in Figure 3–9, which includes scheme for marking the arrowheads. Use a color that provides good contrast against the background color of the surface. An arrow pointing toward the center of the TLOF depicts an approach direction. An arrow pointing away from the center of the TLOF depicts a departure direction. In the case of a flight path limited to a single departure path, the arrow marking is unidirectional. In the case of a heliport with only a bidirectional approach /takeoff flight path available, the arrow marking is bidirectional.

e. Taxiway and taxi route markings.

(1) Taxiway markings. Mark the centerline of a taxiway with a continuous 6-inch (15 cm) yellow line. Mark both edges of the taxiway with two continuous 6- inch (15 cm) wide yellow lines spaced 6 inches (15 cm) apart. Figure 3–11 illustrates taxiway centerline and edge markings.

(2) Taxiway to parking position transition requirements. For paved taxiways and parking areas, taxiway centerline markings continue into parking positions and become the parking position centerlines.

f. Helicopter parking position markings. Helicopter parking positions have the following markings.

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(1) Paved parking position identifications. Mark parking position identifications (numbers or letters) if there is more than one parking position. These markings are yellow characters 36 inches (91 cm) high. See Figure 3–16 and Figure C–1.

(2) Rotor diameter circle. Define the circle of the RD of the largest helicopter that will park at that position with a 6-inch (15 cm) wide, solid yellow line with an outside diameter of RD. See Figure 3–12.

(3) Touchdown/positioning circle (TDPC) marking. An optional TDPC marking provides guidance to allow a pilot to touch down in a specific position on paved surfaces. When the pilot's seat is over the marking, the undercarriage will be inside the LBA, and all parts of the helicopter will be clear of any obstacle by a safe margin. A TDPC marking is a yellow circle with an inner diameter of ½ D and a line width of 18 in (46 cm). Locate a TDPC marking in the center of a parking area. See Figure 3–16. The FAA recommends a TDPC marking for "turn-around" parking areas.

(4) Maximum length marking. This marking on paved surfaces indicates the D of the largest helicopter that the position will accommodate (for example, 49). This marking is in yellow characters at least 36 inches (91 cm) high. See Figure 3–17 and Figure C–1.

(5) Parking position weight limit. If a paved parking position has a weight limitation, mark it in units of 1,000 lbs as illustrated in Figure 3–16. (A "12" indicates a weight-carrying capability of up to 9,000 lbs. Do not use metric equivalents for this purpose.) This marking consists of yellow characters 36 inches (91 cm) high. When necessary to minimize the possibility of being misread, place a bar under the number. See Figure 3–17 and Figure C–1.

(6) Shoulder line markings. Use optional shoulder line markings for paved parking areas (Figure 3–12) to ensure safe rotor clearance. Locate a 6-inch (15 cm) wide solid yellow shoulder line, perpendicular to the centerline and extending to the RD marking, so it is under the pilot's shoulder. This ensures the main rotor of the largest helicopter the position will accommodate will be entirely within the rotor diameter parking circle. See Figure 3–16. The FAA recommends a shoulder line marking for "taxi through" parking areas.

(7) Walkways. Figure 3–12 illustrates one marking scheme.

g. Closed heliport. Obliterate all markings of a permanently closed heliport, FATO, or TLOF. If it is impractical to obliterate markings, place a yellow "X" over the "H", as illustrated in Figure 3–19. Make the yellow "X" large enough to ensure early pilot recognition that the heliport is closed. Remove the wind cone(s) and other visual indications of an active heliport.

h. Marking sizes. See Appendix C for guidance on the proportions of painted numbers.

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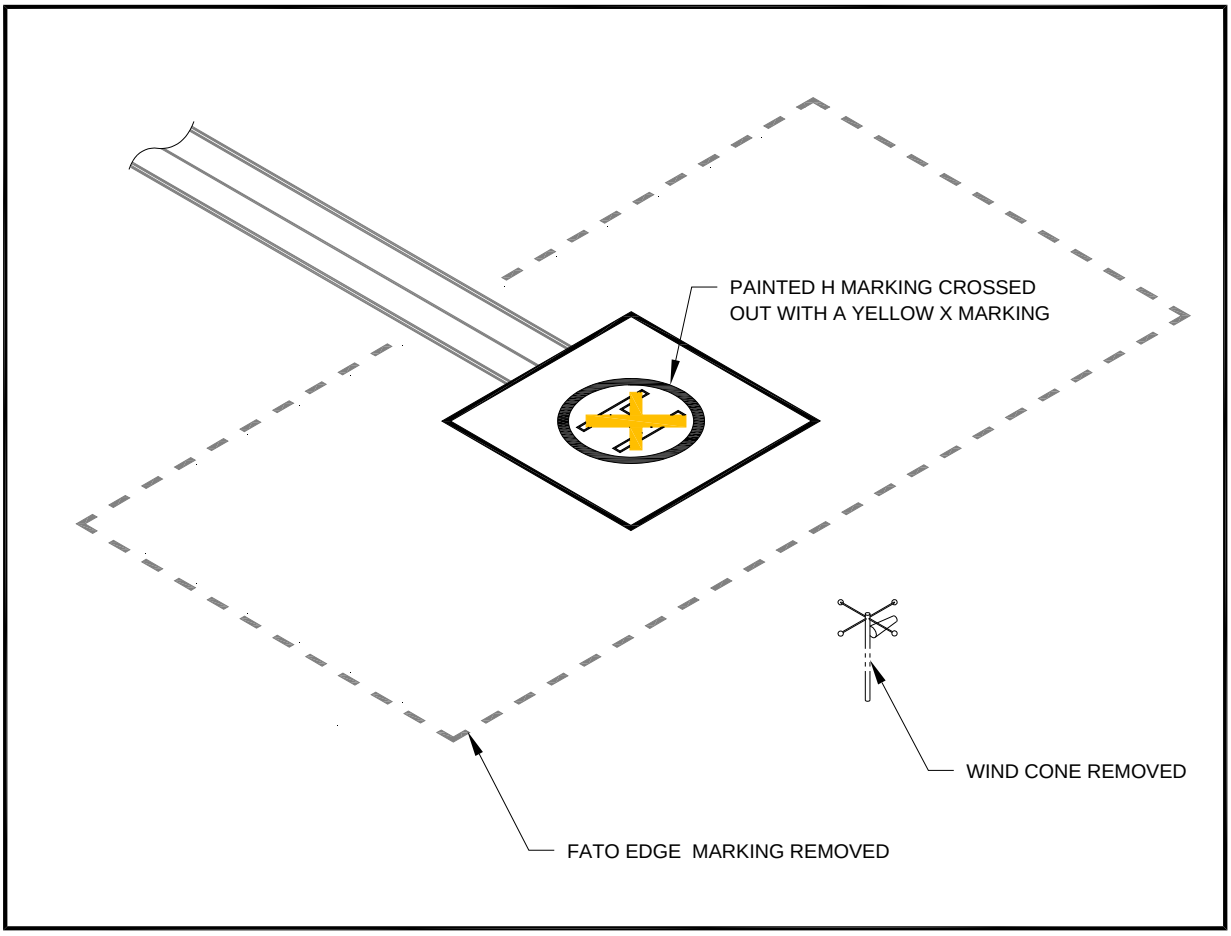

Figure 3–19. Marking a Closed Heliport: Transport

315. Heliport lighting. For night operations, light the heliport with FATO and/or TLOF perimeter lights as described below. Design flush light fixtures and installation methods to support point loads of the design helicopter transmitted through a skid or wheel.

a. TLOF – perimeter lights. Use flush green lights meeting the requirements of FAA Airports Engineering Brief 87, Heliport Perimeter Light for Visual Meteorological Conditions (VMC), to define the TLOF perimeter. Use a minimum of four light fixtures per side of the TLOF. Locate a light is located at each corner, with additional lights uniformly spaced between the corner lights. Using an odd number of lights on each side will place lights along the centerline of the approach. Install lights at a maximum spacing of 25 feet (7.6 m). Locate flush lights within 1 foot (30 cm) (inside or outside) of the TLOF perimeter. Figure 3–20 and Figure 3–21 illustrate this lighting.

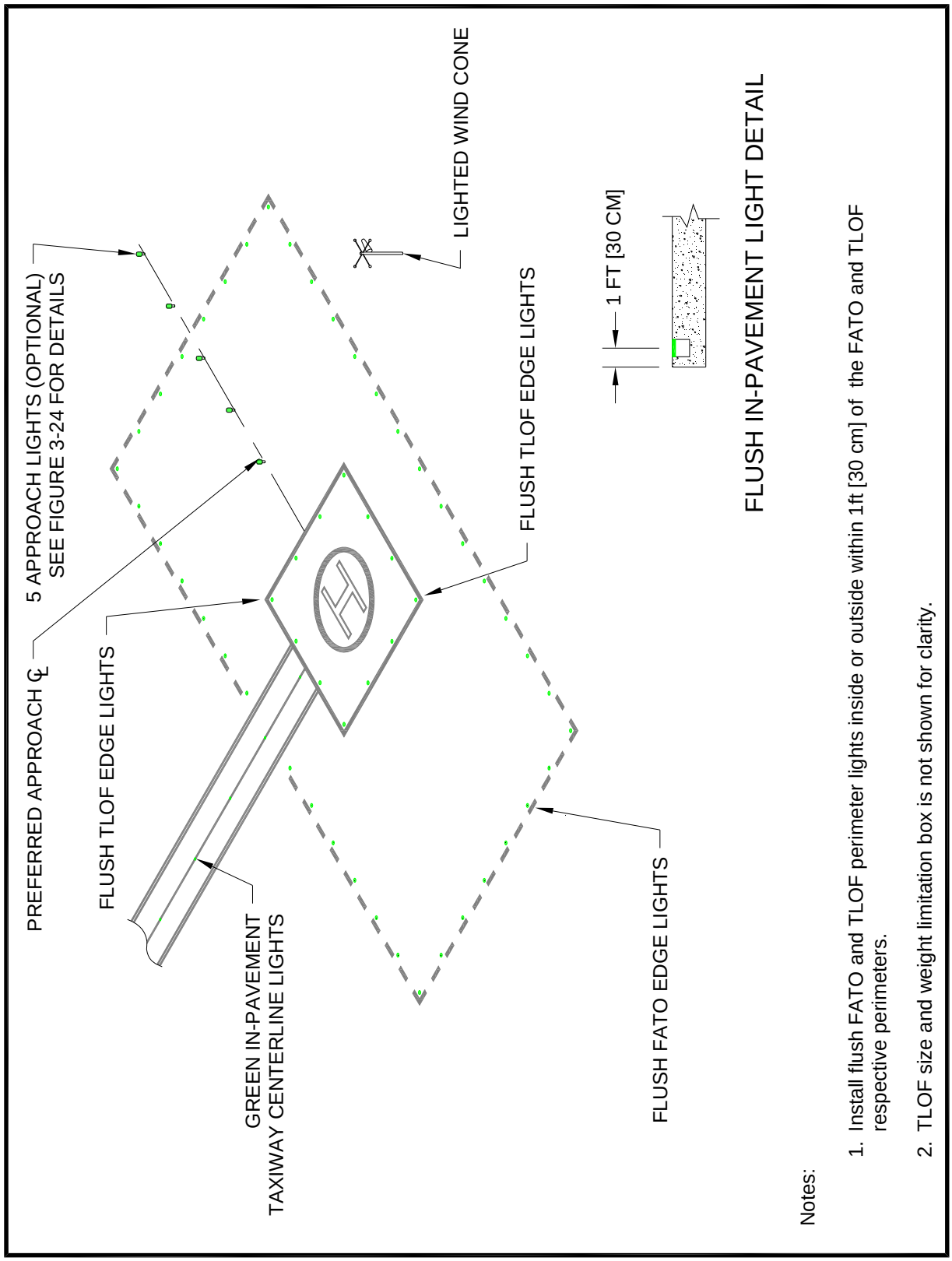

Figure 3–20. TLOF and FATO Flush Perimeter Lighting: Transport

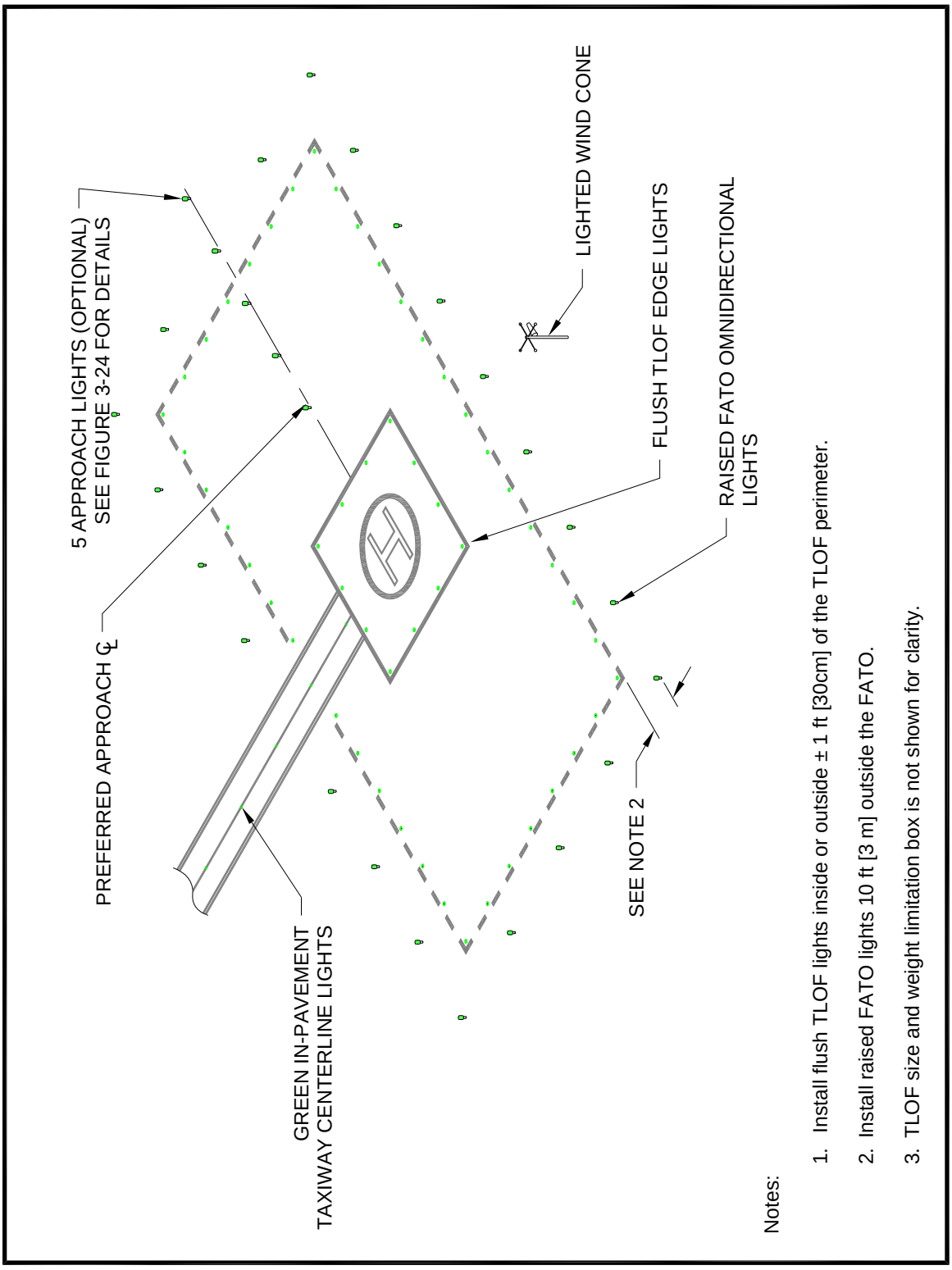

Figure 3–21. FATO Raised and TLOF Flush Perimeter Lighting: Transport

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b. Optional TLOF lights. As an option, install a line of 7 green, flush lights meeting the standards of EB 87 spaced at 5-foot (1.5 m) intervals in the TLOF pavement. Align these lights on the centerline of the approach course to provide close-in directional guidance and improve TLOF surface definition. These lights are illustrated in Figure 3–22.

c. Ground level FATO perimeter lights. Use green lights meeting the requirements of EB 87 to define the limits of the FATO. Locate a light at each corner with additional lights uniformly spaced between the corner lights with a maximum interval of 25 feet (8 m) between lights. Using an odd number of lights on each side will place lights along the centerline of the approach. Locate flush lights within 1 foot (30 cm) inside or outside of the FATO perimeter. Mount raised light fixtures frangibly, no more than 8 inches (20 cm) high, and locate them 10 feet (3 m) out from the FATO perimeter. Make sure they do not penetrate a horizontal plane at the FATO elevation by more than 2 inches (5 cm). See Figure 3–21 and Figure 7–3.

d. Elevated FATO – perimeter lights. Lighting for an elevated FATO is the same as for a ground level FATO. As an option, locate lights at the outside edge of the safety net, as shown in Figure 3–23. Make sure the raised lights do not penetrate a horizontal plane at the FATO elevation by more than 2 inches (5 cm). See Figure 7–3.

e. Floodlights. Use floodlights to illuminate the parking apron. If possible, mount these floodlights on adjacent buildings to eliminate the need for tall poles. Take care, however, to place floodlights clear of the TLOF, the FATO, the safety area, and the approach/departure surfaces and transitional surfaces and ensure the floodlights and their associated hardware do not constitute an obstruction hazard. Aim floodlights down to provide illumination on the apron surface. Make sure floodlights that might interfere with pilot vision during takeoff and landings are capable of being turned off by pilot control or at pilot request.

f. Landing direction lights. As an option when it is necessary to provide directional guidance, install landing direction lights. Landing direction lights are a configuration of five green omnidirectional lights meeting the standards of EB 87 on the centerline of the preferred approach/departure path. Space these lights at 15-foot (4.6 m) intervals beginning at a point not less than 30 feet (9 m) and not more than 60 feet (18 m) from the TLOF perimeter and extending outward in the direction of the preferred approach/departure path, as illustrated in Figure 3–24.

g. Flight path alignment lights. As an option, install flight path alignment lights meeting the requirements of EB 87. Place them in a straight line along the direction of approach and/or departure flight paths, extending as necessary across the TLOF, FATO, safety area or any suitable surface in the immediate vicinity of the FATO or safety area. Install three or more green lights spaced at 5 feet (1.5 m) to 10 feet (3.0 m). See Figure 3–9.

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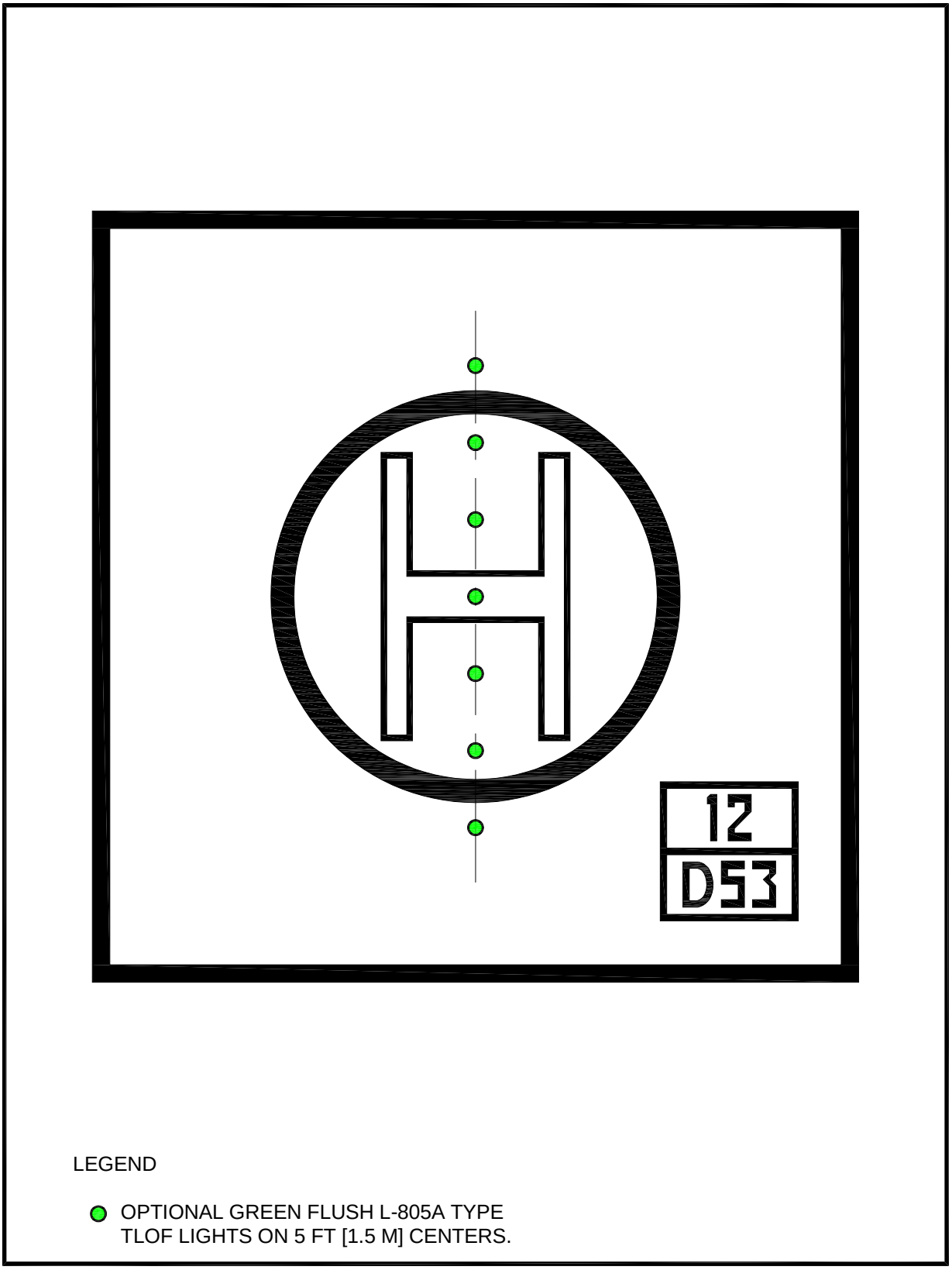

Figure 3–22. Optional TLOF Lights: Transport

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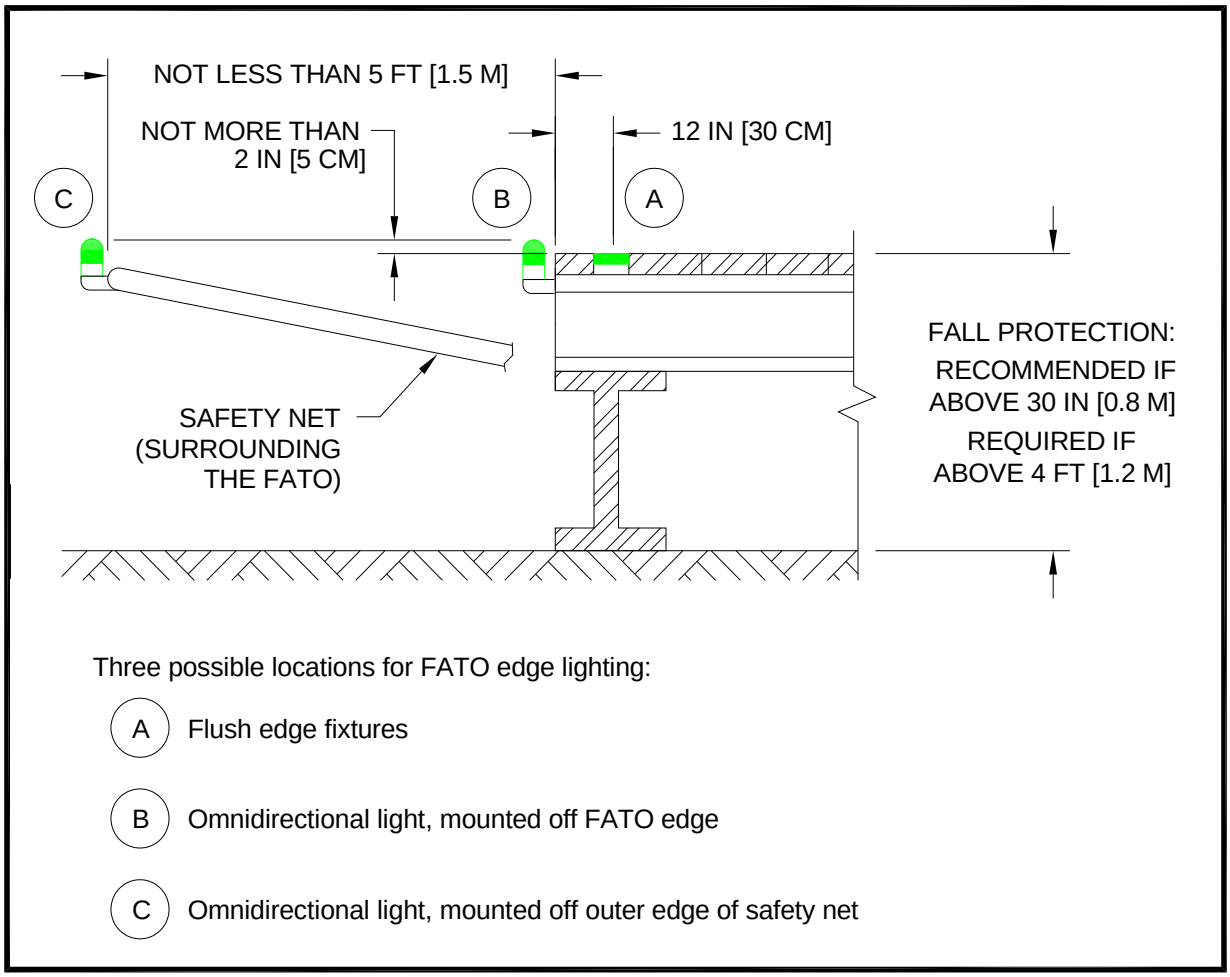

Figure 3–23. Elevated FATO – Perimeter Lighting: Transport

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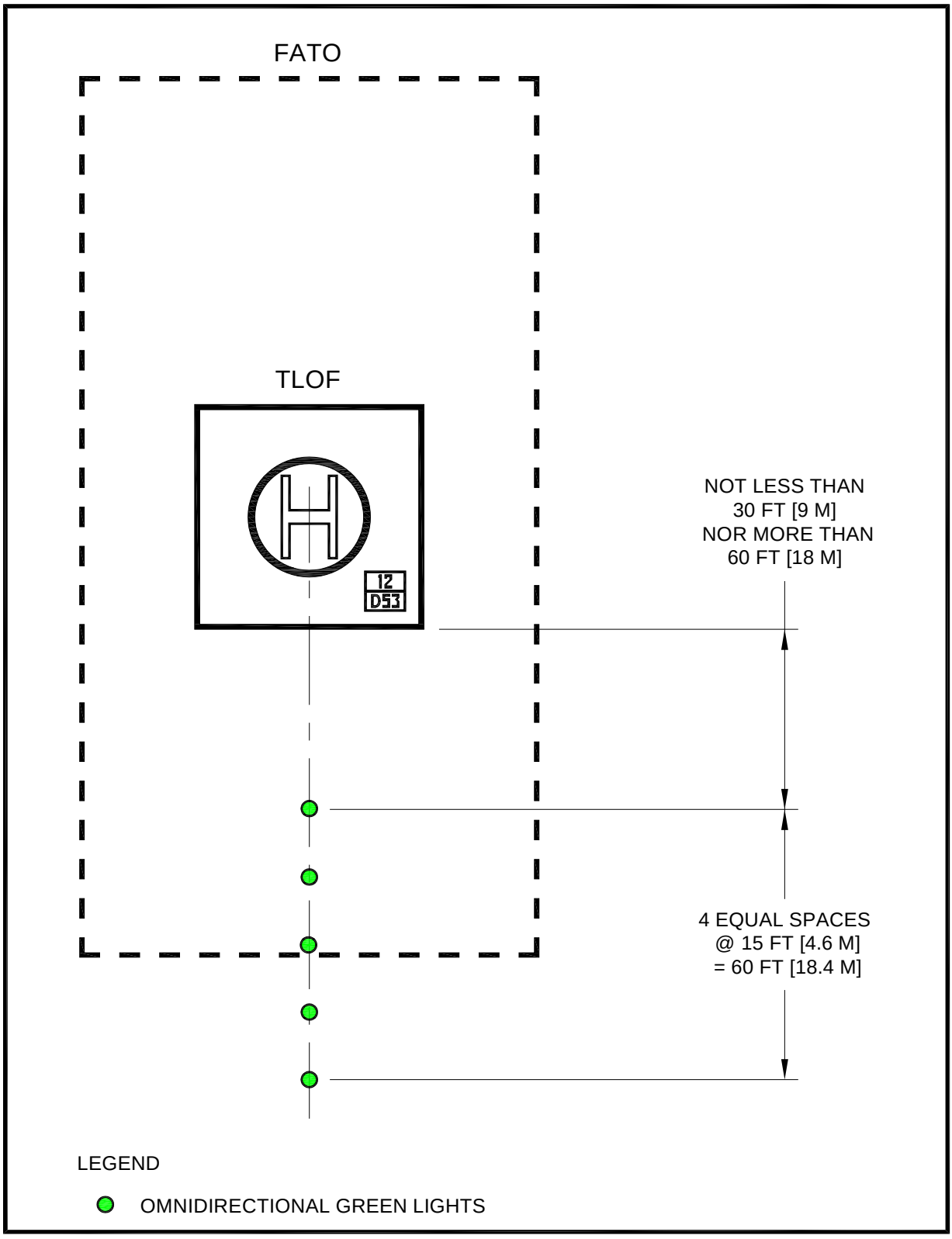

Figure 3–24. Landing Direction Lights: Transport

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h. Taxiway and taxi route lighting.

(1) Taxiway centerline lights. Define taxiway centerlines with flush bidirectional green lights meeting the standards of AC 150/5345-46, Specification for Runway and Taxiway Light Fixtures, for type L-852A (straight segments) or L-852B (curved segments). Space these lights at maximum 50-foot (15 m) longitudinal intervals on straight segments and at maximum 25-foot (7.6 m) intervals on curved segments, with a minimum of four lights needed to define the curve. As an option, uniformly offset taxiway centerline lights no more than two feet (0.6 m) to ease painting the taxiway centerline. Do not use retroreflective markers.

(2) Taxiway edge lights. Use flush omnidirectional blue lights meeting the standards of AC 150/5345-46 for type L-852T to mark the edges of a taxiway. Do not use retroreflective markers.

(a) Straight segments. Space lights at 50-foot (15.2 m) longitudinal intervals on straight segments.

(b) Curved segments. Curved taxiway edges require shorter spacing of edge lights. Base the spacing on the radius of the curve. AC 150/5340-30, Design and Installation Detail for Airport Visual Aids shows the applicable spacing for curves. Space taxiway edge lights uniformly. On curved edges of more than 30 degrees from point of tangency (PT) of the taxiway section to PT of the intersecting surface, install have at least three edge lights. For radii not listed in AC 150/5340-30, determine spacing by linear interpolation.

i. Heliport identification beacon. Install a heliport identification beacon. Locate the beacon, flashing white/green/yellow at the rate of 30 to 45 flashes per minute, on or close to the heliport. Find guidance on heliport beacons in AC 150/5345-12, Specification for Airport and Heliport Beacon.

316. Marking and lighting of difficult-to-see objects. It is difficult for a pilot to see unmarked wires, antennas, poles, cell towers, and similar objects, even in the best daylight weather, in time to take evasive action. While pilots can avoid such objects during en route operations by flying well above them, approaches and departures require operations near the ground where obstacles may be a factor. This paragraph discusses the marking and lighting of objects near, but outside and below the approach/departure surface. Find guidance on marking and lighting objects in AC 70/7460-1, Obstruction Marking and Lighting.

a. Airspace. If difficult-to-see objects penetrate the object identification surfaces illustrated in Figure 3–25 and Figure 3–26, mark these objects to make them more conspicuous. If a heliport supports operations between dusk and dawn, light these difficult-to-see objects. The object identification surfaces in Figure 3–25 and Figure 3–26 are described as follows:

(1) In all directions from the safety area except under the approach/departure paths, the object identification surface starts at the safety area perimeter and extends out horizontally for a distance of 100 feet (30.5 m).

(2) Under the approach/departure surface, the object identification surface starts from the outside edge of the FATO and extends horizontally out along the approach path for a distance of 800 feet (244 m). From this point, the object identification surface extends out for an additional distance of 3,200 feet (975 m) along the approach path while rising on an 8:1 slope (8 units horizontal in 1 unit vertical). From the point 800 feet (244 m) from the FATO perimeter, the object identification surface is 100 feet (30.5 m) beneath the approach/departure surface.

(3) The width of this object identification surface under the approach/departure surface increases as a function of distance from the safety area. From the safety area perimeter, the object identification surface extends laterally to a point 100 feet (30.5 m) outside the safety area perimeter. At the upper end of the surface, the object identification surface extends laterally 200 feet (61 m) on either side of the approach/departure path.

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b. Shielding of objects. Title 14 CFR Part 77.9, Construction or alteration requiring notice, provides that if there are a number of objects close together, it may not be necessary to mark all of them if they are shielded. To meet the shielding guidelines part 77 requires that an object "be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation."

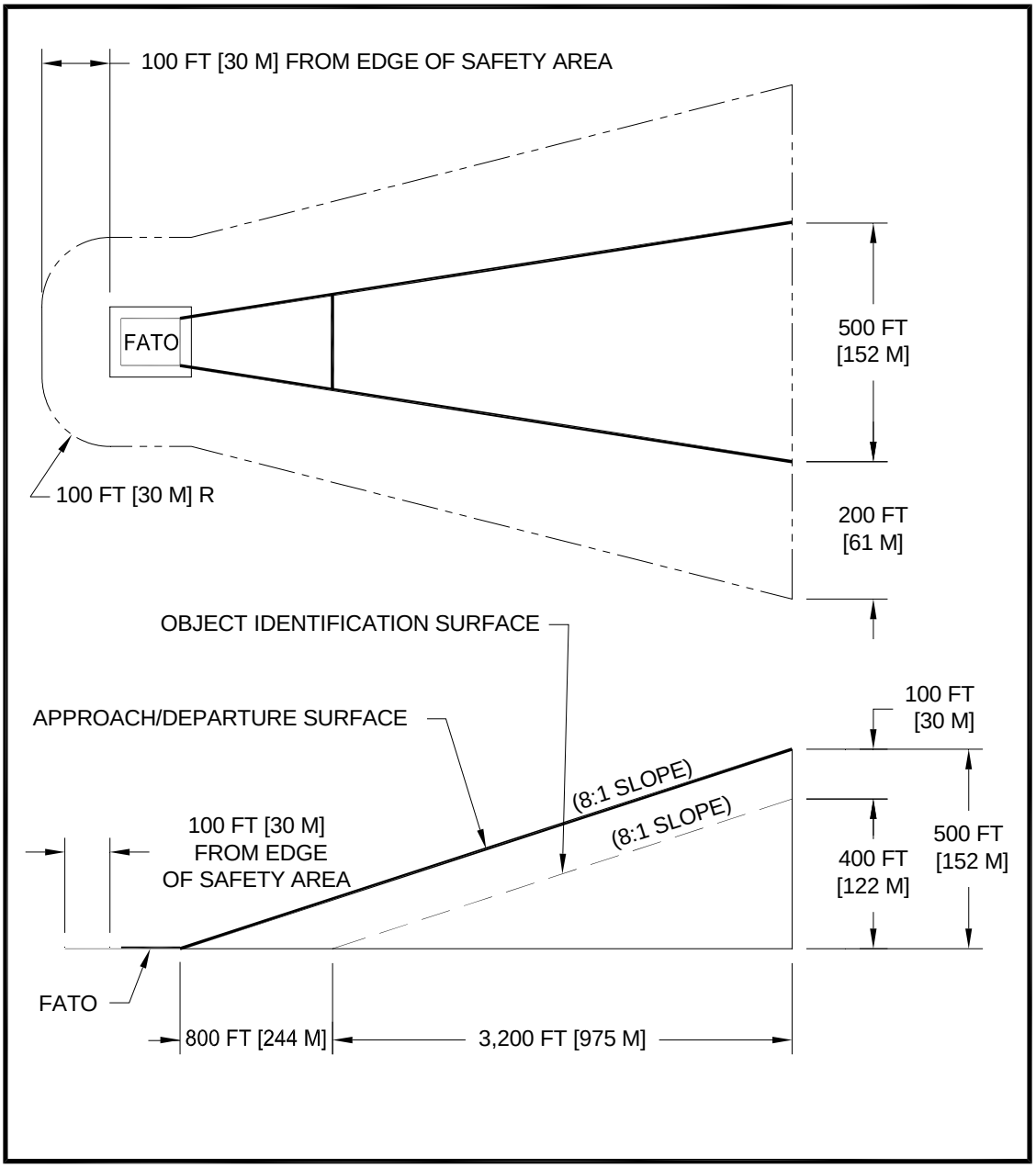

Figure 3–25. Airspace Where Marking and Lighting are Recommended: Straight Approach: Transport

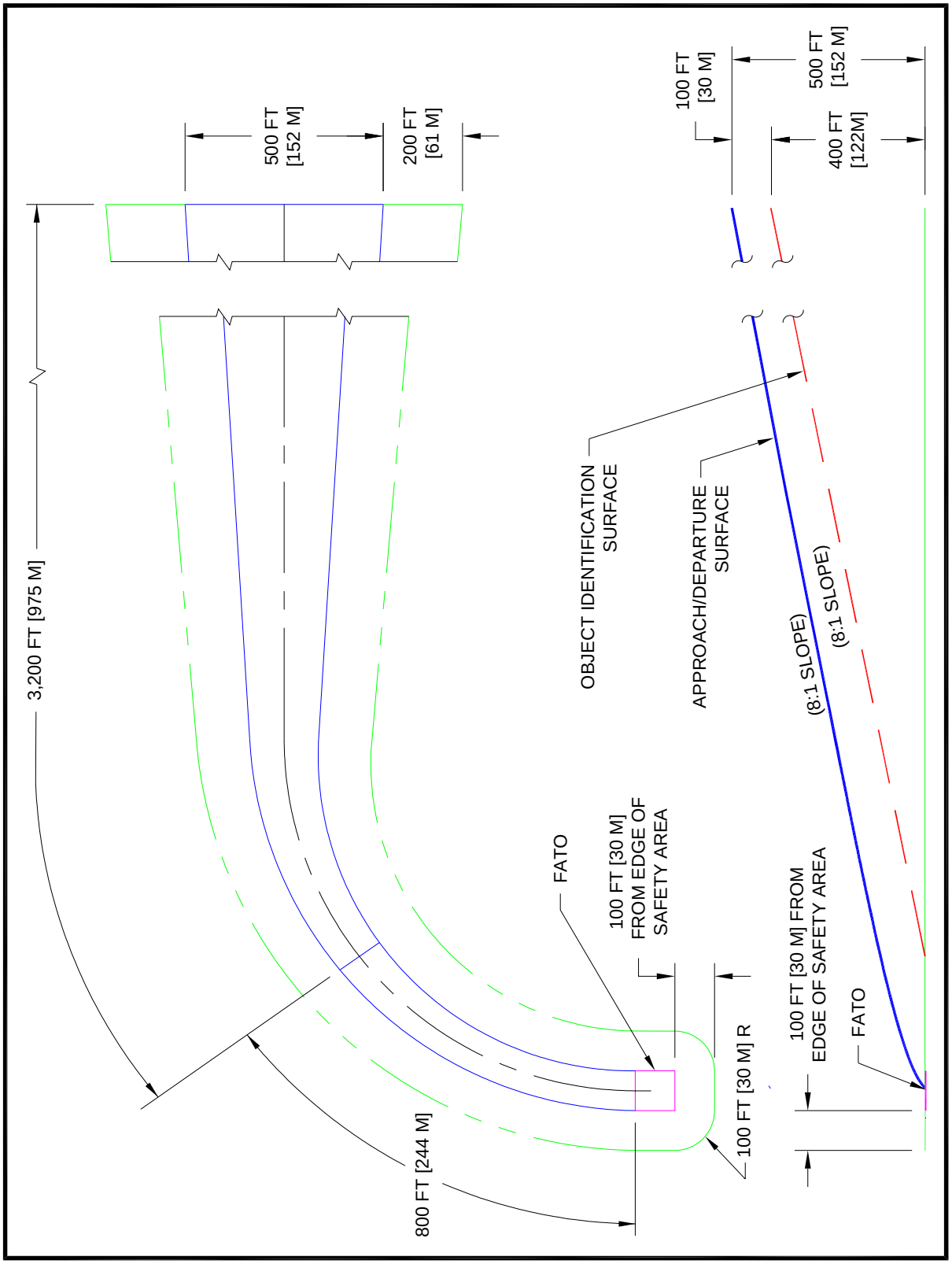

Figure 3–26. Airspace Where Marking and Lighting are Recommended: Curved Approach: Transport

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c. Equipment/object marking. Make heliport maintenance and servicing equipment, as well as other objects used in the airside operational areas, conspicuous with paint, reflective paint, reflective tape, or other reflective markings. Reference AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport.

317. Safety considerations. Consider the safety enhancements discussed below in the design of a heliport. Address other areas, such as the effects of rotor downwash, based on site conditions and the design helicopter.

a. Security. Provide a means to keep the operational areas of a heliport clear of people, animals, and vehicles. Use a method to control access depending upon the helicopter location and types of potential intruders.

(1) Safety barrier. At ground-level transport heliports, erect a safety barrier around the helicopter operational areas in the form of a fence or a wall. Construct the barrier no closer to the operation areas than the outer perimeter of the safety area. Make sure the barrier does not penetrate any approach/departure (primary or transitional) surface. If necessary in the vicinity of the approach/departure paths, install the barrier well outside the outer perimeter of the safety area.

(2) Make sure any barrier is high enough to present a positive barrier to persons inadvertently entering an operational area and yet low enough to be non-hazardous to helicopter operations.

(3) Control access to airside areas with locked gates and doors. Display a cautionary sign similar to that illustrated in Figure 3–27 on gates and doors.

b. Rescue and fire-fighting services. Heliports are subject to state and local rescue and fire-fighting regulations. Provide a fire hose cabinet or extinguisher at each access gate and each fueling location. At elevated TLOF/FATOs, locate fire hose cabinets, fire extinguishers, and other fire-fighting equipment adjacent to, but below the level, of the TLOF/FATO. Find additional information in various NFPA publications. For more reference material, see Appendix D.

c. Communications. Use a Common Traffic Advisory Frequency (CTAF) radio to provide arriving helicopters with heliport and traffic advisory information but do not use this radio to control air traffic. Contact the Federal Communications Commission (FCC) for information on CTAF licensing.

d. Weather information. An automated weather observing system (AWOS) measures and automatically broadcasts current weather conditions at the heliport site. When installing an AWOS, locate it at least 100 feet (30 m) and not more than 700 feet (213 m) from the TLOF and such that its instruments will not be affected by rotor wash from helicopter operations. Find guidance on AWOS systems in AC 150/5220-16, Automated Weather Observing Systems (AWOS) for Non-Federal Applications, and FAA Order 6560.20, Siting Criteria for Automated Weather Observing Systems (AWOS). Other weather observing systems will have different siting criteria.

e. Winter operations. Swirling snow raised by a helicopter's rotor wash can cause the pilot to lose sight of the intended landing point and/or hide objects that need to be avoided.. Design the heliport to accommodate the methods and equipment to be used for snow removal. Design the heliport to allow the snow to be removed sufficiently so it will not present an obstruction hazard to either the tail rotor or the main rotor. Find guidance on winter operations in AC 150/5200-30, Airport Winter Safety and Operations.

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Figure 3–27. Caution Sign: Transport

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318. Visual glideslope indicators (VGSI). A visual glideslope indicator (VGSI) provides pilots with visual vertical course and descent cues. Install the VGSI such that the lowest on-course visual signal provides a minimum of 1 degree of clearance over any object that lies within 10 degrees of the approach course centerline.

a. Siting. The optimum location of a VGSI is on the extended centerline of the approach path at a distance that brings the helicopter to a hover with the undercarriage between 3 and 8 feet (0.9 to 2.4 m) above the TLOF. Figure 3–28 illustrates VGSI clearance criteria. To properly locate the VGSI, estimate the vertical distance from the undercarriage to the pilot's eye.

b. Control of the VGSI. As an option, allow the VGSI to be pilot controllable such that it is "on" only when needed.

c. VGSI needed. A VGSI is an optional feature. However, provide a VGSI if one or more of the following conditions exist, especially at night:

(1) Obstacle clearance, noise abatement, or traffic control procedures require a particular slope to be flown.

(2) The environment of the heliport provides few visual surface cues.

d. Additional guidance. AC 150/5345-52, Generic Visual Glideslope Indicators (GVGI), and AC 150/5345-28, Precision Approach Path Indicator (PAPI) Systems, provide additional guidance.

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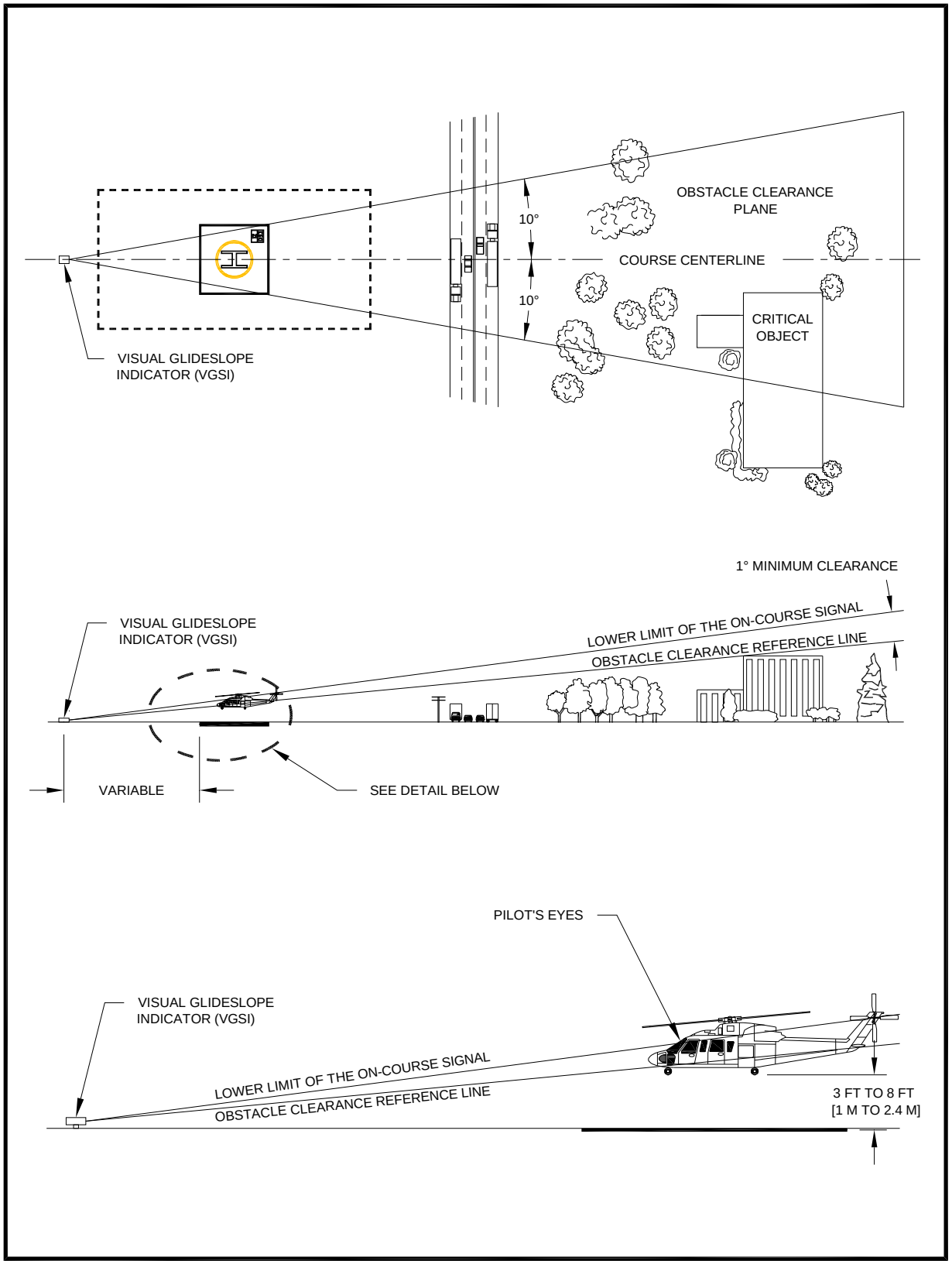

Figure 3–28. Visual Glideslope Indicator Siting and Clearance Criteria: Transport

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319. Terminal facilities.

a. Design considerations. A heliport terminal provides curbside access for passengers using private autos, taxicabs, and public transit vehicles. Public waiting areas need the usual amenities, and a counter for rental car services may be desirable. Design passenger auto parking areas to accommodate current requirements, with the ability to expand them to meet future requirements. Readily available public transportation may reduce the requirement for employee and service personnel auto parking spaces. Build attractive and functional heliport terminal buildings or sheltered waiting areas. Find guidance on designing terminal facilities in AC 150/5360-9, Planning and Design of Airport Terminal Building Facilities at Non-Hub Locations.

b. Security. Unless screening was carried out at the helicopter passengers' departure location, Transportation Security Administration regulations may require that a screening area and/or screening be provided before passengers enter the airport's secured areas. If needed, provide multiple helicopter parking positions and/or locations in the terminal area to service helicopter passenger and/or cargo interconnecting needs. Find information about passenger screening at the Transportation Security Administration web site (http://www.tsa.gov/public/).

320. Zoning and compatible land use. Where state and local statutes permit, the FAA encourages transport heliport operators to promote the adoption of the following zoning measures to ensure the heliport will continue to be available for public use and to protect the community's investment in the facility.

a. Zoning to limit building/object heights. Find general guidance on drafting an ordinance that would limit building and object heights in AC 150/5190-4, A Model Zoning Ordinance to Limit Height of Objects Around Airports. Substitute the heliport surfaces for the airport surfaces described in the model ordinance.

b. Zoning for compatible land use. The FAA encourages public agencies to enact zoning ordinances to control the use of property within the HPZ and the approach/departure path environment, restricting activities to those that are compatible with helicopter operations. See paragraph 310.

c. Air rights and property easements. Use air rights and property easements as options to prevent the encroachment of obstacles in the vicinity of a heliport.

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Chapter 4. Hospital Heliports

401. General. Helicopters are often used to transport injured persons from the scene of an accident to a hospital and to transfer patients from one hospital to another. A hospital heliport accommodates helicopters used by Emergency Medical Services. In some emergencies, a hospital heliport may accommodate large military helicopters.

402. Applicability. The standards in this chapter apply to projects funded under the Airport Improvement Program (AIP) or Passenger Facility Charge (PFC) program. For other projects/heliports, these standards are the FAA's recommendations for designing all hospital heliports. This chapter highlights issues that are unique to hospital heliports and issues for which the design standards are different than those recommended for other general aviation heliports, but also includes standards that are common to other general aviation heliports. These standards address the design of a heliport that will accommodate air ambulance helicopter operations and emergency medical service (EMS) personnel and equipment. These standards are based on the understanding that pilots landing at the heliport are familiar with the facility. However, the heliport operator assumes the responsibility of ensuring the necessary information is readily available to pilots. Alternately, the heliport operator may choose to build the heliport to full general aviation standards. The design standards in this chapter assume there will never be more than one helicopter within the final approach and takeoff area (FATO) and the associated safety area. If there is a need for more than one touchdown and lift-off area (TLOF) at a heliport, locate each TLOF within its own FATO. Consider the feasibility of accommodating large military helicopters that might be used in an emergency.

403. Access by individuals with disabilities. Various laws require heliports operated by public entities and those receiving federal financial assistance to meet accessibility requirements. See paragraph 114.

404. Heliport site selection.

a. Planning. Public agencies and others planning to develop a hospital heliport are encouraged to select a site capable of supporting instrument operations, future expansion, and military helicopters that will be used in disaster relief efforts.

b. Property requirements. A functional hospital heliport may be as simple as a cleared area on the ground, together with a wind cone and a clear approach/departure path. Figure 4–1 illustrates the essential elements of a ground-level hospital heliport.

c. Turbulence. Air flowing around and over buildings, stands of trees, terrain irregularities, etc. can create turbulence on ground-level and roof-top heliports that may affect helicopter operations. Where the FATO is located near the edge and top of a building or structure, or within the influence of turbulent wakes from other buildings or structures, assess the turbulence and airflow characteristics in the vicinity of, and across the surface of the FATO to determine if an air-gap between the roof, roof parapet or supporting structure, and/or some other turbulence mitigating design measure is necessary. FAA Technical Report FAA/RD-84/25, Evaluating Wind Flow Around Buildings on Heliport Placement, addresses the wind's effect on helicopter operations. Take the following actions in selecting a site to minimize the effects of turbulence.

(1) Ground-level heliports. Features such buildings, trees, and other large objects can cause air turbulence and affect helicopter operations from sites immediately adjacent to them. Therefore, locate the landing and takeoff area away from such objects in order to minimize air turbulence in the vicinity of the FATO and the approach/departure paths.

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(2) Elevated heliports. Establishing a 6 foot (1.8 m) or more air gap on all sides above the level of the roof will generally minimize the turbulent effect of air flowing over the roof edge. If an air gap is included in the design, keep it free at all times of objects that would obstruct the airflow. If it is not practical to include an air gap or some other turbulence mitigating design measure where there is turbulence, operational limitations may need to be considered under certain wind conditions. See paragraph 101.

d. Electromagnetic effects. Nearby electromagnetic devices, such as a magnetic resonance imaging machine (MRI), large ventilator motor, elevator motor, or other large electrical consumer may cause temporary aberrations in the helicopter magnetic compass and interfere with other onboard navigational equipment. Be alert to the location of any MRI with respect to the heliport location. A warning sign alerting pilots to the presence of an MRI is recommended. Take steps to inform pilots of the locations of MRIs and other similar equipment. For additional information, see FAA Technical Report FAA/RD-92/15, Potential Hazards of Magnetic Resonance Imagers to Emergency Medical Service Helicopter Services.

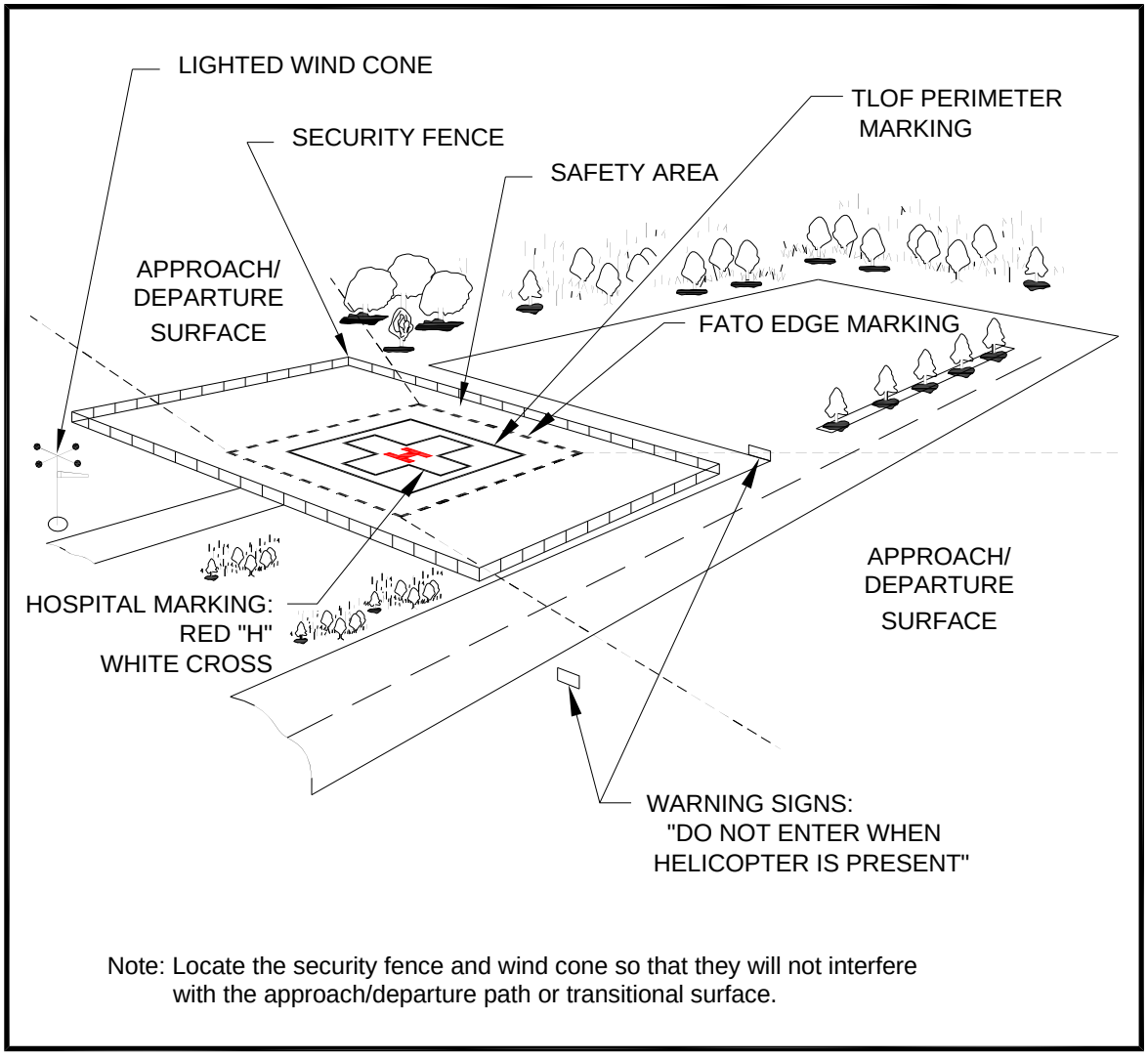

Figure 4–1. Essential Features of a Ground-level Hospital Heliport: Hospital

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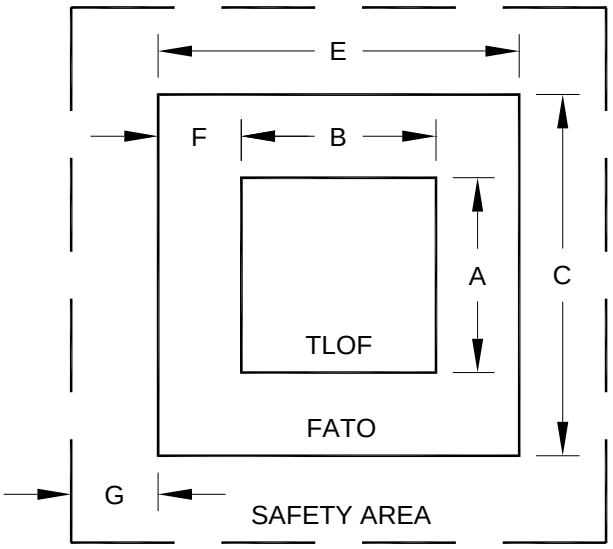

DIM	ITEM	VALUE	NOTES
A	Minimum TLOF Length	1 RD but not less than 40 ft [12 m]	
B	Minimum TLOF Width	1 RD but not less than 40 ft [12 m]	
C	Minimum FATO Length	1 ½ D	See Paragraph 406.b.(1) for adjustments of elevations above 1,000 ft
E	Minimum FATO Width	1 ½ D	
F	Minimum Separation Between the Perimeters of the TLOF and FATO	¾ D - ½ RD	
G	Minimum Safety Area Width	see Table 4-1	

Note: For a circular TLOF and FATO, dimensions A, B, C and E refer to diameters.

Figure 4–2. TLOF/FATO Safety Area Relationships and Minimum Dimension: Hospital

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405. Basic layout. The heliport consists of a TLOF contained within a FATO. A safety area surrounds the FATO. The relationship of the TLOF to the FATO and the safety area is shown in Figure 4–2. A FATO contains only one TLOF. Provide appropriate approach/departure airspace to allow safe approaches to and departures from landing sites. To the extent feasible, align the preferred approach/departure path with the predominant winds. See paragraph 409.

406. Touchdown and liftoff area (TLOF).

a. TLOF location. TLOFs of hospital heliports are at ground level, on an elevated structure, or at rooftop level. Center the TLOF within the FATO.

b. TLOF size. The minimum TLOF dimension (length, width, or diameter) is equal to the rotor diameter (RD) of the design helicopter but not less than 40 feet (12 m). Design the TLOF to be rectangular or circular. Each design shape has its advantages. A square or rectangular shape provides the pilot with better alignment cues than a circular shape, but a circular TLOF may be more recognizable in an urban environment. Increasing the load-bearing area (LBA) centered on the TLOF may provide some safety and operational advantages. Increasing the TLOF dimensions may enhance safety factors and/or operational efficiency.

(1) Elevated hospital heliport. If the FATO outside the TLOF is non-load-bearing, increase the minimum width, length or diameter of the TLOF to the overall length (D) of the design helicopter.

(2) Elongated TLOF. An elongated TLOF can provide an increased safety margin and greater operational flexibility. As an option, design an elongated TLOF with a landing position in the center and two takeoff positions, one at either end, as illustrated in Figure 4–3. Design the landing position to have a minimum length of the RD of the design helicopter. If the TLOF is elongated, also provided an elongated FATO.

c. Ground-level TLOF surface characteristics.

(1) Design loads. Design the TLOF and any supporting TLOF structure to be capable of supporting the dynamic loads of the design helicopter.

(2) Paving. The standard for the TLOF surface is either paved or aggregate-turf (see AC 150/5370-10, Standards for Specifying Construction of Airports items P-217 and P-501). Use portland cement concrete (PCC) when feasible for ground-level facilities. An asphalt surface is less desirable for heliports as it may rut under the wheels or skids of a parked helicopter. This has been a factor in some rollover accidents. Use a broomed or roughened pavement finish to provide a skid-resistant surface for helicopters and non-slippery footing for people.

d. Rooftop and other elevated TLOFs.

(1) Design loads. Design elevated TLOFs and any TLOF supporting structure to be capable of supporting the dynamic loads of the design helicopter.

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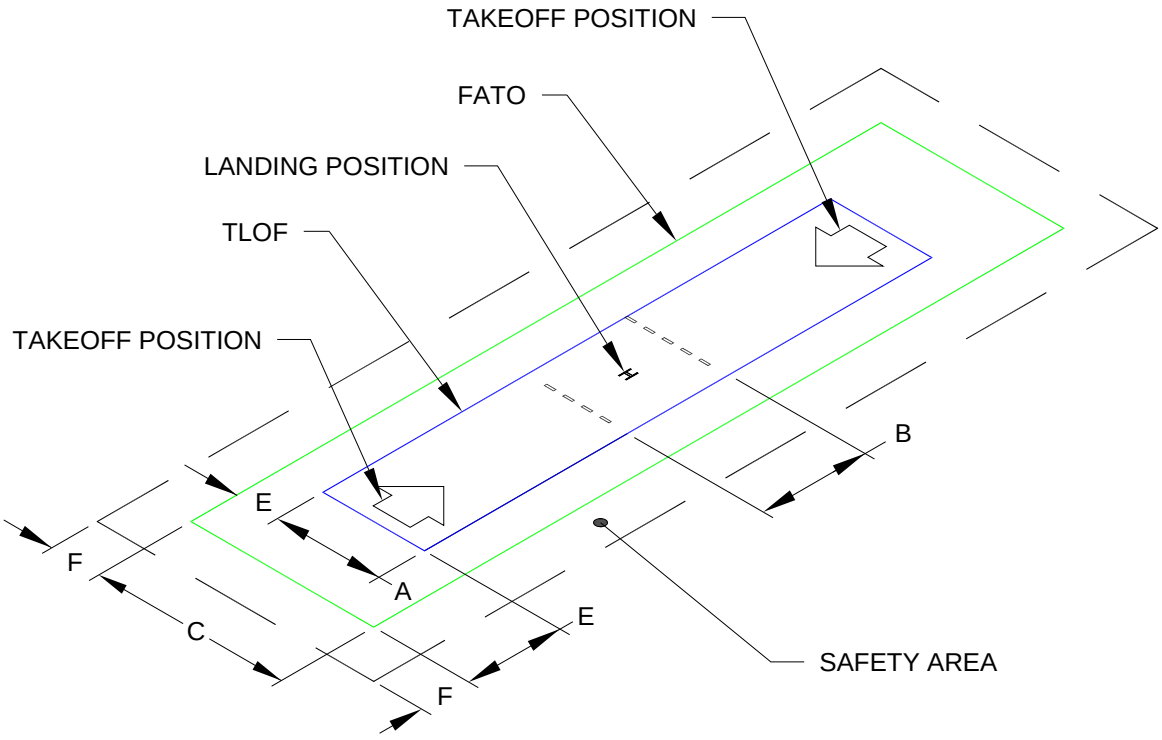

DIM	ITEM	VALUE	NOTES
A	Minimum TLOF Width	1 RD	but not less then 40 ft [12 m]
B	Minimum TLOF/Landing Position Length	1 RD	but not less then 40 ft [12 m]
C	Minimum FATO Width	1 ½ D	
E	Minimum Separation Between the Perimeters of the TLOF and FATO	¾ D - ½ RD	
F	Minimum Safety Area Width	see Table 4-1	

Note: For a circular TLOF and FATO, dimensions A, B, C and E refer to diameters.

Figure 4–3. Elongated FATO with Two Takeoff Positions: Hospital

(2) Elevation. Elevate the TLOF above the level of any obstacle in the FATO and safety area that cannot be removed. Exception: Edge restraints of minimal height (no higher than 4 inches) on ramps may project above the elevation of the edge of the TLOF.

(3) Obstructions. Elevator penthouses, cooling towers, exhaust vents, fresh-air vents, and other raised features can affect heliport operations. Establish control mechanisms to ensure obstruction hazards are not installed after the heliport is operational.

(4) Air Quality. Helicopter exhaust can affect building air quality if the heliport is too close to fresh air vents. When designing a building intended to support a helipad, locate fresh air vents accordingly. When adding a helipad to an existing building, relocate fresh air vents if necessary or, if

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relocation is not practical, installing charcoal filters or a fresh air intake bypass louver system for HVAC systems may be adequate.

(5) TLOF surface characteristics. Construct rooftop and other elevated heliport TLOFs of metal, concrete, or other materials subject to local building codes. Use a finish for TLOF surfaces that provides a skid-resistant surface for helicopters and non-slippery footing for people.

(6) Safety net. If the platform is elevated 4 feet (1.2 m) or more above its surroundings, Title 29 CFR Part 1910.23, Guarding Floor and Wall Openings and Holes, requires the provision of fall protection. The FAA recommends such protection for all platforms elevated 30 inches (76 cm) or more. However, do not use permanent railings or fences since they would be safety hazards during helicopter operations. As an option, install a safety net, meeting state and local regulations but not less than 5 feet (1.5 m) wide. Design the safety net to have a load carrying capability of 25 lbs/sq ft (122 kg/sq m). Make sure the net, as illustrated in Figure 4–29, does not project above the level of the TLOF. Fasten both the inside and outside edges of the safety net to a solid structure. Construct nets of materials that are resistant to environmental effects.

(7) Access to elevated TLOFs. Title 29 CFR Part 1926.34, Means of Egress requires two separate access points for an elevated structure such as an elevated TLOF. Provide access to and from the TLOF via a ramp in order to provide for quick and easy transportation of a patient on a gurney. Build ramps in accordance with state and local requirements. Design the width of the ramp, and any turns in the ramp, to be wide enough to accommodate a gurney with a person walking on each side. Design straight segments of the ramp to be at least 6 feet (1.8 m) wide. Additional width may be required in the turns. Provide the ramp with a slip-resistant surface, with a slope no steeper than 12:1 (12 units horizontal in 1 unit vertical). While it is possible to move a gurney to and from the TLOF using a lift, avoid this, since it invariably results in a delay in the movement of patients in time-critical conditions. Design stairs in compliance with Title 29 CFR Part 1910.24, Fixed Industrial Stairs. Design handrails required by this standard to fold down or be removable to below the level of the TLOF so they will not be hazards during helicopter operations.

e. TLOF gradients. Recommended TLOF gradients are defined in Chapter 7.

407. Final approach and takeoff area (FATO). A hospital heliport has at least one FATO. The FATO contains a TLOF within its borders at which arriving helicopters terminate their approach and from which departing helicopters take off.

a. FATO location. FATOs of hospital heliports are at ground level, on an elevated structure, or on a rooftop. To avoid or minimize the need for additional ground transport, locate the FATO to provide ready access to the hospital's emergency room, but such that buildings and other objects are outside the safety area and below obstacle clearance surfaces. The relationship of the FATO to the TLOF and the safety area is shown in Figure 4–2.

b. FATO size.

(1) Design the FATO so its minimum width, length, or diameter is 1½ times the overall length (D) of the design helicopter. Design the FATO to be circular or rectangular, regardless of the shape of the TLOF. At elevations above 1,000 feet MSL, include a longer FATO to provide an increased safety margin and greater operational flexibility. Use the additional FATO length as depicted in Figure 4–4.

(2) Design the minimum distance between the TLOF perimeter and the FATO perimeter to be not less than ¾ D – ½ RD, where D is the overall length and RD is the rotor diameter of the design helicopter. Note that if the TLOF and FATO are not of similar shape, this applies at all points of the TLOF perimeter. The relationship of the TLOF to the FATO and the safety area is shown in Figure 4–2.

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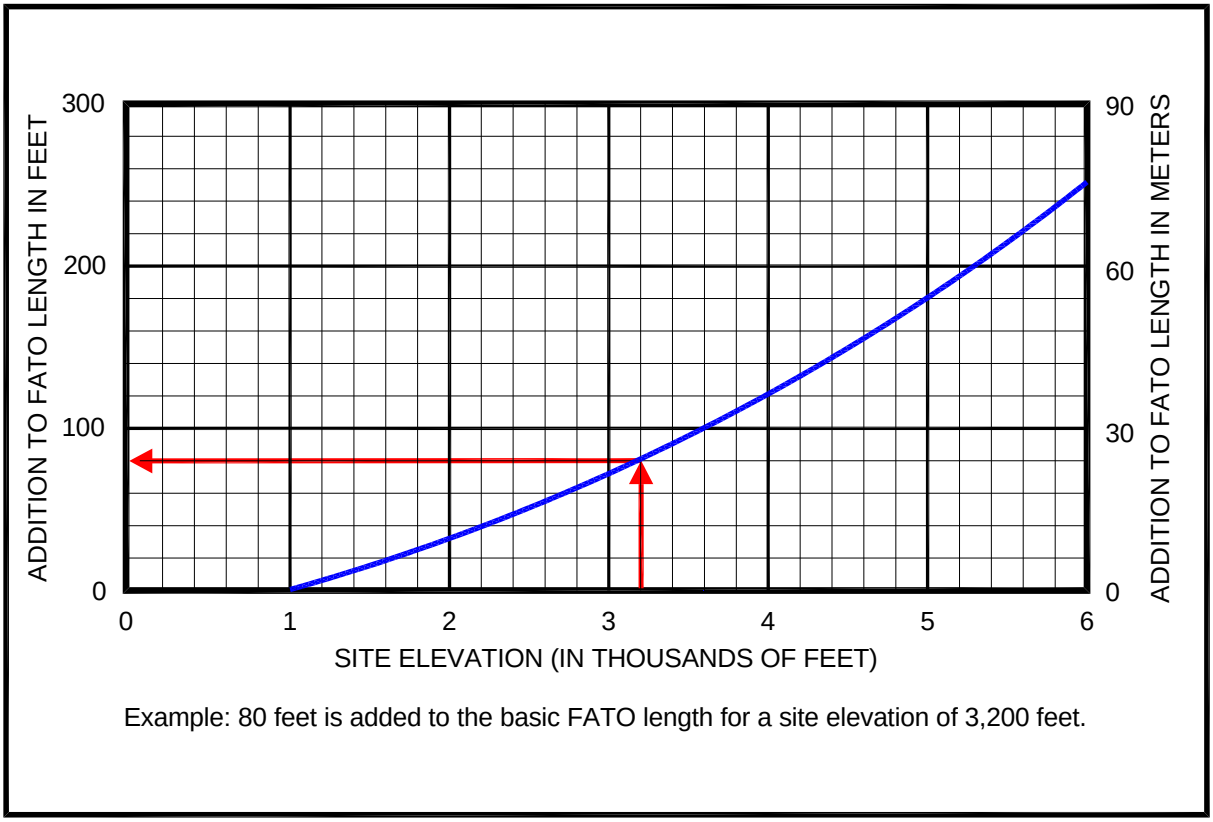

Figure 4–4. Additional FATO Length for Heliports at Higher Elevation: Hospital

c. FATO Surface characteristics. If the heliport operator marks the TLOF, the FATO outside the TLOF need not be load-bearing.

(1) Ground-level hospital heliports. If the heliport operator does not mark the TLOF, and/or intends that the helicopter be able to land anywhere within the FATO, design the FATO outside the TLOF and any FATO supporting structure, like the TLOF, to be capable of supporting the dynamic loads of the design helicopter.

(2) Elevated hospital heliports. The FATO outside the TLOF may extend into clear airspace. However, there are some helicopter performance benefits and increased operational flexibility if the FATO outside the TLOF is load bearing. Design the FATO outside of the TLOF to be load-bearing unless the minimum width and length or diameter of TLOF is increased to the overall length of the design helicopter.

(3) If the FATO is load bearing, design the portion abutting the TLOF to be contiguous with the TLOF, with the adjoining edges at the same elevation.

(4) If the FATO is unpaved, treat the FATO to prevent loose stones and any other flying debris caused by rotor downwash.

(5) When the FATO or the LBA in which it is located is elevated 4 feet (1.2 m) or more above its surroundings, part 1910.23 requires the provision of fall protection. The FAA recommends such protection for all platforms elevated 30 inches (76 cm) or more. However, do not use permanent railings or fences, since they would be safety hazards during helicopter operations. As an option, install a safety net, meeting state and local regulations but not less than 5 feet (1.5 m) wide. Design the safety net to have a load carrying capability of 25 lbs/sq ft (122 kg/sq m). Make sure the net, as illustrated in Figure 4–29,

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does not project above the level of the TLOF. Fasten both the inside and outside edges of the safety net to a solid structure. Construct nets of materials that are resistant to environmental effects.

d. Mobile objects within the FATO. The FATO design standards in this AC assume the FATO is closed to other aircraft if a helicopter or other mobile object is within the FATO or the associated safety area.

e. Fixed objects within the FATO. Remove all fixed objects projecting above the FATO elevation except for lighting fixtures, which may project a maximum of 2 inches (5 cm). See Figure 7–3. For ground level heliports, remove all above-ground objects to the extent practicable.

f. FATO/FATO separation. If a heliport has more than one FATO, separate the perimeters of the two FATOs so the respective safety areas do not overlap. This separation assumes simultaneous approach/departure operations will not take place. If the heliport operator intends for the facility to support simultaneous operations, provide a minimum 200 foot (61 m) separation.

g. FATO gradients. Recommended FATO gradients are defined in Chapter 7.

408. Safety area. A safety area surrounds a FATO.

a. Safety area width. The standards for the width of the safety area are shown in Table 4-1. The width is the same on all sides. The provision or absence of standard heliport markings affects the width standards. As an option, design the safety area to extend into clear airspace.

b. Mobile objects within the safety area. The safety area design standards of this AC assume the TLOF and FATO are closed to other aircraft if a helicopter or other mobile object is within the FATO or the safety area.

c. Fixed objects within a safety area. Remove all fixed objects within a safety area projecting above the FATO elevation except for lighting fixtures, which may project a maximum of 2 inches (5 cm). See Figure 7–3. For ground level heliports, remove all above-ground objects to the extent practicable.

d. Safety area surface. The safety area need not be load bearing. Figure 4–5 depicts a non-load-bearing safety area. If possible, design the portion of the safety area abutting the FATO to be contiguous with the FATO with the adjoining edges at the same elevation. This is needed in order to avoid the risk of catching a helicopter skid or wheel. Clear the safety area of flammable materials and treat the area to prevent loose stones and any other flying debris caused by rotor wash.

e. Safety gradients. Recommended safety area gradients are defined in Chapter 7.

Table 4-1. Minimum VFR Safety Area Width as a Function of Hospital Heliport Markings

TLOF Perimeter Marked	Yes	Yes	No	No
FATO Perimeter Marked	Yes	Yes	Yes	Yes
Standard Hospital Marking Symbol	Yes	No	Yes	No
Hospital heliports	1/3 RD but not less than 10 ft (3 m)**	1/3 RD but not less than 20 ft (6 m)**	½ D but not less than 20 ft (6 m)	½ D but not less than 30 ft (9 m)

D: overall length of the design helicopter
RD: rotor diameter of the design helicopter
** Also applies when the heliport operator does not mark the FATO. Do not mark the FATO if (a) the FATO (or part of the FATO) is a non-load bearing surface and/or (b) the TLOF is elevated above the level of a surrounding load bearing area.

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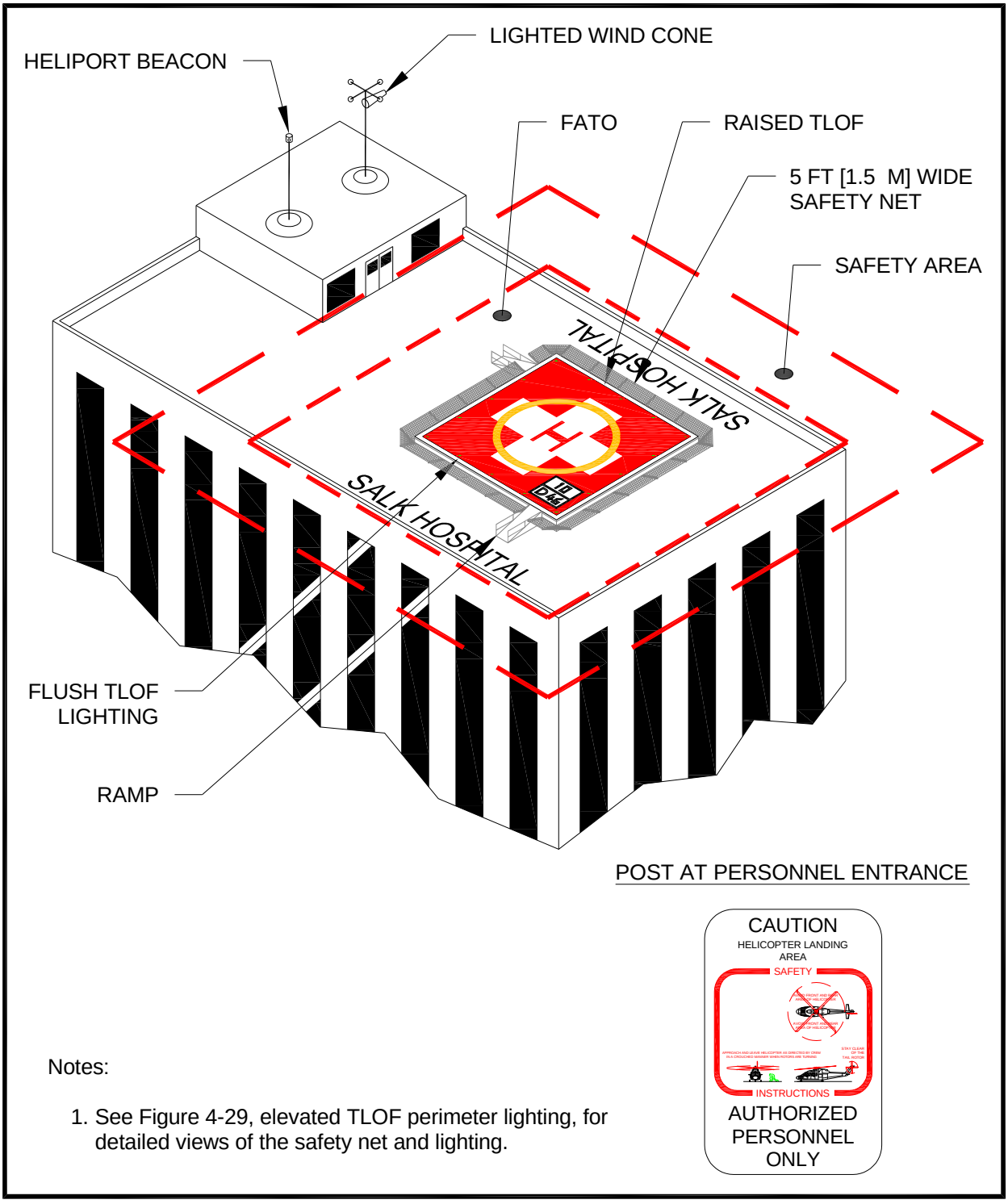

Figure 4–5. Rooftop Hospital Heliport: Hospital

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409. VFR approach/departure paths. The purpose of approach/departure airspace as shown in Figure 4–6 is to provide sufficient airspace clear of hazards to allow safe approaches to and departures from the TLOF.

a. Number of approach/departure paths. Align preferred approach/departure paths with the predominant wind direction so downwind operations are avoided and crosswind operations are kept to a minimum. To accomplish this, design the heliport to have more than one approach/departure path. Base other approach/departure paths on the assessment of the prevailing winds or, when this information is not available, separate such flight paths and the preferred flight path by at least 135 degrees. (See Figure 4–6.) Designing a hospital heliport to have only a single approach/departure path is an undesirable option. A second flight path provides additional safety margin and operational flexibility. If it is not feasible to provide complete coverage of wind through multiple approach/departure paths, operational limitations may be necessary under certain wind conditions. See paragraph 101.

b. VFR approach/departure and transitional surfaces. Figure 4–6 illustrates the approach/departure and transitional surfaces.

(1) An approach/departure surface is centered on each approach/departure path. The approach/departure path starts at the edge of the FATO and slopes upward at 8:1 (8 units horizontal in 1 unit vertical) for a distance of 4,000 feet (1,219 m) where the width is 500 feet (152 m) at a height of 500 feet (152 m) above the heliport elevation.

(2) The transitional surfaces start from the edges of the FATO parallel to the flight path center line, and from the outer edges of approach/departure surface, and extend outwards at a slope of 2:1 (2 units horizontal in 1 unit vertical) for a distance of 250 feet (76 m) from the centerline. The transitional surface is not applied on the FATO edge opposite the approach/departure surface. See Figure 4–6.

(3) Make sure the approach/departure and transitional surfaces are free of penetrations unless an FAA aeronautical study determines such penetrations not to be hazards. The FAA conducts such aeronautical studies only at public heliports; heliports operated by a federal agency or the Department of Defense; and private airports with FAA-approved approach procedures. Paragraph 111 provides additional information on hazards to air navigation.

(4) At hospital heliports, an alternative to considering transitional surfaces is to increase the size of the 8:1 approach/departure surface for a distance of 2,000 feet (610 m) as shown in Figure 2–9 and Figure 2–11. The lateral extensions on each side of the 8:1 approach/departure surface start at the width of the FATO and increase so at a distance of 2,000 feet (610 m) from the FATO they are 100 feet (30 m) wide. Make sure obstacles do not penetrate into both Area A and Area B. Make sure obstacles do not penetrate into Area A or Area B unless the FAA determines that the penetration is not a hazard. Mark or light all such penetrations. See paragraph 111 for more information on hazard determinations.

c. Curved VFR approach/departure paths. As an option, include one curve in VFR approach/departure paths. As an option, design these paths to use the airspace above public lands, such as freeways or rivers. When including a curved portion in the approach/departure path, make sure the sum of the radius of the arc defining the center line and the length of the straight portion originating at the FATO is not less than 1,886 feet (575 m). Design the approach/departure path so the minimum radius of the curve is 886 feet (270 m) and that the curve follows a 1,000 feet (305 m) straight section. Design the approach/departure path so the combined length of the center line of the curved portion and the straight portion is 4,000 feet (1,219 m). See Figure 4–7. Figure 4–9 shows a curved approach/departure path for an 8:1 approach/departure surface.

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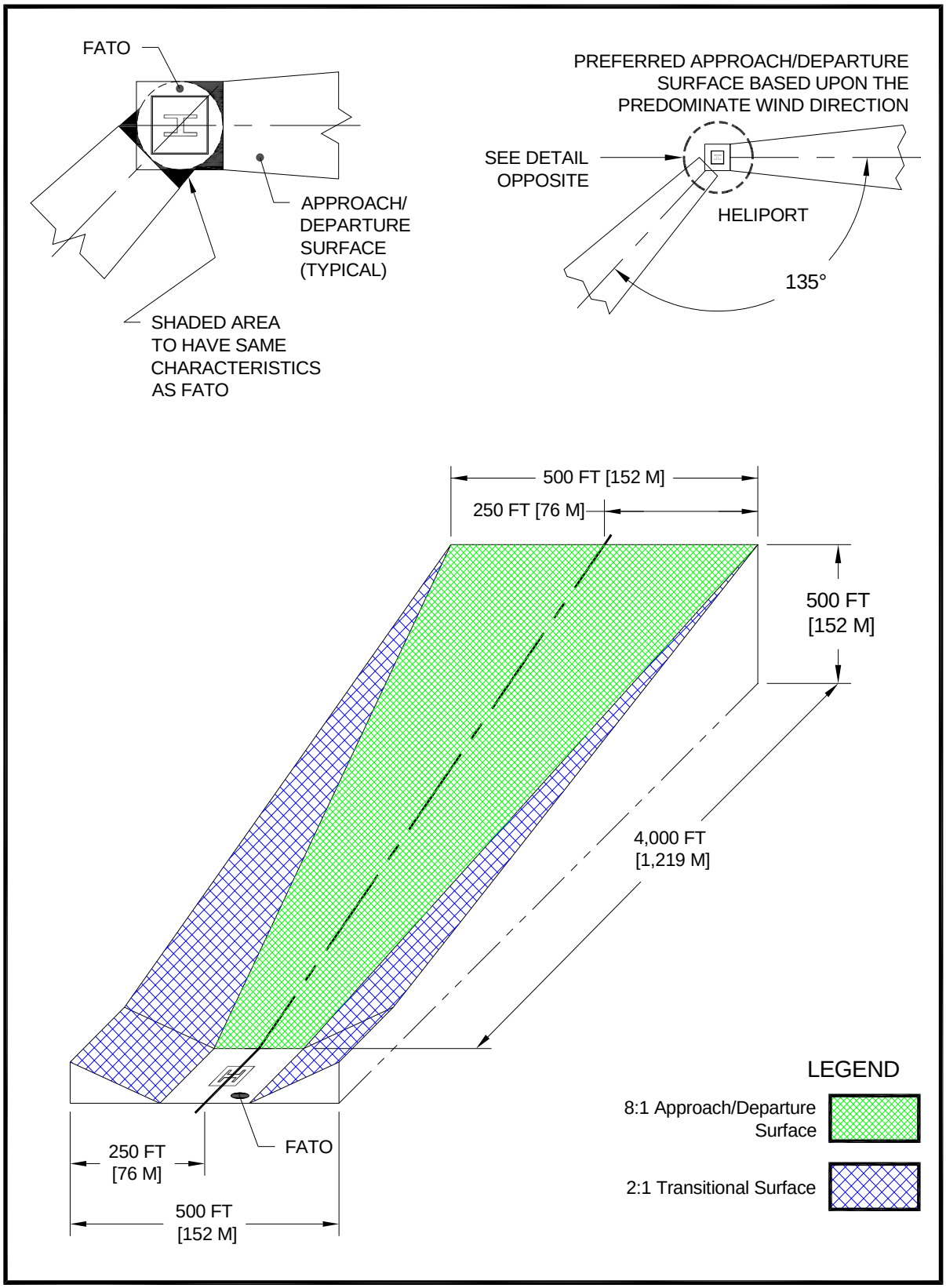

Figure 4–6. VFR Heliport Approach/Departure and Transitional Surfaces: Hospital

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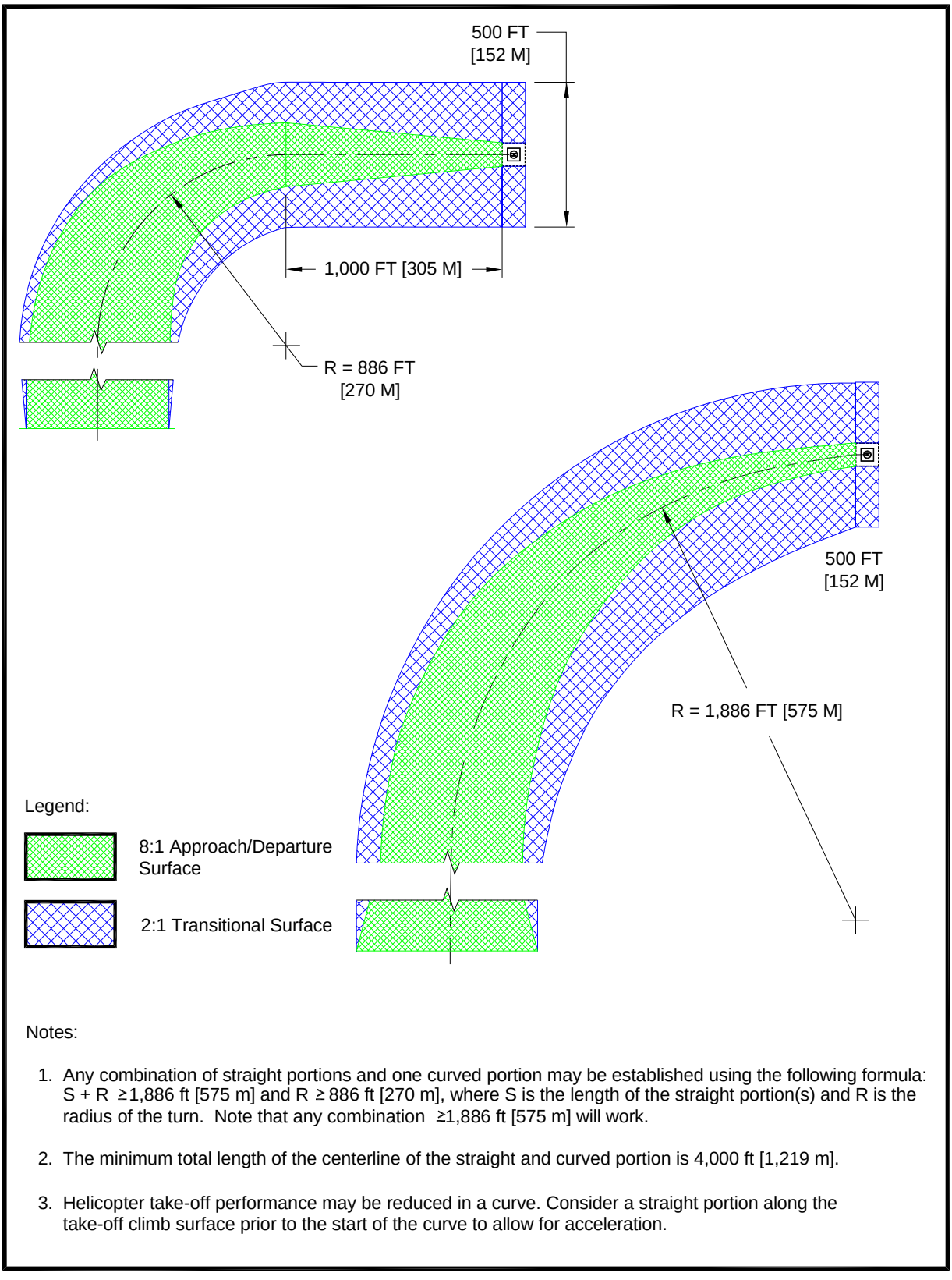

Notes:

1. Any combination of straight portions and one curved portion may be established using the following formula: S + R ≥1,886 ft [575 m] and R ≥ 886 ft [270 m], where S is the length of the straight portion(s) and R is the radius of the turn. Note that any combination ≥1,886 ft [575 m] will work.

2. The minimum total length of the centerline of the straight and curved portion is 4,000 ft [1,219 m].

3. Helicopter take-off performance may be reduced in a curve. Consider a straight portion along the take-off climb surface prior to the start of the curve to allow for acceleration.

Figure 4–7. Curved Approach/Departure: Hospital

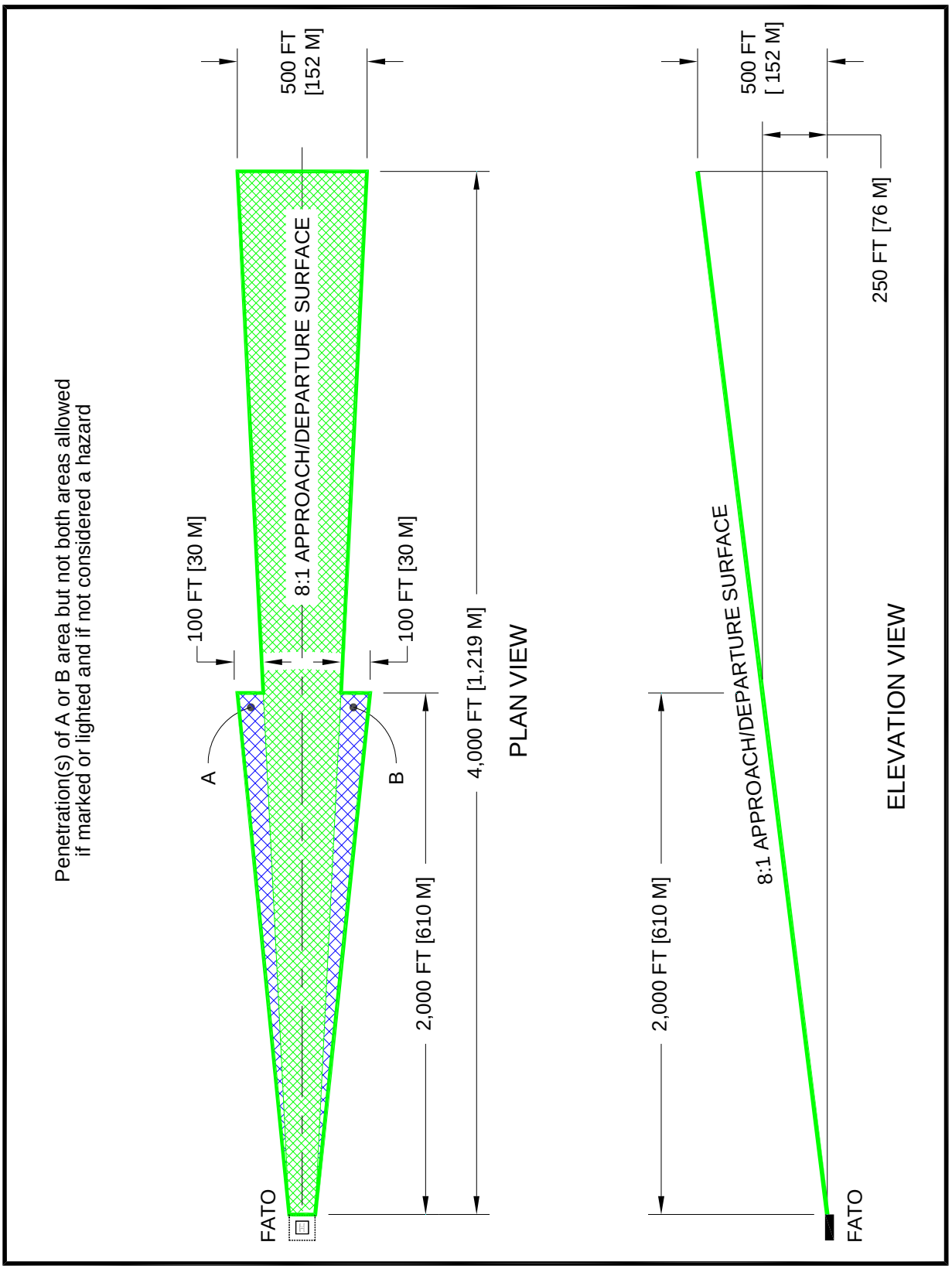

Figure 4–8. VFR Heliport Lateral Extension of the 8:1 Approach / Departure Surface: Hospital

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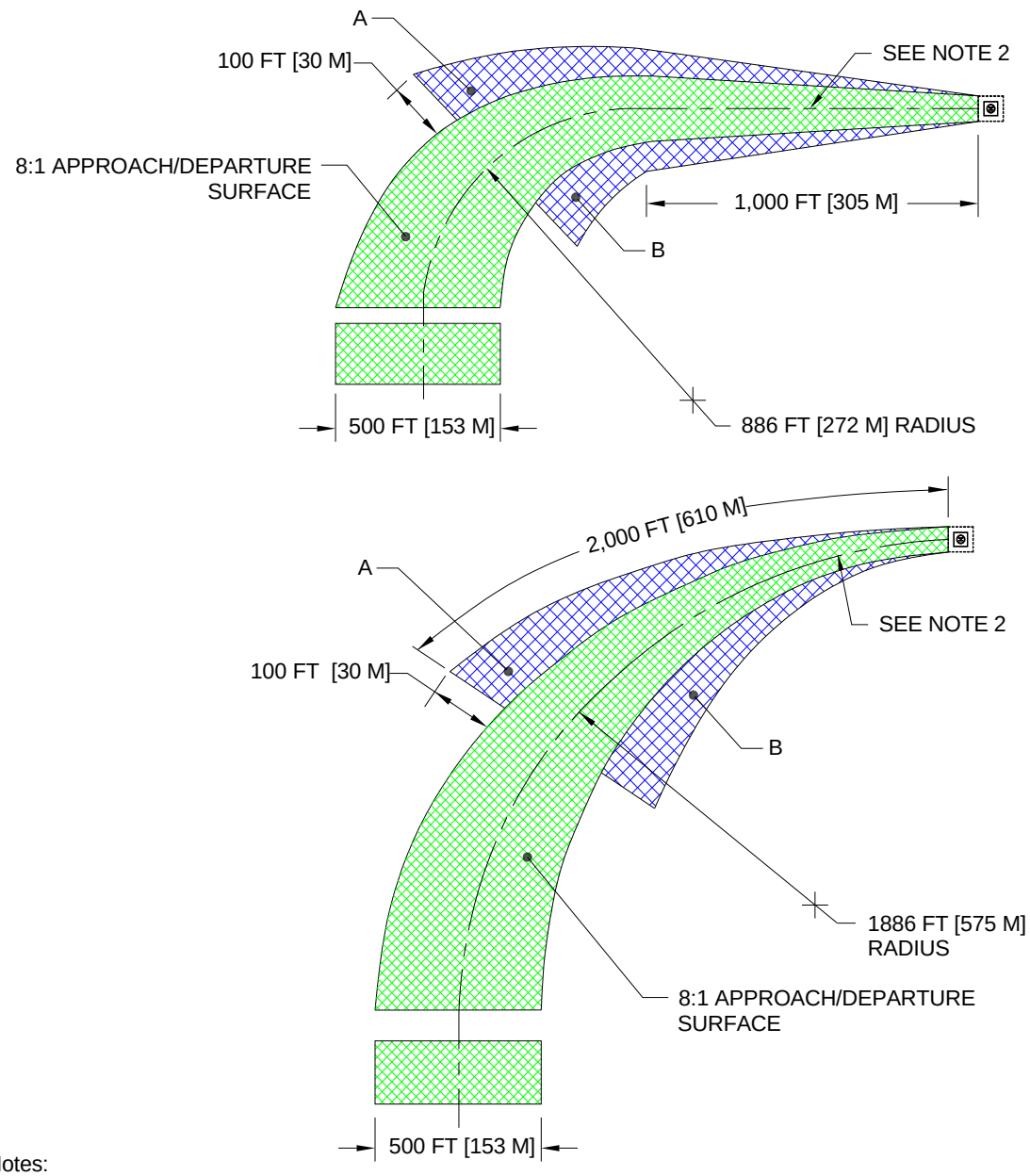

Notes:

1. The approach surface may consist of one curved portion preceded and/or followed by one straight portion such that: S + R ≥1,886 ft [575 m] and R ≥886 ft [270 m], where S is the length of the straight portion(s) and R is the radius of the turn. Note that any combination ≥1,886 ft [575 m] will work.

2. The minimum total length of the centerline of the straight and curved portions is 4,000 ft [1,219 m].

3. Helicopter take-off performance may be reduced in a curve. Consider a straight portion along the take-off climb surface prior to the start of the curve to allow for acceleration.

4. Penetration(s) of A or B area but not both areas allowed if marked or lighted and if not considered a hazard.

Figure 4–9. VFR Heliport Lateral Extension of the Curved 8:1 Approach/Departure Surface: Hospital

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d. Flight path alignment guidance. As an option, use flight path alignment markings and/or flight path alignment lights (see paragraphs 414 and 415) where it is desirable and practicable to indicate available approach and/or departure flight path direction(s). See Figure 4–10.

e. Periodic review of obstructions. Vigilant heliport operators reexamine obstacles in the vicinity of approach/departure paths on at least an annual basis. This reexamination includes an appraisal of the growth of trees near approach and departure paths. Paragraph 111 provides additional information on hazards to air navigation. Pay particular attention to obstacles that need to be marked or lighted. It may be helpful to maintain a list of the GPS coordinates and the peak elevation of obstacles.

410. Heliport protection zone (HPZ) The FAA recommends the establishment of an HPZ for each approach/departure surface. The HPZ is the area under the 8:1 approach/departure surface starting at the FATO perimeter and extending out for a distance of 280 feet (85.3 m), as illustrated in Figure 4–11. The HPZ is intended to enhance the protection of people and property on the ground. This is achieved through heliport owner control over the HPZ. Such control includes clearing HPZ areas (and maintaining them clear) of incompatible objects and activities. The FAA discourages residences and places of public assembly in an HPZ. (Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.) Do not locate hazardous materials, including fuel, in the HPZ.

411. Wind cone.

a. Specification. Use a wind cone conforming to AC 150/5345-27, Specification for Wind Cone Assemblies, to show the direction and magnitude of the wind. Use a color that provides the best possible color contrast to its background.

b. Wind cone location. Locate the wind cone so it provides the pilot with valid wind direction and speed information in the vicinity of the heliport under all wind conditions.

(1) At many landing sites, there may be no single, ideal location for the wind cone. At other sites, it may not be possible to site a wind cone at the ideal location. In such cases, install more than one wind cone in order to provide the pilot with all the wind information needed for safe operations.

(2) Place the wind cone so a pilot on the approach path is able to see it clearly when the helicopter is 500 feet (150 m) from the TLOF.

(3) Place the wind cone so pilots can see it from the TLOF.

(4) To avoid presenting an obstruction hazard, locate the wind cone(s) outside the safety area, so it does not penetrate the approach/departure or transitional surfaces.

c. Wind cone lighting. For night operations, illuminate the wind cone, either internally or externally, to ensure it is clearly visible.

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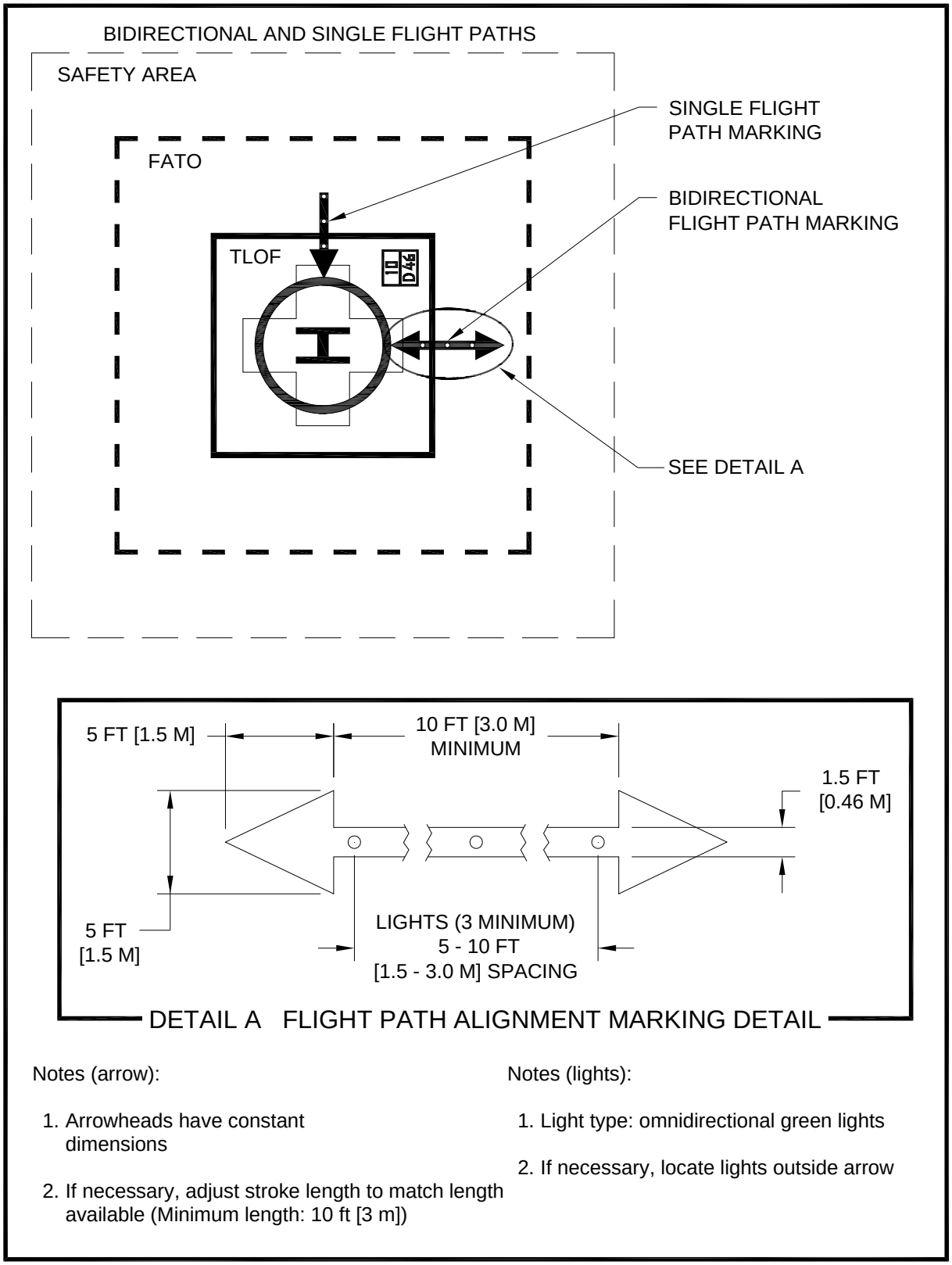

Figure 4–10. Flight Path Alignment Marking and Lights: Hospital

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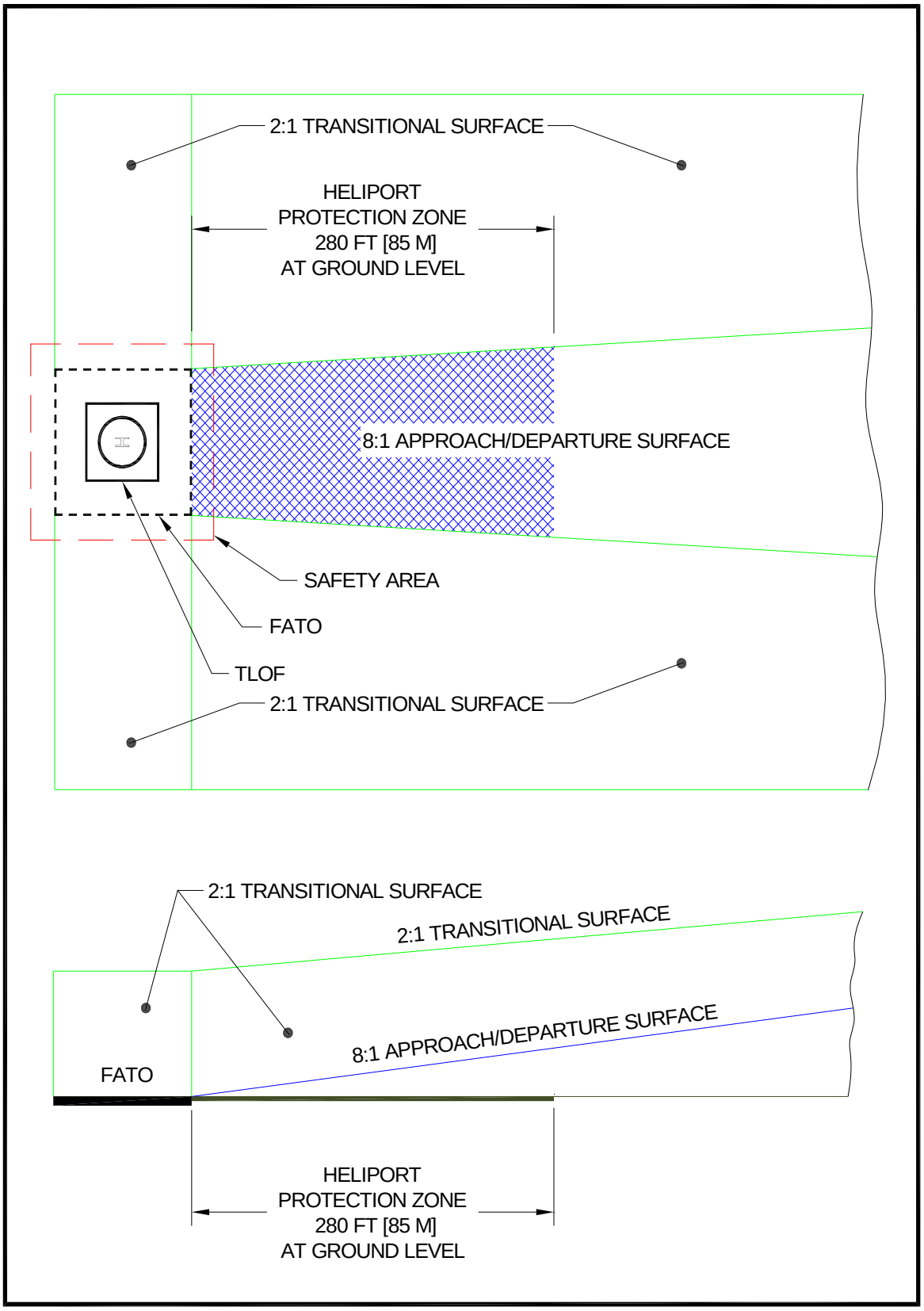

Figure 4–11. Heliport Protection Zone: Hospital

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412. Taxiways and taxi routes. Taxiways and taxi routes provide for the movement of helicopters from one part of a landing facility to another. They provide a connecting path between the FATO and a parking area. They also provide a maneuvering aisle within the parking area. A taxi route includes the taxiway plus the appropriate clearances needed on both sides. The relationship between a taxiway and a taxi route is illustrated in Figure 4–12, Figure 4–13, and Figure 4–14. At hospital heliports with no parking or refueling area outside the TLOF(s), it is not necessary to provide a taxi route or taxiway.

a. Taxiway/taxi route widths. The dimensions of taxiways and taxi routes are a function of helicopter size, taxiway/taxi route marking, and type of taxi operations (ground taxi versus hover taxi). These dimensions are defined in Table 4-2. Normally, the requirement for hover taxi dictates the taxiway/taxi route widths. However, when the fleet comprises a combination of large ground taxiing helicopters and smaller air taxiing helicopters, the larger aircraft may dictate the taxiway/taxi route widths. If wheel-equipped helicopters taxi with wheels not touching the surface, design the facility with hover taxiway widths rather than ground taxiway widths. Where the visibility of the centerline marking cannot be guaranteed at all times, such as locations where snow or dust commonly obscure the centerline marking and it is not practical to remove it, determine the minimum taxiway/taxi route dimensions as if there was no centerline marking.

b. Surfaces. For ground taxiways, provide a surface that is portland cement concrete, asphalt, or a surface, such as turf, stabilized in accordance with the standards of Item P-217 of AC 150/5370-10. For unpaved portions of taxiways and taxi routes, provide a turf cover or treat the surface in some way to prevent dirt and debris from being raised by a taxiing helicopter’s rotor wash.

c. Gradients. Taxiway and taxi route gradient standards are defined in Chapter 7.

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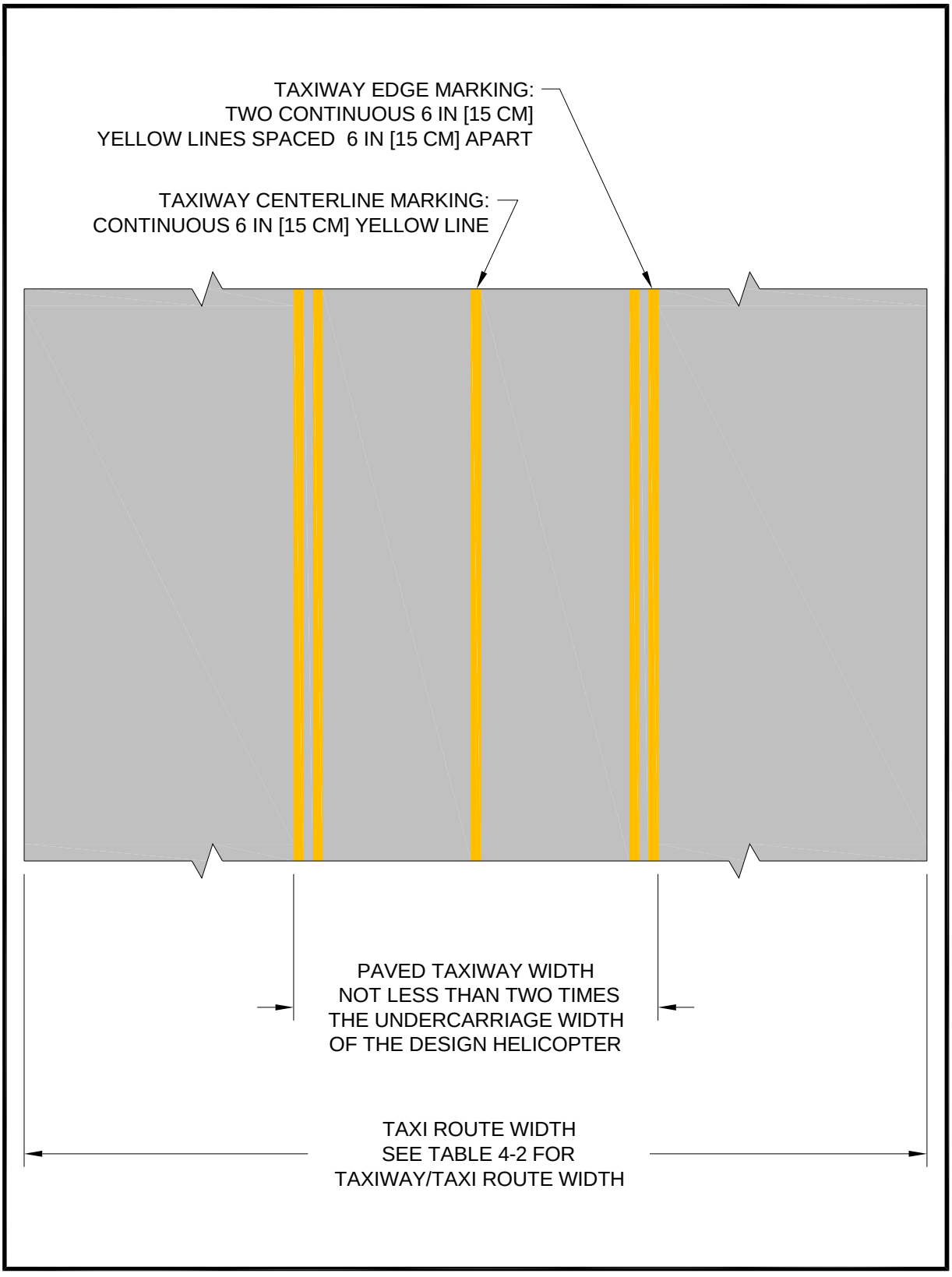

Figure 4–12. Taxiway/Taxi Route Relationship – Paved Taxiway: Hospital

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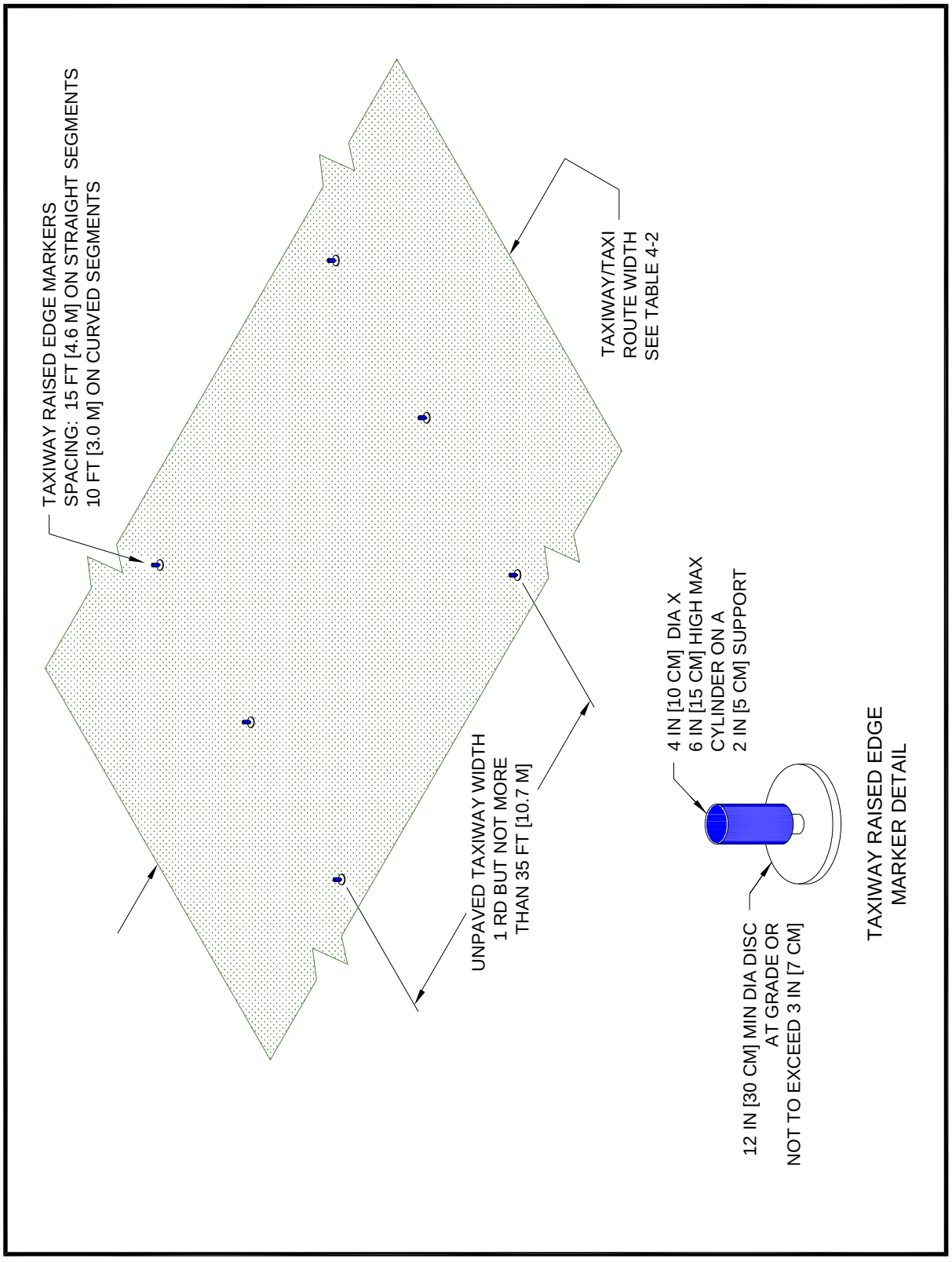

Figure 4–13. Taxiway/Taxi Route Relationship –
Unpaved Taxiway with Raised Edge Markers: Hospital

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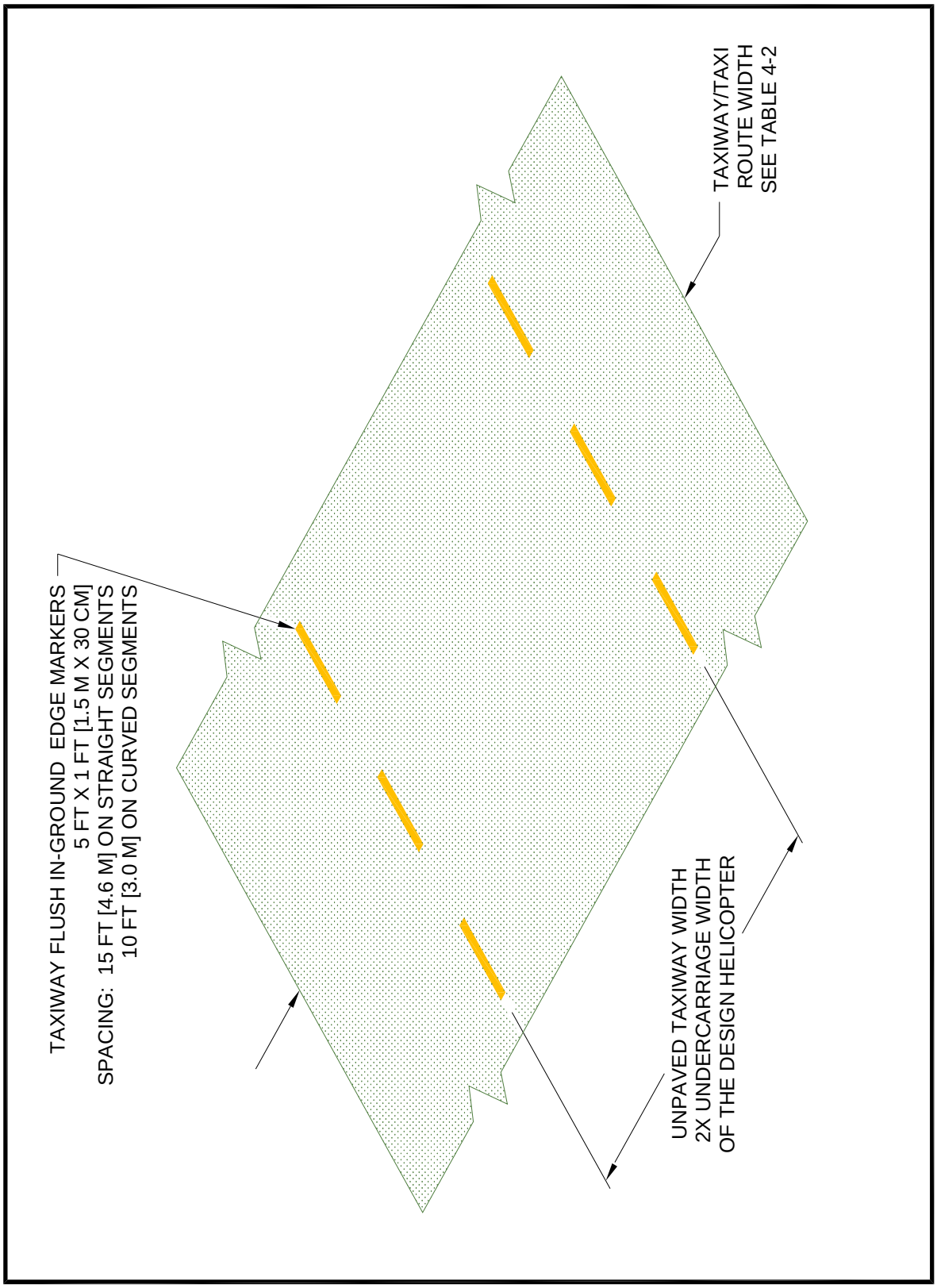

Figure 4–14. Taxiway/Route Relationship –
Unpaved Taxiway with Flush Edge Markers: Hospital

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Table 4-2. Taxiway / Taxi Route Dimensions – Hospital Heliports

Taxiway (TW) Type	Minimum Width of Paved Area	Centerline Marking Type	TW Edge Marking Type	Lateral Separation Between TW Edge Markings	Total Taxi Route Width
Ground Taxiway	2 x UC	Painted	Painted	2 x UC	1½ RD
			Elevated	1 RD but not greater than 35 ft (10.7 m)	
	Unpaved but stabilized for ground taxi	None	Flush	2 x UC	
			Elevated	1 RD but not greater than 35 ft (10.7 m)	
Hover Taxiway	2 x UC	Painted	Painted	2 x UC	2 RD
	Unpaved	None	Elevated or Flush	1 RD but not greater than 35 ft (10.7 m)	
RD: rotor diameter of the design helicopter TW: taxiway UC: undercarriage length or width (whichever is greater) of the design helicopter					

413. Helicopter parking. If more than one helicopter at a time is expected at a heliport, design the facility with an area designated for parking helicopters. The size of this area depends on the number and size of specific helicopters to be accommodated. It is not necessary that every parking position accommodate the design helicopter. Design individual parking positions to accommodate the helicopter size and weight expected to use the parking position at the facility. However, use the design helicopter to determine the separation between parking positions and taxi routes. Use the larger helicopter to determine the separation between parking positions intended for helicopters of different sizes. Design the parking positions to support the static loads of the helicopter intended to use the parking area. Design parking areas as one large, paved apron or as individual, paved parking positions. Ground taxi turns of wheeled helicopters are significantly larger than a hover turn. Consider the turn radius of helicopters when designing taxi intersections and parking positions for wheeled helicopters. Design heliport parking areas so helicopters will be parked in an orientation that keeps the "avoid areas" around the tail rotors (see Figure 4–18, Figure 4–19, and Figure 4–20) clear of passenger walkways.

a. Location. Do not locate aircraft parking areas under an approach/departure surface. However, as an option, allow aircraft parking areas under the transitional surfaces.

(1) For "turn around" parking positions, locate the parking position to provide a minimum distance between the tail rotor arc and any object, building, safety area, or other parking position. The minimum distance is 10 feet (3 m) for ground taxi operations and the greater of 10 feet (3 m) or $^1/_3$ RD for hover taxi operations. See Figure 4–15 and Figure 4–18.

(2) For "taxi-through" and "back-out" parking positions, locate the parking position to provide a minimum distance between the main rotor circle and any object, building, safety area, or other parking position. The minimum distance is 10 feet (3 m) for ground taxi operations and the greater of 10 feet (3 m) or $^1/_3$ RD for hover taxi operations. See Figure 4–15, Figure 4–17, and Figure 4–19.

(3) Locate the parking position to provide a minimum distance between the main rotor circle and the edge of any taxi route. Design parking positions such that the helicopter taxis through, turns around, or backs out to depart. The minimum distance is $^1/_3$ RD for "turn around" and "taxi through" parking areas, and ½ RD for "back-out" parking areas. See Figure 4–15, Figure 4–16, and Figure 4–17.

b. Parking position sizes are dependent upon the helicopter size. The clearance between parking positions are dependent upon the type of taxi operations (ground taxi or hover taxi) and the intended paths for maneuvering in and out of the parking position. The more demanding requirement will dictate what is required at a particular site. Usually, the parking area requirements for skid-equipped helicopters will be

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the most demanding. However, when the largest helicopter is a very large, wheeled aircraft (for example, the S-61), and the skid-equipped helicopters are all much smaller, the parking requirements for wheeled helicopters may be the most demanding. If wheel-equipped helicopters taxi with wheels not touching the surface, design parking areas based on hover taxi operations rather than ground taxi operations.

(1) If all parking positions are the same size, design them to be large enough to accommodate the largest helicopter that will park at the heliport.

(2) When there is more than one parking position, as an option design the facility with parking positions of various sizes and at least one position to accommodate the largest helicopter that will park at the heliport. Design other parking positions to be smaller, designed for the size of the individual or range of individual helicopters parking at that position. Figure 4–20 also provides guidance on parking position identification, size, and weight limitations.

(3) "Taxi-through" parking positions are illustrated in Figure 4–15. When using this design for parking positions, the heliport owner and operator take steps to ensure all pilots are informed that "turn-around" or "back-up" departures from the parking position are not permitted.

(4) "Turn-around" parking positions are illustrated in Figure 4–17.

(5) "Back-out" parking positions are illustrated in Figure 4–17. When using this design for parking positions, design the adjacent taxiway to accommodate hover taxi operations so the width of the taxiway will be adequate to support "back-out" operations.

c. Parking pads. When partially paving a parking area, design the smallest dimension of the paved parking pad to be a minimum of two times the maximum dimension (length or width, whichever is greater) of the undercarriage or the RD, whichever is less, of the largest helicopter that will use this parking position. Place the parking pad in the center of the parking position circle**.**

d. Walkways. At parking positions, provide marked walkways where practicable. Design the pavement to drain away from walkways.

e. Fueling. Design the facility to allow fueling with the use of a fuel truck or a specific fueling area with stationary fuel tanks.

(1) Various federal, state, and local requirements for petroleum handling facilities apply to systems for storing and dispensing fuel. Find guidance in AC 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports. Additional information may be found in various National Fire Protection Association (NFPA) publications. For more reference material, see Appendix D.

(2) Do not locate fueling equipment in the TLOF, FATO, or safety area. Design and mark separate fueling locations to minimize the potential for helicopters to collide with the dispensing equipment. Design fueling areas so there is no object tall enough to be hit by the main or tail rotor blades within a distance of RD from the center point of the position where the helicopter would be fueled (providing ½ RD clearance from the rotor tips). If this is not practical at an existing facility, install long fuel hoses.

(3) Lighting. Light the fueling area if night fueling operations are contemplated. Ensure any light poles do not constitute an obstruction hazard.

f. Tiedowns. Install recessed tiedowns to accommodate extended or overnight parking of based or transient helicopters. If tiedowns are provided, recess them so as not to be a hazard to helicopters. Ensure any depression associated with the tiedowns is of a diameter not greater than ½ the width of the smallest helicopter landing wheel or landing skid anticipated to be operated on the heliport surface. In addition, provide storage for tiedown chocks, chains, cables and ropes off the heliport surface to avoid fouling landing gear. Find guidance on recessed tiedowns in AC 20-35, Tiedown Sense.

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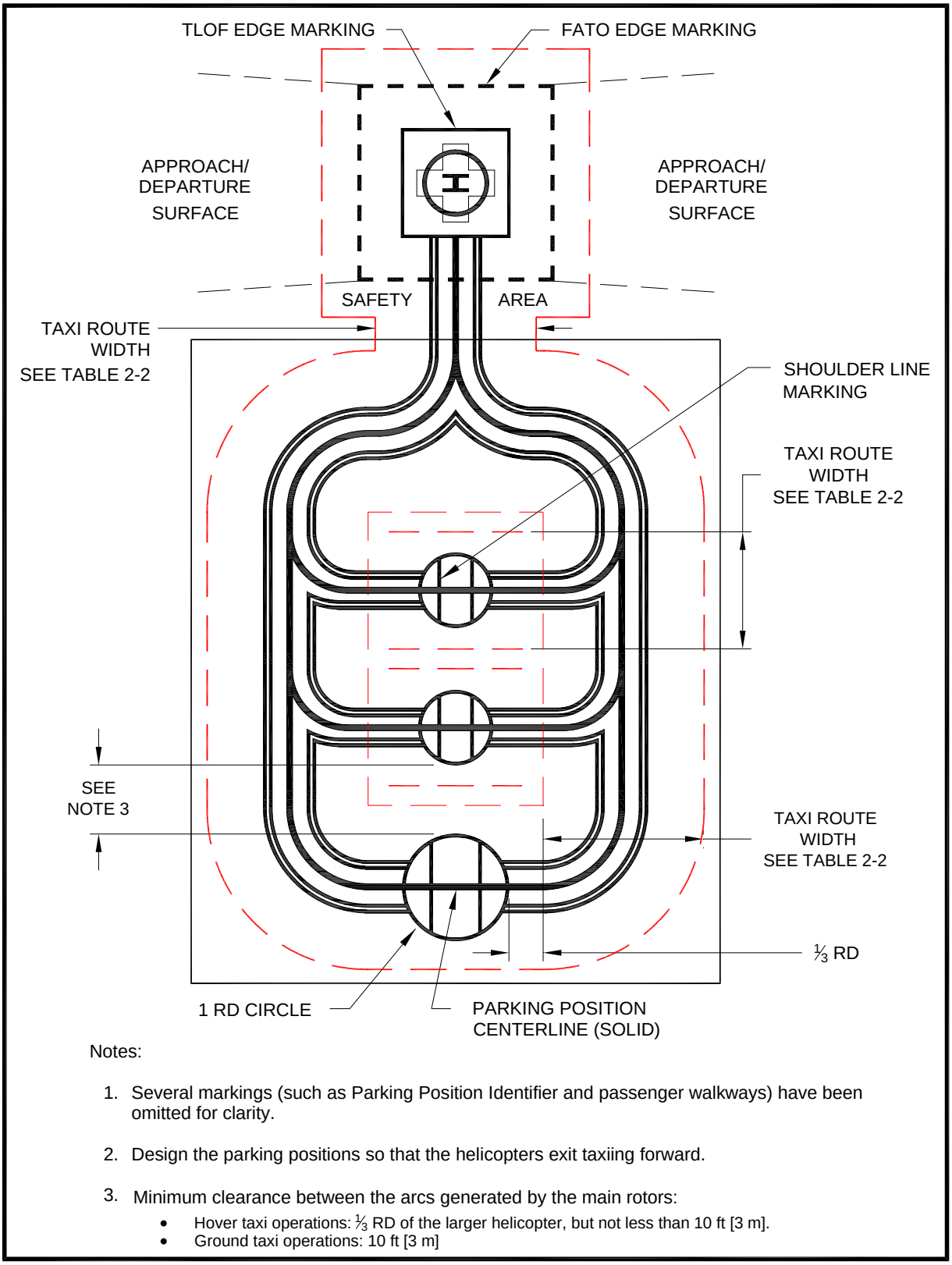

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.
2. Design the parking positions so that the helicopters exit taxiing forward.
3. Minimum clearance between the arcs generated by the main rotors:
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m].
   - Ground taxi operations: 10 ft [3 m]

Figure 4–15. Parking Area Design –
"Taxi-through" Parking Positions: Hospital

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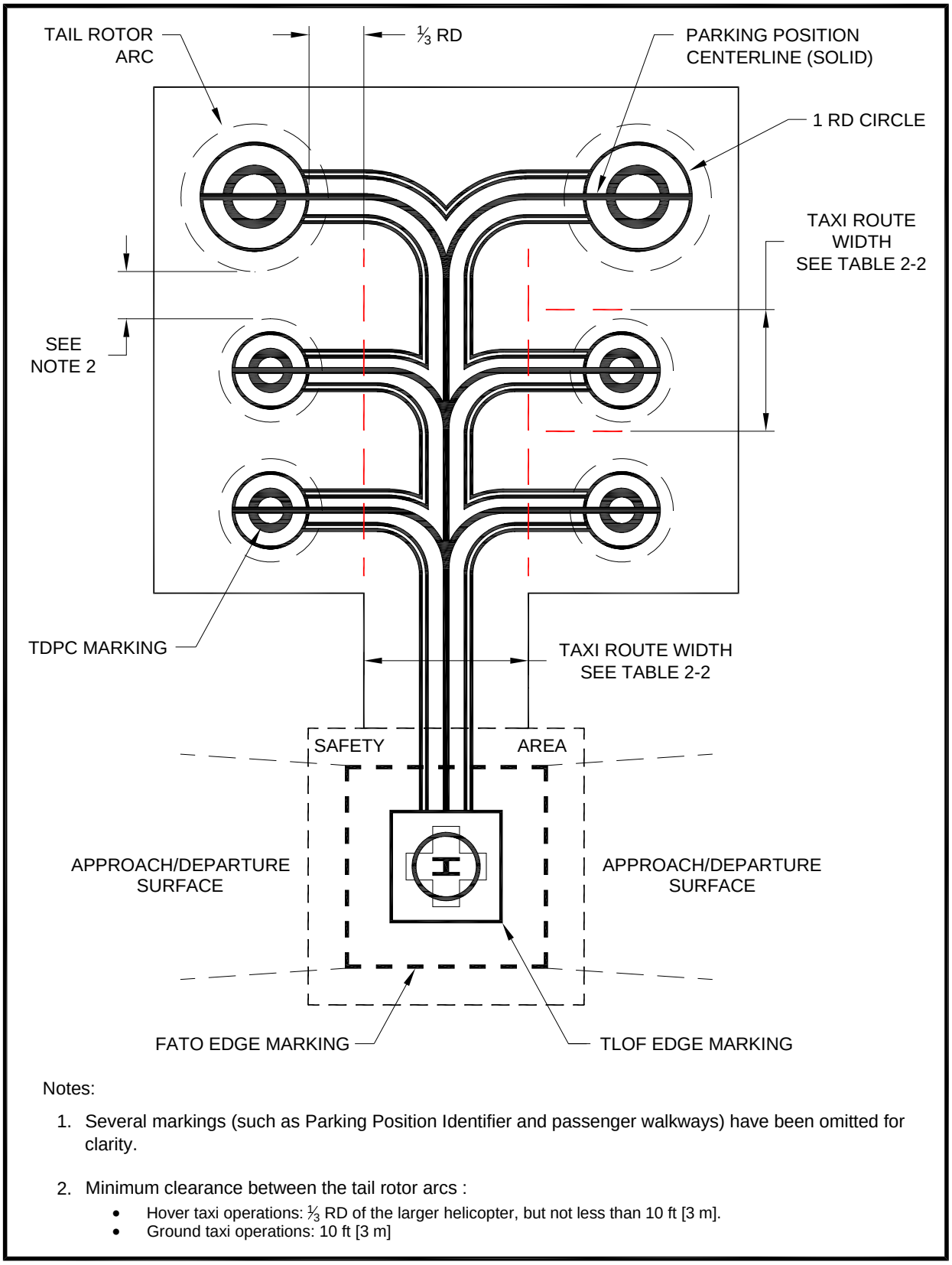

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.

2. Minimum clearance between the tail rotor arcs :
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m].
   - Ground taxi operations: 10 ft [3 m]

Figure 4–16. Parking Area Design – "Turn-around" Parking Positions: Hospital

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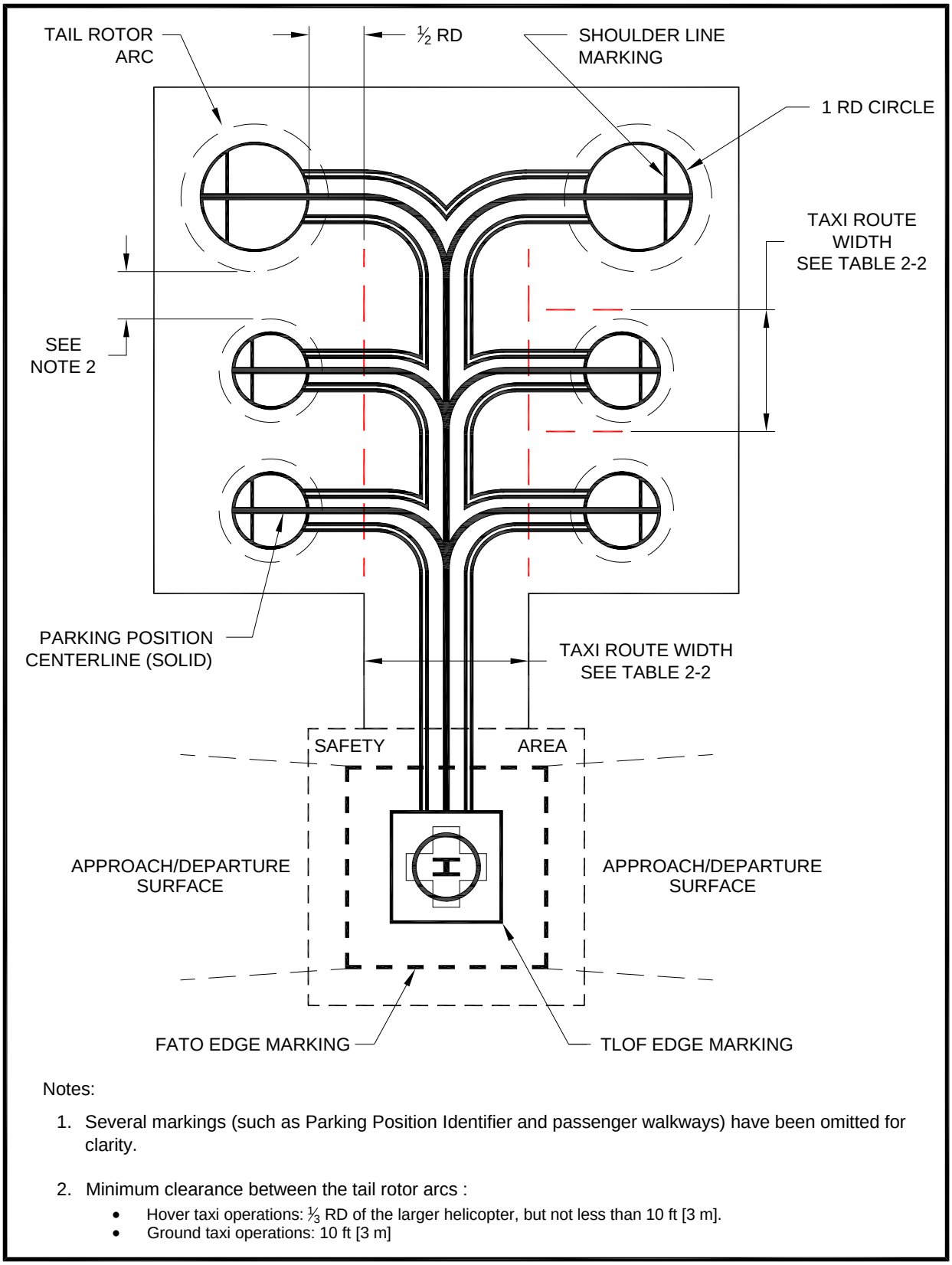

Notes:

1. Several markings (such as Parking Position Identifier and passenger walkways) have been omitted for clarity.

2. Minimum clearance between the tail rotor arcs :
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m].
   - Ground taxi operations: 10 ft [3 m]

Figure 4–17. Parking Area Design – "Back-out" Parking Positions: Hospital

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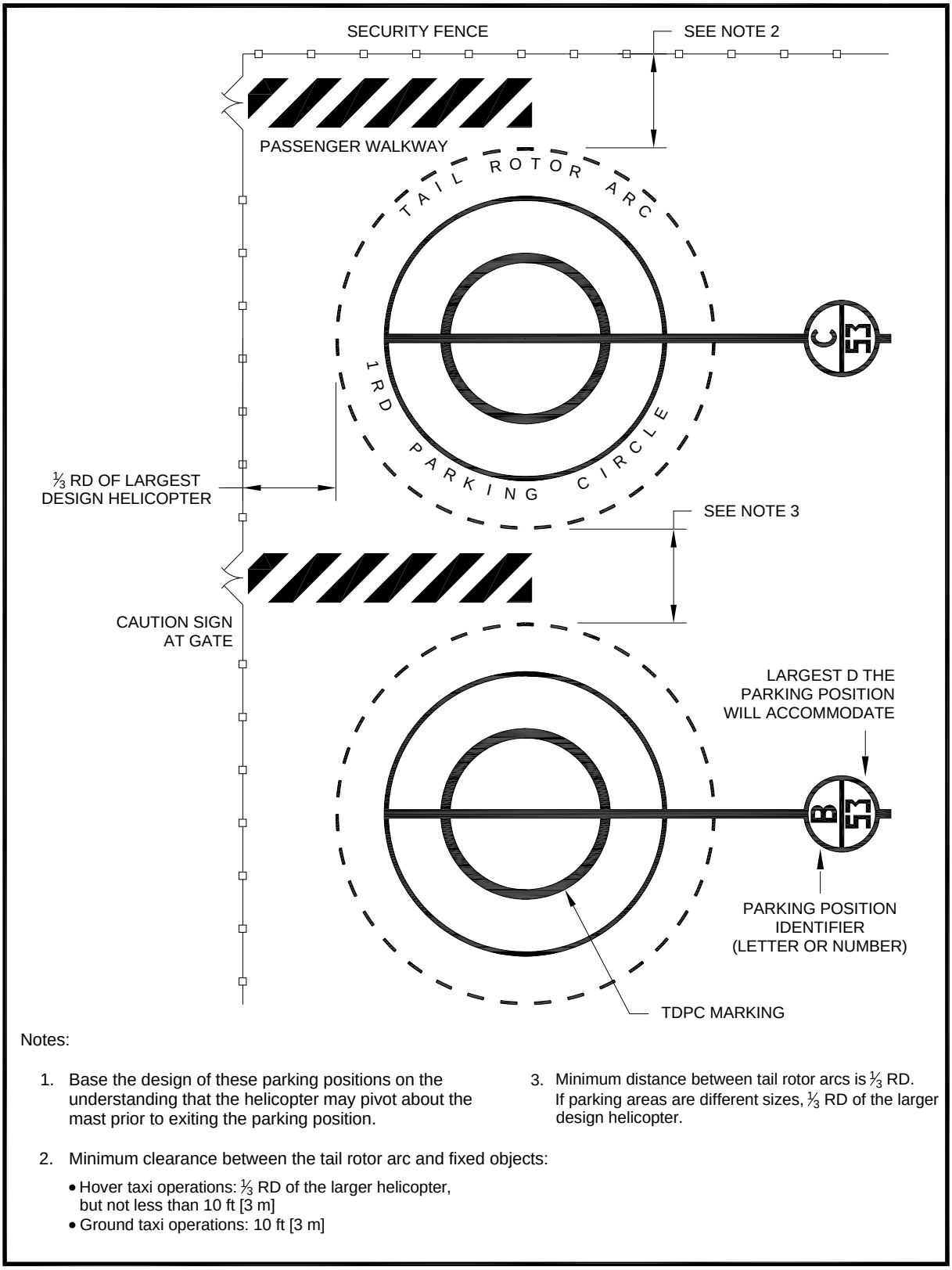

Figure 4–18. “Turn-around” Helicopter Parking Position Marking: Hospital

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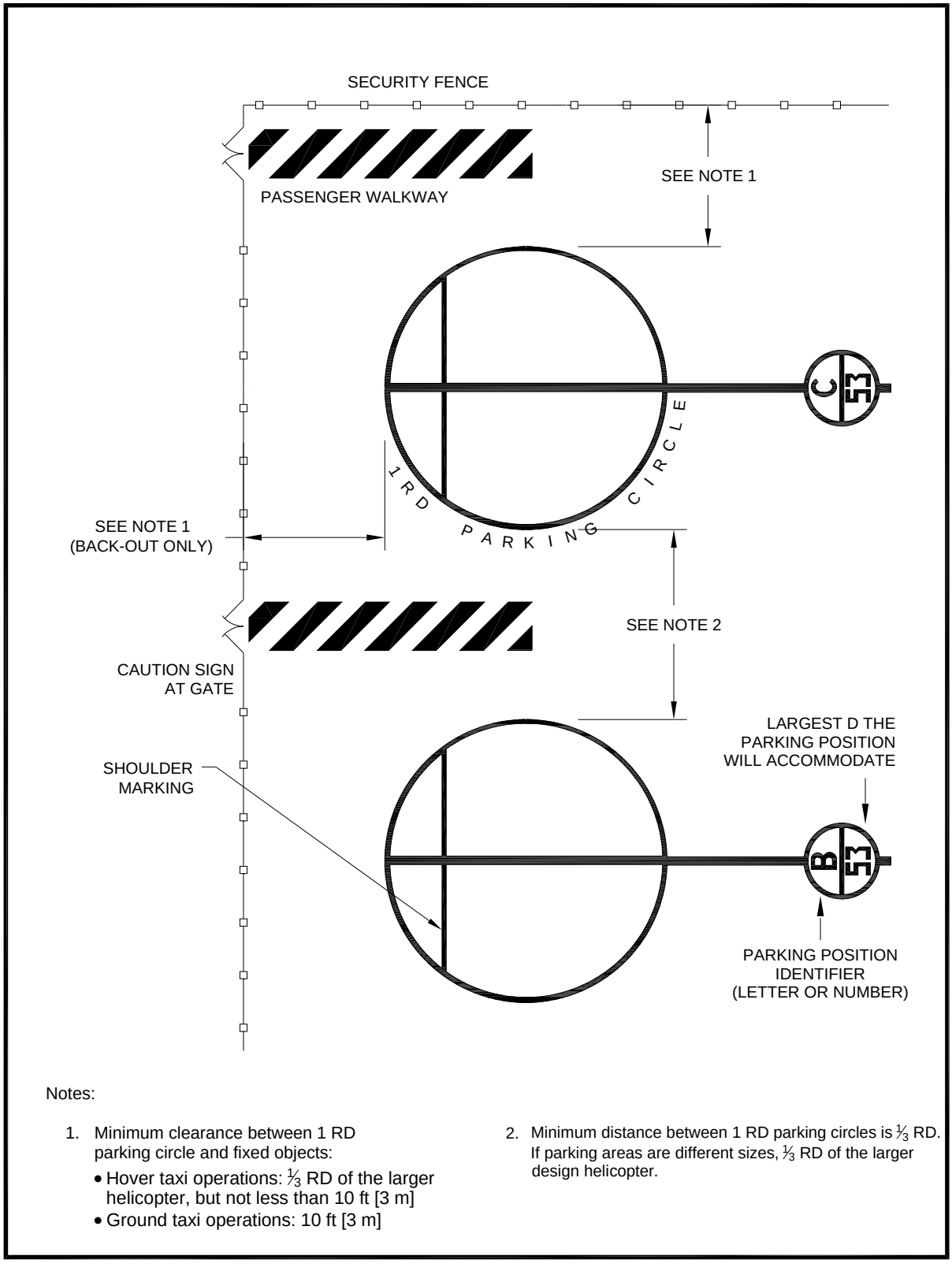

Notes:

1. Minimum clearance between 1 RD parking circle and fixed objects:
   - Hover taxi operations: ⅓ RD of the larger helicopter, but not less than 10 ft [3 m]
   - Ground taxi operations: 10 ft [3 m]
2. Minimum distance between 1 RD parking circles is ⅓ RD. If parking areas are different sizes, ⅓ RD of the larger design helicopter.

Figure 4–19. “Taxi-through” and “Back-out” Helicopter Parking Position Marking: Hospital

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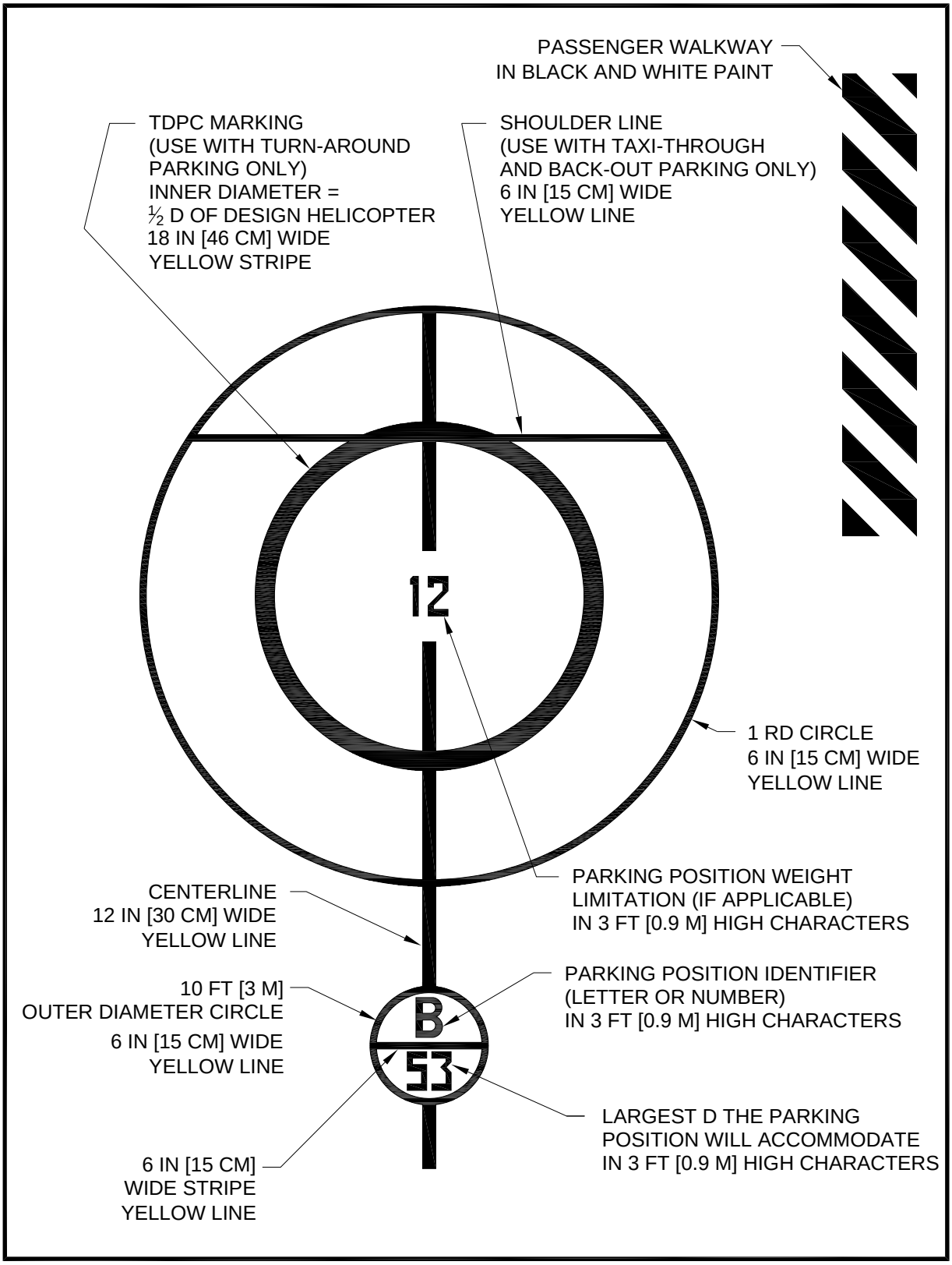

Figure 4–20. Parking Position Identification, Size, and Weight Limitations: General Aviation

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414. Heliport markers and markings. Markers and/or surface markings identify the facility as a heliport. Use paint or preformed material for surface markings (see AC 150/5370-10, Item P-620, for specifications for paint and preformed material). Reflective paint and reflective markers may also be used, though overuse of reflective material can be blinding to a pilot using landing lights. As an option, outline lines/markings with a 6-inch wide (15 cm) line of a contrasting color to enhance conspicuity. Place markings that define the edges of a TLOF, FATO, taxiway or apron within the limits of those areas. Use the following markers and markings:

a. Hospital heliport identification marking. The identification marking identifies the location as a hospital heliport, marks the TLOF and provides visual cues to the pilot.

(1) Standard hospital heliport identification symbol. Mark the TLOF with a red "H" in a white cross. The minimum height of the "H" is 10 feet (3 m). Locate the "H" in the center of the TLOF and orient it on the axis of the preferred approach/departure path. Place a 12-inch wide red bar under the "H" when it is necessary to distinguish the preferred approach/departure direction. The proportions and layout of the standard hospital heliport identification symbol are illustrated in Figure 4–21. Increase the dimensions of the "H" and cross proportionately for larger TLOFs.

(2) Alternative marking. As an alternative to the standard marking, use a red "H" with a white 6-inch (15 cm) wide border within a red cross with a 12 inch (30 cm) wide white border and a surrounding red TLOF. Where it is impractical to paint the whole TLOF red, paint the TLOF so the minimum dimension (length, width, or diameter) of the outer red area is equal to the RD of the design helicopter but not less than 40 feet (12.2 m). Figure 4–22 illustrates this alternative marking. Increase the dimensions of the "H" and cross proportionately for larger TLOFs.

(3) Winter operations. In winter weather at a heliport with a dark TLOF surface, the marking in Figure 4–22 will absorb more heat from the sun and more readily melt residual ice and snow. In contrast, the white area in Figure 4–21 is more likely to be icy during winter weather. Consequently, in areas that experience ice and snow, use the markings in Figure 4–22 for unheated TLOFs.

b. TLOF markings.

(1) TLOF perimeter marking. Mark the TLOF perimeter with markers and/or lines. See paragraph 408 and Table 4-1 for guidance on increasing the size of the safety area if the TLOF perimeter is not marked.

(a) Paved TLOFs. Define the perimeter of a paved or hard surfaced TLOF with a continuous, 12-inch-wide (30 cm), white line. See Figure 4–23.

(b) Unpaved TLOFs. Define the perimeter of an unpaved TLOF with a series of 12-inch-wide (30 cm), flush, in-ground markers, each approximately 5 feet (1.5 m) in length with end-to-end spacing of not more than 6 inches (15 cm). See Figure 4–24.

(2) Touchdown/positioning circle (TDPC) marking. Use an optional TDPC marking to provide guidance to allow a pilot to touch down in a specific position on paved surfaces. When the pilot's seat is over the marking, the undercarriage will be inside the LBA, and all parts of the helicopter will be clear of any obstacle by a safe margin. A TDPC marking is a yellow circle with an inner diameter of ½ D and a line width of 18 inches (46 cm). Locate a TDPC marking in the center of a TLOF. See Figure 4–21, Figure 4–22, and Figure 4–23.

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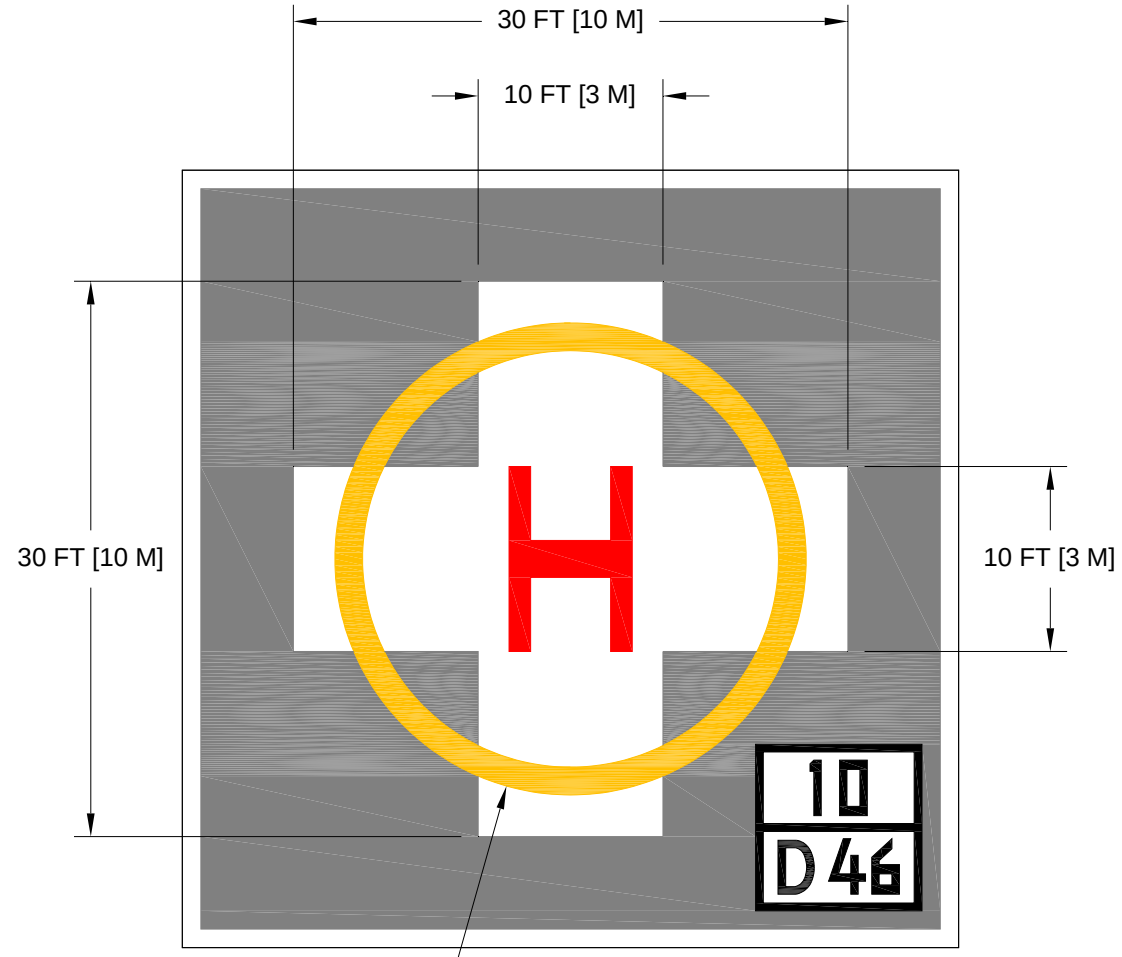

Notes:

1. Standard TLOF perimeter stripe of 12 in [30 cm]. See figure 4-25 for "H", touchdown position, overall length and weight limitation box dimensions.
2. The standard hospital identification is a red H within a white cross.
3. An option may be a red H within a white cross surrounded by a 12 in [30 cm] wide red border (not illustrated).
4. The area outside of the cross may be colored red.

Figure 4–21. Standard Hospital Heliport Identification Symbols: Hospital

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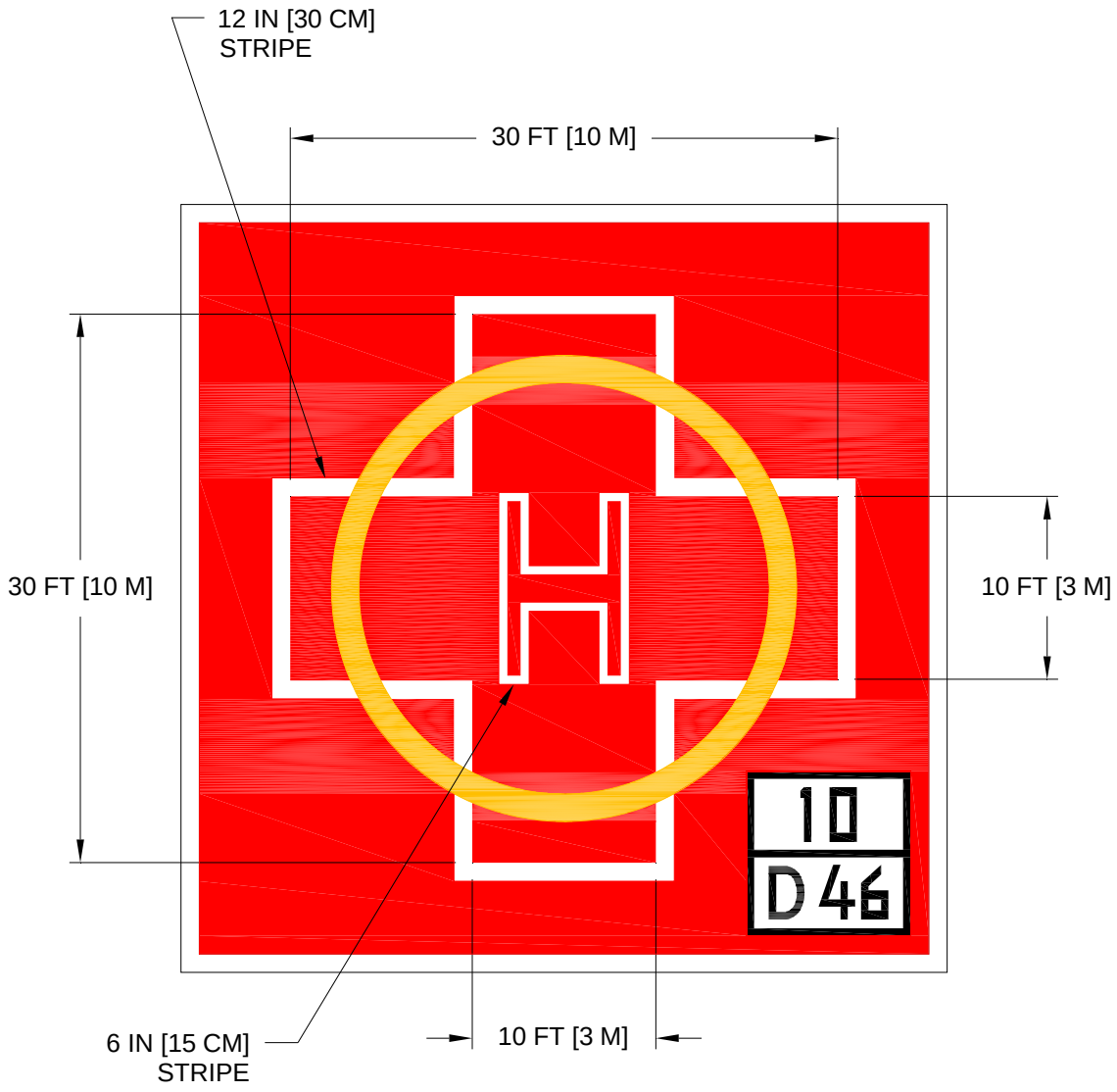

Notes:

1. Standard TLOF perimeter stripe of 12 in [30 cm]. See figure 4-25 for "H", touchdown position, overall length and weight limitation box dimensions.

Figure 4–22. Alternative Hospital Heliport Identification Symbols: Hospital

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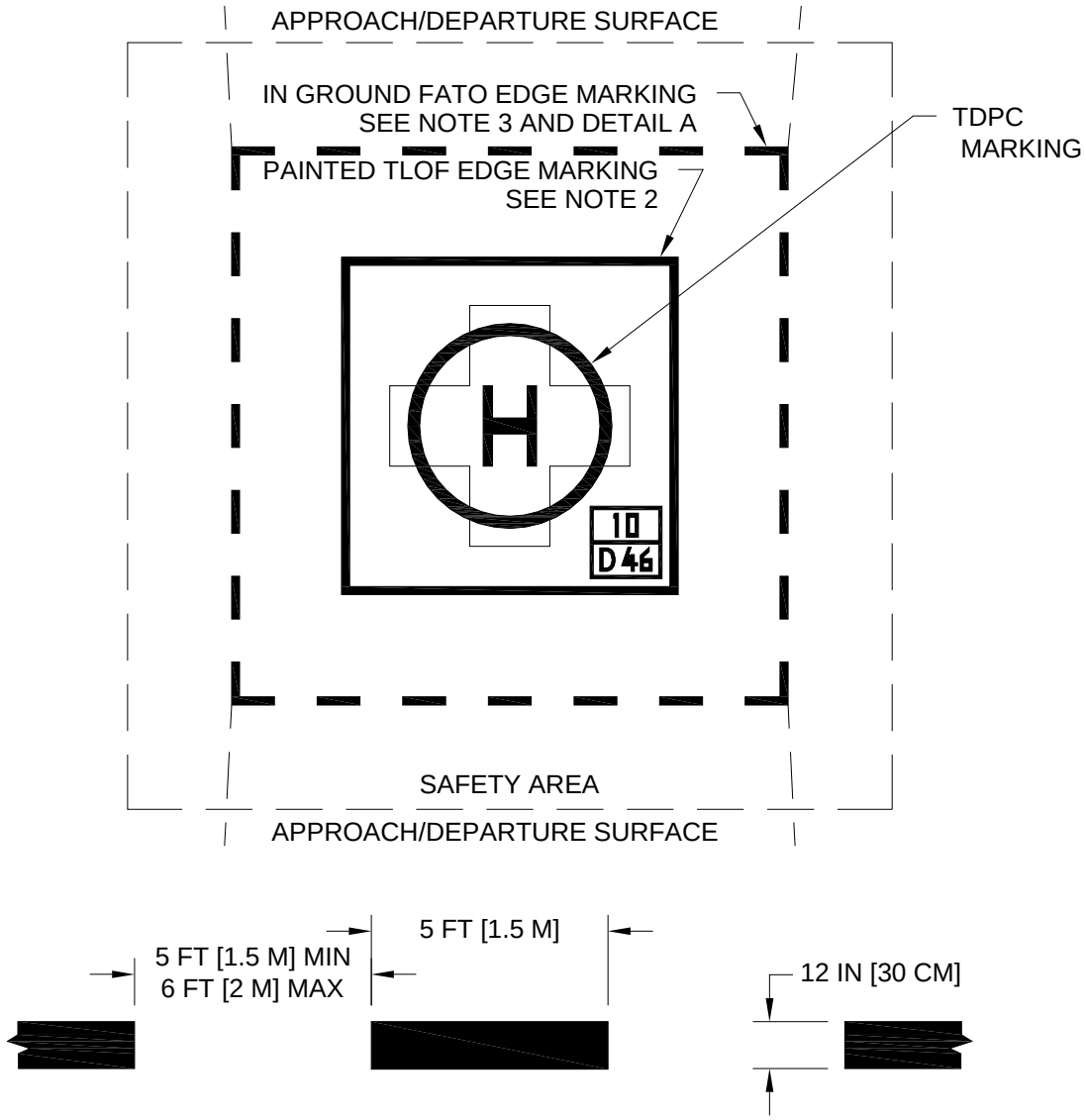

DETAIL A FATO MARKING DETAIL

Notes:

1. Mark the perimeter of the TLOF and the FATO.
2. Define the perimeter of a paved or hard surfaced TLOF with a continuous 12 in [30 cm] white line.
3. Define the perimeter of the FATO with a 12 in [30 cm] wide dashed line per Detail A.
4. See Figure 4-25 for " H", touchdown/position, Overall Length and Weight Limitation box dimensions.

Figure 4–23. Paved TLOF/Paved FATO – Paved TLOF/Unpaved FATO – Marking: Hospital

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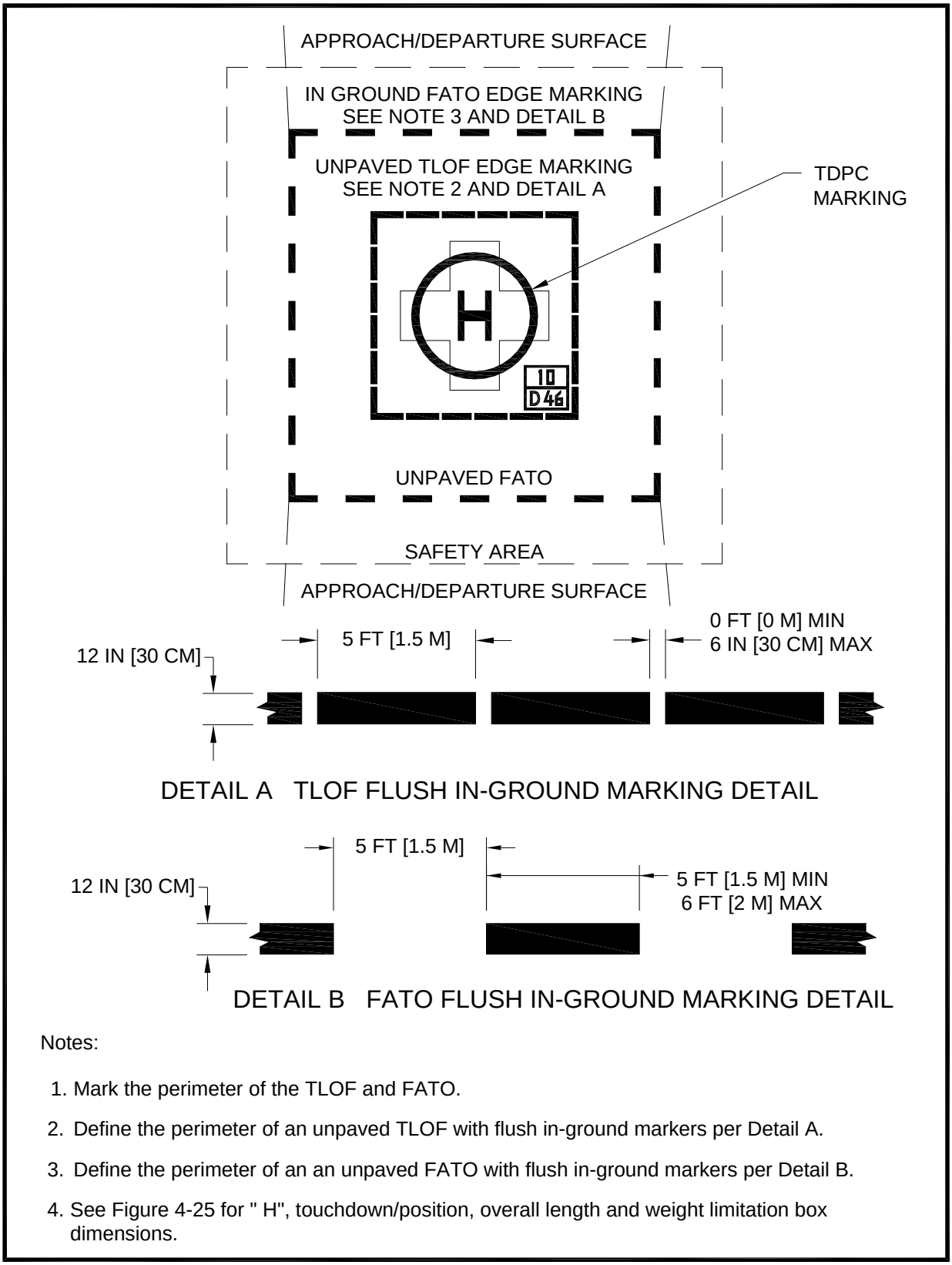

Notes:

1. Mark the perimeter of the TLOF and FATO.
2. Define the perimeter of an unpaved TLOF with flush in-ground markers per Detail A.
3. Define the perimeter of an an unpaved FATO with flush in-ground markers per Detail B.
4. See Figure 4-25 for " H", touchdown/position, overall length and weight limitation box dimensions.

Figure 4–24. Unpaved TLOF/Unpaved FATO – Marking: Hospital

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(3) TLOF size and weight limitations. Mark the TLOF to indicate the length and weight of the largest helicopter it will accommodate, as shown in Figure 4–25. Place these markings in a box in the lower right-hand corner of the TLOF, or on the right-hand side of the "H" of a circular TLOF, when viewed from the preferred approach direction. The box is 5 feet (1.5 m) square. The numbers are 18" (46 cm) high. If necessary, interrupt the TDPC marking with this marking. (See Figure C–2.) The numbers are black with a white background. This marking is optional at a TLOF with a turf surface.

(a) TLOF size limitation. This number is the length (D) of the largest helicopter the TLOF will accommodate, as shown in Figure 4–25. The marking consists of the letter "D" followed by the dimension in feet. Do not use metric equivalents used for this purpose. Center this marking in the lower section of the TLOF size/weight limitation box.

(b) TLOF weight limitations. If a TLOF has limited weight-carrying capability, mark it with the maximum takeoff weight of the design helicopter, in units of thousands of pounds, as shown in Figure 4–25. Do not use metric equivalents for this purpose. Center this marking in the upper section of a TLOF size/weight limitation box. If the TLOF does not have a weight limit, add a diagonal line extending from the lower left hand corner to the upper right hand corner to the upper section of the TLOF size/weight limitation box.

c. Extended pavement/structure markings. As an option at hospital heliports, increase the pavement or structure without a corresponding increase in the length and width or diameter of the FATO to accommodate pedestrians and/or support operations. Whether or not this increased area is part of the LBA, mark the pavement or structure outside the TLOF with 12-inch-wide (30 cm) diagonal black and white stripes. See Figure 4–26 for marking details.

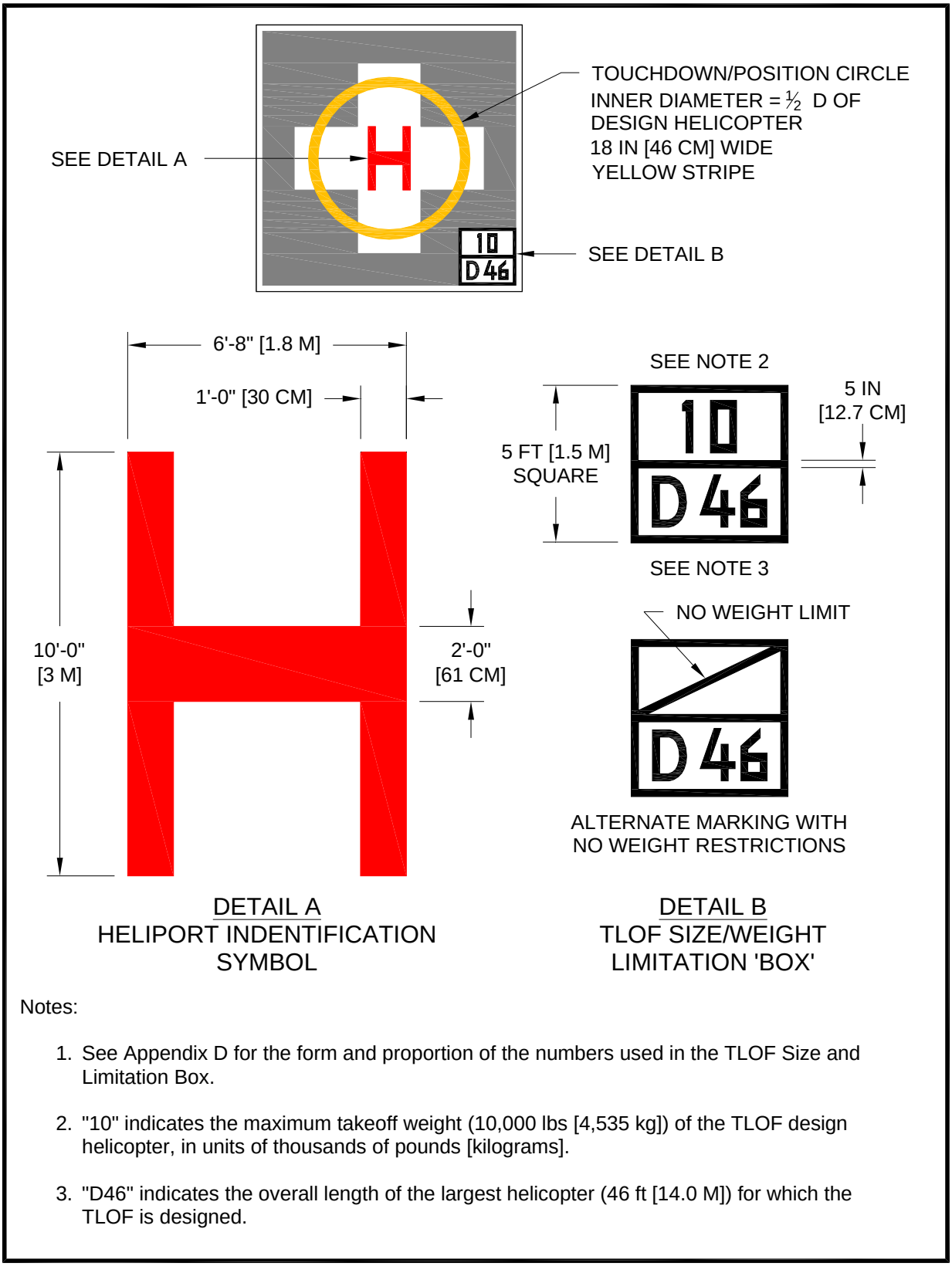
d. FATO markings.

(1) FATO perimeter marking. Define the perimeter of a load-bearing FATO with markers and/or lines. Do not mark the FATO perimeter if any portion of the FATO is not a load-bearing surface. In such cases, mark the TLOF perimeter (see paragraph 414.)

(a) Paved FATOs. Define the perimeter of a paved load-bearing FATO with a 12-inch-wide (30 cm) dashed white line. Use marking segments approximately 5 feet (1.5 m) in length, and with end-to-end spacing of approximately 5 feet (1.5 m) to define the corners of the FATO and the perimeter. See Figure 4–23.

(b) Unpaved FATOs. Define the perimeter of an unpaved load-bearing FATO with 12-inch-wide (30 cm), flush, in-ground markers. Use marking segments approximately 5 feet (1.5 m) in length, and with end-to-end spacing of approximately 5 feet (1.5 m) to define the corners of the FATO and the perimeter. See Figure 4–23 and Figure 4–24.

e. Flight path alignment guidance marking. An optional flight path alignment guidance marking consists of one or more arrows to indicate the preferred approach/departure direction(s). Place it on the TLOF, FATO and/or safety area surface as shown in Figure 4–10. The shaft of the arrow(s) is 18 inches (50 cm) in width and at least 10 feet (3 m) in length. When combined with a flight path alignment guidance lighting system described in paragraph 415, it takes the form shown in Figure 4–10, which includes scheme for marking the arrowheads. Use a color that provides good contrast against the background color of the surface on which they are marked. An arrow pointing toward the center of the TLOF depicts an approach direction. An arrow pointing away from the center of the TLOF depicts a departure direction. In the case of a flight path limited to a single approach direction or a single takeoff direction, the arrow marking is unidirectional. In the case of a heliport with only a bidirectional approach/takeoff flight path available, the arrow marking is bidirectional.



Notes:

1. See Appendix D for the form and proportion of the numbers used in the TLOF Size and Limitation Box.
2. "10" indicates the maximum takeoff weight (10,000 lbs [4,535 kg]) of the TLOF design helicopter, in units of thousands of pounds [kilograms].
3. "D46" indicates the overall length of the largest helicopter (46 ft [14.0 M]) for which the TLOF is designed.

Figure 4–25. TLOF Size and Weight Limitations: Hospital

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Notes:

1. Extended pavement/structure markings begin flush with TLOF edge markings and end at the edge of the extended pavement/structure.

2. Extended pavement/structure markings are 12 in [30 cm] wide black and white stripes on a 45° angle.

Figure 4–26. Extended Pavement or Structure Marking: Hospital

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f. Taxi route and taxiway markings.

(1) Paved taxiway markings. Mark the centerline of a paved taxiway with a continuous 6-inch (15 cm) yellow line. If necessary to increase conspicuity, mark both edges of the paved portion of the taxiway with two continuous 6- inch (15 cm) wide yellow lines spaced 6 inches (15 cm) apart. Figure 4–12 illustrates taxiway centerline and edge markings.

(2) Unpaved taxiway markings. Use either raised or in-ground flush edge markers to provide strong visual cues to pilots. Space them longitudinally at approximately 15-foot (5 m) intervals on straight segments and at approximately 10-foot (3 m) intervals on curved segments. Figure 4–13 and Figure 4–14 illustrate taxiway edge markings.

(a) Raised-edge markers are blue, 4 inches (10 cm) in diameter, and 10 inches (25 cm) high, as illustrated in Figure 4–13.

(b) In-ground, flush edge markers are yellow, 12 inches (30 cm) wide, and approximately 5 feet (1.5 m) long.

(3) Raised edge markers in grassy areas. Raised edge markers are sometimes obscured by tall grass. Address this issue with 12-inch (30 cm) diameter concrete pads or solid material disks around the poles supporting the raised markers.

(4) Taxiway to parking position transition requirements. For paved taxiways and parking areas, taxiway centerline markings continue into parking positions and become the parking position centerlines.

g. Parking position markings. If a hospital heliport has a parking position, the following standards apply.

(1) Paved parking position identifications. Mark parking position identifications (numbers or letters) if there is more than one parking position. These markings are yellow characters 36 inches (91 cm) high. See Figure 4–20 and Figure C–1.

(2) Rotor diameter circle. Define the circle of the RD of the largest helicopter that will park at that position with a 6-inch (15 cm) wide, solid yellow line with an outside diameter of RD. In paved areas, this is a painted line (See Figure 4–20). In unpaved areas, use a series of flush markers, 6 inches (15 cm) in width, a maximum of 5 feet (1.5 m) in length, and with end-to-end spacing of approximately 5 feet (1.5 m).

h. Touchdown/positioning circle (TDPC) marking. An optional TDPC marking provides guidance to allow a pilot to touch down in a specific position on paved surfaces. When the pilot's seat is over the marking, the undercarriage will be inside the LBA, and all parts of the helicopter will be clear of any obstacle by a safe margin. A TDPC marking is a yellow circle with an inner diameter of ½ D and a line width of 18 in (46 cm). Locate a TDPC marking in the center of a parking area. Use a TDPC marking for "turn-around" parking areas. See Figure 4–20 and Figure 4–18.

i. Maximum length marking. On paved surfaces, indicate the D of the largest helicopter that the position is designed to accommodate (for example, 40) with this marking. This marking consists of yellow characters at least 36 inches (91 cm) high. See Figure 4–20 and Figure C–1.

j. Parking position weight limit. If a paved parking position has a weight limitation, mark it in units of 1,000 lbs as illustrated in Figure 4–20. (A 4 indicates a weight-carrying capability of up to 4,000 lbs. Do not use metric equivalents for this purpose.) This marking consists of yellow characters 36 inches (91 cm) high. Place a bar under the number if necessary to minimize the possibility of being misread. See Figure 4–18 and Figure C–1.

k. Shoulder line markings. Use optional shoulder line markings for paved parking areas (See Figure 4–15) to ensure safe rotor clearance. Locate a 6-inch (15 cm) wide solid yellow shoulder line,

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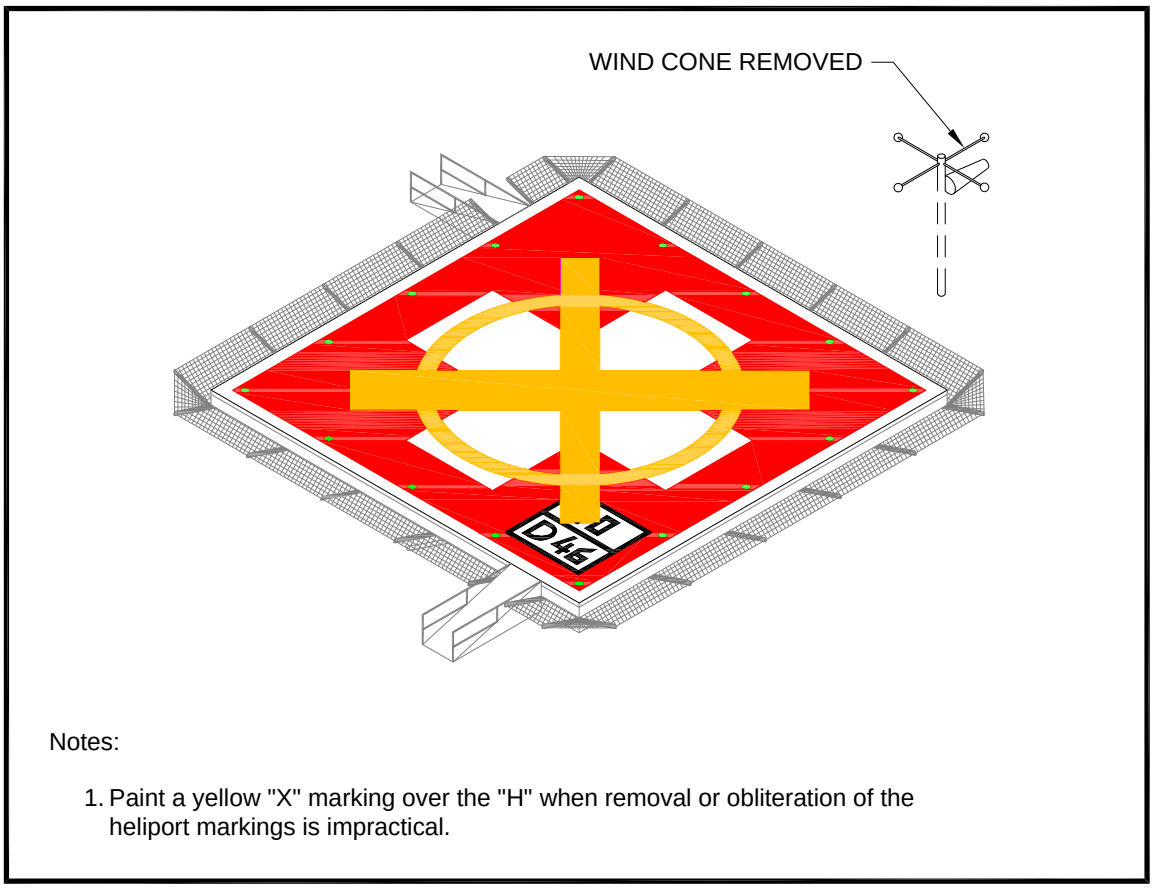
perpendicular to the centerline and extending to the RD marking, so it is under the pilot's shoulder such that the main rotor of the largest helicopter for which the position is designed will be entirely within the rotor diameter parking circle (See Figure 4–20.) Use 0.25 D from the center of parking area to define the location of shoulder line. Use a shoulder line marking for "taxi through" and "back-out" parking areas.

l. Walkways. Figure 4–20 illustrates one marking scheme.

m. Closed heliport. Obliterate all markings of a permanently closed heliport, FATO, or TLOF. If it is impractical to obliterate markings, place a yellow "X" over the "H", as illustrated in Figure 4–27. Use a yellow "X" large enough to ensure early pilot recognition that the heliport is closed. Remove the wind cone(s) and other visual indications of an active heliport.

n. Marking sizes. See Appendix C for guidance on the proportions of painted numbers.



Notes:

1. Paint a yellow "X" marking over the "H" when removal or obliteration of the heliport markings is impractical.

Figure 4–27. Marking a Closed Heliport: Hospital

415. Heliport lighting. If the heliport operator intends for the facility to support night operations, light the heliport with FATO and/or TLOF perimeter lights as described below. Design flush light fixtures and installation methods to support point loads of the design helicopter transmitted through a skid or wheel.

a. TLOF perimeter lights.

(1) Ground level TLOF. Use green lights meeting the requirements of FAA Airports Engineering Brief 87, Heliport Perimeter Light for Visual Meteorological Conditions (VMC), to define the TLOF perimeter. If only the TLOF is load bearing, use flush lights or, as a less desirable option, raised green omnidirectional lights. Use a minimum of three light fixtures per side of a square or rectangular TLOF. Locate a light at each corner, with additional lights uniformly spaced between the

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corner lights. Using an odd number of lights on each side will place lights along the centerline of the approach. To define a circular TLOF, use an even number of lights, with a minimum of eight, uniformly spaced. Space the lights at a maximum of 25 feet (7.6 m). Locate flush lights within 1 foot (30 cm) (inside or outside) of the TLOF perimeter. Locate raised lights outside and within 10 feet (3 m) of the edge of the TLOF. Make sure raised lights do not penetrate a horizontal plane at the TLOF elevation by more than 2 inches (5 cm). Figure 4–28 and Figure 4–30 illustrate these lights.

(2) Elevated TLOF. As an option, use raised, omnidirectional lights meeting the requirements of EB 87, located on the outside edge of the TLOF or the outer of the safety net, as shown in Figure 4–29. Lighting on the outer edge of the safety net provides better visual cues to pilots at a distance from the heliport since it outlines a larger area. Make sure raised lights do not penetrate a horizontal plane at the TLOF elevation by more than 2 inches (5 cm).

b. Load-bearing FATO perimeter lights. Use green lights meeting the requirements of EB 87 to define the perimeter of a load bearing FATO. Do not light the FATO perimeter if any portion of the FATO is not a load-bearing surface. Use a minimum of three flush or raised light fixtures per side of a square or rectangular FATO. Locate a light is located at each corner, with additional lights uniformly spaced between the corner lights. Using an odd number of lights on each side will place lights along the centerline of the approach. To define a circular FATO, use an even number of lights, with a minimum of eight, uniformly spaced. Space lights at a maximum of 25 feet (7.6 m). Locate flush lights within 1 foot (30 cm) (inside or outside) of the FATO perimeter (see Figure 4–28 and Figure 4–30). As an option, use a rectangular light pattern even if the TLOF is circular. At a distance during nighttime operations, a square or rectangular pattern of FATO perimeter lights provides the pilot with better visual alignment cues than a circular pattern, but a circular pattern may be more effective in an urban environment. In the case of an elevated FATO with a safety net, mount the perimeter lights in a similar manner as discussed in paragraph 415. Make sure raised FATO perimeter lights are no more than 8 inches (20 cm) high, and locate them 10 feet (3 m) from the FATO perimeter.

c. Floodlights. The FAA has not evaluated floodlights for effectiveness in visual acquisition of a heliport. However, if ambient light does not adequately illuminate markings for night operations, use floodlights to illuminate the TLOF, the FATO, and/or the parking area. If possible, mount these floodlights on adjacent buildings to eliminate the need for tall poles. Take care, however, to place floodlights clear of the TLOF, the FATO, the safety area, and the approach/departure surfaces, and transitional surfaces. Ensure floodlights and their associated hardware do not constitute an obstruction hazard. Aim floodlights down to provide adequate illumination on the surface. Make sure floodlights that might interfere with pilot vision during takeoff and landings are capable of being turned off by pilot control or at pilot request.

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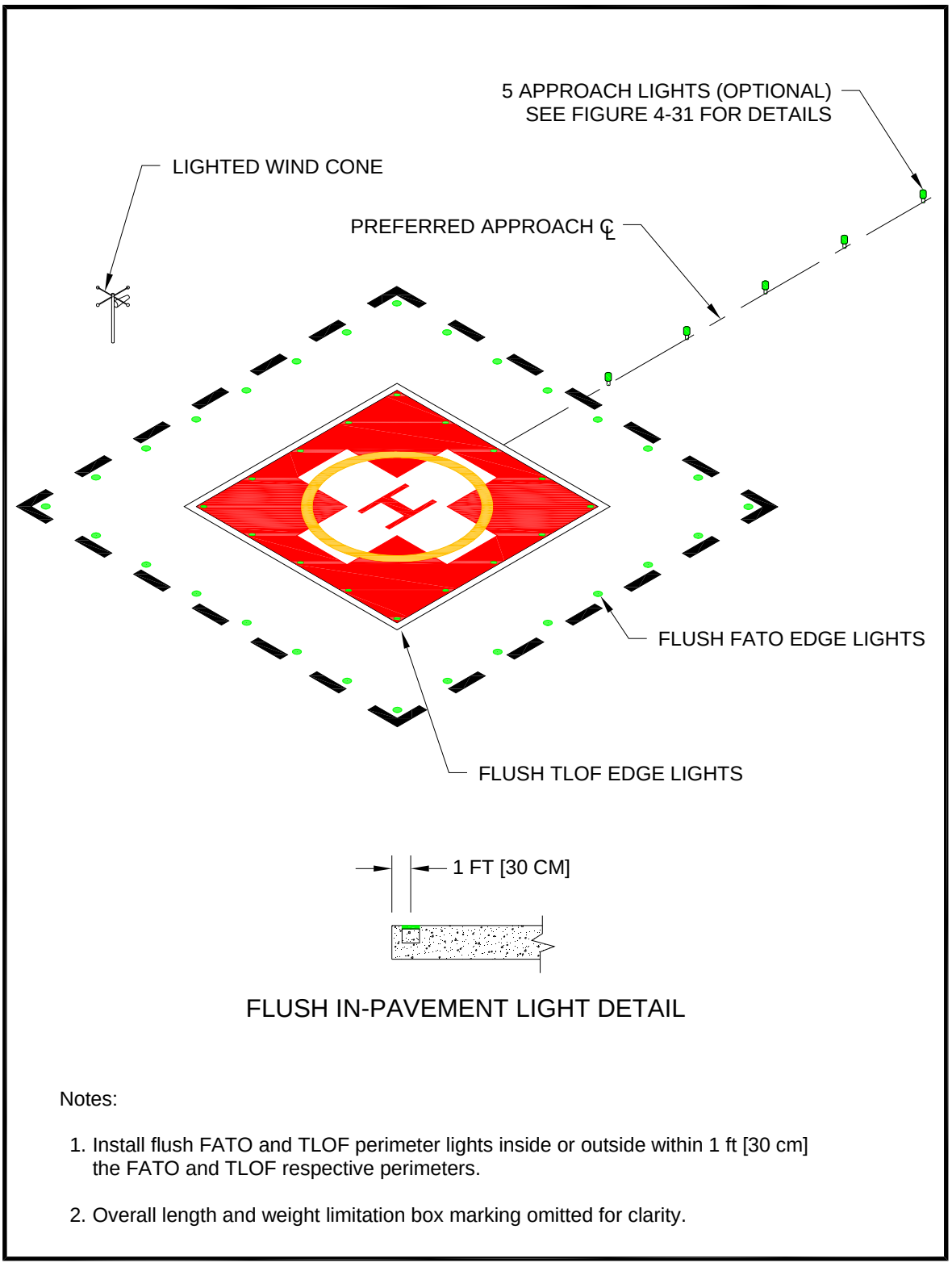

Figure 4–28. Flush TLOF/FATO Perimeter Lighting: Hospital

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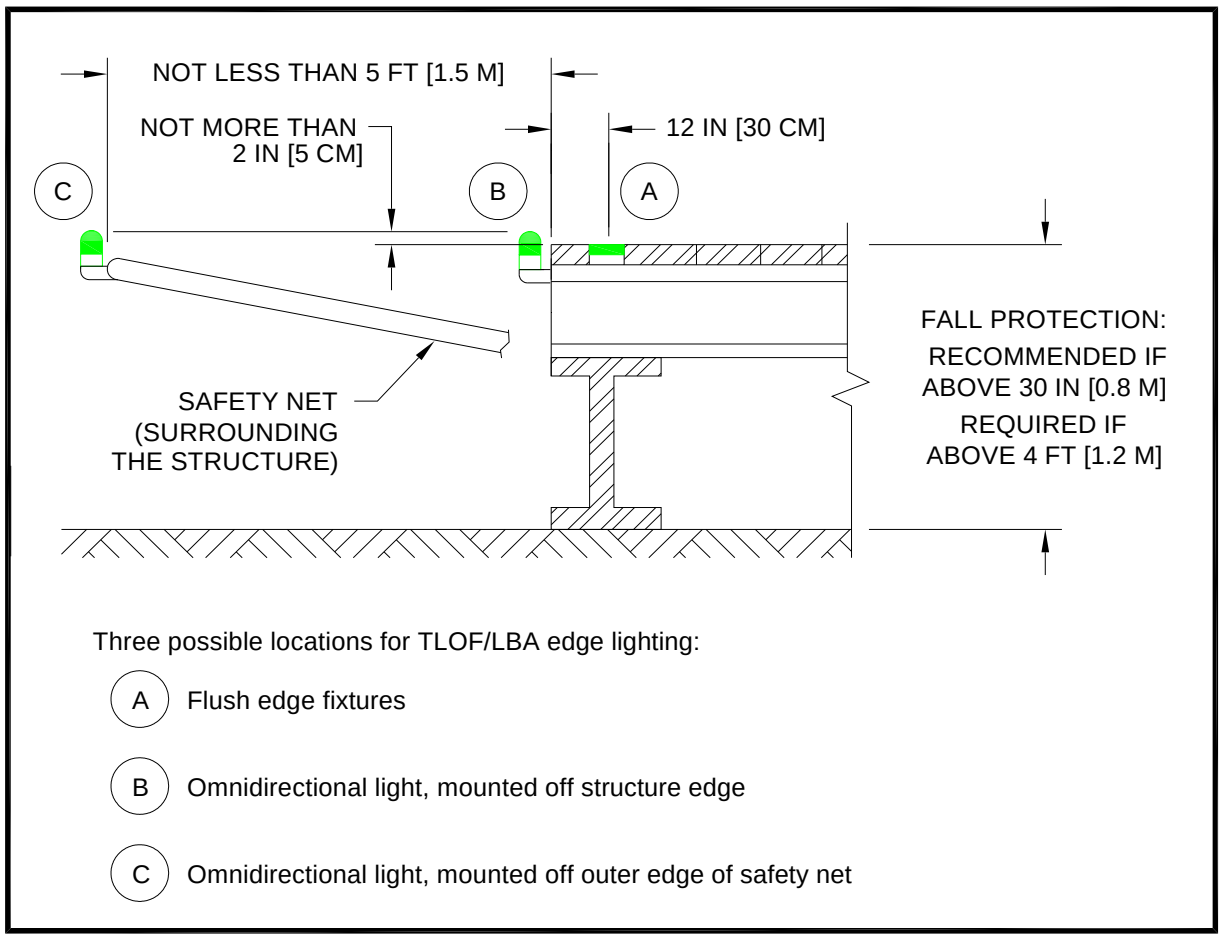

Figure 4–29. Elevated TLOF, Safety Net and Lighting Heliport Partial Elevation: Hospital

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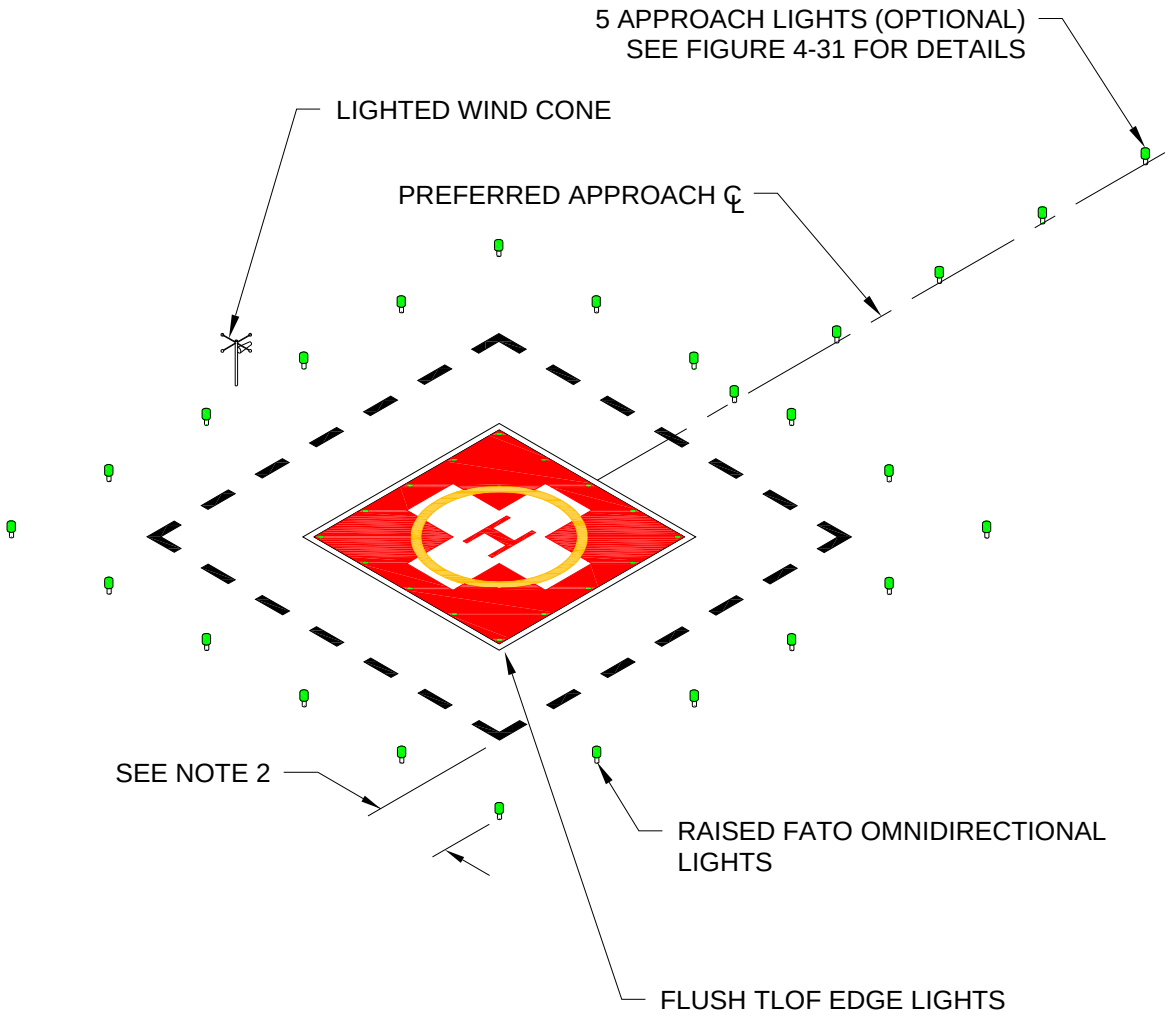

Notes:

1. Install flush TLOF perimeter lights inside or outside within 1 ft [30 cm] of the FATO and TLOF respective perimeters.

2. Install raised FATO lights 10 ft [3 m] outside the FATO perimeter.

3. Overall length and weight limitation box marking omitted for clarity.

Figure 4–30. Flush TLOF and Raised FATO Perimeter Lighting: Hospital

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d. Landing direction lights. As an option when it is necessary to provide directional guidance, install landing direction lights. Landing direction lights are a configuration of five green omnidirectional lights meeting the standards of EB 87, on the centerline of the preferred approach/departure path. Space these lights at 15-foot (5 m) intervals beginning at a point not less than 20 feet (6 m) and not more than 60 feet (18 m) from the TLOF perimeter and extending outward in the direction of the preferred approach/departure path, as illustrated in Figure 4–31.

e. Flight path alignment lights. Flight path alignment lights meeting the requirements of EB 87 are optional. Place them in a straight line along the direction of approach and/or departure flight paths. If necessary, extend them across the TLOF, FATO, safety area or any suitable surface in the immediate vicinity of the FATO or safety area. Install three or more green lights spaced at 5 feet (1.5 m) to 10 feet (3.0 m). See Figure 4–10.

f. Taxiway and taxi route lighting.

(1) Taxiway centerline lights. Define taxiway centerlines with flush bidirectional green lights meeting the standards of AC 150/5345-46, Specification for Runway and Taxiway Light Fixtures, for type L-852A (straight segments) or L-852B (curved segments). Space these lights at maximum 50-foot (15 m) longitudinal intervals on straight segments and at maximum 25 foot (7.6 m) intervals on curved segments, with a minimum of four lights needed to define the curve. Uniformly offset taxiway centerline lights no more than two feet (0.6 m) if necessary to ease painting the taxiway centerline. As an option, use green retroreflective markers meeting requirements for Type I markers in AC 150/5345-39, Specification for L-853, Runway and Taxiway Retroreflective Markers in lieu of the L-852A or L-852B lighting fixtures.

(2) Taxiway edge lights. Use omnidirectional blue lights to light the edges of a taxiway. As an option, use blue retroreflective markers to identify the edges of the taxiway in lieu of lights. Make sure retroreflective markers are no more than 8 inches (20 cm) tall.

(a) Straight segments. Space lights at 50 feet (15.2 m) longitudinal intervals on straight segments.

(b) Curved segments. Curved taxiway edges require shorter spacing of edge lights. Determine the spacing based on the radius of the curve. The applicable spacing for curves is shown in AC 150/5340-30, Design and Installation Detail for Airport Visual Aids. Space the taxiway edge lights uniformly. Use at least three edge lights for curved edges of more than 30 degrees from point of tangency (PT) of the taxiway section to PT of the intersecting surface. For radii not listed in AC 150/5340-30, determine spacing by linear interpolation.

(c) Paved taxiways. Use flush lights meeting the standards of AC 150/5345-46 for type L-852T.

(d) Unpaved taxiways. Use raised lights meeting the standards of AC 150/5345-46 for type L-861T. Use a maximum lateral spacing for the lights or reflectors equal to the RD of the design helicopter, but not more than 35 feet (10.7 m).

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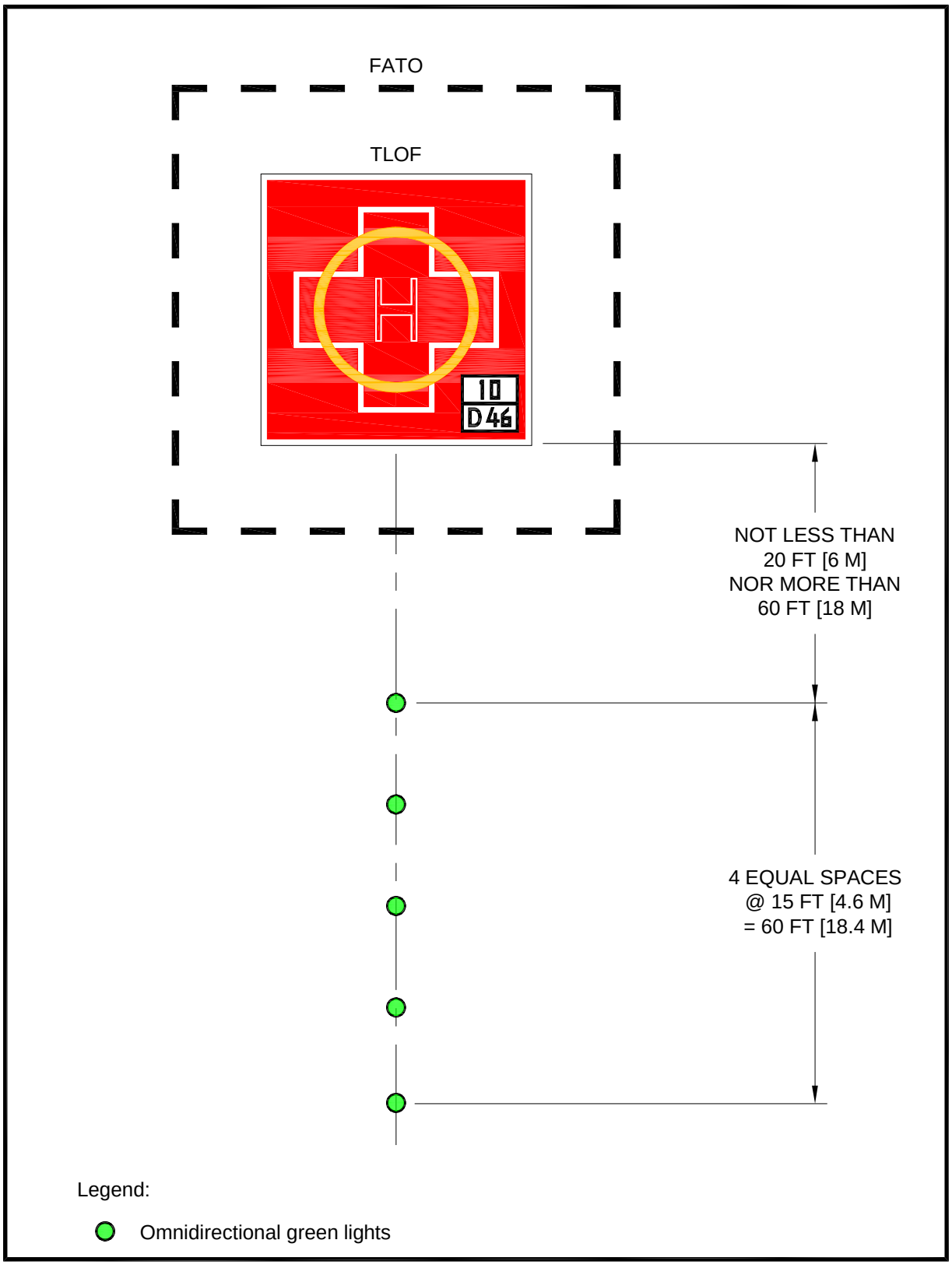

Figure 4–31. Landing Direction Lights: Hospital

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g. Heliport identification beacon. A heliport identification beacon is optional equipment. It is the most effective means to aid the pilot in visually locating the heliport. Locate the beacon, flashing white/green/yellow at the rate of 30 to 45 flashes per minute, on or close to the heliport. Find guidance on heliport beacons in AC 150/5345-12, Specification for Airport and Heliport Beacon. As an option, allow the beacon to be pilot controllable, so it is "on" only when needed.

416. Marking and lighting of difficult-to-see objects. It is often difficult for pilot to see unmarked wires, antennas, poles, cell towers, and similar objects, even in the best daylight weather, in time to take evasive action. While pilots can avoid such objects during en route operations by flying well above them, approaches and departures require operations near the ground where obstacles may be a factor. This paragraph discusses the marking and lighting of objects near, but outside and below the approach/departure surface. Find guidance on marking and lighting objects in AC 70/7460-1, Obstruction Marking and Lighting.

a. Airspace. If difficult-to-see objects penetrate the object identification surfaces illustrated in Figure 4–32 and Figure 4–33, mark these objects to make them more conspicuous. If a heliport supports operations between dusk and dawn, light these difficult-to-see objects. Guidance on marking and lighting objects is contained in AC 70/7460-1. The object identification surfaces in Figure 4–32 and Figure 4–33 can also be described as follows:

(1) In all directions from the safety area, except under the approach/departure paths, the object identification surface starts at the safety area perimeter and extends out horizontally for a distance of 100 feet (30.5 m).

(2) Under the approach/departure surface, the object identification surface starts from the outside edge of the FATO and extends horizontally out along the approach path for a distance of 800 feet (244 m). From this point, the object identification surface extends out along the approach path for an additional distance of 3,200 feet (975 m) while rising on an 8:1 slope (8 units horizontal in 1 unit vertical). From the point 800 feet (244 m) from the FATO perimeter, the object identification surface is 100 feet (30.5 m) beneath the approach/departure surface.

(3) The width of the safety surface increases as a function of distance from the safety area. From the safety area perimeter, the object identification surface extends laterally to a point 100 feet (30.5 m) outside the safety area perimeter. At the upper end of the surface, the object identification surface extends laterally 200 feet (61 m) on either side of the approach/departure path.

b. Shielding of objects. Title 14 CFR part 77.9, Construction or alteration requiring notice, provides that if there are a number of objects close together, it may not be necessary to mark all of them if they are shielded. To meet the shielding guidelines part 77 requires that an object "be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation."

c. Equipment/object marking. Make heliport maintenance and servicing equipment, as well as other objects used in the airside operational areas, conspicuous with paint, reflective paint, reflective tape, or other reflective markings. Find additional guidance in AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport.

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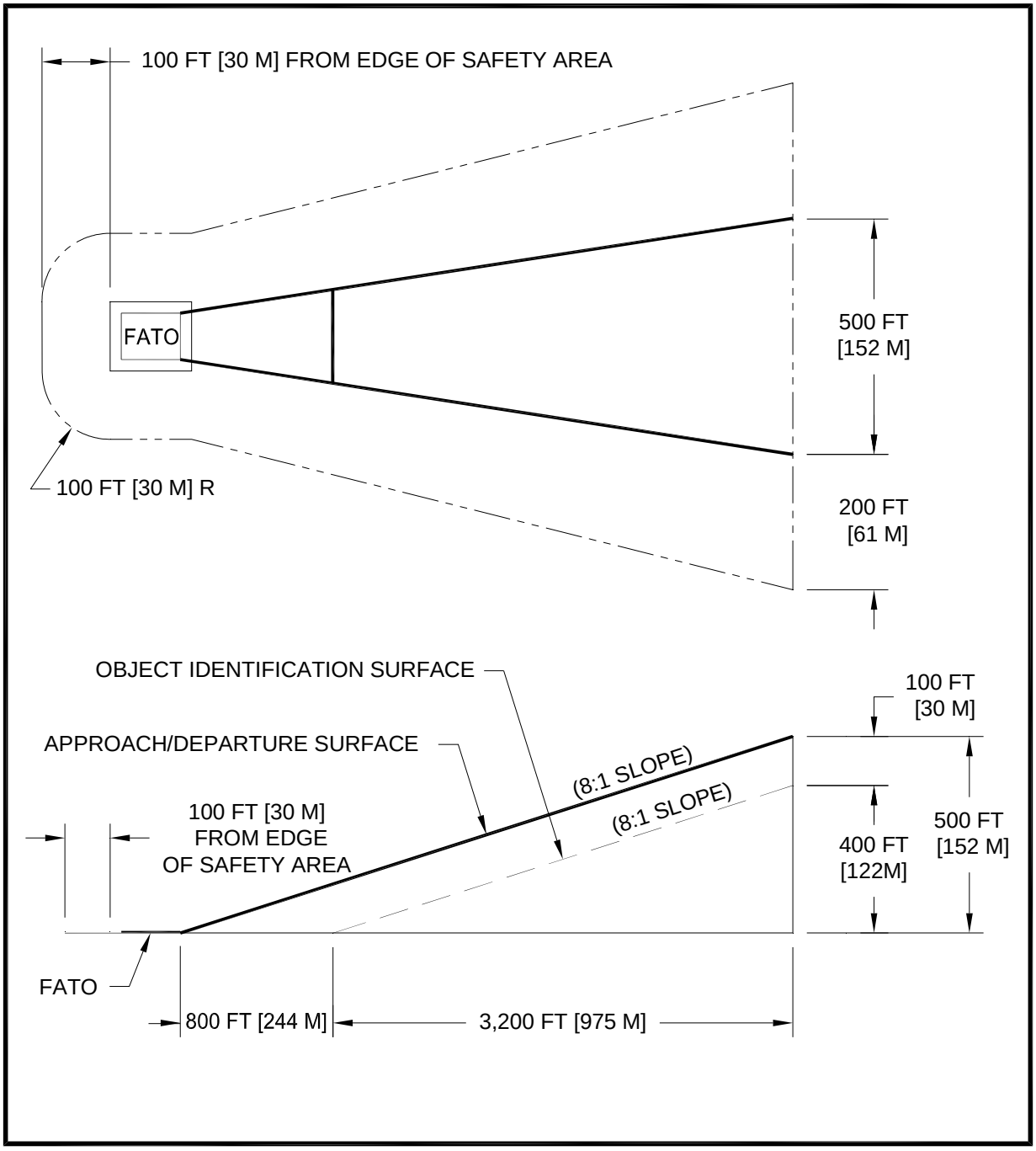

Figure 4–32. Airspace Where Marking and Lighting are Recommended: Hospital

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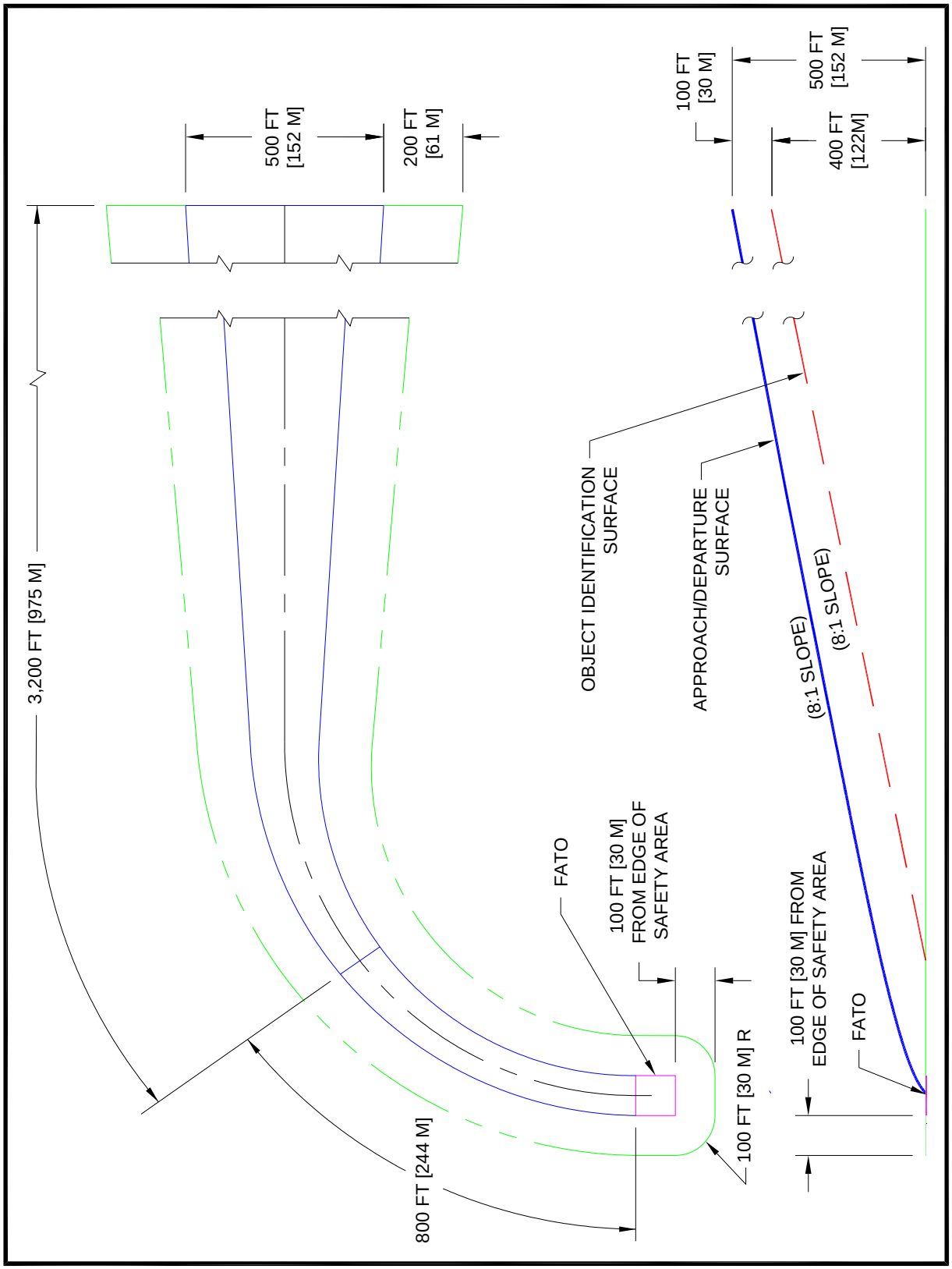

Figure 4–33. Airspace Where Marking and Lighting are Recommended: Curved Approach: Hospital

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417. Safety considerations. Consider the safety enhancements discussed below in the design of a heliport. Address other areas such as the effects of rotor downwash based on site conditions and the design helicopter.

a. Security. Provide a means to keep the operational areas of a hospital heliport clear of people, animals, and vehicles. Use a method to control access depending upon the helicopter location and types of potential intruders.

(1) Safety barrier. At ground-level hospital heliports, erect a safety barrier around the helicopter operational areas in the form of a fence or a wall. Construct the barrier no closer to the operation areas than the outer perimeter of the safety area. Make sure the barrier does not penetrate any approach/departure (primary or transitional) surface. If necessary in the vicinity of the approach/departure paths, install the barrier well outside the outer perimeter of the safety area.

(2) Make sure any barrier is high enough to present a positive deterrent to persons inadvertently entering an operational area and yet low enough to be non-hazardous to helicopter operations.

(3) Access. Control access to airside areas in a manner commensurate with the barrier (for example, build fences with locked gates). Display a cautionary sign similar to that illustrated in Figure 4–34 on gates and doors. As an option at hospital heliport, secure operational areas via the use of security guards and a mixture of fixed and movable barriers.

b. Rescue and fire-fighting services. Heliports are subject to state and local rescue and fire-fighting regulations. Provide a fire hose cabinet or extinguisher at each access gate/door and each fueling location. Locate fire hose cabinets, fire extinguishers, and other fire-fighting equipment near, but below the level of, the TLOF. Find additional information in various NFPA publications. For more reference material, see Appendix D.

c. Communications. Use a Common Traffic Advisory Frequency (CTAF) radio to provide arriving helicopters with heliport and traffic advisory information but do not use this radio to control air traffic. Contact the Federal Communications Commission (FCC) for information on CTAF licensing.

d. Weather information. An automated weather observing system (AWOS) measures and automatically broadcasts current weather conditions at the heliport site. When installing an AWOS, locate it at least 100 feet (30 m) and not more than 700 feet (213 m) from the TLOF and such that its instruments will not be affected by rotor wash from helicopter operations. Find guidance on AWOS systems in AC 150/5220-16, Automated Weather Observing Systems (AWOS) for Non-Federal Applications, and FAA Order 6560.20, Siting Criteria for Automated Weather Observing Systems (AWOS). Other weather observing systems will have different siting criteria.

e. Winter operations. Swirling snow raised by a helicopter's rotor wash can cause the pilot to lose sight of the intended landing point and/or hide objects that need to be avoided. Design the heliport to accommodate the methods and equipment used for snow removal. Design the heliport to allow the snow to be removed sufficiently so it will not present an obstruction hazard to the tail rotor, main rotor, or undercarriage. Find guidance on winter operations in AC 150/5200-30, Airport Winter Safety and Operations.

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Figure 4–34. Caution Sign: Hospital

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418. Visual glideslope indicators (VGSI). A VGSI provides pilots with visual vertical course and descent cues. Install the VGSI such that the lowest on-course visual signal provides a minimum of 1 degree of clearance over any object that lies within 10 degrees of the approach course centerline.

a. Siting. The optimum location of a VGSI is on the extended centerline of the approach path at a distance that brings the helicopter to a hover with the undercarriage between 3 and 8 feet (0.9 to 2.5 m) above the TLOF. Figure 4–35 illustrates VGSI clearance criteria. To properly locate the VGSI, estimate the vertical distance from the undercarriage to the pilot's eye.

b. Control of the VGSI. As an option, allow the VGSI to be pilot controllable such that it is "on" only when required.

c. VGSI needed. A VGSI is an optional feature. However, provide a VGSI if one or more of the following conditions exist, especially at night:

(1) Obstacle clearance, noise abatement, or traffic control procedures require a particular slope to be flown.

(2) The environment of the heliport provides few visual surface cues.

d. Additional guidance. AC 150/5345-52, Generic Visual Glideslope Indicators (GVGI), and AC 150/5345-28, Precision Approach Path Indicator (PAPI) Systems, provide additional guidance.

419. Zoning and compatible land use. Where state and local statutes permit, the FAA encourages a hospital heliport operator to promote the adoption of the following zoning measures to ensure the heliport will continue to be available and to protect the investment in the facility.

a. Zoning to limit building/object heights. Find general guidance on drafting an ordinance that would limit building and object heights in AC 150/5190-4, A Model Zoning Ordinance to Limit Height of Objects Around Airports. Substitute the heliport surfaces for the airport surfaces in the model ordinance.

b. Zoning for compatible land use. The FAA encourages public agencies to enact zoning ordinances to control the use of property within the HPZ and the approach/departure path environment, restricting activities to those compatible with helicopter operations.

e. Air rights and property easements. Use air rights and property easements as options to prevent the encroachment of obstacles in the vicinity of a heliport.

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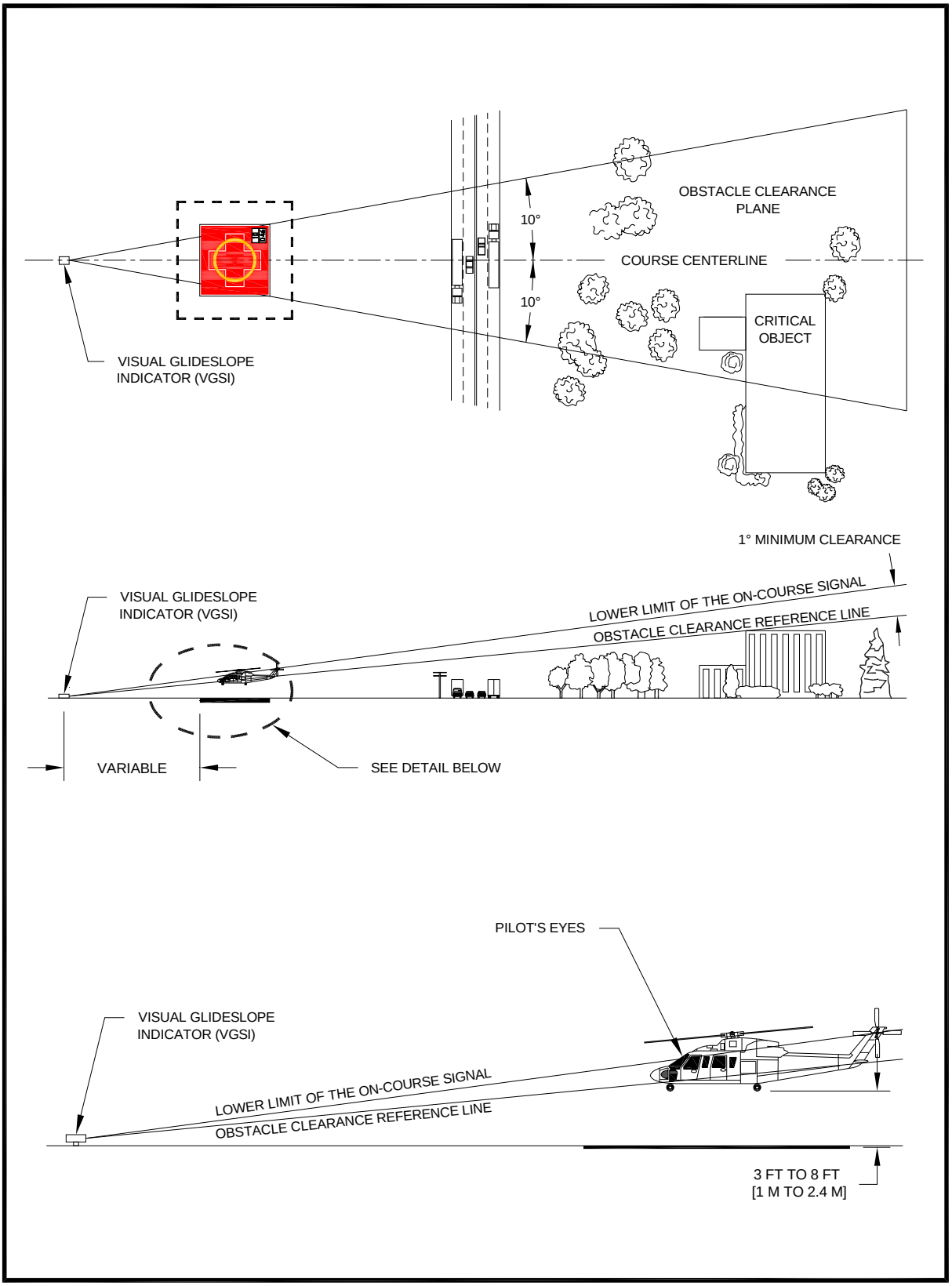

Figure 4–35. Visual Glideslope Indicator Siting and Clearance Criteria: Hospital

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Chapter 5. Helicopter Facilities on Airports

501. General. Helicopters are able to operate on most airports without unduly interfering with airplane traffic. If necessary, provide separate facilities and approach/departure procedures when the volume of airplane and/or helicopter traffic affects operations. At airports with interconnecting passenger traffic, provide gates at the terminal for helicopter boarding. People who use a helicopter to go to an airport generally require convenient access to the airport terminal and the services provided to airplane passengers. Identify the location of the exclusive-use helicopter facilities, TLOFs, FATOs, safety areas, approach/departure paths, and helicopter taxi routes and taxiways on the airport layout plan (ALP). This chapter addresses design considerations for providing separate helicopter facilities on airports. Figure 5–1 shows an example of a heliport located on an airport. Other potential heliport locations are on the roofs of passenger terminals or parking garages serving passenger terminals.

502. Applicability. The standards in this chapter apply to projects funded under the Airport Improvement Program (AIP) or Passenger Facility Charge (PFC) program. For other projects/heliports, these standards are the FAA's recommendations for designing all heliports on airports. The design standards in this chapter assume there will never be more than one helicopter within the final approach and takeoff area (FATO) and the associated safety area. If there is a need for more than one touchdown and lift-off area (TLOF) at a heliport, locate each TLOF within its own FATO and within its own safety area. Unless otherwise noted, the standards in Chapter 2 apply to helicopter facilities serving general aviation operations and the standards in Chapter 3 apply to helicopter facilities serving transport operations.

503. Touchdown and liftoff area (TLOF). Locate the TLOF to provide ready access to the airport terminal or to the helicopter user's origin or destination.

504. Final approach and takeoff area (FATO). Table 5-1 provides standards for the distance between the centerline of an approach to a runway and the centerline of an approach to a FATO for simultaneous, same direction, VFR operations.

Table 5-1. Recommended Distance between FATO Center to Runway Centerline for VFR Operations

Airplane Size	Small Helicopter 7,000 lbs or less	Medium Helicopter 7,001 to 12,500 lbs	Large Helicopter over 12,500 lbs
Small Airplane 12,500 lbs or less	300 feet (91 m)	500 feet (152 m)	700 feet (213 m)
Large Airplane 12,500 lbs to 300,000 lbs	500 feet (152 m)	500 feet (152 m)	700 feet (213 m)
Heavy Airplane Over 300,000 lbs	700 feet (213 m)	700 feet (213 m)	700 feet (213 m)

505. Safety area. Apply the safety area dimensions and clearances described in Chapter 2 to facilities being developed on an airport for general aviation helicopter use. Apply safety area dimensions and clearances in Chapter 3 to facilities being developed on an airport for transport helicopter use.

506. VFR approach/departure paths. To the extent practical, design helicopter approach/departure paths to be independent of approaches to and departures from active runways.

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507. Heliport protection zone (HPZ). Establish an HPZ where it is practicable for the airport owner to acquire and plan the land uses within the HPZ. Where this is not practicable, the HPZ standards have recommendation status for that portion of the HPZ the airport owner does not control.

508. Taxiways and taxi routes. When developing exclusive helicopter taxiways or taxi routes at an airport, locate them to minimize interaction with airplane operations.

509. Helicopter parking. Locate helicopter parking positions as close to the intended destination or origination of the passengers as conditions and safety permit.

510. Security. Unless screening was carried out at the helicopter passengers' departure location, Transportation Security Administration regulations may require that a screening area and/or screening be provided before passengers enter the airport's secured areas. If necessary, establish multiple helicopter parking positions and/or locations in the terminal area to service helicopter passenger screening and/or cargo interconnecting needs. Find information about passenger at the Transportation Security Administration web site http://www.tsa.gov/public/.

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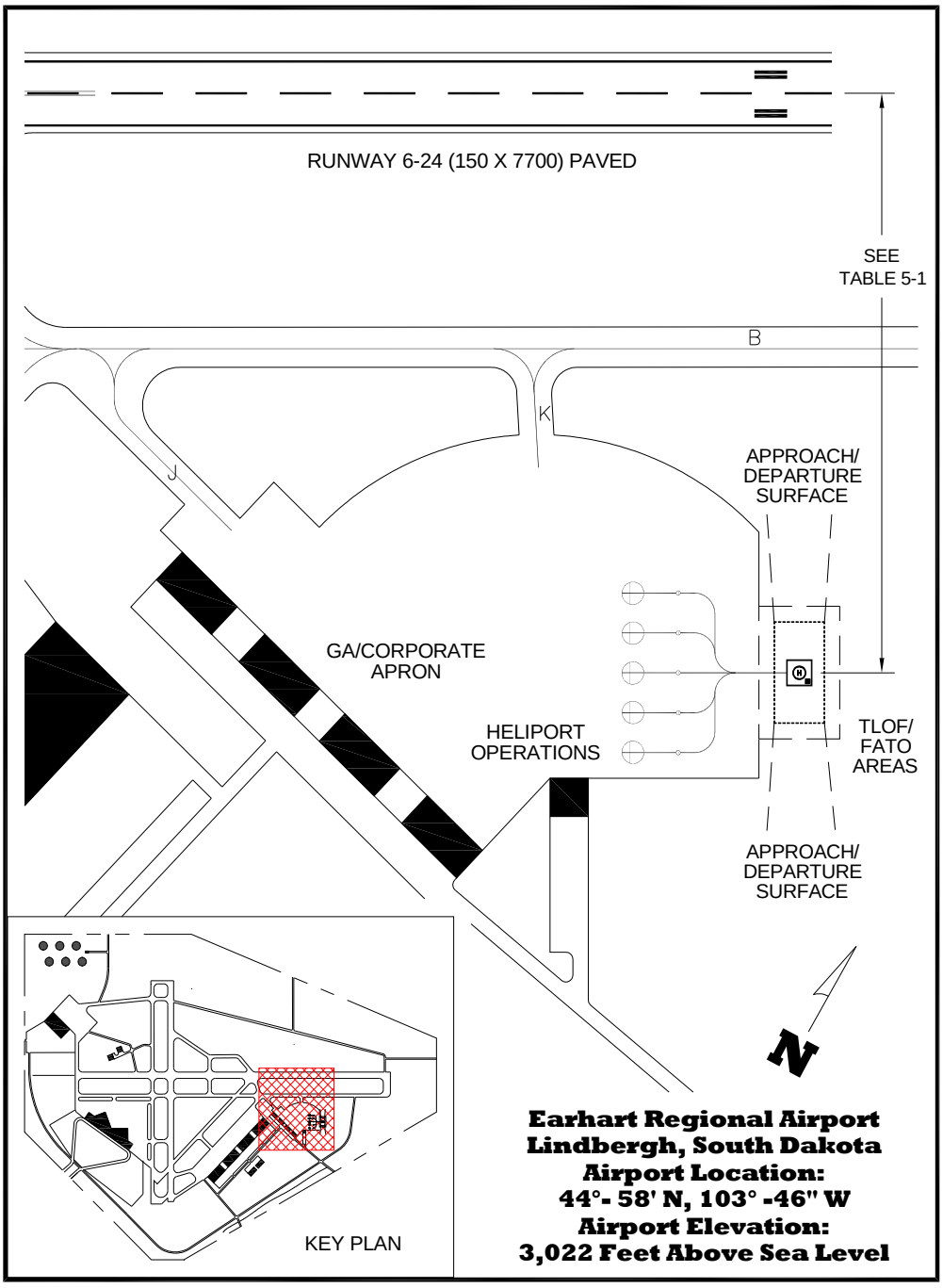

Figure 5–1. Heliport Located on an Airport: On Airport

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Chapter 6. Instrument Operations

601. General. Instrument approach/departure/missed approach procedures permit helicopter operations to continue during periods of low cloud ceilings and reduced visibility. The FAA establishes Instrument approach procedures in accordance with FAA 8260 series Orders published by FAA Flight Procedures Standards Branch. When a heliport does not meet the criteria of this AC, or FAA 8260 Series Orders, the FAA publishes the helicopter instrument approach procedure as a SPECIAL procedure, with annotations that special aircrew qualifications, pilot training and aircraft equipment are required to fly the specific procedure(s).

602. Planning. This chapter addresses issues that heliport owners consider before requesting the development of instrument approach/departure/missed approach procedures. The standards and recommendations in this AC are not intended to be sufficient to design an instrument procedure. Initiate early contact with the appropriate FAA Flight Standards Office to establish instrument procedures.

603. Airspace. Those who design instrument approach/departure/missed approach procedures have some flexibility in the design of such procedures. For this and other reasons, the airspace required to support helicopter instrument approach/departure operations is complex, and it does not lend itself to simple descriptions, even using figures. Refer to the latest revision of FAA 8260-series orders for more detailed information on criteria for developing helicopter instrument approach/departure/missed approach procedures.

604. Final approach reference area (FARA). For precision instrument procedures only, a certificated helicopter precision approach procedure terminates with the helicopter coming to a hover or touching down within a 150-foot-wide (45 m) by at least 150-foot long (45 m) FARA. The FARA is located at the far end of a 300-foot-wide by 1,225-foot- long (91 m by 373 m) FATO required for a precision instrument procedure. For the purposes of requirements for LBA and lighting, substitute the FARA for the FATO. Figure 6–1 illustrates the FARA/FATO relationship.

605. Improved lighting system. Installing the lighting systems described below may result in lower visibility minimums. See Figure 6–2 and Figure 6–3.

a. FATO perimeter lighting enhancement. Insert an additional raised, green light meeting the standards of FAA Airports Engineering Brief 87, Heliport Perimeter Light for Visual Meteorological Conditions (VMC), between each light in the front and rear rows of the raised perimeter lights to enhance the definition of the FATO.

b. Heliport instrument lighting system. The HILS consists of 24 unidirectional PAR 56, 200-watt white lights that extend the FATO perimeter lights. The system extends both the right and left edge lights as “edge bars” and both the front and rear edge lights as “wing bars,” as shown in Figure 6–2.

(1) Edge bars. Place edge bar lights at 50-foot (15.2 m) intervals, measured from the front and rear row of the FATO perimeter lights.

(2) Wing bars. Space wing bar lights at 15-foot (4.57 m) intervals, measured from the line of FATO perimeter (side) lights.

(3) Optional TLOF lights. A line of seven white flush lights meeting the standards of EB 87 is optional. Space them at 5-foot (1.5 m) intervals in the TLOF pavement. Align these lights on the centerline of the approach course to provide close-in directional guidance and improve TLOF surface definition. These lights are illustrated in Figure 6–2.

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c. Heliport approach lighting System (HALS). The HALS, depicted in Figure 6–3 is a distinctive approach lighting configuration designed to prevent it from being mistaken for an airport runway approach lighting system.

606. Obstacle evaluation surfaces. The instrument procedure developer considers the specific heliport location, its physical characteristics, the terrain, surrounding obstructions, and so on, in designing the helicopter instrument approach procedure. Upon development of the instrument procedure, protect its underlying obstacle evaluation surfaces from penetrations. See paragraph 221. Also see paragraphs 201.e, 301.e, and 401.e.

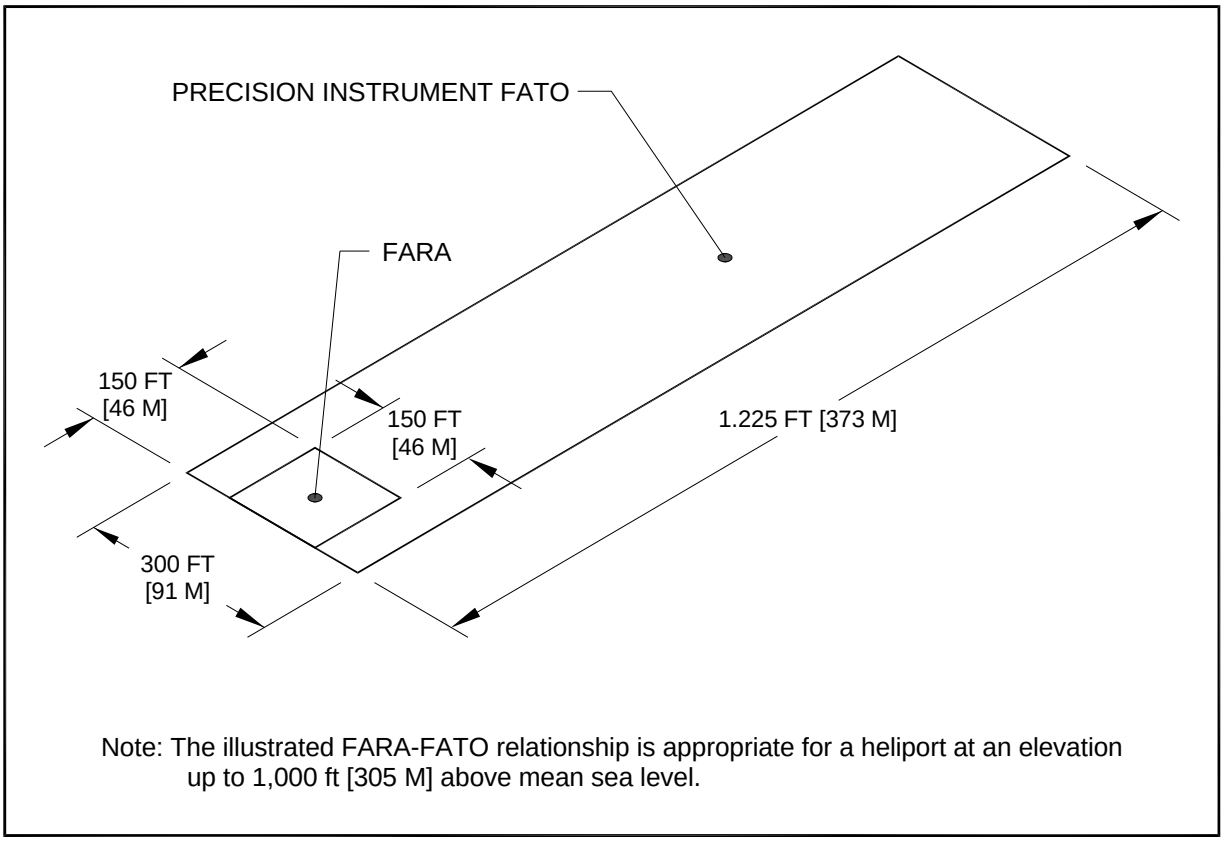

Figure 6–1. FARA/FATO Relationship: Precision

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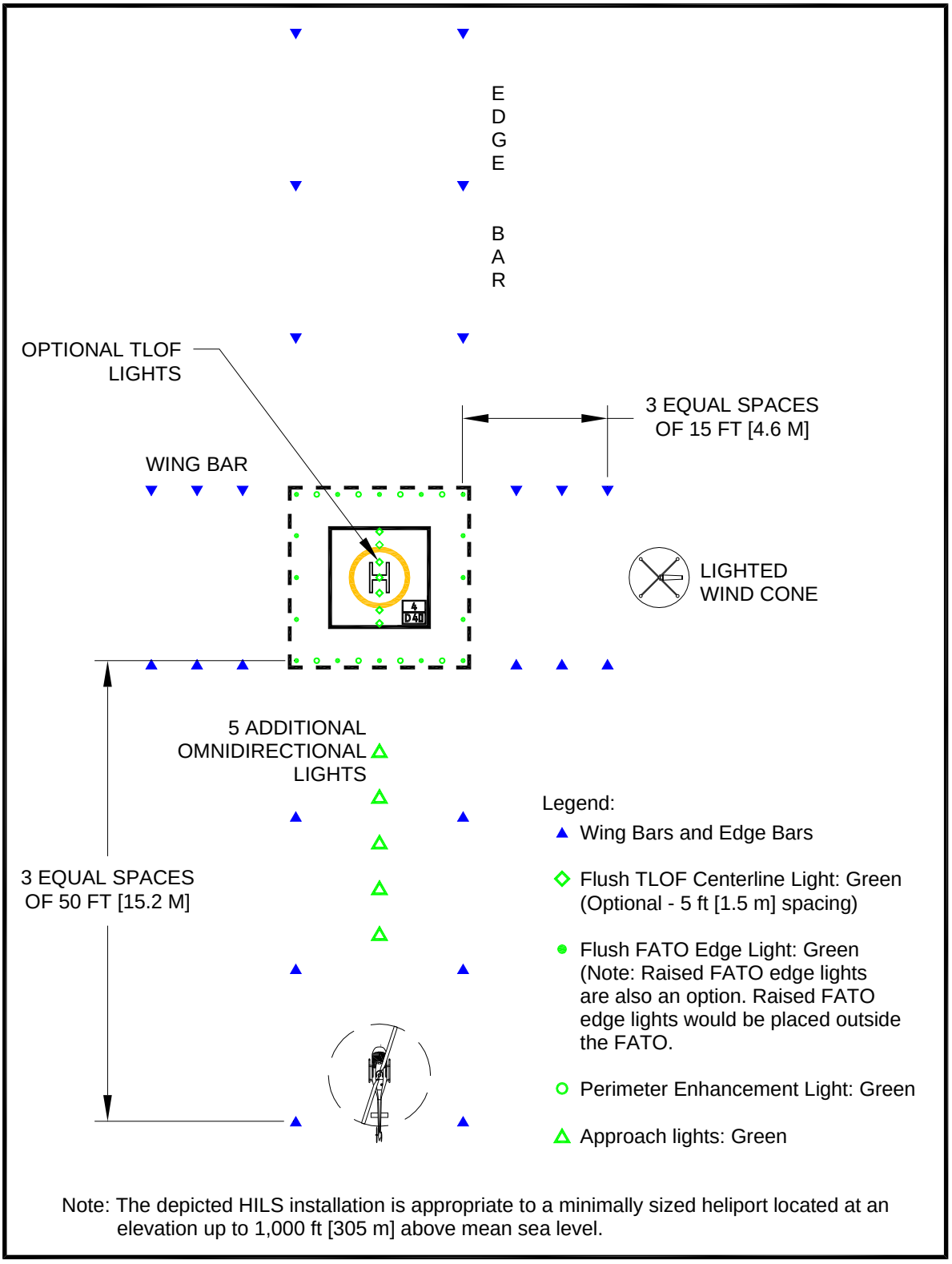

Figure 6–2. Heliport Instrument Lighting System (HILS): Non-precision

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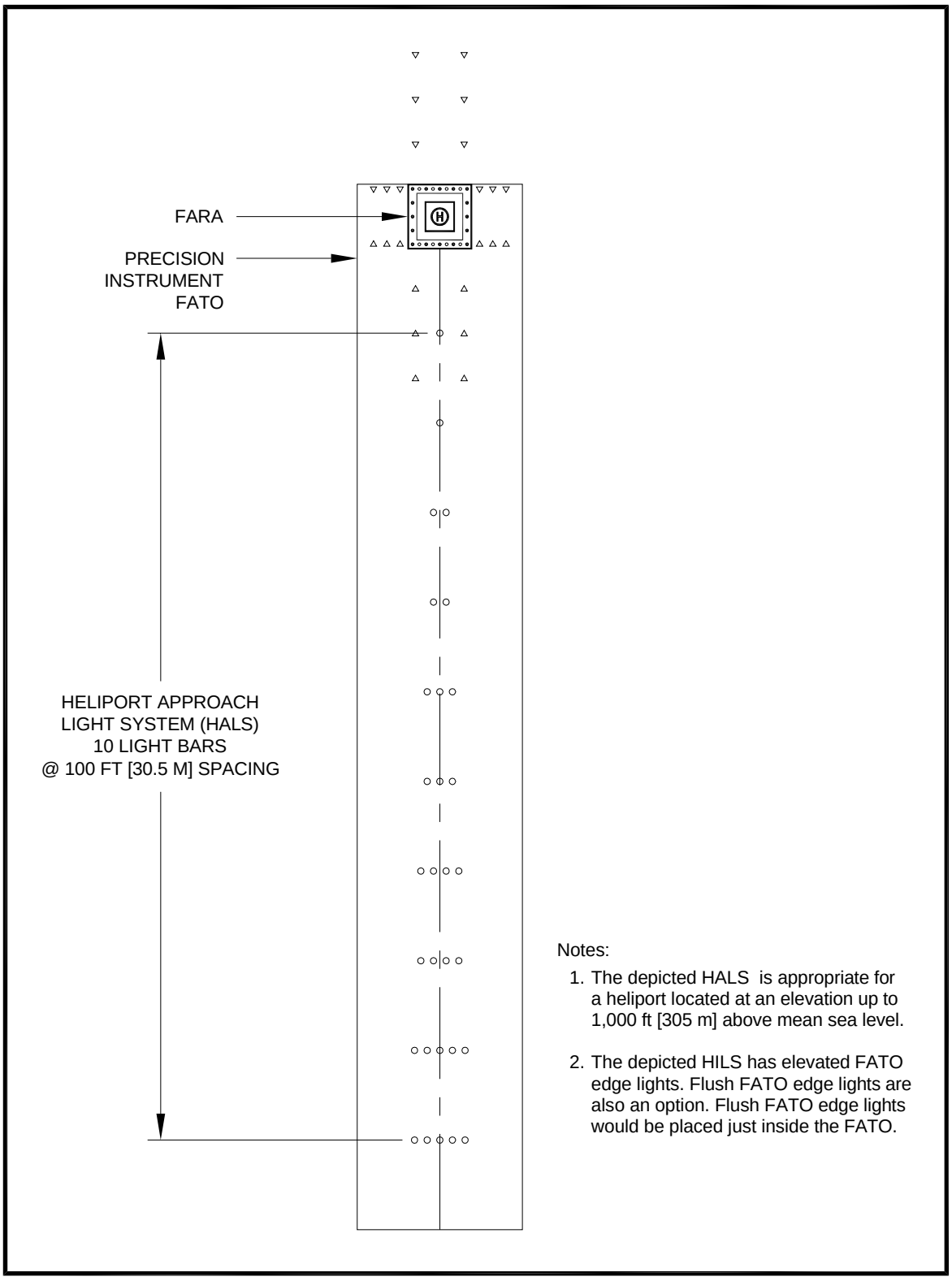

Figure 6–3. Heliport Approach Lighting System

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Chapter 7. Heliport Gradients and Pavement Design

701. General. This chapter provides guidance on designing heliport pavements, including design loads, and addresses soil stabilization as a method of treating non paved operational surfaces. Provide a present a reasonably smooth, uniformly graded surface for operational surfaces such as the TLOF, FATO, safety areas, parking areas, taxi routes, and taxiways. Design the surfaces of a heliport to provide positive drainage.

702. TLOF gradients.

a. General aviation heliport. To ensure drainage, design the TLOF to have a gradient between 0.5 percent and 2 percent.

b. Transport heliport. To ensure drainage, design the TLOF to have a longitudinal gradient between 0.5 and 1 percent and a transverse gradient between 0.5 and 1.5 percent.

c. Hospital heliport. To ensure drainage, design the TLOF to have a gradient between 0.5 and 1 percent and 2 percent.

703. FATO gradients.

a. Load bearing FATO. Design a load bearing FATO to have a gradient between 0.5 percent and 5 percent. Design the gradient to be not more than 2 percent in any areas where a helicopter is expected to land. To ensure TLOF drainage, design gradients of rapid runoff shoulders to be between 3 and 5 percent. These standards are illustrated in Figure 7–1 below for a concrete TLOF and stabilized turf FATO.

b. Non-load bearing FATO. When the FATO is non-load bearing and/or not intended for use by the helicopter, there are no specific requirements for the gradient of the surface. In this case, design the gradient to be 5 percent or more to ensure adequate drainage away from the area of the TLOF. However, stabilize non-load bearing surfaces. See paragraph 707.

704. Safety area gradients. Design the surface of the safety area to be no steeper than a downward slope of 2:1 (2 units horizontal in 1 unit vertical). In addition, make sure the surface of the safety area is not higher than the FATO edge.

705. Parking area gradients. Design all helicopter parking area grades to not exceed 2 percent.

706. Taxiway and taxi route gradients. Design taxiway longitudinal gradients to not exceed 2 percent. Design transverse gradients to be between 0.5 percent and 2 percent.

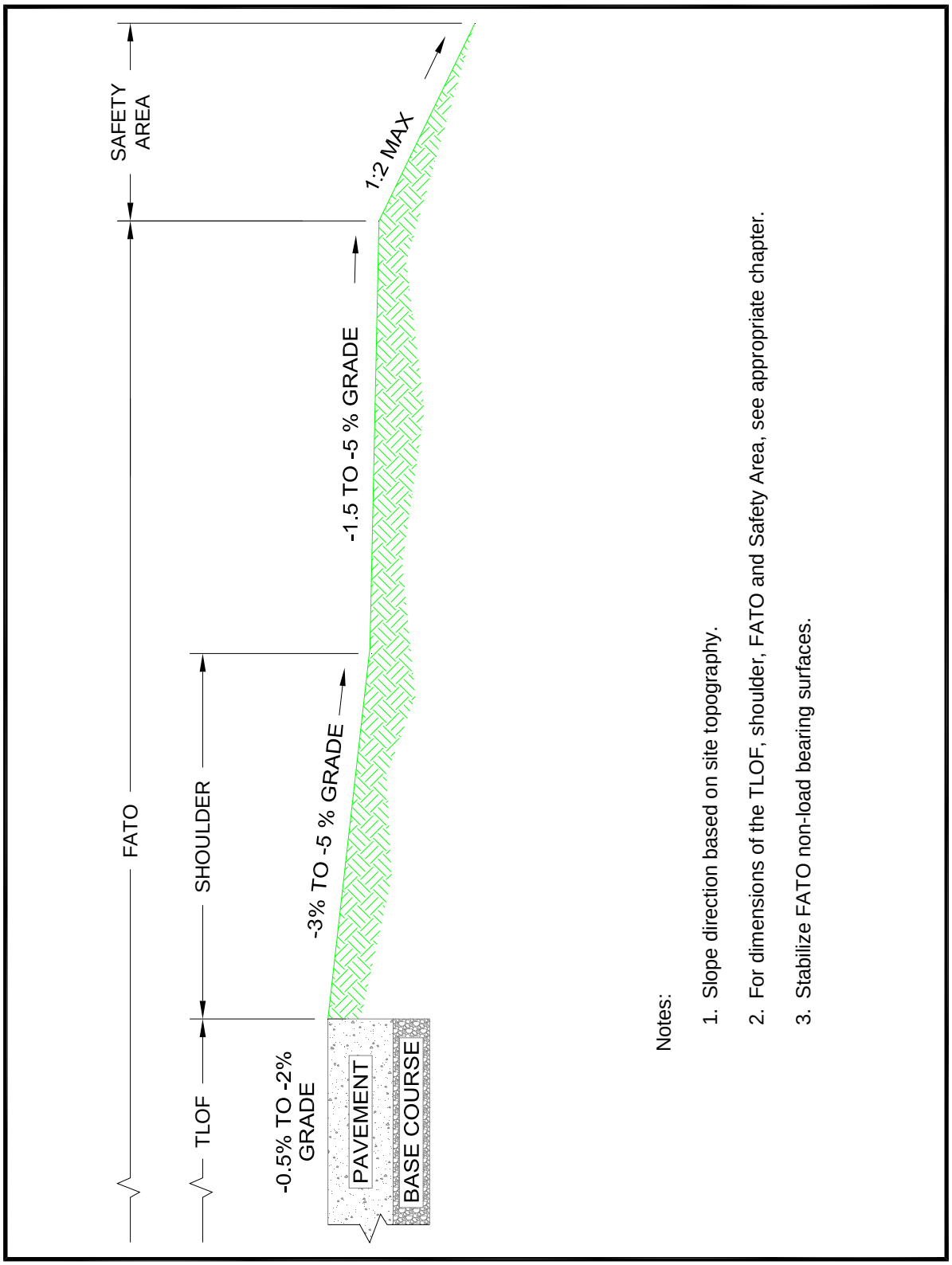

Figure 7–1. Heliport Grades and Rapid Runoff Shoulder: Gradients and Pavement

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707. Design loads. Design and construct the TLOF and any load-bearing surfaces to support the weight of the design helicopter and any ground support vehicles. Loads are applied through the contact area of the tires for wheel-equipped helicopters or the contact area of the skid for skid equipped helicopters. Find lists of Helicopter weights, landing gear configurations, and dimensional data in Appendix B.

a. Static loads. For design purposes, the design static load is equal to the helicopter's maximum takeoff weight applied through the total contact area of the wheels or skids. Contact manufacturers to obtain the contact area for the specific helicopters of interest.

b. Dynamic loads. A dynamic load of 0.2 second or less duration may occur during a hard landing. For design purposes, assume dynamic loads at 150 percent of the takeoff weight of the design helicopter. When specific loading data is not available, assume 75 percent of the weight of the design helicopter to be applied equally through the contact area of the rear two rear wheels (or the pair rear wheels of a dual-wheel configuration) of a wheel-equipped helicopter. For a skid equipped helicopter assume 75 percent of the weight of the design helicopter to be applied equally through the aft contact areas of the two skids of a skid-equipped helicopter. (See Figure 7–2.) Contact manufacturers to obtain the aft contact area for specific helicopters of interest.

c. Rotor loads. Rotor downwash loads are approximately equal to the weight of the helicopter distributed uniformly over the disk area of the rotor. Tests have established that rotor downwash loads are generally less than the loads specified in building codes for snow, rain, or wind loads typically used in structural design calculations.

708. Pavement design and soil stabilization. Pavements distribute helicopters' weight over a larger area of the subsurface as well as provide a water-impervious, skid-resistant wearing surface. Pave TLOFs, FATOs, taxiways, and parking aprons to improve their load carrying ability, minimize the erosive effects of rotor wash, and facilitate surface runoff. Stabilize unpaved portions of the FATO and taxi routes subjected to rotor wash. In some instances, loads imposed by ground support vehicles may exceed those of the largest helicopter expected to use the facility. Find guidance on pavement design and on stabilizing soils in AC 150/5320-6, Airport Pavement Design and Evaluation, and AC 150/5370-10, Standards for Specifying Construction of Airports. These ACs are available at the Airports web site (http://www.faa.gov/airports).

a. Pavements. In most instances, a 6-inch thick (15 cm) portland cement concrete (PCC) pavement is capable of supporting operations by helicopters weighing up to 20,000 pounds (9,070 kg). Use thicker pavements for heavier helicopters or where the quality of the subsurface soil is questionable. If feasible, use PCC pavement for all surfaces used by helicopters.

b. Stabilizing soils. Use appropriate methods of soil stabilization to meet different site requirements. Consider helicopter weight, ground support vehicle weight, operational frequency, soil analysis, and climatic conditions in selecting the method(s) and extent of surface stabilization.

(1) Turf. A well-drained and well-established turf that presents a smooth, dense surface is usually the most cost-effective surface stabilization available. In some combinations of climates and weather conditions, turf surfaces are capable of supporting the weight of many of the smaller helicopters for low frequency use by private and corporate operators during much of the year. Turf surfaces also provide reasonable protection against wind, rotor wash, or water erosion. Climatic and soil conditions dictate the appropriate grass species to use at the site. Find guidance on turf establishment in AC 150/5370-10.

(2) Aggregate turf. Where heliports are located on soils that have poor load-carrying capabilities when wet, consider overcoming this deficiency by mixing selected granular materials into the upper 12 inches (30 cm) of the soil. Suitable granular materials for this purpose are crushed stone, pit-run

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gravel, coarse sand, or oyster shells. Use a sufficient ratio of aggregate to soil to improve the stability of the soil yet retain the soil's ability to support grass. For additional guidance, see Item 217 of AC 150/5370-10.

c. Formed masonry shapes. Precast masonry shapes vary in size and shape-from a brick paver to an open block. Lay pavers on a prepared bed to present a solid surface. Embed precast blocks in the soil with grass growing in the natural openings. Architectural catalogs identify different masonry shapes that are commercially available for this purpose.

d. Pierced metal panels. Lay perforated metal panels that allow grass to grow through the openings on the ground to provide a hard surface for helicopter operations. Engineering catalogs identify commercially available panels.

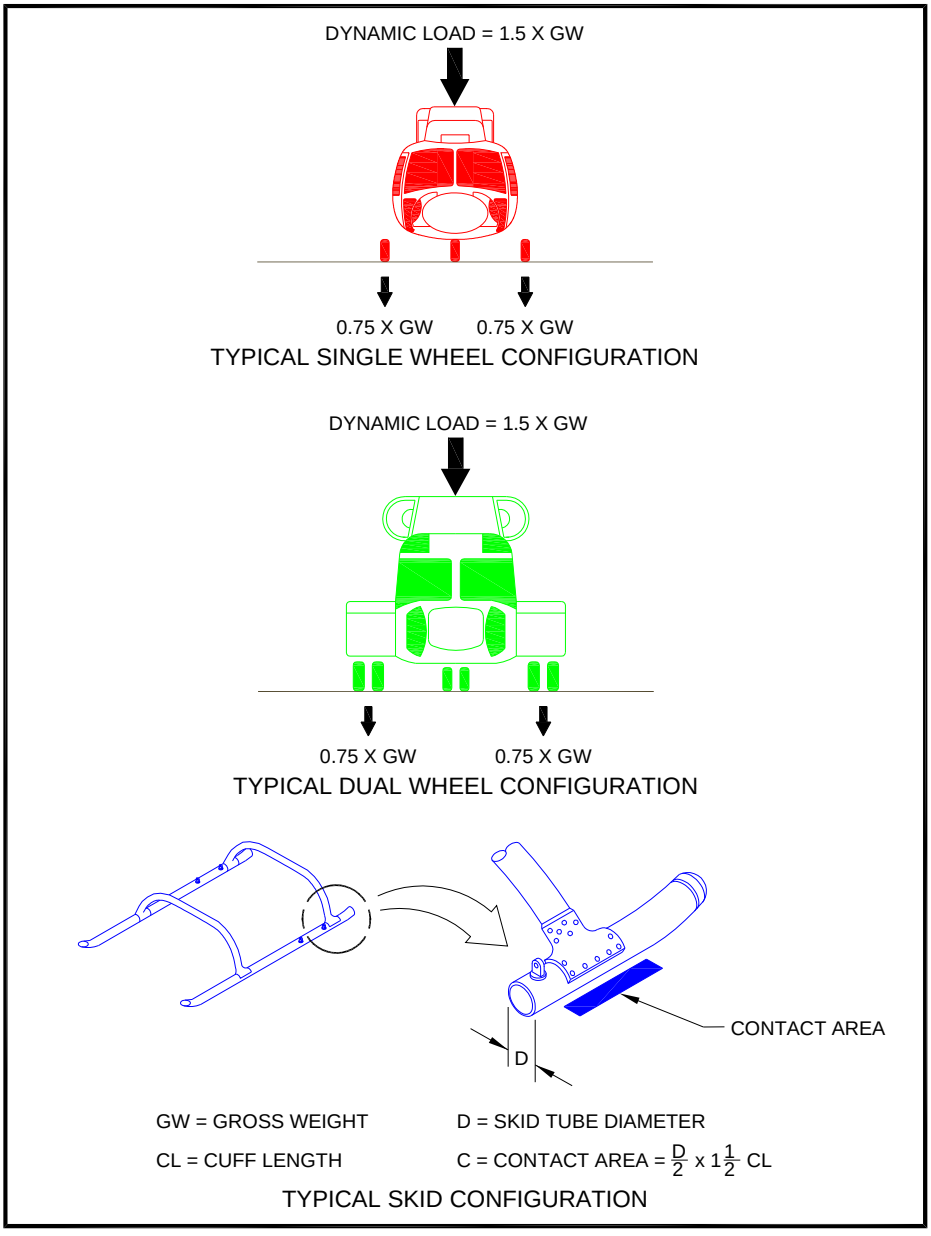

Figure 7–2. Helicopter Landing Gear Loading: Gradients and Pavement

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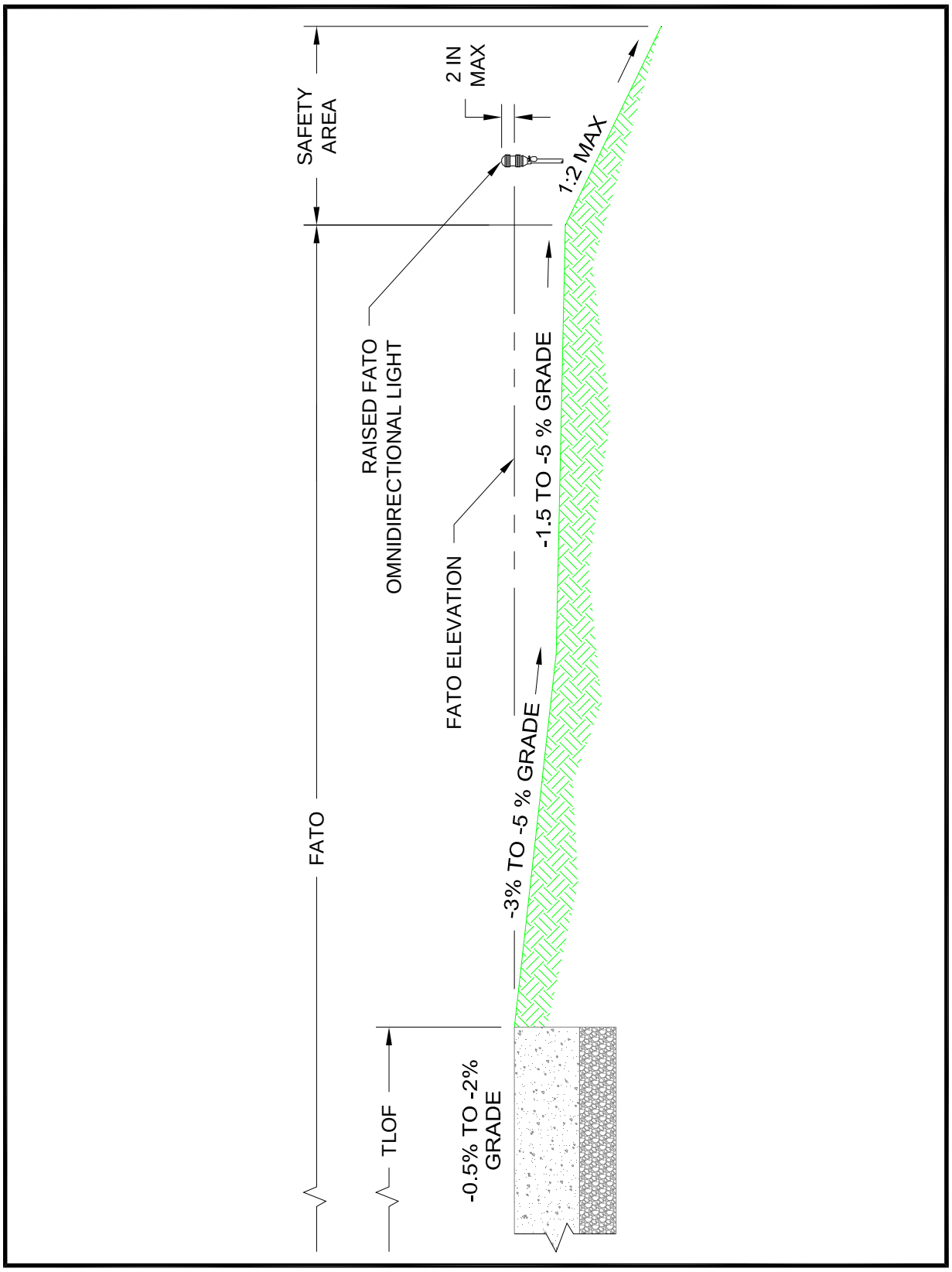

Figure 7–3. FATO Elevation

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Appendix A. Emergency Helicopter Landing Facilities (EHLF)

A-1. General. Preplanning emergency landing areas will result in safer and more effective air-support operations. These facilities comprise rooftop emergency facilities and medical emergency sites. Use the following as a guide for developing emergency helicopter landing facilities (EHLF).

A-2. Notification and coordination. In addition to any requirements to provide notice under part 157, advise the local Terminal Approach Radar Control or the local Air Traffic Control facility manager in writing of the EHLF.

A-3. Rooftop emergency facilities. Review local building codes to determine if they require structures over a specified height to provide a clear area on the roof capable of accommodating a helicopter to facilitate fire fighting or emergency evacuation operations.

a. Building code requirements. State and local building code requirements apply to rooftop facilities. Develop the landing surface to the local fire department requirements based on the size and weight of the helicopter(s) expected to engage in fire or rescue operations (see Figure A-1). Find additional information in various National Fire Protection Association (NFPA) publications. For more reference material, see Appendix D.

b. TLOF.

(1) Size. Design the TLOF to be square, rectangular or circular in configuration and centered within the EHLF. Design the length and width or diameter to be at least 40 feet (12.2 m)

(2) Weight capacity. Design the TLOF to accept a 13,500-pound gross weight (GW) helicopter plus an impact load of 1.5 times GW.

(3) Access. Provide two pedestrian access points to the TLOF at least 90 degrees apart with a minimum of 60 feet (18 m) TLOF perimeter separation.

(4) Drainage. Design the surface so drainage flows away from pedestrian access points, with a maximum slope of 1.5 percent.

c. FATO. Design the FATO to be at the same level as the TLOF.

(1) Size. Design the FATO to extend a distance of at least 45 feet (13.7 m) in all directions from the center of the EHLF. For safe operation, provide clearance of one third of the rotor diameter (RD) of the largest helicopter expected but not less than 20 feet (6.1 m)between the helicopter's main and tail rotor blades and any object that could be struck by these blades.

(2) Obstructions. As an option, design the FATO to be an imaginary surface outside the TLOF and extending beyond the structure edge. Design the FATO to be unobstructed and without penetration of obstacles such as parapets, window washing equipment, penthouses, handrails, antennas, vents, etc.

d. Safety area. Provide a clear, unobstructed area, a minimum of 12 feet (3.7 m) wide, on all sides, outside and adjacent to the FATO.

e. Safety net. If the platform is elevated 4 feet (1.2 m) or more above its surroundings, Title 29 CFR Part 1910.23 Guarding Floor and Wall Openings and Holes, requires the provision of fall protection. The FAA recommends such protection for all platforms elevated 30 inches (76 cm) or more. However, do not use permanent railings or fences, since they would be safety hazards during helicopter operations. As an option, install a safety net, meeting state and local regulations but not less than 5 feet (1.5 m) wide. Design the safety net to have a load carrying capability of 25 lbs/sq ft (122 kg/sq m). Make sure the net does not project above the level of the TLOF. Fasten both the inside and outside edges of the safety net to a solid structure. Construct nets of materials that are resistant to environmental effects.

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f. Markings.

(1) TLOF perimeter. Define the limits of the touchdown pad with a solid 12-inch (30 cm) wide red or orange line as illustrated in Figure A-1.

(2) Touchdown/positioning circle (TDPC) marking. Center a 12-inch wide red or orange circular marking, 30 feet (9.1 m) in diameter, within the TLOF. Use a contrasting color for the background within the circle.

(3) Weight capacity. Mark the TLOF with the maximum takeoff weight of the design helicopter, in units of thousands of pounds (for example, a number "9," indicating 9,000 lbs GW), with each numeral ten feet in length, centered within the TLOF.

(4) Markings for pedestrians. Clearly mark rooftop access paths, EHLF access paths, and assembly zone(s) with surface paint and instructional signage.

g. Access.

(1) Stairs. Provide a minimum of two rooftop access stairs, with no less than 150 degrees separation, connecting to the top floor of the structure, with at least one providing access to the structure's emergency staircase.

(2) Doors. Keep penthouse and stairwell rooftop access doors unlocked at all times to provide access to the EHLF. As an option, equip doors with "panic bar" hardware and/or alarm them.

h. Wind cone. Locate a wind cone assembly with an orange wind cone within the line of sight from the EHLF and outside the approach/departure path(s).

i. Lighting. Shield ambient rooftop lighting to avoid affecting the pilot's vision.

A-4. Medical emergency sites. Medical emergency sites are clear and level areas near the scene of an accident or incident that the local emergency response team designates as the place where the helicopter air ambulance is directed to land in order to transport an injured person to a hospital. Provide such sites in various locations within a jurisdiction to support fast response to medical emergencies and accidents. Pre-designating medical emergency sites provides the opportunity to inspect potential sites in advance and to select sites that have adequate clear approach/departure airspace and adequate clear ground space.

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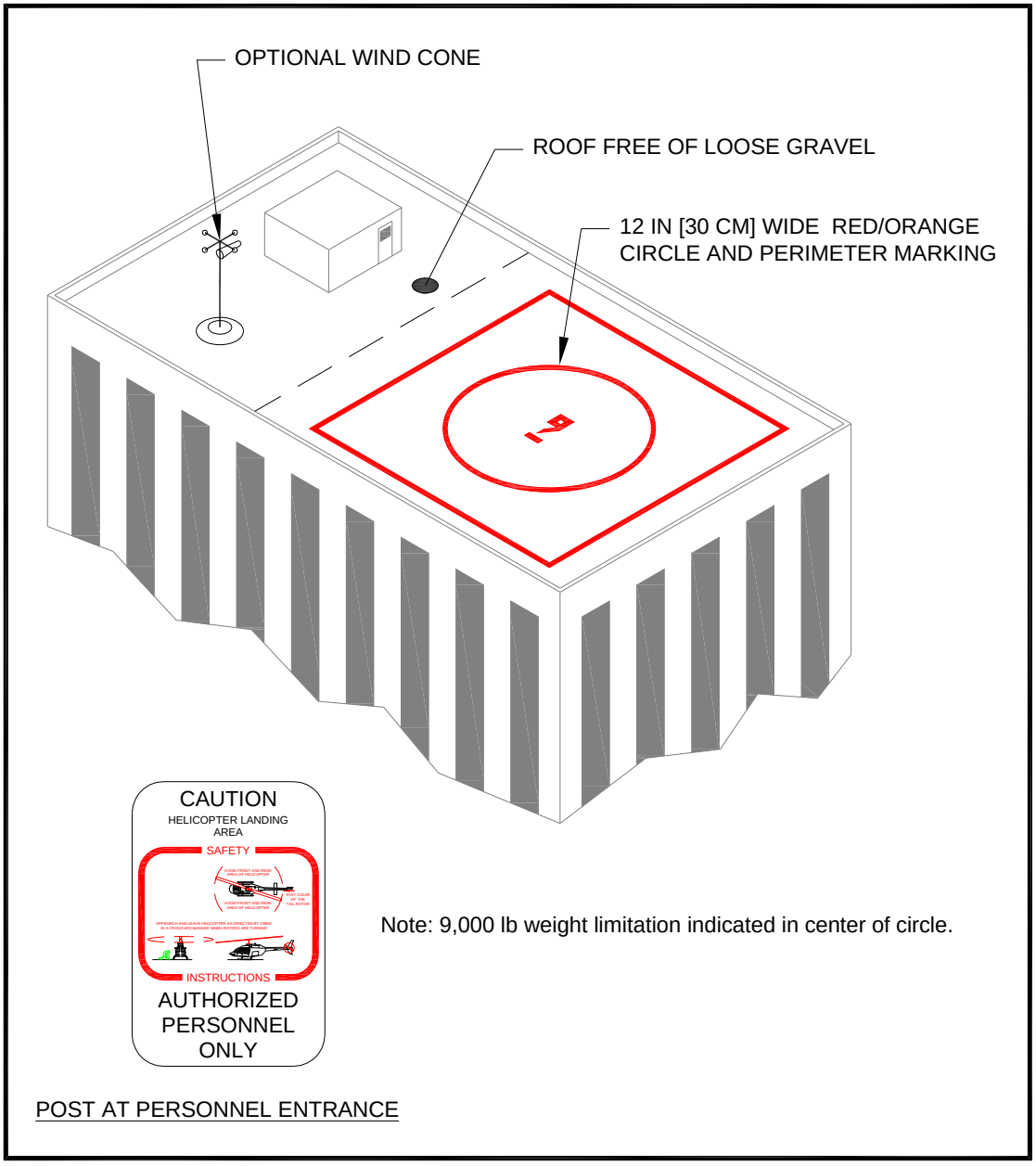

Figure A-1. Rooftop Emergency Landing Facility

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Appendix B. Helicopter Data

This appendix contains selected helicopter data needed by a heliport designer. These data represent the most critical weight, dimensional, or other data entry for that helicopter model, recognizing that specific versions of the model may weigh less, be smaller in some feature, carry fewer passengers, etc.

Various helicopter manufacturers have provided this information, but confirm data by contacting the manufacturer(s) of the specific helicopter(s) of interest.

Legend

A	Manufacturer name and helicopter model
B	Maximum takeoff weight in pounds.
D	Overall length in feet. (Rotors at their maximum extension.)
H	Overall height in feet. (Usually at tail rotor.)
RD	Rotor diameter in feet.
E	Number of blades.
F	Rotor plane clearance in feet.
TR	Distance from rotor hub to tip of tail rotor in feet.
I	Tail rotor diameter (in feet).
J	Number of tail rotor blades.
K	Tail rotor ground clearance in feet.
L	Type of undercarriage.
UCL	Undercarriage length in feet.
UCW	Undercarriage width in feet. (The distance between the outside edges of the tires or the skids.)
M	Number and type of engines
N	Number of crew and passengers.

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Manufacturer/ Model	Max Takeoff Weight	Overall Length (ft)	Overall Height (ft)	Main Rotor				Tail Rotor			Undercarriage			Number of Engines/ Type	Crew Number/ Pax Number
				Diameter (ft)	Number of Blades	Ground Clearance (ft)	Tail Rtr Circle Radius (ft)	Diameter (ft)	Number of Blades	Ground Clearance (ft)	Type	Length (ft)	Width (ft)		
A	B	D	H	RD	E	F	TR	I	J	K	L	UCL	UCW	M	N
AgustaWestland															
A-109A	5,732	42.8	11.2	36.1	4	10	25	6.7	2	2.3	wheel	11.6	7.5	2-T	1-2& 6-7
A-119 Koala	5,997	42.7	12.4	36.6	4	8.3	25.5	6.4	2	4.2	skid	13.4	5.5	1-T	1&6-7
AW-109E Power	6,283	42.8	11.5	36.1	4	8		6.4	2	3	wheel	11.5	7.1	2-T	1&7
AW-109S Grand	7,000	42.5	11.2	35.5	4	8		6.4	2	3.3	wheel	12.3	7.1	2-T	1-2& 6-7
AW-119 Ke	6,283	42.4	11.8	35.5	4	9.3		6.4	2	3.8	skid	11.1	7	1-T	1&6-7
AW-139	14,991	54.7	16.4	42.6	5	12.9		8.9	4	7.5	wheel	14.2	10	2-T	1-2& 15
AW-101	34,392	74.8	21.7	61	5	15.4	45	13.1		8.4	wheel	23	14.8	3-T	3&30
Westland WG30	12,800	52.2	15.5	43.7	4	12.5	31	8	4	7.5	wheel	17.9	10.1	2+T	2&19
Bell Helicopter															
47G	2,950	43.6	9.3	37.1	2	5	25	6.1	2	3.5	skid	9.9	7.5	1-P	1&2-3
205B, UH-1H, Huey II, 210	10,500	57.8	14.5	48	2	7.3	33.1	8.5	2	5.9	skid	12.1	8.8	1-T	1&14
206B-1,2,3	3,350	39.2	10.8	33.4	2	6	22.5	5.2	2	2.1	skid	8.1	6.7	1-T	1&4
206L-1,3,4	4,450	42.4	10.9	37	2	6.4	24	5.4	2	3.5	skid	9.9	7.7	1-T	1&6
212	11,200	57.3	14.9	48.2	2	7.5	22.2	8.5	2	6.1	skid	12.1	8.8	2-T	1&14
214ST	17,500	62.2	15.9	52	2	6.5	37	9.7	2	3.5	wheel/ skid	12.1	8.6	2-T	2& 16-17
222B, UT	8,250	50.3	12.2	42	2	9.2	29.2	6.9	2	2.7	wheel/ skid	12.2	7.8	2-T	1&9
230	8,400	50.3	11.7	42	2	9.2	29.2	6.9	2	2.7	wheel/ skid	12.2	7.8	2-T	1&9
407	5,250	41.4	10.2	35	4	7.8	24.3	5.4	2	3.2	skid	9.9	8.1	1-T	1&6
412EP, SP, HP	11,900	56.2	14.9	46	4	11.5	34	8.6	2	4.8	skid	12.1	9.5	2-T	1&14
427VFR	6,550	42.6	10.5	37	4	6.4	24.1	5.7	2	3.3	skid	10	8.3	2-T	1&7
429	7,000	43	13.3	36	4	8.5		5.4	2	3.5	skid	9.9	8.8	2-T	1&7
430	9,300	50.3	13.3	42	4	8.2	29.2	6.9	2	3.7	wheel/ skid	12.4	9.2	2-T	1&9

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Manufacturer/ Model	Max Takeoff Weight	Overall Length (ft)	Overall Height (ft)	Main Rotor				Tail Rotor			Undercarriage			Number of Engines/ Type	Crew Number/ Pax Number
				Diameter (ft)	Number of Blades	Ground Clearance (ft)	Tail Rtr Circle Radius (ft)	Diameter (ft)	Number of Blades	Ground Clearance (ft)	Type	Length (ft)	Width (ft)		
A	B	D	H	RD	E	F	TR	I	J	K	L	UCL	UCW	M	N
Boeing															
107/CH-46E	24,300	84.3	16.7	51	3	15	59	51	3	17	wheel	24.9	14.5	2-T	3&25
234/CH-47F/G	54,000	99	19	60	3	11	69	60	3	19	wheel	22.5	10.5	2-T	3&44
Brantly/ Hynes															
B-2B	1,670	28.1	6.9	23.8	3	4.8	16	4.3	2	3	skid	7.5	6.8	1-P	1&1
305	2,900	32.9	8.1	28.7	3	8	19	4.3	2	3	wheel/ skid	6.2	6.8	1-P	1&4
Enstrom															
F-28F/ 280FX	2,600	29.3	9	32	3	6	20.6	4.7	2	3.1	skid	8	7.3	1-P	1&2
480B/ TH-28	3,000	30.1	9.7	32	3	6.5	21.2	5	2	3.6	skid	9.2	8	1-T	1&4
Erickson															
S-64E/F Air Crane	42,000 - 47,000	88.5	25.4	72	6	15.7	53	16	4	9.4	wheel	24.4	19.9	2-T	3&0
Eurocopter															
SA-315 Lama	5,070	42.3	10.2	36.2	3	10.1	20	6.3	3	3.2	skid	10.8	7.8	1-T	1&4
SA-316/319 Alouette	4,850	33.4	9.7	36.1	3	9.8	27.7	6.3	3	2.8	wheel	11.5	8.5	1-T	1&4
SA-330 Puma	16,315	59.6	16.9	49.5	4	14.4	35	10	5	6	wheel	13.3	9.8	2-T	2&20
SA/AS-332, Super Puma	20,172	61.3	16.3	53.1	4	14.6	36	10	5	7.1	wheel	17.3	9.8	2-T	2&24
SA-341/342 Gazelle	4,100	39.3	10.2	34.5	3	8.9	23	Fenstron		2.4	skid	6.4	6.6	1-T	1&4
AS-350 A Star	4,960	42.5	11	35.1	3	10.6	25	6.1	2	2.3	skid	4.7	7.5	1-T	1&6
AS-355 Twin Star	5,732	42.5	9.9	35.9	3	10.3	25	6.1	2	2.3	skid	9.6	7.1	2-T	1&6
AS-360 Dauphin	6,600	43.3	11.5	37.7	4	10.7	25	Fenstron		2.6	wheel	23.7	6.4	1-T	1&13
AS-365 Dauphin/H-65 Dolphin	9,480	45.1	13.3	39.2	4	11.4	24	Fenstron		2.6	wheel	11.9	6.2	2-T	1&11
BO-105	5,732	38.9	11.5	32.3	4	9.8	23	6.2	2	6.1	skid	8.3	8.2	2-T	1&5
BK-117	7,385	42.7	12.6	36.1	4	11	25	6.4	2	6.3	skid	11.6	8.2	2-T	1&10

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Manufacturer/ Model	Max Takeoff Weight	Overall Length (ft)	Overall Height (ft)	Main Rotor				Tail Rotor			Undercarriage			Number of Engines/ Type	Crew Number/ Pax Number
				Diameter (ft)	Number of Blades	Ground Clearance (ft)	Tail Rtr Circle Radius (ft)	Diameter (ft)	Number of Blades	Ground Clearance (ft)	Type	Length (ft)	Width (ft)		
A	B	D	H	RD	E	F	TR	I	J	K	L	UCL	UCW	M	N
EC-120	3,780	37.8	11.2	32.8	3	10.1	24.6	Fenstron		2.1	skid	9.4	6.8	1-T	1&4
EC-130	5,291	41.5	11.8	35.1	3	11	23.7	Fenstron		5.3	skid	10.5	7.9	1-T	1&7
EC-135	6,250	40	11.5	33.5	4	11	22.8	Fenstron		5.6	skid	10.5	6.6	2-T	1&6
EC-145/ UH-72A	7,904	42.7	13	36.1	4	11.3	28	6.4	2	10.7	skid	9.5	7.9	2-T	1&8
EC-155	10,692	46.9	14.27	41.3	5	12	23	Fenstron		3.1	wheel	12.8	6.2	2-T	2&12
EC-225	24,332	64	16.3	53.1	5	15.1	38	10.3	4	3.5	wheel	17.2	9.8	2-T	2&24
Kaman															
K-Max/ K1200	7,000	52	21	48.2	4	10.7	28	n	a	n/a	wheel	15.3	11.3	1-T	1&0
SH-2G Seasprite	14,200	52.5	15.1	44	4			8.1	4		wheel			2-T	3&8
MD Helicopters															
500E	3,000	30.8	8.4	26.4	5	8.2		4.6	2	2	skid	8.1	6.3	1-T	1&4
530F	3,100	32.1	8.1	27.4	5	8	19	4.8	2	1.3	skid	8.1	6.4	1-T	1&4
520N	3,350	32.1	9.7	27.4	5	9.2	17	NOTAR		n/a	skid	8.1	6.3	1-T	1&4
600N	4,100	36.9	9.8	27.5	6	9.2		NOTAR		n/a	skid	10.1	8.8	1-T	1&7
Explorer/ 902	6,500	38.8	12	33.8	5	12	23	NOTAR		n/a	skid	7.3	7.3	2-T	1-2& 6-7
Robinson															
R-22 Beta	1,370	28.8	8.9	25.2	2	8.8	16	3.5	2	4.1	skid	4.2	6.3	1-P	1&1
R-44 Raven	2,500	38.3	10.8	33	2	10.5	22	4.8	2	3.8	skid	4.2	7.2	1-P	1&3
R-66 Turbine	2,700	38.3	11.4	33	2	10.5		5	2	3.6	skid	4.2	7.5	1-T	1&4
Fairchild-Hiller/ Rogerson-Hiller															
360/UH-12/OH-23	3,100	40.8	10.2	35.4	2	10.1	23	6	2	4	skid	8.3	7.5	1-P	1&3
FH/RH-1100	3,500	41.3	9.2	35.3	2	9.5	24	6	2	3	skid	7.9	7.2	1-T	1&4

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Manufacturer/ Model	Max Takeoff Weight	Overall Length (ft)	Overall Height (ft)	Main Rotor				Tail Rotor			Undercarriage			Number of Engines/ Type	Crew Number/ Pax Number
				Diameter (ft)	Number of Blades	Ground Clearance (ft)	Tail Rtr Circle Radius (ft)	Diameter (ft)	Number of Blades	Ground Clearance (ft)	Type	Length (ft)	Width (ft)		
A	B	D	H	RD	E	F	TR	I	J	K	L	UCL	UCW	M	N
Sikorsky/ Schweizer															
HU-269A/A-1/B, TH55A	1,850	29	9	26	3	8.8	15	3.8	2	2.5	skid	8.3	6.5	1-P	1&1
300C	2,050	30.8	8.7	26.8	3	8.7	15.3	4.3	2	2.8	skid	8.3	6.5	1-P	1&2
300CB/CBi	1,750	30.8	8.7	26.8	3	8.7	15.3	4.3	2	2.8	skid	8.3	6.5	1-P	1&1
330/330SP/ 333	2,550	31.2	11	27.5	3	9.2	15.3	4.3	2	3.2	skid	8.3	6.5	1-T	1&2-3
S-434	2,900	31.2	11	27.5	4	9.2	15.3	4.3	2	3.2	skid	8.3	6.5	1-T	1&2-3
S-55/H19	7,900	62.6	13.1	53	3			8.2	2		wheel			1-T	2&12
S-58/H34	14,600	65.8	15.9	56	4	11.4	38	9.5	4	6.4	wheel	28.3	14	2-T	2&16
S-61/H-3	22,000	72.8	19	62	5	12.3	40	10.3	5	8.6	wheel	23.5	14	2-T	3&28
S-76A/B/C/D	11,700	52.5	14.6	44	4	8.2	30.5	8	4	6.5	wheel	16.4	8	2-T	2&12
S-92	26,500	68.5	17.9	56.3	4	9.8	39.9	11	4	6.9	wheel	20.3	10.4	2-T	2&19
S-70i/UH-60L Blackhawk	22,000	64.8	16.8	53.8	4	7.7	38	11	4	6.6	wheel	29	9.7	2-T	3&12
CH-53K	74,000	99.5	27.8	79	7	17	59.6	20	4	9.5	wheel	27.3	13	3-T	3&55

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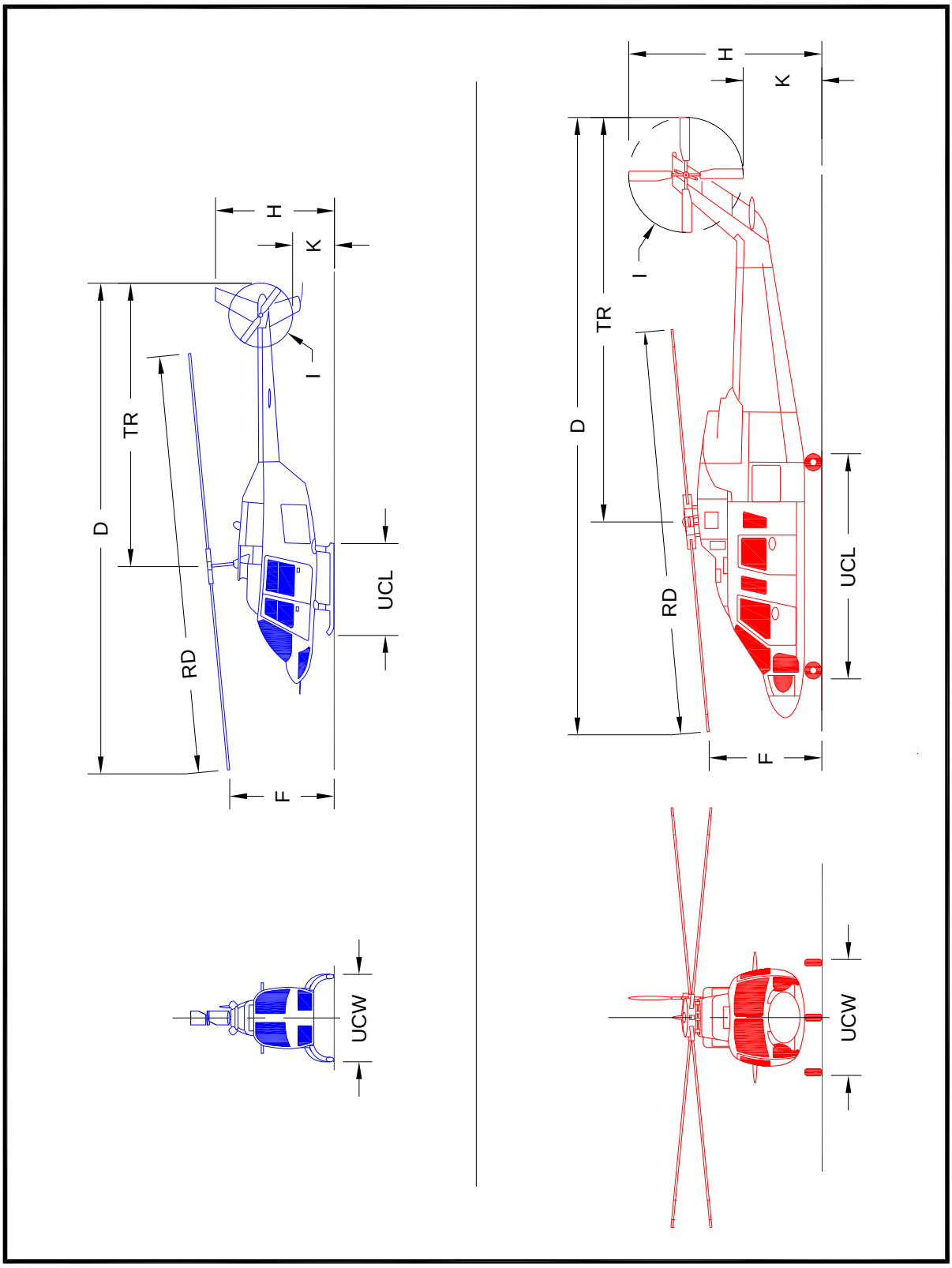

Figure B–1. Helicopter Dimensions

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Appendix C. Dimensions for Marking Size and Weight Limitations

The form and proportion of numbers for marking TLOF and parking area size and weight limitations are shown below.

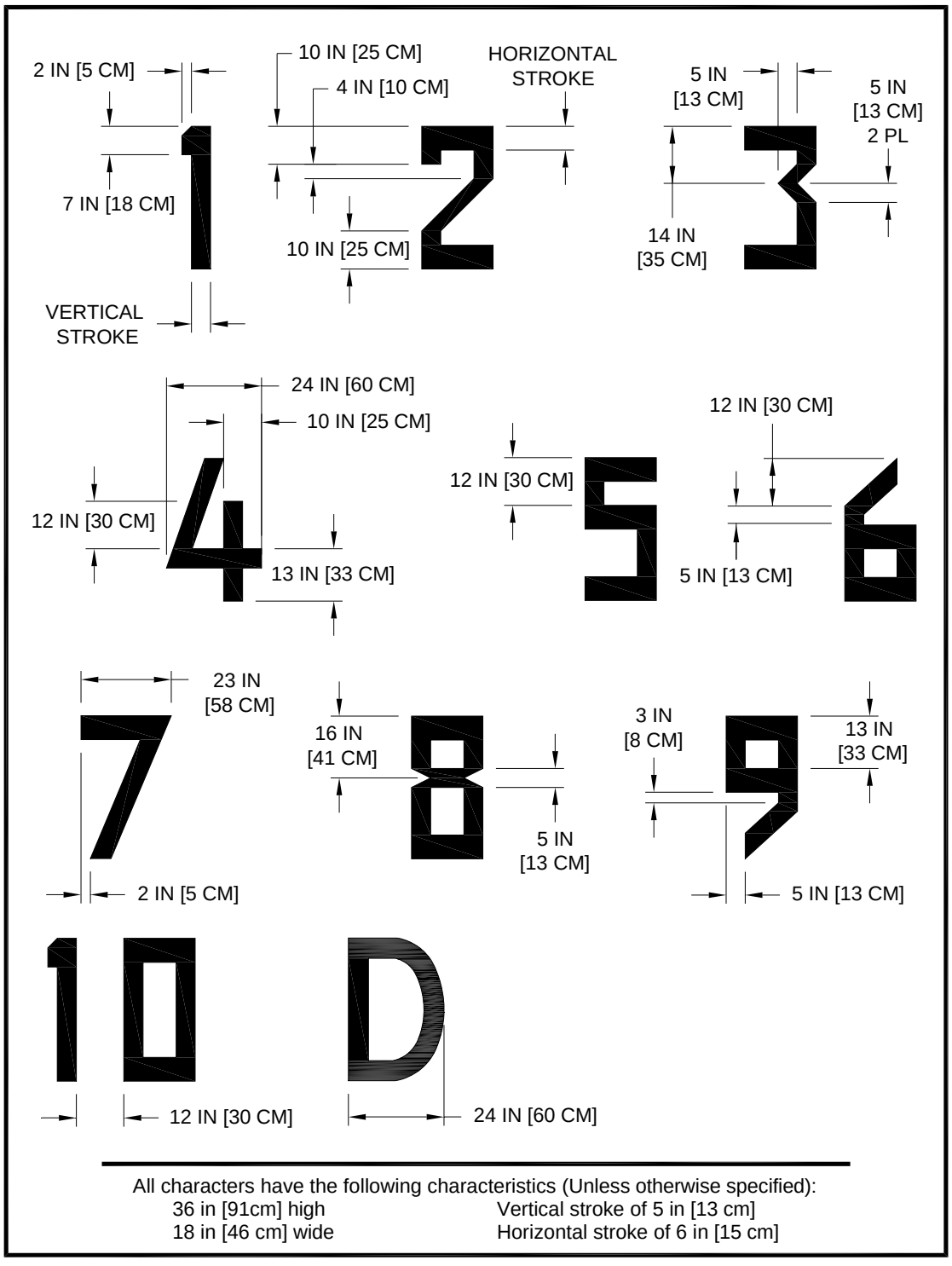

Figure C–1. Form and Proportions of 36 Inch (91 cm) Numbers for Marking Size and Weight Limitations

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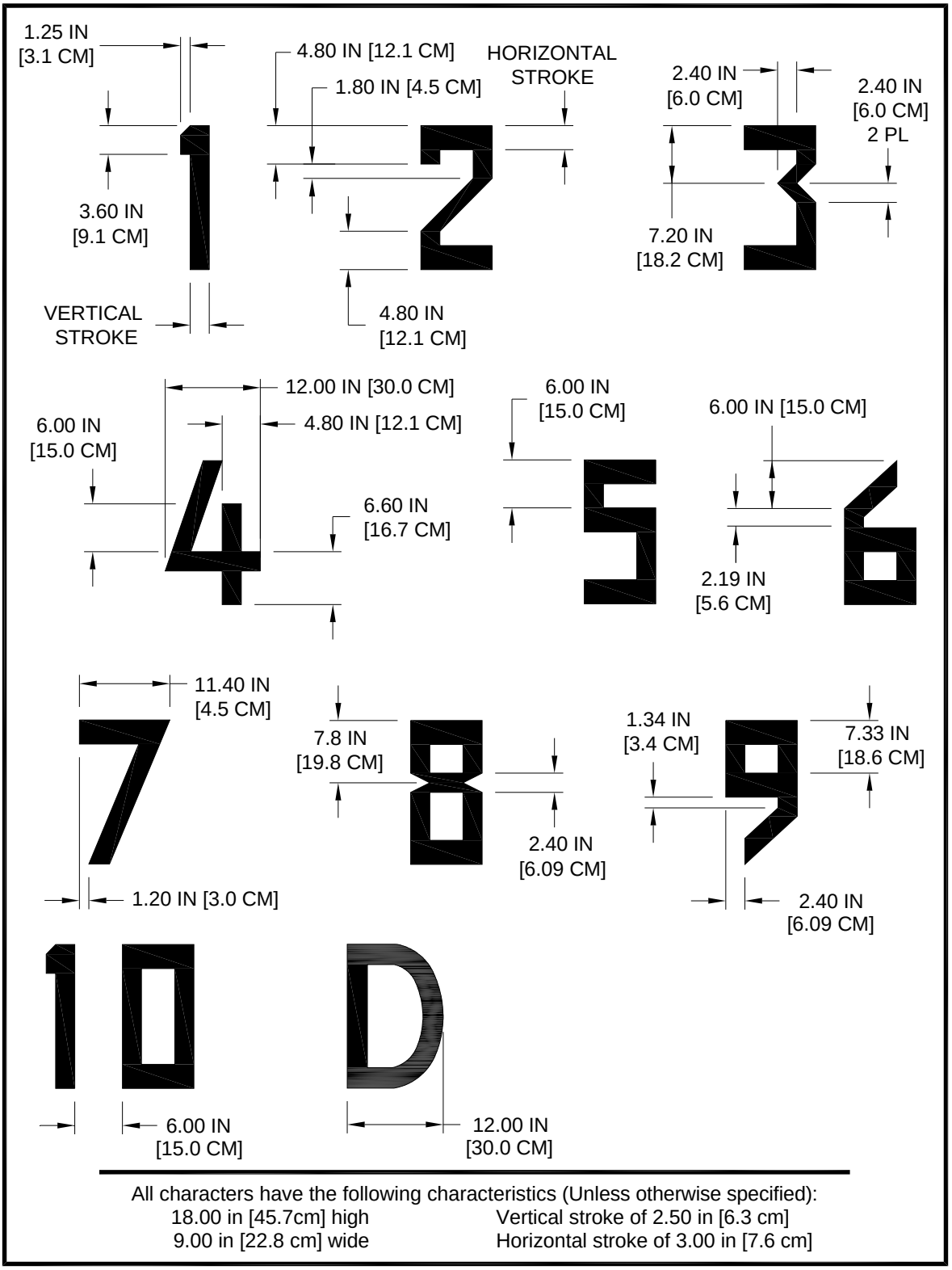

Figure C–2. Form and Proportions of 18 Inch (45.7 cm) Numbers for Marking Size and Weight Limitation

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Appendix D. Associated Publications and Resources

The following is a listing of related documents.

Current Advisory Circulars are available from the FAA web site http://www.faa.gov/regulations_policies/advisory_circulars/.

Current Electronic Code of Federal Regulations (e-CFRs) are available from the Government Printing Office web site http://www.gpoaccess.gov/ecfr/.

Airport Advisory Circulars are available at the Airports web site http://faa.gov/airports/resources/advisory_circulars/.

Technical reports are available at the National Technical Information Service (NTIS) web site http://www.ntis.gov/.

To find state and regional aviation offices, see http://www.faa.gov/airports/resources/state_aviation/.

For information about grant assurances, see http:/www.faa.gov/airports/aip/grant_assurances.

1. 14 CFR Part 27, Airworthiness Standards: Normal Category Rotorcraft.
2. 14 CFR Part 29, Airworthiness Standards: Transport Category Rotorcraft.
3. 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.
4. 14 CFR Part 91, General Operating and Flight Rules.
5. 14 CFR Part 121, Air Carrier Certification.
6. 14 CFR Part 135, Operating Requirements: Commuter and on demand operations and rules governing persons on board such aircraft.
7. 14 CFR Part 139, Certification of Airports.
8. 14 CFR Part 151, Federal Aid to Airports.
9. 14 CFR Part 152, Airport Aid Program.
10. 14 CFR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports.
11. AC 70/7460-1, Obstruction Marking and Lighting.
12. AC 150/5190-4, A Model Zoning Ordinance to Limit Height of Objects Around Airports.
13. AC 150/5200-30, Airport Winter Safety and Operations.
14. AC 150/5220-16, Automated Weather Observing Systems (AWOS) for Non-Federal Applications.
15. AC 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports.
16. AC 150/5300-18, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards.
17. AC 150/5320-6, Airport Pavement Design and Evaluation.
18. AC 150/5340-30, Design and Installation Details for Airport Visual Aids.
19. AC 150/5345-12, Specification for Airport and Heliport Beacons.
20. AC 150/5345-27, Specification for Wind Cone Assemblies.
21. AC 150/5345-28, Precision Approach Path Indicator Systems (PAPI).

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22. AC 150/5345-39, FAA Specification L-853, Runway and Taxiway Retroreflective Markers.
23. AC 150/5345-46, Specification for Runway and Taxiway Light Fixtures.
24. AC 150/5345-52, Generic Visual Glideslope Indicators (GVGI).
25. AC 150/5360-9, Planning and Design of Airport Terminal Facilities at Non-Hub Locations.
26. AC 150/5360-14, Access to Airports by Individuals with Disabilities.
27. AC 150/5370-10, Standards for Specifying Construction of Airports.
28. FAA 8260-series orders, various on flight procedures, airspace, others.
    a. FAA Order 8260.3B, U. S. Standard for Terminal Instrument Procedures (TERPS).
    b. FAA Order 8260.54A, U.S. Standard for Area Navigation (RNAV).
    c. FAA Order 8260.72, Performance Based Navigation (PBN) Fly-By (FB)/Radius-to-Fix (RF) Turn Maximum Design Bank Angle Limits
29. FAA Grant Assurance No. 34, Policies, Standards, and Specifications.
30. FAA Order 1050.1 Policies and Procedures for Considering Environmental Impacts.
31. FAA Order 5050.4, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects.
32. FAA Order JO 7400.2, Procedures for Handling Airspace Matters.
33. FAA Passenger Facility Charge (PFC) Assurance No. 9, Standards and Specifications
34. FAA Technical Report FAA/RD-84/25, Evaluating Wind Flow Around Buildings on Heliport Placement, National Technical Information Service (NTIS) accession number AD-A153512.
35. FAA Technical Report FAA/RD-92/15, Potential Hazards of Magnetic Resonance Imagers to Emergency Medical Service Helicopter Services, National Technical Information Service (NTIS) accession number AD-A278877.
36. ICAO Annex 14, Vol. II – Heliports.
37. National Fire Protection Association (NFPA) 403, Standard for Aircraft Rescue and Fire-Fighting Services.
38. National Fire Protection Association (NFPA) 407, Standard for Aircraft Fuel Servicing.
39. National Fire Protection Association (NFPA) 418, Standard for Heliports.
40. Roadmap for Performance Based Navigation (PBN).

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U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: Helicopter Air Ambulance Operations

Date: 3/26/15 **AC No:** 135-14B
Initiated by: AFS-200 **Change:**

Helicopters provide a means of transporting people in urgent need of medical assistance. These operations are unique due to the urgent nature of the flight. Each year thousands of patients are transported by helicopter while being attended by medical personnel trained to respond to their needs. Helicopter air ambulances (HAA) are equipped with medical monitoring and support systems to ensure proper care en route.

The HAA industry continues to expand. In response to the dynamic growth of this industry, the Federal Aviation Administration (FAA) has issued this advisory circular (AC) to provide information and guidelines to assist existing HAA operators, other Title 14 of the Code of Federal Regulations (14 CFR) part 135 operators considering becoming an HAA operator and those considering new-startup HAA operations. To address an increase in fatal HAA accidents, the FAA has implemented new operational procedures and additional equipment requirements for HAA operations. The FAA, HAA operators and medical community all play vital roles in applying these changes to ensure safety. Implementing a safety culture will benefit all aspects of HAA operations.

Part 135 subpart L addresses safety improvements for commercial helicopter operations through requirements for equipment, pilot testing, alternate airports and increased weather minimums for all General Aviation (GA) helicopter operations. Many of these requirements also address National Transportation Safety Board (NTSB) safety recommendations directed at improving HAA safety.



John S. Duncan
Director, Flight Standards Service

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CHAPTER 1. GENERAL

1-1. PURPOSE.

a. Background. This advisory circular (AC) provides information and guidance material specifically applicable to helicopter air ambulance (HAA) operations. The Federal Aviation Administration (FAA) issued a final rule in 2014: Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations. The bulk of the 2014 HAA rule package codifies requirements formerly contained in Operations Specification (OpSpec) A021, Helicopter Air Ambulance Operations, and which are now in Title 14 of the Code of Federal Regulations (14 CFR) Part 135 Subpart L, Helicopter Air Ambulance Equipment, Operations, and Training.

b. Phraseology Changes.

(1) The term Emergency Medical Service/Helicopter (EMS/H or HEMS) is obsolete. It is being replaced with HAA because, though a critical life and death medical emergency may exist, air ambulance flights are not operated as an emergency. Pilots and operator management personnel should not make flight decisions based on the condition of the patient, but rather upon the safety of the flight.

(2) Management should discourage the use of the term “mission” to describe flight assignments in operator manuals, training, and risk analysis programs. The emphasis should be on providing air transportation rather than completing a “mission.” The mission concept has been derived from military tactical or combat aviation policies that factor in “acceptable losses,” and may affect the normal commercial civil air transportation go/no-go decisionmaking process.

c. Scope. AC 135-14B supports the 2014 final rule. The information provided in this AC cites the associated regulations and other sources for easy reference. This AC is not mandatory and does not constitute a regulation. Nothing in this AC alters legal requirements for HAA operators to comply with regulations. This AC also refers to recommended practices that are not mandatory and do not reflect regulations and their requirements. When properly followed, these compiled industry best practices can enhance safety and reduce the number of HAA accidents.

1-2. CANCELLATION. AC 135-14A, Emergency Medical Services/Helicopter (EMS/H), dated June 20, 1991, is canceled.

1-3. OBJECTIVE. The primary objective of this AC is to provide information on policy and identify best practices for HAA operations based on multiple sources including the HAA rules published in 2014.

1-4. AUDIENCE. This AC is addressed to existing HAA operators and prospective part 135 certificate holders intending to conduct HAA operations, their employees, employees of associated medical services and public service.

1-5. RELATED 14 CFR PARTS. Title 14 CFR parts 1, 27, 29, 43, 61, 65, 91, 119, 120, 135 and 157.

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1-6. DEFINITIONS/ABBREVIATIONS.

a. Accident/Incident Plan/Post-Accident/Incident Plan (AIP/PAIP). Includes emergency response procedures that should be used as a basis for training or for reference in the event of a mishap or other emergency.

b. Advisory Circular (AC).

c. Aeromedical Director. A licensed medical professional associated with a HAA operation, ultimately responsible for patient care during air transport. The Aeromedical Director has no operational control authority or influence over decisionmaking related to conduct of flights.

d. Air Ambulance. An aircraft used in air ambulance operations. The aircraft need not be used exclusively as an air ambulance aircraft, and the equipment need not be permanently installed.

e. Air Ambulance Operations. Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider or transportation of human organs; or holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel or transplant organs including, but not limited to, advertising, solicitation, association with a hospital or medical care provider.

f. Air Medical Resource Management (AMRM). A dynamic process including pilots, medical personnel (not limited to those participating in HAA flights), maintenance technicians, operational support personnel and management staff that optimizes human–machine interface and related interpersonal issues, with maximum focus on communication skills and team-building curricula. (Refer to the current edition of AC 00-64, Air Medical Resource Management.)

g. Autorotational Distance. The distance a rotorcraft can travel in autorotation as described by its manufacturer in the approved Rotorcraft Flight Manual (RFM). (Refer to part 135, § 135.168.)

h. Certificate-Holding District Office (CHDO). The FAA Flight Standards Service (AFS) CHDO with responsibility for management of an air carrier's certificate, charged with the overall inspection and surveillance of that certificate holder's operations. (Refer to part 1, § 1.2.)

i. Code of Federal Regulations (CFR).

j. Communications Specialist. An individual trained and qualified by the operator to receive and coordinate one or more of a range of activities, including but not limited to receiving flight requests for HAA operations, communications with medical, first response and other HAA organizations, communications with HAA crews and flight locating. The employment and training of communications specialists has been identified as an HAA industry best practice. (See paragraph 3-2f in this AC.)

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k. Crew Resource Management (CRM). The use of all the available resources, information, equipment and people to achieve safe and efficient flight operations; approved CRM training is required for flightcrews in accordance with § 135.330. (Refer also to § 135.330 and the current edition of AC 120-51, Crew Resource Management Training, for more information.)

l. Datalink. A general term referring to a variety of technologies used to transmit and receive wireless electronic data between on-aircraft systems and off-aircraft systems.

m. Extended Overwater Operation. Per § 1.1, with respect to helicopters, an operation over water at a horizontal distance of more than 50 nautical miles (NM) from the nearest shoreline and more than 50 NM from the nearest offshore heliport structure.

n. Flight Following. Active contact with an aircraft throughout all of a flight (including time on the ground), either through voice radio contact with the pilot or through automated flight following systems. Considered a best practice in the HAA industry.

o. Flight Locating. The certificate holder is required by regulation to use flight locating procedures (refer to § 135.79), unless an FAA flight plan is filed and activated. Flight locating by HAA operations, even where it is not required by regulation, is recommended as an HAA industry best practice.

p. Flight Standards District Office (FSDO).

q. General Operations Manual (GOM). Required to be compiled to include, at minimum, sections mandated by regulation, including visual flight rules (VFR) flight planning procedures (§ 135.615) and an FAA approved preflight risk analysis (§ 135.617). A GOM requires acceptance by the FAA to be valid.

r. Geographic Information Systems (GIS). A collection of computer hardware, software and geographic data designed to efficiently capture, store, manage, map, analyze and display geographically referenced information.

s. Helicopter Air Ambulance (HAA). A helicopter, defined for the purposes of § 135.619, that is identified in the operator's OpSpecs. It need not be used exclusively as an HAA. HAA-specific equipment need not be permanently installed.

t. Helicopter Air Ambulance (HAA) Operation. A flight or sequence of flights, with a patient, donor organ or human tissue, or medical personnel on board for the purpose of medical transportation, conducted by a part 135 certificate holder authorized by the Administrator to conduct HAA operations. A HAA operation also includes, but is not limited to:

(1) Flights conducted to position the helicopter at a site where medical personnel, a patient, donor organ or human tissue will be picked up;

(2) Flights conducted to reposition the helicopter after completing transportation of the medical personnel, patient or donor organ or human tissue transport; and

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(3) Flights initiated for the transport of a patient, donor organ or human tissue that are terminated due to weather or other reasons. (Refer to § 135.601.)

u. Helicopter Emergency Medical Service (HEMS). Obsolete term. The FAA and industry are moving to the term HAA for enhanced accuracy. HAA flights do not constitute an emergency flight. Replacement of the term HEMS with HAA will take place over the next several years as each relevant document is updated. The term HAA will be used exclusively throughout this document.

v. Helicopter Landing Area (also Heliport or Landing Zone (LZ)). An area of land or water or a structure used or intended to be used for the landing and takeoff of helicopters. OpSpec A021 grants latitude to a helicopter operator for landing site selection as well as the authority to land on appropriate sites during both day and night in HAA operations. (Refer to § 1.1; the current edition of AC 150/5390-2, Heliport Design; and OpSpec A021.)

w. Helicopter Night Vision Goggle Operations (HNVGO). That portion of a flight that occurs during the time period from one hour after sunset to one hour before sunrise where the pilot maintains visual surface reference using night vision goggles (NVG) in an aircraft that is approved for such operations. (Refer to part 61, § 61.1.)

x. Helicopter Terrain Awareness and Warning System (HTAWS). A terrain and obstacle database-driven awareness and warning system configured specifically for a helicopter's operating environment. This system correlates ship's position, altitude, direction of flight and speed with digital obstacle and terrain maps.

y. Inadvertent Instrument Meteorological Condition (IIMC). An emergency condition when an aircraft inadvertently transitions from visual meteorological conditions (VMC) into instrument meteorological conditions (IMC).

z. Instrument Flight Rules (IFR). Operations when weather conditions are below the minimum for flight under VFR.

aa. Instrument Meteorological Conditions (IMC). Meteorological conditions expressed in terms of visibility, distance from clouds and ceiling that are less than that specified for VMC, requiring flight to be conducted under IFR.

bb. Landing Zone (LZ). See subparagraph 1-6v, Helicopter Landing Area.

cc. Local Flying Area (LFA). A geographic area of not more than 50 NM in any direction from a location designated by a HAA operator and approved by the FAA in OpSpec A021. (Refer to § 135.609(b)(1).)

dd. Medical Crewmembers. Also referred to as medical flight personnel, as opposed to flightcrew members. A medical crewmember (medical personnel) is an individual with medical training, carried aboard a HAA during flights or flight segments. Crewmembers typically include: flight nurses, paramedics, respiratory specialists, neonatal specialist and other medically-trained specialists. (Refer to § 135.601(b)(2).)

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ee. Mountainous. Designated mountainous areas as listed in 14 CFR part 95. (Refer to § 135.601.)

ff. Night Vision Goggles (NVG). A NVG is a Night Vision Imaging System (NVIS) (q.v.) appliance worn by crewmembers that enhances the ability to maintain visual surface reference under low-light flight conditions.

gg. Night Vision Imaging System (NVIS). An approved light amplification appliance enhancing visual sensitivity in low light conditions, combined with specialized lighting systems that are type certificate (TC) approved for the type of helicopter in which it is installed and are compatible with NVGs being used in that helicopter.

hh. Non-Mountainous. Areas other than mountainous areas as listed in part 95. (Refer to § 135.601.)

ii. Operations Control Center (OCC). An OCC is a centralized, dedicated facility staffed by trained HAA Operations Control Specialist(s) (OCS) (see subparagraph 1-6jj. The OCC is described at § 135.618. OCC review includes a wide range of safety-related items detailed in § 135.619(a).

NOTE: OCCs are required for certificate holders authorized to conduct HAA operations with 10 or more HAA-capable helicopters assigned to their OpSpecs, and are strongly encouraged for all operators. (Refer to § 135.619.)

jj. Operations Control Specialist (OCS). An individual within the OCC who provides operational support for the certificate holder's air ambulance operations and is both initially and recurrently trained as specified in § 135.619(d) and (f). An OCS interfaces with the HAA pilot(s) prior to each flight request acceptance.

kk. Operations Specification (OpSpec). Issued by FAA to specify the commercial air operations it has authorized the certificate holder to carry out. OpSpec A021 authorizes HAA service. Before OpSpec A021 can be issued, the operator must meet the regulatory requirements of part 135 subpart L.

ll. Overwater Flight. Operation of a rotorcraft beyond autorotational distance from the shoreline. (See subparagraph 1-6xx, Shoreline.)

mm. Patient. A person under medical treatment. For the purposes of this definition, human transplant organs or tissue are not patients, but are explicitly included under HAA operations, regulations and practices. They are treated in the same manner as people under medical treatment.

nn. Pilot in Command (PIC). The PIC of an aircraft is directly responsible for and is the final authority as to the operation of that aircraft.

oo. Principal Avionics Inspector (PAI). The PAI at the CHDO specifically responsible for aviation safety inspection and oversight of a HAA operator.

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pp. Principal Maintenance Inspector (PMI). The PMI at the CHDO specifically responsible for aviation safety inspection and oversight of a HAA operator.

qq. Principal Operations Inspector (POI). The POI at the CHDO specifically responsible for aviation safety inspection and oversight of a HAA operator.

rr. Residual Risk. Residual risk is the safety risk that exists after all controls have been implemented or exhausted and verified (to ensure that the risk acceptance is in accordance with a pre-existing documented risk analysis procedure.)

ss. Response Scene. Unimproved ad hoc LZ sites and other off-airport and off-heliport site locations where HAA flight landings are authorized under the authority of OpSpec A021.

tt. Risk Analysis. A formal methodology for guiding HAA decisionmaking. Its procedures, principles and policies are documented and are the subject of training by HAA operators. They include multiple people with defined roles that have been documented and are the subject of training. As total risk exceeds the operator's pre-determined threshold, approval at higher levels is required. (Refer to §§ 135.615 and 135.617(a)(5).)

uu. Risk Assessment. Risk assessment is a key element of the broader risk analysis. The two terms assessment and analysis should not be used interchangeably. Process documentation should identify risk factors the HAA operator may consider as part of risk assessment. The operator should assign to each risk factor an appropriate numerical value reflecting both the likelihood of occurrence and severity of outcome. Section 135.617 requires HAA operators to have an FAA approved and documented Risk Analysis Program that includes procedures for elevating the final post mitigation risk to a higher management level for approval when the total risk exceeds a predetermined threshold.

vv. Safety Management System (SMS). A SMS is a formal, top-down approach to managing safety risk. It is a system to manage safety, including the necessary organizational structures, accountabilities, policies and procedures. Implementing a SMS can provide useful tools to the HAA operator for complying with the requirements of § 135.617. Additional information and resources on SMS can be found in the current edition of AC 120-92, Safety Management Systems for Aviation Service Providers, and in Chapter 8 and Appendix B of this AC.

ww. Second in Command (SIC).

xx. Shoreline. Land adjacent to the water of an ocean, sea, lake, pond, river or tidal basin that is above the high-water mark at which a rotorcraft could be landed safely. This does not include land areas unsuitable for landing, such as vertical cliffs or land intermittently under water (refer to § 135.168). Additional information is available in 14 CFR part 136, § 136.1, i.e., "suitable for landing area for helicopters."

yy. Standard Operating Procedures (SOP). An established or prescribed method to be followed routinely for the performance of a designated operation or in a designated situation and is used to guide training to meet such contingencies.

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zz. Suitable Offshore Heliport Structure. A heliport structure that can support the size and weight of the rotorcraft being operated where a safe landing can be made.

aaa. Supplemental Type Certificate (STC). A TC issued when an applicant has received approval to modify an aircraft from its original design.

bbb. Visual Flight Rules (VFR).

1-7. RELATED SOURCE MATERIAL. The following lists documents that are applicable to HAA operations.

a. ACs (current editions). ACs can be found on the FAA Web site at http://www.faa.gov/regulations_policies/advisory_circulars.

- AC 00-64, Air Medical Resource Management.
- AC 27-1, Certification of Normal Category Rotorcraft.
- AC 27-1B MG 6, Miscellaneous Guidance (MG) for Emergency Medical Service (EMS) Systems Installations.
- AC 29-2, Certification of Transport Category Rotorcraft.
- AC 91-21.1, Use of Portable Electronic Devices Aboard Aircraft.
- AC 91-32, Safety In and Around Helicopters.
- AC 120-27, Aircraft Weight and Balance Control.
- AC 120-49, Certification of Air Carriers.
- AC 120-51, Crew Resource Management Training.
- AC 120-92, Safety Management Systems (SMS).
- AC 120-96, Integration of Operation Control Centers into Helicopter Emergency Medical Services Operations.
- AC 135-5, Maintenance Program Approval for Carry-On Oxygen Equipment for Medical Purposes.
- AC 150/5390-2, Heliport Design.
- AC 150/5230-4, Aircraft Fuel Storage Handling Training and Dispensing on Airports.

b. Handbooks, Manuals, and Pamphlets (current editions). FAA handbooks can be found on the FAA Web site at http://www.faa.gov/regulations_policies/handbooks_manuals.

- FAA Order 8040.4, Safety Risk Management Policy.
- FAA-H-8083-21, Rotorcraft Flying Handbook.
- FAA-H-8261-1, Instrument Procedures Handbook.
- Airman's Information Manual (AIM).
- DOT/FAA/PM-86/45, Aeronautical Decision Making for Helicopter Pilots.
- DOT/FAA/DS-88/7, Risk Management for Air Ambulance Helicopter Operators.
- FAA FAASTeam Library, Flying in Flat Light and White Out Conditions.
- National EMS Pilots Association (NEMSPA), Preparing a Landing Zone. NEMSPA is located in Layton, UT 84041-9128, telephone (877) 668-0430.

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c. Other:

(1) Helicopter Association International (HAI). HAI is located at 1920 Ballenger Avenue, Alexandria, VA 22314-2898, telephone (703) 683-4646. Check their Web site for other documents and links to resources, including their Fly Neighborly Guide.

(2) The National Fire Protection Association (NFPA) is located at 1 Batterymarch Park, Quincy, MA 02169-7471, telephone (617) 770-3000. They have many publications about fire protection. The 400 series may be the most helpful. For example, the current edition of NFPA 418, Standard for Heliports, has fire standards for heliports.

(3) Air Ambulance Guidelines published by both the U.S. Department of Transportation (DOT), National Highway Traffic Administration; and the American Medical Association, Commission on Emergency Medical Services.

(4) The National Association of Air Medical Communications Specialists (NAACS) is located at PO Box 19240, Topeka, KS 66619, telephone (877) 396-2227. Check their Web site for links to resources, including training courses.

(5) Special Airworthiness Information Bulletin (SAIB) SW-10-43, Non-Aviation Transmitters. (Includes, for example, 800 megahertz (MHz) radios used to communicate with hospitals.)

(6) Policy Letter (PL) ASW-2001-01, Certification Guidelines for Compliance to the Requirements for Electro-Magnetic Compatibility (EMC) Testing.

(7) DOT/FAA/AR-99/50, High-Intensity Radiated Fields (HIRF) Risk Analysis.

(8) FAA Technical Standard Order (TSO)-C194, Helicopter Terrain Awareness and Warning System (HTAWS).

(9) International Civil Aviation Organization (ICAO) Doc 9977 AN/489, Manual on Civil Aviation Jet Fuel Supply.

(10) RTCA Inc., DO-160, Environmental Conditions and Test Procedures for Airborne Equipment.

(11) RTCA Inc., DO-178B, Software Considerations in Airborne Systems and Equipment Certification.

(12) RTCA Inc., DO-254, Design Assurance Guidance for Airborne Electronic Hardware.

(13) RTCA Inc., DO-309, Minimum Operational Performance Standards (MOPS) for Helicopter Terrain Awareness and Warning System (HTAWS) Airborne Equipment.

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(14) OpSpecs:

- A005, Exemptions and Deviations.
- A008, Operational Control.
- A010, Aviation Weather Information.
- A021, Helicopter Air Ambulance Operations.
- A050, Helicopter Night Vision Goggle Operations (HNVGO).
- A061, Use of Electronic Flight Bag.
- A096, Actual Passenger and Baggage Weight Program for All Aircraft.
- A097, Small Cabin Aircraft Passenger and Baggage Weight Program.
- D085, Aircraft Listing.

1-8. BACKGROUND. This AC focusses on the requirements and challenges faced by HAA operations and how these can be addressed through application of best practices which, when tailored to local and operational requirements and the appropriate scope and complexity of each organization, provide one way of many possible ways to assure safety and compliance with regulatory requirements within a HAA operation.

a. General. The typical HAA operation provides 24-hour local or regional on-call service from an operational base or multiple operational bases. Each base is assigned one or more helicopters and is staffed by one or more pilots and mechanics. A base may also be staffed by medical crew members (paramedics, EMTs, doctors, and nurses). If not, the helicopter should reposition to a trauma center or other location where medical personnel are available for assignment to support operational requirements.

b. Operational Control. An HAA operator should be organized to ensure the challenges imposed by the need to perform HAA-specific training, operations, equipment installation and maintenance and documentation are adequately addressed. Operational control over the aircraft, pilots and flight operations should remain within the operator's organization regardless of customer prioritization, inputs, tacit expectations and pressures.

c. HAA-Specific Equipment. HAA-specific equipment (such as HTAWS, Flight Data Monitoring System (FDMS), etc.) and training are required for HAA operations, starting on effective dates provided in the applicable regulations. Such equipment and training has been identified as beneficial for improvements in flight safety and operational efficiency.

d. Maintenance. Helicopters should be maintained and serviced with particular attention to scheduling and accomplishing major inspections and maintenance while recognizing and accommodating customer expectations. Problems are likely to arise if operators defer, then extend, required maintenance to meet operational availability requirements. While the importance of helicopter availability is recognized in the HAA best practices referred to in this AC, HAA operator management, along with a pervasive "safety culture," should ensure that deferral of unscheduled repairs or replacements are not unduly extended to coincide with previously scheduled preventative maintenance or inspection requirements.

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e. OCCs. Regulations require an OCC to be staffed by one or more OCS by those operators with 10 or more HAAs. The FAA strongly encourages similar steps by other operators. Formal Risk Analysis (composed of risk assessment and mitigation processes, not previously required of HAA operations), must be implemented by all HAA operators per § 135.617. Operator risk analysis programs should be well documented and consistently applied to avoid over-extending aircraft or pilot capabilities. Attempting to accomplish HAA operational objectives, in the absence of well thought-out and documented operational risk analysis procedures and training, can result in misplaced priorities, second-order effects, and unintended consequences and could result in poor judgment or decisionmaking.

f. Best Practices. Appropriate HAA industry experience and strong commitment to safe operations has been identified as a best practice of effective management personnel. In particular, effective action to assure flight safety by the director of operations, the chief pilot and the director of maintenance have been seen as essential to the best practices contributing to safe operations. Equally essential are policies and procedures emphasizing professionalism among all employees from the top down.

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CHAPTER 2. CERTIFICATION AND HAA-SPECIFIC CONSIDERATIONS

2-1. GENERAL. A helicopter air ambulance (HAA), Title 14 of the Code of Federal Regulations (14 CFR) part 135 operation, as authorized through the issue of Operations Specification (OpSpec) A021, Helicopter Air Ambulance Operations, is unique among other types of part 135 helicopter operations. Organizational challenges are significant. This is reflected in the requirements for such operators under the certification process. Part 135 certificate holders conducting HAA operations are subject to requirements beyond those observed by other certificate holders.

2-2. INITIAL PART 135 CERTIFICATION WITH HAA AUTHORIZATION. Prospective helicopter operators desiring to offer HAA operations as an air carrier in accordance with part 135 should refer to the current edition of Advisory Circular (AC) 120-49, Certification of Air Carriers, for methods and procedures to follow in achieving certification. A Federal Aviation Administration (FAA) Web site with information on the certification process is: http://www.faa.gov/licenses_certificates/airline_certification/

a. Certification Team (CT). The Flight Standards District Office (FSDO) located in the area where the applicant desires to locate its principal business office will assemble a CT. This CT will provide certification process guidance to the prospective certificate holder. It will evaluate the systems, procedures, training, and documentation (manuals, etc.) that the applicant has documented and submitted (or demonstrated) toward earning their air carrier certificate.

b. Additional Information. Further detail about authorization for HAA operations, in addition to achieving part 135 certification, is included in this AC chapter.

2-3. ADDING HAA AUTHORIZATION TO AN EXISTING PART 135 CERTIFICATE. Existing part 135 certificate holders may perform HAA operations after providing training, meeting regulatory requirements, implementing appropriate procedures and installing equipment (described in subsequent chapters of this AC). Following an application for authority to perform HAA operations, supported by demonstrations of capability, the operator may be issued, by the FAA, the appropriate OpSpecs, including A021, Helicopter Air Ambulance Operations. The approving authority for the issuance of these OpSpecs will be the principal inspectors (PI) assigned to that certificate.

2-4. REGULATORY OPERATIONAL CONSIDERATIONS. HAA operators are subject to regulatory operational requirements above those associated with other part 135 operations. These are outlined in Chapter 3 of this AC. In addition, this AC will identify HAA industry best practices applicable to operational issues.

a. Part 135, § 135.603, Pilot Qualifications. Part 135 certificate holders conducting HAA operations are subject to pilot qualifications requirements in addition to those required of such certificate holders not engaged in such operations. Pilots employed in HAA operations must hold a rotary wing (RW) instrument rating or an airline transport pilot (ATP) certificate in accordance with § 135.603. This requirement becomes effective on April 24, 2017.

b. Section 135.609, Local Flying Area(s) (LFA) Familiarity Verifications. An examination of familiarity with a LFA is required to be completed and documented in a

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12-month period before a pilot can use the lower weather minimums associated with the LFA. This examination of familiarity with a LFA may be through other means than a flight check. However, a record of all such examinations, regardless of format, must be retained for each pilot and each LFA assigned (refer to § 135.609). In this AC, see paragraph 3-5 for LFA operational considerations, paragraph 4-2 for LFA training implementation details, and paragraph 7-2 for LFA examination documentation requirements.

c. Sections 135.611 and 135.613, Instrument Flight Rules (IFR) Procedure Documentation. It is recommended that part 135 certificate holders conducting HAA IFR operations document procedures associated with point in space (PinS) approaches and associated Obstacle Departure Procedure (ODP). (Refer to §§ 135.611 and 135.613.)

d. Section 135.615, Visual Flight Rules (VFR) Flight Planning Documentation. Procedures for VFR flight planning must be documented by part 135 certificate holders conducting HAA operations in accordance with the provisions of § 135.615.

e. Section 135.617, Preflight Risk Analysis. An FAA-approved preflight risk analysis program must be established by each HAA operator and documented in its operational manual (or other documentation). In accordance with the provisions of § 135.617(d), part 135 certificate holders conducting HAA operations are required to use and retain preflight risk analysis worksheets. Preflight risk analysis worksheets are completed by the pilot and are reviewed and confirmed by the Operations Control Specialists (OCS) in compliance with § 135.617 if applicable. These worksheets are retained for 90 days in compliance with §§ 135.617 and 135.619. The procedure itself is outlined in paragraph 3-4 and Appendix A, which also includes examples of preflight risk analysis worksheets.

2-5. TRAINING CONSIDERATIONS. HAA operators are subject to additional training requirements above those associated with other part 135 operations. These training requirements will be outlined in Chapter 4. In addition, this AC will identify HAA industry best practices applicable to training, including providing examples of curriculum outlines and checklists as appendices.

2-6. EQUIPMENT CONSIDERATIONS. Part 135 certificate holders conducting HAA operations will utilize task-specific equipment associated with medical transport. An applicant should identify, in their initial application, any specialized equipment that may be used in their HAA operations. This equipment should include items required by regulations such as a Helicopter Terrain Awareness and Warning System (HTAWS) and a radio altimeter. By April 23, 2018, helicopters must equip Flight Data Monitoring Systems (FDMS). It may include a Night Vision Imaging System (NVIS) installation and other equipment fitted to bring each helicopter to a desired aeromedical configuration. Helicopters to be used in HAA operations are evaluated by FAA PIs.

2-7. INSPECTION AND MAINTENANCE CONSIDERATIONS. HAA operators should consider inspection and maintenance issues beyond those associated with other part 135 operations. This includes inspecting and maintaining equipment added for HAA operations. This equipment increases maintenance complexity and introduces second-order complications. These complications may include NVIS compatibility, electromagnetic compatibility (EMC)

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verification, heat shielding, fire resistance, mechanical integrity of mounting, crashworthiness and infection control procedures. Maintenance hours and cost burdens will increase because of the need to remove and replace complex on-board systems, sealed interior panels, etc., when required to access aircraft systems for inspection, maintenance and repair. The operator should factor these considerations into both routine and unscheduled maintenance decisionmaking. For example, it is not acceptable to apply for multiple extensions on deferrals of required maintenance for minimum equipment list (MEL) items solely due to the cost burden associated with gaining access to make repairs. Be on guard against such practices. Standard MEL deferral decisionmaking should be consistently applied.

> **NOTE: Reference materials providing further guidance include: AC 27-1B MG 6, Miscellaneous Guidance (MG) for Emergency Medical Service (EMS) Systems Installations.**

2-8. DOCUMENTATION AND RECORDKEEPING CONSIDERATIONS. All HAA operators are required to document preflight risk analysis and VFR flight planning procedures. In addition to the manual requirements imposed by § 135.21, it is recommended that each certificate holder conducting HAA operations, including single-pilot and basic operators, compile and maintain manuals reflecting the implementation of HAA best practices identified in this AC. Documentation and recordkeeping requirements associated with HAA operations beyond those normally required of part 135 operators are described in Chapter 7 of this AC.

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CHAPTER 3. OPERATIONS

3-1. GENERAL. This chapter outlines recommendations regarding the conduct of Title 14 of the Code of Federal Regulations (14 CFR) part 135 helicopter air ambulance (HAA) operations.

3-2. OPERATIONAL CONTROL, FLIGHT LOCATING, AND FLIGHT FOLLOWING DUTIES AND RESPONSIBILITIES. Regardless of the size and complexity of the operation, the operator is responsible for maintaining operational control, accomplishing flight locating and supporting the pilot during preflight planning, risk analysis, and en route by providing information and constructive input which would aid the pilot in effective decisionmaking. Smaller operations may accomplish this through direct communication between the pilot and the management person to whom the authority to provide a flight authorization has been delegated. Larger operations may accomplish the same objective through pilot communication and discussion with a trained Operations Control Specialist (OCS).

a. Operational Control. Only those individuals authorized by name in an operator's operations specification (OpSpec) may exercise operational control. While operational control may be delegated to certain certificate holder personnel, it must never be delegated to customer hospitals or external emergency medical services (EMS) agencies.

b. Duties and Responsibilities. The pilot in command (PIC), by regulation, is the final authority for the operation of any HAA flight. It is an HAA industry best practice that a PIC may not "self-launch." Operators should establish procedures for coordination between the pilot and OCS, or other person authorized to exercise operational control, to evaluate flight risk analyses to ensure risk is mitigated to the extent possible or a flight request is declined due to unacceptable risk. While "three to go, one to say no" is a good practice (with the three being the PIC and two medical crew members, and the one being any one of the three), it is essential that no external pressure "to go" is applied to the pilot during the decisionmaking process.

> **NOTE: A PIC's decision to decline, cancel, divert or terminate a flight overrides any decision by any and all other parties to accept or continue a flight.**

c. Flight Authorization and Flight Locating Procedures. Regardless of whether or not an operator uses an Operations Control Center (OCC), flight authorization and flight locating procedures should be well-considered and thoroughly documented to support training and operations. For those operators with an OCC, the description of the duties and responsibilities of OCSs and an explanation of their duty times in the current edition of Advisory Circular (AC) 120-96, Integration of Operations Control Centers into Helicopter Emergency Medical Services Operations, should amplify the above. In addition, the rule describing OCS training part 135, § 135.619(f) is an excellent guide to the subject matter considerations involved in issuing a flight authorization and with reacting to flight locating adverse outcomes. The certificate holder is required by regulation to use flight locating procedures (refer to § 135.79), unless a Federal Aviation Administration (FAA) flight plan is filed and activated.

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d. Flight Following.

(1) Flight Following Recommendations. Flight following is distinguished from flight locating. Flight locating is required for HAA operations unless an FAA flight plan is filed and activated. While § 135.619 requires an OCC to monitor the progress of a flight, for smaller operators (ten or less HAAs), it is a good practice to employ flight following.

(2) Flight Following Connectivity. Flight following should maintain voice communications with helicopter pilots during HAA operations. The operator may wish to consider employing satellite/Global Positioning System (GPS) tracking for flight following tasks as a supplement or substitute for voice radio connectivity.

(3) Flight Following Latency. It is recommended that a position and status report be made, at most, every 15 (in flight) to 45 (on ground) minutes. If communication is lost, the aircraft may be considered missing after failing to provide sequential routine position reports (usually two reports). The longer the time between position reports, the greater the radius of uncertainty of the missing helicopter's location. The operator should also consider employing satellite/GPS tracking for flight following tasks as a substitute for voice radio connectivity.

e. Flight Following and Accident Incident Plan/Post-Accident Incident Plan (AIP/PAIP). Each OCC or other flight following office should have access to the operator's AIP/PAIP. The plan should be reviewed and updated annually or more frequently as needed.

(1) Information in the AIP/PAIP defines and provides direction for emergency response procedures that should be used as a basis for training or for reference in the event of a mishap, accident or other emergency. The AIP/PAIP establishes standard emergency response procedures that OCSs or flight followers will carry out in all cases when an aircraft meets operator-defined criteria of being overdue or has been involved in an incident or accident.

(2) The AIP/PAIP and any other emergency response plans and guides may be formatted in a variety of ways, provided the user (that is, the individual making the initial response to the emergency) can easily determine where to find guidance for a situation and then follow a generic checklist of actions to be taken for that situation. An addendum to the main response plan should be available for every satellite base. Each local addendum should list direct-dial phone numbers for the satellite base manager, local first responder and 911 dispatch organizations, local air traffic control (ATC) and local FAA offices.

f. Communications Personnel and Procedures. Chapter 6 of this AC provides recommendations to assist HAA operators with best practices for implementing OCCs and operational control procedures.

(1) Large HAA operators have developed OCCs to maintain operational control. While there is a regulatory requirement (§ 135.619) for operators with 10 or more HAAs to have OCCs, smaller operators should consider the benefits that best practices have shown can be implemented on a scalable level to meet the needs of smaller operators.

(2) Operators without an OCC, and large operators may find it advantageous to supplement their Operational Control personnel through the addition of Communications

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Specialist Staff. If this is the case, the Operator must train and qualify their Communications Specialists to the extent their duties and responsibilities reflect delegated Operational Control tasks. For example, if a Communication Specialist is responsible for performing flight locating duties via radio or other communications process, and to receive and offer the operator flight requests for HAA operations their training should include company policy and procedures for such activity.

(3) A communications specialist may be an employee of the HAA operator, a hospital (i.e., a hospital communications specialist) or a local public safety agency (i.e., a 911 dispatch operator. If communications specialist duties are delegated beyond certificate-holder personnel, such as to a hospital or ambulance dispatch center, those individuals serving in that capacity must be trained by the certificate holder and such training programs must be documented.

(4) The primary function of the communications specialist is to support HAA operations by relaying coordination information and situational awareness information among the flightcrew, hospital, and on-scene personnel and other involved organizations and individuals. Providing and receiving in-flight updates and post-flight debriefs to flightcrews have been identified as part of their recommended functions.

(5) HAA best practices suggest that the responsibilities of communications specialists should include ascertaining, from those requesting HAA services, whether another HAA operator has previously declined to carry out a particular flight and, if so, for what reason. The response received should be conveyed to the pilot performing the Risk Analysis in accordance with § 135.617. The personnel that carry out this function may or may not be the same as those who carry out in-flight connectivity and flight locating functions during HAA operations.

(6) Depending on the size and nature of HAA operations, different communications specialist functions may be split between multiple individuals (who may also carry out other functions) or concentrated in one or more communications specialists.

(7) Communications specialist duties may include flight following. Best practices suggest that an HAA operator's communications system should provide reliable connectivity with HAAs in flight and on the ground, enable flight locating (required by regulation for some operators and recommended for all others) and ensure that medical personnel and pilot(s) can communicate with recipients such as hospitals and ground personnel at a Landing Zone (LZ). Some rural hospitals may not have communications capability other than by phone. Communications specialist personnel may be required to act as an intermediary.

(8) In all cases, when communications specialists perform an OCS duty included in § 135.619(a)(1-4), the communication specialist is subject to training and checking in those subjects that support the duty performed and must be trained in the limit of authority delegated to them.

3-3. VISUAL FLIGHT RULES (VFR)/INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLANNING AND WEATHER MINIMUMS.

a. Flight Planning (refer to §§ 135.613 and 135.615).

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(1) HAA VFR flight planning must take into consideration factors including the determination of highest obstacles and minimum cruising altitudes along planned routes as well as contingencies such as deviations due to medical necessity, dynamic weather and changes to the planned flight. The procedures defining these planning methods must be documented. (Refer to § 135.615 for regulatory requirements.)

(2) IFR/VFR Procedures. For operators with IFR authorization, procedures for transitioning from IFR to VFR on approach or from VFR to IFR on departure are required to be documented.

b. Approach Procedures Minimums (refer to §§ 135.609, 135.611 and 135.613).

(1) When executing Point in Space (PinS) Copter approaches that include a "proceed visually" transition, the flight will remain under IFR from the missed approach point (MAP) to a served heliport and the transition must be conducted in accordance with the ceiling and visibility limitations published in the PinS Copter Instrument Approach Procedure (IAP).

(2) When executing PinS Copter approaches that include a "proceed VFR" segment between the MAP and a served heliport, flights must be conducted in accordance with the ceiling and visibility limitations published in § 135.613(a).

(3) When accessing a heliport near an airport served by an IAP, the pilot may execute a published IAP to an airport which is not the intended landing site, and then break off that published approach after visually acquiring the airport served by the approach and then proceed to a landing area other than the airport to which the approach was conducted. The pilot may accomplish this only under VFR weather minimums in accordance with § 135.613(a) or under VFR as appropriate to the class of airspace involved and in accordance with ATC clearances. (The airspace between the protected area surrounding the approach to the airport and the intended landing area located nearby may not be surveyed and obstructions may exist between the airspace protected for the airport served by the IAP and the intended landing site.)

c. Departure Procedures Minimums (refer to §§ 135.609 and 135.613).

(1) HAA Helicopters may depart on an IFR clearance from the surface, at heliports that are not served by weather reporting, providing the heliport is served by a departure procedure (Standard Instrument Departure (SID) or Obstacle Departure Procedure (ODP)) containing ODP and takeoff minimums, and the pilot determines the weather at the departure point meets or exceeds the published takeoff minimums. The flight may depart and proceed visually in accordance with the instructions contained in the DP.

(2) When departing VFR from heliports with the intent of acquiring an IFR clearance at or before reaching a predetermined point (usually the Initial Departure Fix (IDF) not more than 3 nautical miles (NM) from the departure point, the flight must be conducted in accordance with the DP instructions and the ceiling and visibility limitations contained in § 135.613)(a). If the distance between the departure point and the IDF exceeds 3 NM, the flight must be conducted in accordance with the VFR ceiling and visibility minimums for the class of airspace involved. The operator should document procedures for transitioning from IFR to VFR on approach or from VFR to IFR on departure.

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(3) If the departure involves a VFR to IFR transition and does not meet the requirements of § 135.613(b)(1), there is no departure procedure, and/or the IDF is more than 3 NM from the point of liftoff, the VFR weather minimums required by the class of airspace apply. If the flight is within Class G, airspace, refer to § 135.609, if within Class B, C, D, or E airspace, refer to § 135.205.

(4) These regulations do not restrict or prohibit “diverse departures" from airports from which IFR departures can be made in accordance with 14 CFR part 97. These are departures from airports with IAPs that have had an obstacle analysis conducted and from which it was determined IFR departures can be performed safely without a published ODP or SID.

(5) An IFR clearance and departure with “proceed visually” text is not considered a VFR maneuver and is not subject to § 135.609 limitations unless the pilot is instructed by ATC to maintain VFR. For this type departure, the weather must meet or exceed either the published “takeoff minimums” contained in the DP, or the restrictions in contained in § 135.613 or in § 135.609, as applicable.

d. Flight Into Locations Without Weather Reporting (refer to § 135.611(a)(3)). In accordance with the provisions of § 135.611(a)(3), the PIC may assess the weather at a departure point where weather reporting is not provided. This is a process where the PIC applies his own professional judgment to determine the weather conditions. The pilot may be assisted by access to enhanced situational awareness provided by the OCC or other aviation or non-aviation weather sources. (See Chapter 6 of this AC and AC 120-96 for more information.)

(1) Based on this weather assessment, the PIC may:

- Takeoff when the observed ceiling and visibility is greater than the weather minimums as published in a departure procedure; or
- Takeoff when a documented departure procedure is not available and when the observed weather is greater than the higher minimum ceiling and visibility limitations required by § 135.609, or for the Class B, D, or E airspace overlying the departure point, as applicable.

(2) The FAA intends to permit HAA flights to enter the National Airspace System (NAS) under IFR when visibilities and ceilings are below VFR minimums, based on the pilot’s weather observations, thus increasing the safety of the flight. This rule permits HAAs to depart heliports with a published IAP and departure procedure with no reported weather under IFR, rather than forcing them to depart under VFR, which in low ceiling and visibility conditions is more hazardous.

e. Weather Minimums (refer to § 135.609). Section 135.609 specifies HAA minimums for Class G airspace. HAA operations use higher ceiling and visibility minimums in uncontrolled airspace in uncontrolled airspace than is required for conventional part 135 operations. Each HAA base may establish one or more local flying areas (LFA) where lower minimums may be used. See paragraph 3-5 of this AC on LFAs.

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3-4. PREFLIGHT RISK ANALYSIS (refer to § 135.617). Preflight risk analysis is a key subject of this AC. It is discussed in chapters 3, 6, and Appendix A. This AC provides guidance for implementation of regulatory requirements. Each HAA operator, regardless of size, must design, develop, document and implement an FAA-approved preflight risk analysis process. Only processes that have been documented and have been the subject of training, meet regulatory requirements. (Refer to § 135.617.)

a. Risk Analysis Steps. Risk analysis includes the following steps:

(1) Risk identification. What are the risks and their importance in quantitative terms?

(2) Mitigation. What changes or approaches reduce the effect of risks?

(3) Calculation of Residual Risks. What risk remains after mitigation?

(4) Management Review. Elevation of higher risk assessment to appropriate management levels for concurrence.

b. Risk Analysis. Risk assessment is a key element of risk analysis. Its process documentation should identify risk factors the HAA operator may consider. This assessment should consider not only the primary intended flight operation but also all contingencies that can reasonably be foreseen. The PIC does not have to perform a new risk assessment prior to a change in destinations. As part of risk assessment, these factors are quantified. The operator should assign to each risk factor an appropriate value reflecting both the likelihood of occurrence and severity of outcome. Combining the value associated with each risk factor will yield a total risk value. An example of this is provided in Appendix A.

c. Flight Authorization. Each HAA operator must document procedures for obtaining and documenting approval by management personnel to authorize a flight when a single or cumulative risk exceeds a level predetermined by the operator. If this value exceeds that predetermined level, it will require management approval or preclude operations. After all risks are identified and risk control strategies and their effects are considered, an informed go/no-go decision can be made. The effect of risk assessment on mitigation strategies and restrictions on acceptable risks must be documented.

d. Risk Assessment Quantifies at Least the Following Risk Factors.

(1) Aircraft Capabilities, Flight Route and Landing Site Considerations. This includes performance, fuel required, resulting useful load, environmental factors and their effect on performance with all engines operating and, as applicable, with one engine inoperative as well as obstacles and terrain along the planned route of flight and LZ conditions. In-flight changes to routes or destinations do not necessarily require a full risk analysis, provided these options or contingencies were considered in the original risk analysis of the flight operation that was conducted prior to the flight operation was initiated. The original risk analysis should be updated, considering factors which have changed, such as: fuel required, fatigue, airworthiness, and dynamic weather conditions, etc.

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(2) Current and Forecast Weather. This includes ceiling, visibility, precipitation, surface winds, winds aloft, potential for ground fog (especially for off-airport scene response operations), and severe weather such as thunderstorms and icing. These factors should be considered for the departure point, en route, and primary destination and contingency routes/diversion landing facilities.

(3) Human Factors. This includes sources of stress such as health, fatigue, circadian effects, flight difficulty, operational complexity and potentially distracting life events. All these are among the many potential contributors to human failure. Human factors considerations should include information such as pilot experience level and operation-specific hazards that also reflect environmental factors.

(4) Declined HAA Flight Requests. The operator must establish a procedure for determining whether another HAA operator has declined the flight request under consideration and if so, for what reason (weather, maintenance, etc.). If applicable, the reason for the declined flight must be factored into the required risk assessment process, i.e., do not include a declined flight due to a maintenance issue or pilot not available. This could be as simple as asking the requestor whether or not this specific flight request has previously been made and declined and why.

(5) Risk Determined Independent of Patient Condition. It should be assumed that HAA operators and personnel are dedicated to making every flight requested, providing the level of risk is acceptable. Best practices in the industry indicate the medical condition of a patient should not be considered in the risk analysis process and that the PIC should not be briefed on this factor in advance of decisionmaking.

e. Mitigation. Identified risks may be mitigated by changing how a proposed HAA flight is conducted. The operator must develop strategies and procedures for controlling risks imposed by identified hazards. For examples of mitigation, refer to Appendix A.

f. Calculation of Residual Risk. After risk is analyzed and quantified and then mitigated, the degree of residual risk is assessed. Residual risk is the safety risk that exists after all controls have been implemented or exhausted and verified.

g. Elevation of Higher Risk Analysis to Appropriate Management. An HAA operator is required to define risk-based flight authorization limits based upon a quantitative assessment of each specific flight operation. Higher risk assessments are referred to an appropriate manager with operations control authority.

h. Reconsideration of Flight Authorization. Material changes in any of the major risk factors considered in the decisionmaking process should trigger reconsideration of flight authorization. This especially applies to deterioration in weather or other environmental conditions or deterioration of patient condition resulting in an unplanned diversion.

3-5. LFAs (refer to § 135.609).

a. Establishing LFAs.

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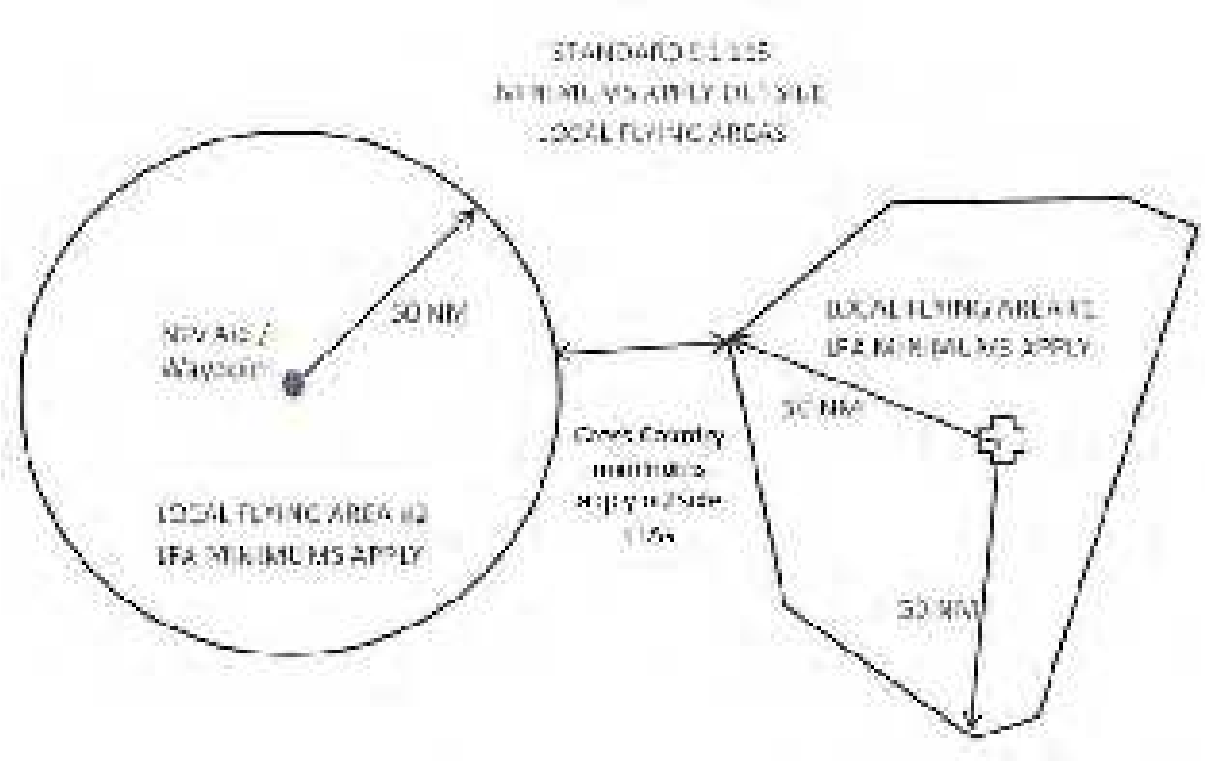
(1) Each HAA base may establish one or more LFA. A LFA is considered a defined or bounded area within which a HAA pilot has demonstrated detailed local knowledge and within which lower Class G weather minimums may be applicable.

(2) A LFA may be symmetrical, such as an area encompassed by a fixed radius from a point designated by the operator or, alternatively, it may be asymmetrical, using landmarks and geographical features to bound the area. In any case, a designated LFA should not exceed 50 NM in any direction from the designated location.

(3) LFA(s) need not be contiguous. There is no requirement that a LFA for a particular base of operations consist of only one defined area. For example, if an operator that conducts HAA operations in a particular metropolitan area, but often transports patients to a regional trauma center outside that area, may choose to develop an additional LFA for assigned pilots to use when operating near the trauma center. While operating in-between LFAs, cross-country minimums would apply.

FIGURE 3-1. EXAMPLE OF LOCAL FLYING AREA(S) AND WHERE CROSS-COUNTRY MINIMUMS APPLY



b. References. References to define a LFA may include:

(1) A specific radius from a point (if easily identified using installed operational avionics).

(2) Bounding natural and constructed references (rivers, shorelines, roads, railroads, etc.).

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(3) Governmental boundaries, if easily identified from the air.

(4) By describing an area bounded by natural, constructed or aeronautical reference points (shoreline points, islands, valleys, buildings, airports, very high frequency (VHF) omnidirectional range station (VOR), GPS waypoints, etc.).

(5) Any other reasonable description of an area that may be easily applied by a flightcrew, such as a predetermined route or system of routes.

c. Effects of LFA on Minimum Acceptable Weather Conditions. Establishment of a LFA allows for the use of lower weather minimums as specified in § 135.609. This is only available for use by pilots that have demonstrated LFA familiarity.

d. Demonstration of LFA Familiarity. A pilot must demonstrate a level of familiarity with a LFA by passing an examination given by the certificate holder within the preceding 12 calendar-months prior to using a LFA's local area weather minimums as specified in § 135.609. This examination may be oral or written and may be part of a line check consisted under § 135.299. The manner of the examination must be described in the operator's training program. The grace provisions of § 135.301 apply. This examination should include at least the following:

(1) Terrain features and LFA boundaries.

(2) Prominent obstructions including areas of obstruction.

(3) Minimum safe altitudes in the area.

(4) Weather producers (such as industrial areas, fog-prone areas, etc.).

(5) Areas of poor surface lighting and the effects of seasonal and other changes on surface lighting, as applicable to the area.

(6) Airspace control/air traffic facilities.

(7) Radar and communications coverage, including minimum altitudes for radar service and communications with air traffic facilities and company communications facilities.

(8) Airports/heliports/fuel sources, including night availability; available instrument approaches.

(9) Predominant air traffic flows.

(10) Landmarks and constructed features.

(11) Facility-specific information such as flight locating, dispatch and communications.

(12) Any emergency considerations specific to the area.

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NOTE: A record of the examination must be kept in accordance with records retention requirements.

3-6. HAZARDS TO OPERATIONS: IDENTIFICATION AND MITIGATION.

a. Hazard Map. One (or more) hazard maps should be developed. While hazard maps should be developed to cover the entirety of each LFA, such maps may be more extensive than a LFA. The map should be reviewed and updated periodically or as new information becomes available. It should be displayed in a conspicuous location for pilots to review. All potential hazards should be annotated. Power lines, towers and tall structures in the vicinity of designated LZs are particularly important. A system to identify and depict newly-added hazards and to ensure pilots are aware of them should be developed. VFR/IFR transition corridors and preferred routes should appear on hazard maps. Recommended practices include treating the hazard map as a living document, updated by the use of grease pencils or map pins with appropriate notes or captions. Transient hazards (including those created by changing light and visibility or recorded in Notices to Airmen (NOTAM)) should appear on the map with their applicable times.

b. Flight Controls. Leaving the flight controls of a helicopter while rotors are turning is a potentially hazardous situation that may be encountered in HAA operations. While current regulations do not prohibit the pilot from leaving the controls while the helicopter is operating, HAA operators are urged to include procedures for accomplishing this safely in their documented operational procedures and training.

c. Magnetic Resonance Imagery (MRI) Systems. Caution should be used in vicinity of MRI systems. Interference from MRI systems may cause fluctuations in compass accuracy and in instruments for up to 30 minutes and render them unusable. MRI systems may also cause interference with full-authority digital electronic control (FADEC)-equipped aircraft.

3-7. HAA WEIGHT AND BALANCE (W&B) CONSIDERATIONS.

Because of the need for specialized equipment, medical personnel and patients to be carried from a wide range of locations and in a wide range of conditions, W&B considerations for HAA operators differ from those of other part 135 operators. Most HAA helicopters have strictly limited payloads due to installed equipment configurations. This AC identifies requirements and best practices considerations.

a. W&B Requirements of HAA Operators. Certificate holders should develop a W&B program as illustrated in OpSpecs A096/A097, using actual weights for crewmembers, medical personnel and carryon medical equipment (not permanently installed on the aircraft), and only relying on solicited or estimated weights for patients, regardless of the size of the helicopter. Certain medical equipment (e.g., isolettes and balloon pumps that are removed and replaced as needed) may not technically be installed but rather should be considered similar to carry-on baggage, be properly secured, and counted toward payload.

b. W&B Programs of HAA Operators. An approved W&B program is required to be documented and listed in the certificate holder's General Operations Manual (GOM), if applicable. It will be approved in the operator's OpSpecs. See guidance for OpSpecs A096/A097 for more details. A W&B control system may include the following:

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(1) An index-type W&B program that makes use of actual weights for crew members and equipment and average weights for patients may be established in accordance with the appropriate OpSpec (either A096 or A097) and the current edition of AC 120-27, Aircraft Weight and Balance Control. Company manuals should contain procedures for using, managing and updating W&B data. A loading schedule should be prepared composed of graphs and tables based on pertinent data for use in loading that particular helicopter in a rapid manner for HAA operations.

(2) Best practices in the industry are that operators prepare W&B for multiple configurations of each helicopter in terms of differences in occupants and equipment, especially common configurations (e.g., one or two pilots, one or two medical personnel, one or two patients, large carry-on equipment, balloon pumps, fuel in the most critical center of gravity (CG) locations, training configuration, etc.)

(3) Operators must amend individual helicopter W&B documentation when equipment is removed or replaced. If medical equipment is modified or medical supplies are upgraded, the operator must ensure the resulting changes in weight and location inside the helicopter are reflected in the W&B documentation required by the OpSpecs.

3-8. HELIPORTS/LZs. HAA operators should establish procedures for conducting airborne and ground reconnaissance of all types of heliports/landing zones. This is especially important for off-airport LZs or heliports not used on a routine basis.

a. LZ Criteria. Criteria should be established, documented and included in training programs to assess each heliport/LZ on a continuing basis prior to use. The operator should document criteria for LZ selection. These criteria should include size, obstructions, lighting, surfaces, wires and methods to determine wind direction, etc. A reporting system for unsatisfactory or dangerous conditions and a continuing LZ evaluation program should be part of HAA operations

b. Heliports. When part 135 HAA operations are conducted from established heliports, those heliports should meet the criteria established in the current edition of AC 150/5390-2, Heliport Design, to the maximum extent possible.

c. Approach/Departure. For operations over congested areas, ingress/egress routes to heliports or "scene" locations may have to be modified to adhere to best safety practices. Whenever possible, helicopter operations should include the best practices of "flying neighborly," as described in the Helicopter Association International (HAI) Fly Neighborly Guide.

d. Ground Security. Best practices suggest that an off-airport or heliport, LZ or "scene" location should be secured against incursions and other hazards by law enforcement or firefighters.

e. LZ Listing. HAA operators should maintain a listing of routinely used off-airport LZs containing pertinent information. This listing should be available to HAA pilots. A system should be established to familiarize pilots with all heliport/LZs serviced by a hospital or certificate holder. A method considered acceptable would be using photographs, drawings and

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other descriptive means to identify each heliport/LZs with emphasis on timely recording of any obstructions. The site evaluation should include the following:

(1) Identification and/or removal of obstructions;

(2) Assessment of area lighting/transient light conditions;

(3) Awareness of helicopter ingress/egress limitations; and

(4) A reporting system for unsatisfactory or dangerous conditions.

3-9. OPERATIONS UNDER SPECIAL CONDITIONS.

a. Inadvertent Instrument Meteorological Conditions (IIMC).

(1) Operators should develop and document operational procedures for avoiding flight into IIMC along with procedures to be followed after IIMC is encountered. Both of these sets of procedures should include operations in an ATC radar environment as well as IIMC in isolated areas or a non-radar environment.

(2) Avoidance of entry into IIMC should be emphasized in HAA training and operations. A thorough weather briefing, proper analysis of weather (especially that potentially affecting in-flight route changes) and incorporation of adverse weather conditions into risk analysis should help prevent encounters with IIMC. HAA-appropriate training for IIMC flight is discussed in paragraph 4-3 of this AC.

(3) Some best practices for avoiding flight into IIMC include procedures that specify HAA pilots execute a contingency plan whenever speed or course adjustment is required due to deteriorating weather conditions. This contingency plan could be to execute a course reversal to leave the area of deteriorating weather or the execution of a precautionary landing to avoid entering IIMC.

(4) Procedures to be followed by a HAA pilot after entering IIMC should be developed and documented. These procedures should be tailored to each HAA base or operating area. For example, a HAA base that routinely operates near airports with an ATC control facility might establish procedures for contacting ATC and receiving radar vectors to visual meteorological conditions (VMC) or for an instrument approach. A base that operates in areas without local approach control or radar services might pre-designate airports in their service area where IAPs are available. Approach procedure information for those airports could then be kept in the cockpit, readily available should the need arise.

(5) HAA operators may request the use of a discrete transponder code from a local air traffic facility for use when conducting HAA operations in its area of responsibility. This would provide positive identification during an HAA flight.

(6) Operators are also encouraged to meet with local ATC facility personnel to formulate and coordinate instrument meteorological conditions (IMC) “emergency escape plans

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and procedures" for participating HAA aircraft. These plans and procedures may be established with a letter of agreement (LOA) between an operator and its local air traffic facility.

(7) In the event IMC is inadvertently encountered, weather observations and forecasts assessed during the timely performance of preflight planning and the risk analysis process did not, in the pilot's judgment, indicate that an IIMC event was likely, and the pilot subsequently performs an FAA accepted IIMC emergency recovery procedure, FAA personnel are discouraged from conducting enforcement against the pilot or the operator.

NOTE: IIMC avoidance and recovery training should in no way be construed as authorizing or condoning actual IMC flights without meeting IFR requirements.

b. Night Operations.

(1) A PIC must meet the requirements of 14 CFR part 61 and should complete the certificate holder's night training before conducting any night operations. A certificate holder should develop and document procedures for maintaining night proficiency in HAA operations. Pilots must be capable of meeting night recency of flight requirements to fly with or without night vision goggles (NVG). NVG recency of flight experience is defined in part 61, § 61.57(f).

(2) Night landings at unimproved sites, authorized by OpSpec A021, are permitted with adequate and appropriate lighting for the pilot to identify the landing site and surrounding hazards. Such lighting must be compatible with the Night Vision Imaging System (NVIS) if authorized and used.

NOTE: "Adequate" lighting allows a helicopter pilot to conduct a safe approach and landing during conditions of darkness while avoiding terrain and obstacles. The source of this lighting may be on the helicopter or on the surface and includes the possibility of vehicle-mounted lights being used to illuminate a landing site. Pyrotechnic road hazard flares are not recommended for illumination or marking a landing site.

c. Overwater Operations.

(1) Preflight passenger briefings for overwater flight must instruct on use of regulation-compliant life preservers and emergency exits. See the definitions in paragraph 1-6 for autorotational distance, shoreline, or suitable offshore heliport structure. (Refer to §§ 135.117, 135.167, and 135.168.)

(2) Best practices suggest that passengers be briefed anytime there is overwater flight although the regulations address only flights beyond autorotational distance.

d. Flat Light, Whiteout and Brownout. After April 22, 2015, in accordance with the requirements of § 135.293(h), all rotorcraft pilots must be tested on procedures for aircraft handling in flat light, whiteout and brownout conditions, including methods for recognizing and avoiding those conditions. HAA operators are susceptible to all of these conditions due to the nature of off-airport landings and operating in remote environments. These following are not

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intended to be scientific explanations, but serve as operational definitions suitable for use by HAA operators. These terms should not be used interchangeably.

(1) Flat Light. Flat light is an optical condition, also known as sector or partial whiteout. It is not as severe as whiteout but this condition causes pilots to lose depth-of-field and vertical orientation. Flat light conditions are usually the result of overcast skies over snow or ice fields, inhibiting visual reference. Such conditions can occur anywhere in the world, primarily in snow-covered areas but they can also occur in dust, sand, mud flats or on glassy water. Flat light can completely obscure features of the terrain, creating an inability to distinguish distances and closure rates. As a result of this reflected light, it can give pilots the illusion of ascending or descending when actually flying level. However, with good judgment and proper training and planning, it is possible to safely operate aircraft in flat light conditions.

(2) Self-Induced Whiteout/Brownout. This effect typically occurs when a helicopter takes off or lands on a dusty or snow-covered area. The rotor downwash picks up particles and re-circulates them through the rotor system. The effect can vary in intensity depending upon the amount of light on the surface. This phenomenon can happen on the sunniest, brightest day with good contrast everywhere. However, when it happens, there can be a complete loss of visual clues. If the pilot has not prepared for this immediate loss of visibility, the results can be disastrous.

(3) Some resources that HAA operators have available to assist with training in these conditions include:

- Airman's Information Manual, paragraph 7-5-13; and
- FAA FAASTeam Library, Flying in Flat Light and White Out Conditions.

e. Operations Involving Multiple Aircraft—General. HAA operator service areas often overlap other HAA operator service areas. Standardized procedures can enhance the safety of operating multiple helicopters at heliports, LZs and hospitals. Communication is critical to successful operations and maintaining orderly separation and coordination between helicopters, ground units and communication centers. HAA operators should establish joint operating procedures and provide them to related agencies.

f. Recommended Multi-Aircraft Landing Zone Procedures. Based on existing industry conventions and material in the AIM, best practices identified include: The first helicopter to arrive on−scene should establish communications with an on-scene ground unit when at least 10 NMs from the LZ to receive a LZ briefing and to provide incident command with the number of helicopters that can be expected. An attempt should be made to contact other helicopters on VHF communications frequency 123.025 megahertz (MHz) to pass on to them pertinent LZ information and the ground unit's frequency. Subsequent helicopters arriving on-scene should establish communications on 123.025 MHz at least 10 NMs from the LZ. After establishing contact on 123.025 MHz, they should contact the ground unit for additional information. All helicopters should monitor 123.025 MHz at all times.

(1) If an LZ is not established by the ground unit when the first helicopter arrives, then the first helicopter should establish altitude and orbit location requirements for the other arriving

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helicopters. Recommended altitude separation between helicopters is 500 feet (weather and airspace permitting). Helicopters can orbit on cardinal headings from the scene coordinates.

(2) Upon landing in the LZ, the first helicopter should update the other helicopters on the LZ conditions, i.e., space, hazards and terrain.

(3) Before initiating any helicopter movement to leave the LZ, all operators should attempt to contact other helicopters on 123.025 MHz, and state their position and route of flight intentions for departing the LZ.

g. Recommended Multi-Aircraft Hospital Operations. Many hospitals require landing permission and have established procedures (frequencies to monitor, primary and secondary routes for approaches and departures and orbiting areas if the heliport is occupied). Pilots should always receive a briefing from the appropriate facility (if required, making contact through the use of the HAA operators' communication center, flight following, etc.) before proceeding to the hospital.

(1) In the event of multiple helicopters arriving at a hospital heliport, each arriving helicopter should contact other inbound helicopters on 123.025 MHz and establish intentions.

(2) To facilitate approach times, the PIC of a helicopter occupying a hospital heliport should advise any other operators whether the patient will be off-loaded with the rotor blades turning or stopped, and the approximate time to do so.

(3) Before making any helicopter movement to leave the hospital heliport, all operators should attempt to contact other helicopters on 123.025 MHz and state their position and route of flight intentions for departing the heliport.

3-10. PATIENT/PASSENGER HANDLING/SAFETY.

a. Documentation of Procedures. Restraint of all personnel in flight is required by § 135.117. As in all part 135 passenger-carrying operations, passenger briefing cards are required in HAA operations. Operators are encouraged to document procedures for the proper restraint of all flight personnel and passengers and the proper use of seatbelts and shoulder harnesses during HAA operations. In addition, it is the responsibility of the PIC to insure passengers (such as hysterical or combative patients) who may pose a hazard to the aircraft or occupants are properly restrained before takeoff. Procedures detailing the proper restraint of patients/passengers should be detailed and documented, taking into account local law and applicable regulations.

b. Training in Procedures. A person designated and trained by the operator may conduct the passenger briefing required by § 135.117. If passenger briefing duties are delegated to non-flightcrew member, the procedure must be covered in the operator's operations and training manual or other appropriate documentation.

3-11. BIOHAZARD CONTROL. HAA operators are encouraged to educate pilots, medical crewmembers, and maintenance personnel in mitigating exposure to blood borne pathogens and biohazards. They should observe universal precautions and receive appropriate vaccinations

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prior to working on or around HAA aircraft. Procedures should be established for each base for HAA and equipment cleaning and the disposal of biohazard materials.

3-12. FLIGHT TIME, DUTY PERIODS, AND REST REQUIREMENTS.

a. Flight Time/Duty Limitations and Rest Requirements. Part 135 subpart F offers multiple ways to comply with this requirement. Each operator needs to maintain records for its personnel and distinctly differentiate their flight time, duty time and rest time.

(1) Section 135.267 is applicable to unscheduled on-demand part 135 flights with one or two pilots.

(2) Most HAA operations are conducted under the provisions of §§ 135.267 and 135.271. The much less commonly used provisions for conducting HAA operations are those in § 135.271. This section was developed specifically for part 135 HAA operations by hospital-based programs. This section is more restrictive than § 135.267. Under the provisions of § 135.271, a flightcrew member may not be assigned any other duties while assigned to HAA flight(s.) A pilot that does not receive the required rest period must be relieved of any flight assignment. A certificate holder operating under § 135.271 should establish a recordkeeping mechanism to show that only bona fide air ambulance flights are conducted during these assignments.

NOTE: Both §§ 135.267 and 135.271 require a comprehensive recordkeeping process.

NOTE: Company training manuals and OpSpecs should specify which of these sections the HAA operator will comply.

b. Pilot/Helicopter Ratio. For 24-hour HAA operations, it is recommended that no fewer than four pilots be assigned per helicopter. An HAA operation with a high operational tempo or those with unusual circumstances may require a higher pilot-to-helicopter ratio. Sufficient staffing levels should be established to promote operational safety standards.

c. Maintenance Personnel Rest. Each HAA operator should establish rest policies for maintenance personnel similar to those for flightcrew. Rest periods should be 10 consecutive hours within the previous 24 hours and at least one 24-hour day for every seven 24-hour days. This requirement should be the same for contractors or vendors performing maintenance.

d. Flightcrew Member Rest Area. An adequate rest area should be provided for flightcrew members assigned HAA duty. This facility is an explicit regulatory requirement for those operators operating in accordance with § 135.271. This area should be at or in close proximity to a hospital or other approved location at which the HAA assignment is performed. A crew rest area should be available on a continuous basis exclusively for flightcrew members away from the general flow of vehicle and pedestrian traffic and should provide a shower, toilet and changing facilities, a bed with sheets, pillow and blankets, and be environmentally controlled for comfort.

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3-13. RAPID FUEL AND OXYGEN REPLENISHMENT PROCEDURES. Refer also to the current edition of AC 91-32, Safety in and Around Helicopters.

a. Training and Qualification. The operator must train and qualify all applicable personnel in rapid fuel and oxygen replenishment procedures before conducting such operations. The operator should include the following points in their procedures:

(1) Only turbine engine helicopters fueled with JET A or JET A-l fuels should be refueled while an engine is running.

(2) Oxygen replenishment should not be conducted while refueling operations are underway.

(3) Helicopters being refueled while an engine is running should have all sources of ignition or potential fuel spills located above the fuel inlet port(s) and above the vents or tank openings. Ignition sources may include, but should not be limited to the following:

- Engines,
- Exhausts,
- Auxiliary power units (APU), and
- Combustion-type cabin heater exhausts

(4) Only under the following conditions should operators permit helicopter fuel and oxygen servicing while engines are running:

(a) A company trained and qualified helicopter pilot should be at the aircraft controls during the entire rapid fuel and oxygen servicing process.

(b) Patients should be off-loaded to a safe location before rapid refueling or oxygen replenishment operations. *Where the PIC deems it necessary for patients to remain onboard for safety reasons, all helicopter engine(s) should be shut down and the replenishment conducted with the engine(s) off.*

(c) Passengers should not be loaded or unloaded from the aircraft during rapid replenishment operations.

(d) Only designated personnel, properly trained in rapid replenishment operations, should operate the fuel and oxygen dispensing equipment. Written procedures should include the safe handling of the dispensing equipment.

(e) All doors, windows, and access points allowing entry to the interior of the helicopter that are adjacent to, or in the immediate vicinity of, the fuel inlet ports should be closed and should remain closed during refueling operations.

(f) Before introducing fuel into the helicopter, the helicopter should be bonded to the fuel source to eliminate the potential for static electricity arcing.

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(g) Fuel should be dispensed into an open port from approved dead man-type nozzles, with a flow rate not to exceed 10 gallons-per-minute (38 liters-per-minute), or through close-coupled pressure fueling ports. Where fuel is dispensed from fixed piping systems, the hose cabinet should not extend into the rotor space. The operator should provide a curb or other approved barrier to restrict any servicing vehicles from coming closer than within 10 feet (3 meters) of any helicopter rotating components. If an operator cannot provide a curb or approved barrier, servicing vehicles should be kept 20 feet (6 meters) away from any helicopter rotating components and a trained person should direct the approach and departure of the servicing vehicles.

b. Procedure for Evacuation During Aircraft Servicing. A certificate holder's refueling and oxygen replenishment policies and procedures should include any special considerations for the evacuation of passengers (patients). Operators should consider the following requirements when establishing procedures for evacuation of passengers during helicopter servicing:

(1) The certificate holder should establish specific procedures covering emergency evacuation during rapid refueling for each type of aircraft they operate.

(2) If passengers remain onboard an aircraft during fuel or oxygen servicing, there should be enough qualified people trained in emergency evacuation procedures to evacuate the patients.

(3) A clear area for emergency evacuation of the aircraft should be maintained adjacent to not less than one additional exit.

(4) If rapid fuel and oxygen replenishment operations take place with passengers onboard, the certificate holder should notify the Aircraft Rescue and Fire Fighting (ARFF) operation, if available, to assume a stand-by position near the fueling activity with at least one vehicle. This vehicle should be in position before commencing refueling.

(5) Operators should display all no smoking signs in the cabin(s), and the crewmembers should enforce the no smoking rule during rapid refueling and oxygen replenishment.

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CHAPTER 4. TRAINING

4-1. GENERAL. This chapter identifies considerations for training for all helicopter air ambulance (HAA) personnel including flightcrew members, medical personnel, Operations Control Specialists (OCS), ground personnel and maintenance personnel. Emphasis is on training beyond the capabilities normally associated with Title 14 of the Code of Federal Regulations (14 CFR) part 135 operations. Most notably, HAA operations include a training program that explicitly requires well-considered and documented risk analysis and human factors issues.

4-2. HAA PILOT-IN-COMMAND (PIC)/SECOND-IN-COMMAND (SIC) GROUND TRAINING. Examples of ground training are provided in Appendix C of this advisory circular (AC). Following are some recommended HAA-specific curriculum items that are suggested by industry best practices:

a. Ground Training Curriculum.

(1) Risk analysis procedures (these are required by regulation and described in paragraph 3-4 and Appendix A of this AC).

(2) Local flying area (LFA) orientations.

(3) Flight planning and weather minimums (described in paragraph 3-3 of this AC).

(4) Flightcrew functions and responsibilities (including Crew Resource Management (CRM) as described in paragraph 4-9 of this AC).

(5) Obstacle recognition and avoidance.

(6) Aircraft systems variations, such as special electrical systems, navigational radios and instrumentation and their performance characteristics.

(7) Handling and securing of special medical equipment such as stretchers, isolettes, balloon pumps and ventilators.

(8) Appropriate restraint of infants, pediatric patients and passengers who may pose a threat to the safety of the aircraft and crew, to include prisoners.

(9) Hospital heliport operations and procedures.

(10) Day and night unimproved landing area (scene) operations.

(11) International operations and programs (if appropriate).

(12) Bloodborne pathogens, biohazard and infection control, including prevention and control of infectious diseases.

(13) Refueling procedures and methods to ensure fuel quality.

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(14) Inadvertent instrument meteorological conditions (IIMC), whiteout, brownout and flat light conditions (described in paragraph 3-9 of this AC).

(15) HAA-specific equipment training (i.e., night vision goggles (NVG), Helicopter Terrain Awareness and Warning System (HTAWS), radar altimeter, etc.).

4-3. HAA PIC/SIC FLIGHT TRAINING.

a. Use of Simulators.

(1) Helicopter flight simulation training devices (FSTDs) are rapidly becoming more advanced. Some are now capable of full-motion with realistic visual cockpit displays. A growing number of helicopter FSTDs are approved by the Federal Aviation Administration (FAA).

(2) Training in IIMC, flat light, and other special conditions can be enhanced through the use of simulators. Simulators have the capability to decrease visibility and simulate a variety of situations not possible in flight. Simulators can provide realistic training in sudden onset emergencies such as dual engine failures. It is strongly recommended that, where possible, FSTDs should be included in part 135 training and checking activities.

(3) Inspectors should become thoroughly familiar with the types of simulators and simulator practices employed by their operators.

b. Flight Training Curriculum. At a minimum, the following topics should be included in the HAA flight training curriculum. Examples of flight training and checking practices are provided through the inclusion of training material as Appendix C of this AC.

(1) LFA orientation (day/night). LFA ground (and optional flight) training should familiarize pilots with LFA terrain, airspace, air traffic facilities, weather (including seasonal sun glare, icing, fog and convective weather) and available airports, heliports, Landing Zones (LZ) and their respective approaches.

(2) Operations Control Center (OCC) interface and utilization.

(3) Hospital heliport operations and procedures (day/night and multi-aircraft).

(4) Unimproved LZ (off-airport) operations (day/night and multi-aircraft).

(5) Day and night cross-country flight to include cockpit and exterior lighting and forced landing considerations (including use of a searchlight if installed).

(6) Communications, including air-to-ground and flightcrew/medical crew procedures.

c. IIMC Avoidance and Recovery Procedures. Training and checking should emphasize the recognition of circumstances likely to lead to IIMC encounters and encourage the pilot to abandon continued visual flight rules (VFR) flight into deteriorating conditions. IIMC may occur when visual conditions do not allow for the determination of a usable horizon, such as flat light conditions (discussed in paragraph 3-9 of this AC) and night operations over unlit surfaces in

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low lighting conditions. These conditions may occur in high ceiling and visibility environments. The result may be a loss of horizontal or surface reference by which the pilot typically controls a helicopter in VFR flight. Without adequate training and checking, these conditions may lead to loss of control that may not be survivable.

(1) All HAA pilots must be trained in basic instrument flying skills to recover from IIMC, including those authorized to conduct instrument flight rules (IFR) operations under part H operations specifications (OpSpecs). Training must also be provided on unplanned transition from an intended VFR flight to emergency IFR operations, which involves a different set of pilot actions, including navigation and operational procedures, interaction with air traffic control (ATC) and CRM.

(2) IIMC training should include identification of a predetermined minimum altitude/airspeed combination which should not be exceeded. If this minimum altitude/airspeed combination cannot be maintained, a diversion to better conditions or a return to the starting base should be the first course of action. Training should emphasize that deteriorating conditions may also dictate a landing short of the destination (even an off-airport precautionary landing) or initiating an emergency transition to IFR as appropriate to the situation. It should be further emphasized that such a decision on the part of the PIC is within the pilot's emergency authority and the pilot will not be subjected to disciplinary action solely based on the transition to IFR or the precautionary diversion or landing.

(3) An oral or written test covering procedures for aircraft handling in flat light, whiteout and brownout conditions, including methods for recognizing and IIMC conditions, is required. (Refer to part 135, § 135.293(a)(9).)

(4) Training and checking for all pilots, whether helicopter instrument rated or not, must include attitude instrument flying, recovery from unusual attitudes and ATC communications. The objective is for non-instrumented rated pilots to demonstrate their ability to be able to recover to visual meteorological conditions (VMC). Pilots should receive training, regardless of their Instrument flying qualifications or lack thereof, so following an IIMC encounter they can maneuver a helicopter from instrument meteorological conditions (IMC) to VMC solely by reference to instruments. Checking of their ability is covered in the flight test required by § 135.293(c).

(5) In the absence of an IFR-certified helicopter, training and checking should include instrument maneuvers appropriate to the installed equipment, the certificate holder's OpSpecs and the operating environment.

(6) For checking, if the aircraft is appropriately equipped and the check is conducted at a location where an instrument landing system (ILS) is operational, an ILS approach should be demonstrated. If unable to conduct an ILS approach, a Global Positioning System (GPS) approach should be demonstrated if the aircraft is equipped with an IFR-approach-capable GPS receiver that is maintained to IFR standards (including a current IFR database) and the check can be conducted where a GPS approach is available. If neither ILS nor GPS procedures can be performed, another type of instrument approach must be performed. Very high frequency (VHF) omnidirectional range station (VOR), automatic direction finder (ADF) and airport surveillance

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radar (ASR) approaches are options, depending upon available facilities and equipment. Partial panel operations should be considered for inclusion in checks if attitude and gyroscopic heading information are available from single sources. In the case of a helicopter without gyroscopic instruments, the operator should consult with their principal operations inspector (POI) for alternative training and checking methods.

(7) In the event the certificate holder does not have OpSpecs for night or instrument conditions, the aircraft is not equipped with an attitude reference system, a turn indicator or coordinator, or an attitude gyro, and the operating environment is predominantly VFR, the pilot being checked may not be required to demonstrate a VMC recovery from IIMC. Under these circumstances, it is recommended that the pilot be examined verbally in the IIMC recognition and avoidance techniques developed by the operator.

d. Night Training. Many HAA-associated accidents occur at night. Pilot night proficiency is essential for twenty-four hour HAA operations. While not required by regulations, night operations should be emphasized in flight, ground and simulator training.

(1) Night training should be tailored to the certificate holder's specific requirements and capabilities considering the experience level of their pilots, the area of operations, type of aircraft and installed equipment.

(2) Best practices suggest night flight training should include the use of Night Vision Imaging System (NVIS); the appropriate use of HTAWS and radar altimeters. Appropriate use of these technologies will also contribute to pilot proficiency at night, in IIMC and special conditions.

> **NOTE: This AC is not intended to suggest training or operating a helicopter in actual IMC conditions without a qualified, competent and proficient pilot, a properly equipped helicopter and an IFR clearance. The purpose of the training described here is to provide pilots with an additional margin of safety when conducting HAA operations.**
>
> **NOTE: Effective April 22, 2017, all HAA pilots must hold a valid helicopter instrument rating or an Airline Transport Pilot Certificate (ATPC) with a category and class rating not limited to VFR. (Refer to § 135.603.)**

4-4. MEDICAL PERSONNEL/CREWMEMBER BRIEFING/TRAINING.

a. Required Medical Crewmember Briefing/Training. As stated in § 135.621(a), the pilot in command (PIC) or other flightcrew member must ensure that all medical personnel receive and complete a HAA medical personnel specific safety briefing prior to each HAA operation in which they participate, or, as authorized by § 135.621(b), have completed the certificate holder's approved medical personnel safety training program within the previous 24 months. There is no grace period associated with this 24-calendar-month training period. This training must cover:

- Physiological aspects of flight;
- Patient loading and unloading;

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- Safety in and around the helicopter;
- In-flight emergency procedures;
- Emergency landing procedures;
- Emergency evacuation procedures;
- Efficient and safe communications with the pilot; and
- Differences between day and night operations, if appropriate.

b. Recommended Additional Medical Personnel Training. In addition to these required briefing/training subjects, training in the following topics has been identified through industry best practices as fostering crewmember proficiency and safety:

- External power unit (EPU) door and cart;
- Medical equipment – loading and unloading/securing;
- Oxygen system and outlets;
- Audio panel and headsets;
- Lights and vents;
- Cabin cleaning;
- Emergency locator transmitter (ELT);
- Emergency fuel shutoff; and
- Radios –VHF, FM, 800 megahertz (MHz).

4-5. OCS TRAINING. OCCs are staffed during all hours of HAA operations by one or more OCSs, trained to provide a wide range of operational support for the certificate holder's HAA operations. At a minimum, OCSs are required to communicate with pilots, provide weather briefings, monitor flight progress and participate in the preflight risk analysis completed by the pilot (refer to § 135.617). This does not end their involvement in risk analysis, which is a continuous process until the flight is completed. OCSs must be trained in their duties and responsibilities, including duty-time limitations as developed by the certificate holder. By mirroring training requirements of § 135.619(b) into existing staff members and creating standard operating procedures (SOP) scalable to the size of the operation, it is possible for a small operator, with minimal expense, to increase the safety of their HAA operations.

a. HAA OCS Training. Section 135.619(d) establishes the requirement and § 135.619(f) establishes the minimum training for HAA certificate holders operating 10 or more HAAs. Certificate holders operating fewer than 10 HAAs are encouraged to use the same training in all HAA operations.

(1) Preferably, although not required, HAA OCSs should be trained as helicopter pilots and, ideally, be highly experienced HAA pilots.

(2) Before performing the duties of an OCS, each person must satisfactorily complete the certificate holder's FAA-approved OCS initial training program. Initial training must include a minimum of 80 hours of training on the topics required in § 135.619(f).

(3) Each OCS must complete a minimum of 40 hours of recurrent training, every 12 calendar-months after satisfactory completion of initial training.

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b. OCS Prior Experience. A certificate holder may reduce the regulatory requirement of 80 hours of initial training provided the individual has certain prior experience. The training may be reduced as appropriate but not less than a minimum of 40 hours. It is recommended that the certificate holder perform a training needs assessment to determine what training requirements (per § 135.619(f)) may not be needed for all for persons who have obtained, prior to beginning initial training, a total of at least 2 years of experience during the last 5 years in any one or combination of the following areas:

- Military aircraft operations as a pilot, flight navigator or meteorologist;
- Air carrier operations as a pilot, flight engineer (FE), certified aircraft dispatcher or meteorologist; or
- Aircraft operations as an air traffic controller or flight service specialist.

c. Training Requirements. OCS training requirements are specified in § 135.619(f). Other requirements, as determined by the Administrator to ensure safe operations, may be added, depending upon each individual HAA operator's circumstances. In addition to required initial and annual training, it is recommended that recurrent training include carrying out periodic emergency procedure drills. Recurrent training and checking must be accomplished before the end of the 12th calendar-month since the last check was accomplished.

d. Testing. OCSs must pass an FAA-approved knowledge and practical test given by the certificate holder on topics required in § 135.619(f). If an OCS fails to satisfactorily complete recurrent training and checking, within this time, the individual may not perform OCS duties until the training and checking is accomplished. There is no provision for a grace period. Requalification of OCS following a lapse may be accomplished by satisfactorily completing the recurrent training and checking. In the event of a test failure, the OCS retest must be proceeded by retraining in the subject areas missed and retesting should cover all subject areas.

NOTE: Effective April 22, 2016, all certificate holders authorized to conduct HAA operations with 10 or more HAA-capable helicopters assigned to the certificate holder's OpSpec must have an OCC. (Refer to § 135.619.)

4-6. COMMUNICATIONS SPECIALISTS TRAINING. Information on communications specialists and their training is provided in the current edition of AC 120-96, Integration of Operation Control Centers into Helicopter Emergency Medical Services Operations. Communication specialists may be employed by the HAA operator, a hospital, and ambulance dispatch center or local law enforcement entities (e.g., local public safety or 911 dispatchers).

a. Training. There are no regulatory qualifications requirements for communication specialists. Employers should provide sufficient aviation-specific training to permit them to perform their intended functions and to know what their limits of authority may be. Communication specialists not employed by the certificate holder, that provide services through either contract or agreement, must be trained in accordance with the certificate holder's approved training program. It is recommended this training would include portions of the OCS training curriculum described above.

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b. Third Party Training Providers. Certificate holders may employ outside training resources to provide consistent training to communication specialists, providing the contractor and their training syllabus are approved by the certificate holder.

4-7. GROUND PERSONNEL TRAINING/ORIENTATION. The FAA recommends that HAA operators develop a training program for hospitals, first-responders and law enforcement personnel that includes:

a. LZ Area Evaluation. LZ area evaluation to include size, surface, suitability of terrain, hazard/obstacle identification and the effects of rotor-wash.

b. Use of Visual Cues. The use of visual cues for positioning and parking the helicopter (e.g., standard hand signals and communications).

c. Methods of Lighting. Methods of lighting night landing zones, ground/vehicle lighting considerations, and discipline related to NVG operations.

d. Safety. Personal safety in and around the helicopter, including an overview of FAA rules and safety measures for the specific helicopters that are operated by the certificate holder.

e. Loading/Unloading with Helicopter Shut Down. Loading and unloading with the helicopter shut down.

f. Loading/Unloading with Helicopter Running. Loading and unloading the helicopter with rotors and/or engine running, including the use of a tail rotor guard or lookout.

g. Emergency Landing Procedures. Emergency landing procedures, such as emergency shut-off procedures, securing equipment, etc.

h. Other Emergency Procedures. Emergency procedures for handling fuel leaks, helicopter fires, fire suppression and other situations requiring an emergency response.

i. Helicopter Evacuation Procedures.

j. Other Procedures. Other procedures for day/night operations into and out of an unimproved landing site.

> **NOTE: The Aeronautical Information Manual, chapter 10, 10-2-3 provides information that may be helpful in planning outreach training. Additionally, several industry publications are available to provide information on training for LZ operations.**

4-8. MAINTENANCE PERSONNEL TRAINING.

a. Training. Maintenance personnel participating in HAA operations should receive training to meet specific needs unique to these operations. This includes the mounting and maintenance of medical equipment, non-aviation radios and other communications equipment and the scheduling and performance of maintenance to facilitate the demands of either scheduled

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or non-scheduled HAA operations. Training of maintenance personnel is required in accordance with § 135.433.

b. Supplemental Training. Maintenance personnel should be trained on servicing and maintaining medical oxygen systems and other equipment as required. Training should include biohazard control and mitigation associated with HAA operations.

NOTE: Recurrent training (and its documentation) is recommended for all maintenance personnel in addition to initial training.

4-9. CRM TRAINING. Flightcrews may experience high stress levels in HAA operations. CRM training is intended to prevent inappropriate actions and decisions during periods of stress. HAA operators should implement CRM training that builds effective integration and coordination during routine flight operations as well as including issues such as the use of medical personnel to supplement flightcrew, as appropriate during emergency operations including IIMC recovery, and non-emergency operations including NVG operations and flight into unimproved LZs, etc. Due consideration should be given to the over-riding medical care priorities that medical personnel serve when training medical personnel in aviation related activities. Refer to the current edition of AC 120-51, Crew Resource Management Training.

4-10. AIR MEDICAL RESOURCE MANAGEMENT (AMRM) TRAINING.

a. General. The purpose of an AMRM training program is to create a shared safety culture, between customer management and HAA operator management cooperatively bringing together HAA operators and medical organizations. Clearly defined and consistently implemented operating philosophies, policies, safety culture, best practices and procedures should be reflected in training to create an understanding of authority and responsibility of all levels of the involved personnel. Refer to the current edition of AC 00-64, Air Medical Resource Management, to identify training issues.

b. Shared Training. Aviation and medical management personnel should collaboratively and explicitly define the safety responsibility and authority of managers and subordinates. Shared AMRM training provides a common language and understanding to enable appropriate safety communication, responsibility and authority, within both HAA operators and medical organizations (and others as appropriate). Ideally, AMRM training should not be limited to the classroom but include engagement with high-level decisionmakers, including medical or hospital management.

4-11. JUDGMENT AND DECISIONMAKING TRAINING. Crewmember judgment is the mental process by which the crewmember recognizes, analyzes, and evaluates information about himself or herself, the helicopter and the external environment. Industry best practices recognize that judgment and decisionmaking can be developed and improved with training. Pamphlet DOT/FAA/PM 86 45, Aeronautical Decision Making for Helicopter Pilots, is a recommended tool to improve aeronautical decision-making (ADM).

a. Topics. Decisionmaking training should include topics such as LFA, refueling locations, terrain, local weather patterns, aircraft characteristics and capabilities and medical equipment. Emphasis in training should be placed on identifying and addressing the types of

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decisions likely to be required by the specific needs of HAA operations. This includes, for example, training in the decisionmaking process involved when changing weather conditions might dictate a route change or termination of flight.

b. Risk Analysis. Risk analysis is an integral component of the decisionmaking process. It must be trained for, understood and practiced by HAA crewmembers before and during all flight operations.

c. Decisionmaking Training. Emphasizes that the best practices in the industry reflect that the medical condition of the patient should not be a factor in the PIC decision to accept or decline a flight and should not be briefed to the PIC in advance of the decisionmaking process.

d. Management Personnel. Management personnel should participate in the certificate holder's training program. Management personnel should be familiar with the ADM process. Knowledge of appropriate FAA regulations and guidelines related to safe operations is essential. (See Chapter 8.)

e. Human Factors. The operator must effectively address human factors that have the potential to affect HAA operations. (Refer to § 135.330.)

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CHAPTER 5. EQUIPMENT

5-1. THE HELICOPTER AIR AMBULANCE (HAA) HELICOPTER. The selection of a suitable HAA helicopter (and its subsequent modification) will include considerations exclusive to the HAA operating environment. An applicant should identify, in their initial application, any specialized flight operations equipment that will be aboard the helicopter(s) used for HAA operations.

a. Weight and Performance of HAAs. An operator should consider the effect of the significant added operating weight associated with even a basic HAA helicopter's mission-specific modifications including equipment such as a Helicopter Terrain Awareness and Warning System (HTAWS), radio altimeter, and Flight Data Monitoring System (FDMS). In addition, weight penalties are associated with an aeromedical interior, medical equipment and supplies, and provision for medical personnel and their personal gear. Equipment such as Night Vision Imaging System (NVIS), satellite communication (SATCOM), position tracking and reporting systems and possibly equipment supporting instrument flight rules (IFR) capability provides additional operational capability but further reduces helicopter payload and performance.

b. Control and Use of HAAs. By regulation (Title 14 of the Code of Federal Regulations (14 CFR) part 135, § 135.25), the certificate holder is required to have control and exclusive use (including maintenance) of at least one aircraft to be used in part 135 service. Helicopters used in HAA operations may be owned or leased by the certificate holder. In the case of leased equipment, the lessor may be the certificate holder's customer (hospital group or community). This common industry practice may introduce operations control complications unless the lease is executed in a manner that transfers operations control unequivocally to the certificate holder. Operators should be on guard against the potential of perceived operations control retention by the lessor. This practice has historically led to undue pressure on the operator during flight risk analysis and flight authorization decisionmaking processes.

5-2. EQUIPMENT REQUIRED BY REGULATION FOR HAA OPERATIONS.

a. Radio Altimeter. A Federal Aviation Administration (FAA)-approved radio altimeter or an FAA-approved device that incorporates a radio altimeter, is required and must be operational unless otherwise authorized in the certificate holder's approved minimum equipment list (MEL). Specifications for radio altimeters under this requirement are in § 135.160. Operators should establish and document procedures to be followed if operations are conducted with an inoperative radio altimeter in accordance with an MEL. Incorporating procedures such as requiring increased ceiling and or visibility and limiting flights where white out, brownout, or encounters with flight light conditions may be possible may mitigate risk. Inoperative equipment should also be addressed as a risk analysis factor as discussed in appendix A of this advisory circular (AC).

> **NOTE: The FAA may authorize deviations for certain helicopters (maximum gross takeoff weight no greater than 2,950 pounds) unable to incorporate a radio altimeter. (Refer to § 135.160.)**

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b. HTAWS. An HTAWS that meets the specifications of FAA Technical Standard Order (TSO) C-194 and RTCA DO-309 must be installed and operational in all HAA helicopters. The operator's manuals or other documentation must specify appropriate procedures for the use of this equipment, including the proper flightcrew response to audio and visual warnings. There is a process for operators with HTAWS covered by a deviation under § 21.618 to meet the regulatory requirements of § 135.605. The HTAWS requirement becomes effective on April 24, 2017.

c. FDMS Capable of Recording Flight Performance Data. To meet the requirements of § 135.607, the operator must install an FAA-approved FDMS in each HAA. In this context, "approved FDMS" means only that the installed FDMS be capable of recording "flight performance data" including at minimum: Latitude, Longitude, Barometric Altitude, and Date/time of recording, once per second and have sufficient memory to retain these data over 4 hours of flight time. The FDMS is approved by Supplemental Type Certificate (STC), design review, or field approval, depending upon the complexity of the installation, the interface between the FDMS and other systems installed aboard the aircraft, and that it poses no hazard to other onboard equipment, nor any hazard to occupants. Beyond the minimum parameters, additional parameters recorded by the FDMS are at the discretion of the operator. Retention and use of recorded data is also at the discretion of the Operator. The FDMS requirement becomes effective on April 23, 2018. The FDMS is not to be confused with a flight data recorder (FDR) certified under § 27.1459, though an FDR would be acceptable to meet the FDMS requirement.

(1) The FDMS must operate from the application of electrical power prior to engine start until the removal of electrical power after termination of the flight (refer to § 135.607). The FDMS design should be compliant with Design Assurance Level D (DAL-D) as set out in the latest revisions of both RTCA DO-178 (for software development) and RTCA DO-254 (acceptable airborne electronic hardware development standards). FDMS inspection and maintenance should be conducted in accordance with the manufacturer's instructions for continued airworthiness (ICA). Additional information is in AC 27-1B MG 6, Miscellaneous Guidance (MG) for Emergency Medical Service (EMS) Systems Installations.

(2) The operator determines and maintains the FDMS data stream format and parameter documentation. The operator is responsible for determining:

- Parameters(beyond the minimum direct parameters of latitude, longitude, barometric altitude, and date/time of recording) that are recorded and which are derived from recorded data;
- Latency (how frequently each recorded parameter is recorded);
- Bit resolution of each parameter;
- Operational range of each parameter; and
- Conversion algorithms from digital or analog signal units to engineering units.

(3) Information may be directly recorded or may be deduced from recorded data (e.g., continually updated three dimensional Global Positioning System (GPS) location data may yield ground speed, heading and course being flown and altitude). The FDMS should record digital or analog raw data, images, cockpit voice or ambient audio recordings or any combinations thereof which ideally yield at least the following flight information:

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- Location;
- Altitude;
- Heading;
- Speeds (airspeed and groundspeed);
- Pitch, yaw, and roll attitudes and rate of change;
- Engine parameters;
- Main rotor RPM;
- Ambient acoustic data;
- Radio ambient audio; and
- Any other parameter the operator deems necessary (e.g., high definition video recording looking forward including instrument panel and forward cockpit windshield view, intercommunications system (intercom) between pilot and medical crew, communications with air traffic control (ATC), OCS, base operations, first responders at scene, hospital, etc.)

(4) The FDMS should have sufficient non-volatile memory to record flight performance data over the course of an entire flight operation. FDMS data should be retrieved periodically and the resulting information be used for Safety Assurance (SA) programs such as flight operations quality assurance (FOQA) at the discretion of the operator. The recording memory capacity of the FDMS would correlate directly to the maximum data retrieval period.

(5) Though the FDMS is not required to be hardened or crash worthy such as an FDR, it should be able to endure extreme environmental conditions including storage and operational use temperatures, the forces applied during an accident, post-impact water immersion, and to a limited extent, to high heat or fire. Refer to AC 27-1 and RTCA DO-160 (current revisions) for test and analysis options.

d. Additional Equipment Required for HAA Overwater Operations. Except for takeoff and landing, or unless operations specifications (OpSpecs) allow otherwise, overwater operations beyond autorotational distance from the shoreline requires the following special equipment to be aboard the HAA. Refer to the appropriate Title 14 of the Code of Federal Regulations (14 CFR) section. Requirements can be found in §§ 135.168, 135.183 and 136.1.

(1) Approved life preservers, equipped with an approved survivor locator light, must be carried aboard all part 135 helicopters, including HAA, for each occupant. Each occupant must wear a life preserver when the flight operates beyond an autorotational distance from the shoreline. The exception to this requirement is when wearing a life preserver would be inadvisable for medical reasons as determined by medical personnel.

(2) A 406 megahertz (MHz) emergency locator transmitter (ELT), with a 121.5 MHz homing capability and approved batteries must be installed in the HAA. This ELT must meet the TSO and RTCA standards listed in § 135.168(f).

5-3. MEDICAL EQUIPMENT FOR HAA OPERATIONS. Part 135 certificate holders conducting HAA operations will utilize equipment associated with medical transport.

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a. HAA Interiors. HAA interiors are typically lined with washable panels, edge sealed to prevent leakage of fluids into interior spaces beneath the subfloor. Interlocking and sealed flame-retardant and moisture-resistant interior panels be designed in accordance with 14 CFR parts 27 or 29 would meet the requirements of an STC.

b. Stretchers (Litters). Stretchers should be designed and FAA-approved for HAA use. Refer to part 27, § 27.561 and part 29, § 29.785 for further information. Restraining devices, including shoulder harnesses, should be available to ensure patient safety.

c. Medical Oxygen Systems. Medical oxygen and nitrous oxide for patient use may be delivered via compressed gas systems consisting of high pressure compressed gas cylinders, regulators, valves, and plumbing; cryogenic liquid oxygen systems consisting of an insulated reservoir tank instead of high pressure compressed gas cylinders and the rest of the downstream equipment mentioned above; and molecular sieve oxygen concentrators. In all cases, the installation must utilize only FAA-approved components installed in accordance with the manufacturer's STC and field approvals as appropriate to the system chosen. Servicing of permanently installed medical oxygen systems should be delegated to appropriately trained flightcrew members or maintenance personnel. Removal, replacement, and securing of portable oxygen systems may be accomplished by appropriately trained medical personnel.

d. Medical Portable Electronic Devices (MPED). MPEDs, such as Automated External Defibrillators (AED), airborne patient medical telemonitoring (APMT) equipment and portable oxygen concentrators (POC), authorized by Special Federal Aviation Regulation (SFAR) 106, should be designed and tested to meet requirements in accordance with the current edition of RTCA/DO 160, section 21, Category M (as referred to in paragraph 1-7 of this AC.) For further information, refer to the current edition of AC 91-21.1, Use of Portable Electronic Devices Aboard Aircraft.

e. Supplemental Lighting System. Standard aircraft lighting may not be sufficient for adequate patient care. Some HAAs may require additional lighting. The cockpit must be shielded from light emitted from the patient area during night operations. Any supplemental lighting must be compatible with an NVIS installation. HAA industry best practices suggest, where possible, installing an emergency lighting system with a self-contained battery pack to allow for continued patient care and emergency egress from the helicopter in the event of a primary electrical failure.

f. Electric Motor-Driven Medical Devices. Medical equipment attached and secured to a mounting inside the HAA should have electric motors thermally protected and isolated against inadvertent overheating to reduce fire hazards. Electrical motors should also be fitted with shielding and filters as necessary to prevent conducted and radiated electromagnetic interference (EMI).

g. Electrical Power Generating Capacity. For each HAA equipped with multiple electrically powered auxiliary systems, an analysis of generating capacity against power consumption should be performed and documented. The operator must be able to meet § 135.159 regulatory requirements.

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5-4. RECOMMENDED EQUIPMENT FOR HAA OPERATIONS. Other equipment may also be installed on HAA aircraft such as: a helicopter-approved searchlight, specialized communication equipment for coordination with ground responders, NVIS with STC or manufacturer approved NVIS compatible interior lighting, SATCOM, and aircraft position tracking equipment.

a. Helicopter-Approved Searchlight. Industry best practices are that a HAA should be equipped with a high-powered mounted searchlight manipulated by the pilot, having a minimum traverse of 90 degrees vertical and 180 degrees horizontal and capable of illuminating a landing site. The pilot should be able to fly hands-on with the helicopter flight controls while operating the searchlight.

b. Communications with Hospitals and First Responders. In addition to the radios required for ATC and communication with the Operations Control Center (OCC), a radio capable of air-to-ground communications is recommended to ensure coordination with ground personnel (e.g., hospitals, personnel on the scene, police or fire department).

c. Intercommunications System (intercom). An intercom should be provided for pilots and medical personnel to communicate with each other aboard the helicopter. The intercom should provide for isolation of pilot from crew and crew from pilot, with an over-ride in case of an emergency that either party wishes to advise the other about.

d. Wire Strike Protection System. A wire strike protection system is a recommended safety enhancement modification if it has been type certificated (TC/STC) for installation on the specific make, model, and series (M/M/S) of helicopter.

e. Pyrotechnic Signaling Device(s). Recommended to be aboard in a conspicuously marked location easily accessible to HAA occupants.

5-5. EQUIPMENT INSTALLATION EVALUATION FOR HAA OPERATIONS. Any equipment installed onboard a helicopter should comply with the data in AC-27-1B MG 6 and be installed in accordance with the current edition of AC 43.13-2, Acceptable Methods, Techniques, and Practices—Aircraft Alterations; 14 CFR part 43 and part 135 subpart J.

a. Equipment Installation General Considerations.

(1) Equipment installed in racks should meet the G loading requirements imposed by normal flight and an emergency landing, using approved data provided by the equipment manufacturer. Industry best practices suggest that rack mounting is considered preferable to other mounting approaches, such as attachment to FAA-approved poles or other mounting devices. Medical equipment mounting structures in racks should be installed so that equipment that has been attached to them it may be readily removed to accompany a patient.

(2) Mounting structures attached to the aircraft, regardless of type, should be installed and removed by FAA-authorized personnel. A HAA operator should document instructions for removal and replacement of such equipment. The installation of additional equipment following issuance of a STC or field approval is normally done using instructions and operational supplements. Weight and Balance (W&B) data and ICA should be included. Consider also

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including such installed equipment in the aircraft MEL. Medical instruments and equipment attached to mounting structures are considered carry-on baggage for W&B purposes. The operator should ensure medical personnel are adequately trained to securely attach equipment to installed mounting structures to prevent hazards in flight.

(3) The requirements of § 135.91(a)(1)(iv), concerning oxygen for medical use by passengers, requires that all installed equipment, including portable devices, be appropriately secured. The structure(s) supporting this equipment should be designed to restrain loads in accordance to FAA certification requirements. (Refer to AC 27-1B MG 6.)

(4) Any cockpit equipment with self-contained illumination that is added to a previously-approved NVIS-compatible cockpit under an STC must be evaluated. Such new cockpit equipment must be approved with respect to NVIS compatibility and appropriate STC or field approval secured. Consult the principal avionics inspector (PAI) and principal maintenance inspector (PMI) for further details.

b. Installation Evaluation.

(1) Each installation should be evaluated at its time of approval to determine if a mechanic is required to perform installation or if other personnel can be trained for its removal or replacement.

(2) The certificate holder must ensure that installation of any additional equipment is compatible with all previously installed and certificated aircraft systems.

(3) Before returning a helicopter to service after the installation of additional equipment, flight tests may have to be accomplished to determine any interference with avionics, navigation, communications or flight and engine control systems. Such flight tests should be accomplished in visual meteorological conditions (VMC). Tests should include all installed equipment and carry-on medical equipment intended to be used for patient monitoring and care during transport. If any incompatibility cannot be solved by appropriate adjustments to newly installed additional equipment or de-conflicted with pre-existing systems, new equipment may not be operated until compatibility issues are resolved. Results of flight tests verifying non-interference and acceptability should be entered into appropriate permanent records for each helicopter.

NOTE: Medical monitors may be affected by the aircraft's electronic equipment. Therefore, at the time of installation and following maintenance, medical personnel should ensure the calibration and operation of such equipment is in accordance with the manufacturer's instructions, operational tolerances and approved data.

NOTE: Patient life support systems, which include litters/stretchers, incubators or isolettes, balloon pumps, etc., not normally included in the type design of the helicopter should be installed in accordance with the applicable part 43 regulations, AC 27-1B MG6, and FAA-approved data.

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c. Medical Portable Electronic Devices (MPED). MPEDs that do not exceed electromagnetic emission levels contained in RTCA/DO 160 section 21, Category M, in all modes of operation (i.e., standby, monitor and/or transient operating conditions, as appropriate), may be used on board aircraft without any further testing by the operator. Equipment tested and found to exceed section 21, Category M emission levels are required to be evaluated for EMI and radio frequency interference (RFI) while mounted in the operator's aircraft. All navigation, communication, engine and flight control systems will be operating in the selected aircraft during the evaluation.

d. Medical Oxygen System. Depending upon the type of medical oxygen system installed (including bottles, lines, connectors, gauges, regulators and other system components), the certificate holder will establish an FAA-accepted method, or adopt a manufacturer's approved method, for its servicing and replenishing. If the method of servicing a medical oxygen system requires the disconnection and reconnection of installed fittings, (other than the removal and replacement of a service port cap) a certificated mechanic must perform the servicing. If the method of oxygen system servicing does not require any of the above operations, the service and replenishment procedure must be documented in an appropriate form and be available to the pilot. Each pilot must be trained and checked in the performance of these medical oxygen servicing and replenishment procedures.

e. Electrical Power. All wiring, electrical components and installation procedures should conform to the requirements of parts 27 or 29, as applicable. An electrical load analysis (ELA) should be performed to preclude overload of the helicopter generating system. The system should provide the pilot with a means of rapidly shedding electrical load in an emergency.

f. Motor-Driven Vacuum/Air Pump. Motors and/or pumps should be installed in accordance with appropriate STCs or other FAA-approved information. Any motor-driven device should be installed so as to preclude contact with any flammable fluid, gas or foreign materials that may cause or be susceptible to heat buildup which could lead to fire. Helicopters should be flight-tested with electric motors running to check for interference.

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CHAPTER 6. OPERATIONS CONTROL CENTER (OCC)

6-1. GENERAL. This chapter summarizes regulatory requirements, recommendations and best practices regarding the Operations Control Center (OCC). An OCC is required for operators conducting helicopter air ambulance (HAA) operations with 10 or more HAAs and is recommended for other operators. The OCC requirement becomes effective on April 22, 2016. The current edition of Advisory Circular (AC) 120-96, Integration of Operation Control Centers into Helicopter Emergency Medical Services Operations, provides detailed guidance, including recommendations on establishing the physical layout of an OCC. This chapter provides recommendations to assist HAA operators with identifying best practices for implementing OCCs and operations control procedures. It is intended to help encourage and enable operators without a regulatory requirement to establish and operate an OCC to attain their operational benefit.

6-2. CORE CONCEPTS: OCC AND ENHANCED OPERATIONS CONTROL PROCEDURES. There are three primary concepts from AC 120-96 that define an effective OCC and enhanced operations control procedures:

a. Joint Flight Safety Responsibility. The first concept is joint flight safety responsibility for each HAA flight. Joint flight safety responsibility requires that at least one qualified ground staff member, in addition to the PIC, be actively involved in reviewing the PIC risk analysis in accordance with the required risk analysis program (Title 14 of the Code of Federal Regulations (14 CFR) part 135, § 135.617) and be responsible for monitoring factors affecting flight safety before and during the flight. The utilization of qualified Operations Control Specialists (OCS) on the ground also provides additional support and risk monitoring redundancy for pilots in high workload situations.

b. Written Standard Operating Procedures (SOP). The second concept is a requirement for documented SOPs that are used to guide training and standardize operations performance. Standardization of written Operations Control procedures reflects the same concerns that mandate the use of checklists on the flight deck. SOPs are documented so they can be referenced and performed the same way each time. The detail and scope of this documentation should reflect the size and complexity of each HAA operations. SOPs may be accessed either electronically or via hard copy (refer to Operations Specification (OpSpec) A061, Use of Electronic Flight Bag, for in-flight use of electronic documentation), Regardless, written procedures should be readily available, especially in times of high work load situations such as abnormal or emergency operations.

(1) Though industry is moving towards a less paper-dependent environment, a truly paperless environment has yet to be achieved. A key technology (e.g., a local area network (LAN) or workstation) may fail in conjunction with an emergency, or could even be the cause of emergency or abnormal operations. Technology failures may render electronic access to written SOPs unavailable. Therefore, while standard access to written SOPs may be accomplished electronically, these SOPs may not be available, especially in an emergency situation. Hard copy current written versions of all critical SOPs should be maintained and be readily available for use during abnormal or emergency operations.

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(2) The requirement for hard copy Operational Control SOPs therefore mandates that the operator also include the Operations Control SOPs in the version and distribution control SOP for managing other required hard copy documents.

(3) Operators should also develop an SOP to provide for a continual internal process to solicit, obtain, and respond to feedback on SOPs and update these SOPs and ensure the value of training based on them. An SOP is needed to provide for a vehicle to continually receive feedback on procedures, respond to and prioritize feedback and accordingly, update procedures, inform staff of changes to procedures, and train staff on new procedures.

c. Leveraging Technology and Communication. The third core concept of OCCs and enhanced operations control procedures is to leverage technology and communication to enhance safety and efficiency. This includes providing an enhanced level of situational awareness to the pilot in command (PIC), OCS, and other individuals.

(1) Flight Operations Support. An OCC is an optimal environment for leveraging technology to support flight operations. An OCC's centralized location can provide economies of scale that make it economically viable to invest in both the information technology (IT) infrastructure and the IT support staff required to support its functions.

(2) Benefits to HAA Operations. An OCC can leverage technology to provide communication and safety benefits to HAA operations. For example, an OCC may be able to acquire weather information for currently non-covered locations. This information may come from a variety of weather feeds available at the OCC, including non-aviation sources such as telephone calls.

(3) Situational Awareness Improvement. As a result of this leveraging of technology, an OCC can contribute to improving the situational awareness of HAA personnel. This includes receiving and filtering information (including weather as in the example above) and providing inputs for or conducting shift-change and preflight briefings.

(4) Provision of Situational Awareness Information. In addition to the regulatory requirements the operator should establish and document procedures to acquire, fuse and provide situational awareness information to the PIC, using the OCC, OCS and other individuals and capabilities as appropriate. This is an example of the use of leveraging technology and communications to reduce risk in HAA operations.

(5) Shift Change Briefing. Operators should have a procedure to ensure the explicit provision by the OCS being relieved, of information on current operational and flight conditions, locations and status of all flights transferred to the relieving OCS, with emphasis placed on hazard updates to the pilots. This may include using conference call or other technology to link personnel at remote sites. This is an example of the use of leveraging technology and communications to reduce risk in HAA operations.

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6-3. OCS.

a. OCS Requirements. The OCS is a critical component of the overall concept of emphasizing safe HAA operations. An OCS must be trained for a range of capabilities, as set out in paragraph 4-5 of this AC. The OCS must:

(1) Provide two-way communications with pilots.

(2) Provide pilots with weather briefings, to include current and forecast weather along a planned route of flight.

(3) Monitor progress of each HAA flight.

(4) Ensure pilots have completed all of the required items (as described in § 135.617) on a preflight risk analysis worksheet.

(5) Acknowledge, in writing, specifying date and time, that a preflight risk analysis worksheet has been accurately completed and that, according to their professional judgment, a flight can be conducted safely (as described in § 135.619(a)(iv)).

b. OCS Recommended Capabilities. It is recommended that an OCS:

(1) Participate in adjustments to risk analysis as a continuous process throughout a flight while carrying out regulatory-required flight monitoring responsibilities;

(2) Assist the pilot in mitigating any identified high risk prior to takeoff; and

(3) Secure management approval of a flight authorization if a predetermined level of individual or total risk is exceeded.

6-4. OCC FACILITIES AND CAPABILITIES. AC 120-96 describes possible OCC facilities and capabilities that can be realized by many different structures and physical configurations, depending on operator requirements. There are many possible alternatives, depending on the size and scope of the HAA operator. The OCC provides a physical location where the OCS and any other personnel can access technologies with the overall objective of being able to assist the PIC.

a. Recommended OCC Facilities. The following hardware and software resources should be considered as best practices for developing an OCC. Refer to AC 120-96 for further explanation and details concerning the following issues:

(1) Enabling technologies (to include LANs, Internet access, and digital signature capabilities for form completion).

(2) Aircraft situational displays depicting status of all certificate holder HAA aircraft.

(3) Aviation weather analysis tools (to include textual, graphical and Geographic Information System (GIS)-enabled).

(4) Notice to Airmen (NOTAM) tools (both textual and graphical).

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(5) Air traffic flow tools (to include temporary flight restrictions, special use airspace, special areas of operation, military operations airspace, high density and congested airspace, warning areas and weather watch boxes).

(6) Communication tools (to include telephones, email, datalink, radio (aircraft and first responders including Voice over Internet Protocol (VoIP) capabilities), satellite communications (SATCOM) and advanced communication consoles).

(7) Non-aviation situational awareness tools such as the Federal Highway Administration (FHWA) Meteorological Assimilation Data Ingest System (MADIS), Internet capable of accessing weather cams, or television capable of receiving cable news channels.

b. Adapting OCC Facilities and Capabilities to Smaller Operators. Smaller (less than 10 HAAs) operators are not required by regulation to have an OCC staffed by OCSs. However, best practices of such operators have provided examples of the use of similar appropriately scaled methods to achieve the same goal.

c. Voluntary Implementation. If an OCC is not required and the operator chooses to voluntarily implement a similar capability or function, the operator's policies and procedures (and details of training specialists in operations control subject matter) should be established and documented by the operators in their General Operations Manuals (GOM) or other permissible forms of documentation. This documentation system must be accepted by the principal operations inspector (POI). The operator should demonstrate that operational control and PIC responsibility and authority is maintained and safety is not compromised through the duties and responsibilities of the individuals staffing that non-regulatory function.

d. Training Requirements. Operations control training of existing staff members should reflect the training requirements of § 135.619(b). Creating SOPs appropriately reflecting the size and complexity of the operation makes it possible for a small operator to increase the safety of their HAA operations with minimal expense.

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CHAPTER 7. MANUALS, DOCUMENTATION, AND RECORDS

7-1. GENERAL. Title 14 of the Code of Federal Regulations (14 CFR) part 135 certificate holders conducting helicopter air ambulance (HAA) operations are subject to generally the same documentation and recordkeeping requirements as are other part 135 certificate holders, with a few additions.

7-2. MANUALS AND DOCUMENTATION. Part 135 certificate holders conducting HAA operations are required to compile and maintain Federal Aviation Administration (FAA)-approved procedures for preflight risk analysis (part 135, § 135.617) and visual flight rules (VFR) flight planning (§ 135.615). The following are subject matter areas which, due to either regulatory requirements or industry best practices, should be included in approved/acceptable documentation in a manual (or other accepted format) that goes beyond those required of other part 135 operations. The list below does not relieve the certificate holder from including other items in their operations manual as required.

a. General Operations Manual (GOM). It is recommended that each single-pilot and basic part 135 certificate holder conducting HAA operations, develop a GOM that covers the subject matter contained in §§ 135.23, 135.615, and 135.617. This manual should be available in each helicopter and at each location where flights are initiated.

b. Accident Incident Plan/Post-Accident Incident Plan (AIP/PAIP). All HAA operators, regardless of size, must establish accident and incident notification procedures, to include the local FAA office, National Transportation Safety Board (NTSB) and FAA certificate-holding district office (CHDO) telephone numbers. This is a requirement shared with other part 135 operations. Due to the nature of the distributed base operation generally conducted by HAA operators, this requirement may be somewhat more complex than a response plan for a single base non-HAA part 135 operation. (Refer to § 135.23(d).)

c. Rapid Refueling Procedures. Refueling with the engine(s) running, rotors turning, and/or passengers on board can be hazardous and must be accomplished in accordance with appropriate documented procedures and by trained personnel.

d. Fuel Quality. Due to the nature of HAA operations, many bases are at locations other than airports. It is recommended that operator-developed documentation define a program for determining and maintaining fuel quality. The operator may choose to procure fuel from commercial fixed base operator sources and/or maintain fuel quality within their own system throughout the chain of custody from receipt (from the distributor) to delivery (into the helicopter). It is recommended that the operator consult International Civil Aviation Organization (ICAO) Doc 9977 AN/489 Manual on Civil Aviation Jet Fuel Supply and the current edition of Advisory Circular (AC) 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports.

e. Procedures for Medical Equipment Installation and Removal. Removal and replacement of medical equipment items may have to be performed on a frequent basis. If the operation is simple, does not require tools, and can be done in accordance with approved data and procedures contained in the operator's manual, any person trained by the certificate holder

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may be authorized to remove or replace such equipment. If the operator chooses this option, they must include this training in their FAA-approved training and checking program. The HAA operator must document who is authorized to remove and replace equipment on its helicopters. If personnel other than certified mechanics will be removing or replacing equipment, they must do so in accordance with documented instructions and training provided.

f. Flight Authorization and Flight Locating Procedures and Operations Control Personnel Duties and Responsibilities. These should be well considered and be documented in the operations manual. For those operators with an Operations Control Center (OCC), a description of the duties and responsibilities of Operations Control Specialists (OCS) should appear in documentation (refer to § 135.619(c)). Operators not establishing an OCC should document procedures for comparable functions.

g. Local Flying Area (LFA) Documentation. Procedures for developing LFAs should be documented in accordance with § 135.611(a)(2). If any LFAs are proposed and accepted, a list of LFAs and a description of the examination that is given to pilots by the certificate holder enabling the use of alternative minima in these LFAs must be provided to the principal operations inspector (POI) for acceptance. (Refer to § 135.609 and Operations Specification (OpSpec) A021, Helicopter Air Ambulance Operations.)

h. Instrument Flight Rules (IFR) Operating Procedures. The FAA intends to facilitate use of the IFR system by HAA operations through developing approaches and departures to and from heliports that are not served by weather reporting and in accordance with Instrument Approach Procedures (IAP) and departure procedures Standard Instrument Departures (SID) and Obstacle Departure Procedures (ODP) that are developed specifically to serve these heliports. Certificate holders should document procedures for IFR operations at locations without weather reporting (refer to § 135.611). The operator should document procedures for IFR operations using publicly available published IAPs or per privately developed, FAA approved special instrument procedures, point in space (PinS) approach procedures and SIDs/ODPs.

i. VFR Flight Planning Procedures. VFR flight planning procedures must, by regulation, be documented in accordance with § 135.615(d.) As part of the VFR planning process, operators must document their procedures for determining and documenting the highest obstacles and minimum obstacle clearance altitudes along intended routes of flight (including any contingency routes) prior to departure.

j. FAA-Approved Preflight Risk Analysis Procedures. Risk analysis procedures must be documented in accordance with § 135.617. These procedures are discussed in paragraph 3-4 and Appendix A of this AC.

7-3. RECORDS. Part 135 certificate holders conducting HAA operations are subject to recordkeeping requirements above those required of other part 135 operators not engaged in such operations. Records required by § 135.63 should be kept at an operator’s principal business office or other location(s) approved by the Administrator.

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a. Pilot Training Records.

(1) LFA(s) Familiarity Verifications. A record of the 12-month local area demonstration or examination given to each pilot for each LFA assigned. (Refer to § 135.609.)

b. Non-Pilot Training Records. Also, see Chapter 4, Training Program.

(1) Preflight Risk Analysis Worksheets. Preflight risk analysis worksheets completed by pilots and OCS in compliance with § 135.617 are subsequently maintained in compliance with §§ 135.617 and 135.619.

(2) OCS. Training records are kept at least for the duration of that individual's employment and for 90 days thereafter. Training records are required by § 135.619(e) to include a chronological log for each course, including the number of hours and the examination dates and results as well as copies of such examinations. Development of a record of OCS duty times would facilitate tracking.

(3) Maintenance Personnel. A recordkeeping system should be used allowing supplemental training to be verified and tracked.

(4) Medical Personnel. Each HAA operator must maintain a record of training for each medical crewmember that contains the individual's name, the most recent training completion date and a description, copy or reference to training materials used to meet the training requirement. This must be maintained for 24 calendar-months following the individual's completion of training.

c. Administrative Records.

(1) OCS Personnel. OCS personnel are among those employees for whom drug and alcohol testing program records must be maintained in accordance with 14 CFR part 120, §§ 120.105 and 120.215.

(2) Timekeeping. Each operator must maintain flight time and duty records for flightcrews. It is recommended that it do the same for OCS personnel to demonstrate compliance with duty time requirements.

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CHAPTER 8. SAFETY

8-1. GENERAL. This chapter is intended to make current and potential operators aware of considerations underlying the safety culture that is central to best practices throughout helicopter air ambulance (HAA) operations. An effective safety program should be developed considering all aspects of the operator's policies and procedures essential to the safe completion of a HAA flight. Best safety culture practices, even where they are not an explicit part of the regulations, facilitate compliance and enhance safety. Examples of ways to foster the safety culture are presented in greater detail in Appendix B of this advisory circular (AC).

8-2. SAFETY CONSIDERATIONS FOR HAA OPERATIONS.

a. Safety Commitment. Commitment to safety should start at the top of an organization. The single most important element of a successful safety program is the commitment of senior management. Safety cannot be dictated; it should be practiced. Managers should lead by example and display a safety-conscious attitude including being involved in safety activities. Operators should conduct regular base safety meetings for all affected base and flight personnel.

b. Safety Management System (SMS). Establishment of an effective SMS helps implement a safety culture to address safety considerations unique to HAA operations. Examples of the use of a SMS are provided in Appendix B of this document.

c. Safety Personnel. The HAA operator should designate a safety officer. This individual should be familiar with each aspect of an HAA operation with particular emphasis on safety requirements unique to helicopters. This individual should plan, organize and disseminate information about the safety program to all involved persons. The safety officer should make an effort to reach out to relevant helicopter information sources and organizations such as the International Helicopter Safety Team (IHST), U.S. Helicopter Safety Team (USHST), and Helicopter Association International (HAI) and carefully review the wide range of fact sheets and toolkits available for applicability to their own operations.

8-3. ROLE OF COMPANY PHILOSOPHY AND EXECUTIVE/SENIOR MANAGEMENT.

a. Management Commitment. The regulatory requirement for some HAA operators to establish an Operations Control Center (OCC) (and the recommendation that those not so required carry out OCC functions) is likely to require the commitment of management to be effective. Many existing communication centers have evolved and operated mostly autonomously since their inception. HAA operators may experience difficulty transitioning from the previously autonomous communication centers as an OCC comes online. Management should plan to overcome these issues through education and communication.

b. Philosophy. In is important that an HAA operator's entire organization embrace and promote a cohesive operational philosophy that provides direction for an OCC (or its functions) and the enhanced operations control procedures described in this AC. The instillation of a company philosophy that enhanced flight operations described in this AC are a team effort. They are not simply a matter of a flightcrew receiving basic flight request information and then it being the flightcrew's responsibility to complete the flight.

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8-4. EMERGENCY OPERATIONS. The longer that an OCC and enhanced operations control procedures described in this AC are used, the more the organization relies upon their availability. This may result in increasing impact on the ability of the organization to continue functioning if these are interrupted.

a. Documentation. It is recommended that HAA operators prepare emergency procedures that most effectively leverage resources available to the operator, including the OCC. This will include, but may not be limited to those procedures documented by the applicable Accident Incident Plan/Post-Accident Incident Plan (AIP/PAIP). Such procedures should be prepared to provide guidance on how to carry out HAA operations in emergency or degraded capability situations and to manage the partial or total loss of critical capabilities such as OCC and enhanced operations control functions.

b. Training and Drills. It is recommended that an HAA operator conduct regular refresher training and drills to maintain the organization's ability to follow these procedures. Drills should be conducted annually at minimum; more often is preferred.

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APPENDIX A. SAMPLE RISK ANALYSIS TOOLS

A-1. PURPOSE OF THIS APPENDIX. The information in this appendix is provided to assist in developing a risk analysis process. It provides examples of approaches that may be used by a helicopter air ambulance (HAA) operator to assess, mitigate, and manage risk. Additional information on risk analysis management can be found in the current edition of Advisory Circular (AC) 120-92, Safety Management Systems for Aviation Service Providers.

a. Background. Title 14 of the Code of Federal Regulations (14 CFR) part 135, § 135.617 requires preflight risk analysis to be conducted as part of the overall risk analysis and, where applicable, be supported by an operator's Operations Control Center (OCC). These requirements should be implemented within a broader framework of organizational systems, including policies, procedures, training and supervision that have been developed based on assessment of day-to-day HAA operational risks.

b. Risk Assessment. The risk assessment process should produce a quantitative result. The process involves identifying hazards associated with a proposed operation and assessing risks associated with each hazard. After risks are assessed, risk mitigation strategies can be identified, developed and implemented. If mitigations will not reduce risk to an acceptable level, a flight should not be authorized.

c. Risk Analysis Components. Risk analysis has two components that are assessed: severity (what is the worst probable outcome) and likelihood (of occurrence). Severity refers to the consequences of an event resulting from the hazard. Likelihood is an estimate of how likely the event is to occur. If the likelihood of an event is estimated to be high, and the consequences potentially severe, the risk analysis would indicate that the flight should not be operated until the identified hazards are eliminated or suitable mitigations have reduced the risk to an acceptable level.

A-2. SEVERITY AND LIKELIHOOD CRITERIA. This appendix provides some examples of one effective tool that has been used by several HAA operators and is intended to be functional for everyday operations without being cumbersome. As throughout the AC, the focus of this appendix is on the results it yields to inform regulatory required actions and it is not intended to prescribe the use of a particular methodology of process. The definitions and design of the final matrix is left to the HAA operator. The definitions of each level of severity and likelihood will be expressed in terms realistic for the individual operational environment and operator's profile. This ensures the relevance of decision tools to the operator's specific needs. An example of severity and likelihood definitions is shown in the table below.

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FIGURE A-1. SAMPLE SEVERITY AND LIKELIHOOD CRITERIA

Severity of Consequences			**Likelihood of Occurrence**		
Severity Level	Definition	Value	Likelihood Level	Definition	Value
Catastrophic	Equipment destroyed, multiple deaths	5	Frequent	Likely to occur many times	5
Hazardous	Large reduction in safety margins, physical distress or a workload such that operators cannot be relied upon to perform their tasks accurately or completely. Serious injury or death. Major equipment damage.	4	Occasional	Likely to occur sometimes	4
Major	Significant reduction in safety margins, reduction in the ability of operators to cope with adverse operating conditions as a result of an increase in workload, or as result of conditions impairing their efficiency. Serious incident. Injury to persons.	3	Remote	Unlikely, but possible to occur	3
Minor	Nuisance. Operating limitations. Use of emergency procedures. Minor incident.	2	Improbable	Very unlikely to occur	2
Negligible	Little consequence	1	Extremely Improbable	Almost inconceivable that the event will occur	1

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A-3. RISK ACCEPTANCE.

a. Risk Acceptance. In the development of risk analysis criteria, HAA operators are expected to develop risk acceptance procedures, including: acceptance criteria and designation of authority/responsibility for decisionmaking.

b. Acceptability of Risk. The acceptability of risk can be evaluated using a risk matrix such as those illustrated in Figure A-2. Figure A-3 shows areas with an alphanumeric scale and is an example of how risk matrices may be color-coded: unacceptable (red), acceptable with mitigation (yellow) and acceptable (green).

(1) Unacceptable (Red). Where combinations of severity and likelihood cause risk to fall into the red area, the risk would be assessed as unacceptable. A flight should not be authorized under unacceptable conditions until further controls are developed which eliminate the associated hazard or which would control the factors that lead to higher risk likelihood or severity.

(2) Acceptable with Mitigation (Yellow). When the risk analysis falls into the yellow area, risk may be accepted under defined conditions. Risk mitigation may also include consideration of alternate routes/destinations. A decision to initiate an operation should be elevated to a person responsible for Operational Control decisionmaking prior to conducting the flight. For example, landings and takeoffs at high altitude or high density altitude Landing Zones (LZ) present risks resulting from marginal aircraft performance. Risk mitigation could include load reduction or selecting a LZ at a lower altitude where aircraft performance would not be affected as significantly.

(3) Acceptable (Green). Where the assessed risk falls into the green area, it may be accepted without further action and the flight dispatched. The objective should always be to reduce risk to as low as practicable regardless of whether or not the analysis shows that it can be initially accepted.

A-4. SAFETY RISK MATRIX EXAMPLES. The operator should have written policies that define (in numerical terms) acceptable levels of risk, procedures for determining risk acceptability and steps to be taken for a given level of assessed risk, including risk control strategies. § 135.617 requires HAA operators have a documented procedure for elevating the management level required for flight approval when risk exceeds predetermined levels.

FIGURE A-2. SAMPLE "STOP LIGHT" DECISIONMAKING MATRIX



FIGURE A-3. SAMPLE RISK LIKELIHOOD/RISK SEVERITY MATRIX

Risk Likelihood	Risk Severity				
	Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent 5	5A	5B	5C	5D	5E
Occasional 4	4A	4B	4C	4D	4E
Remote 3	3A	3B	3C	3D	3E
Improbable 2	2A	2B	2C	2D	2E
Extremely Improbable 1	1A	1B	1C	1D	1E

NOTE: The direction of higher scales on a matrix to represent the direction of likelihood and severity are at the discretion of the organization.

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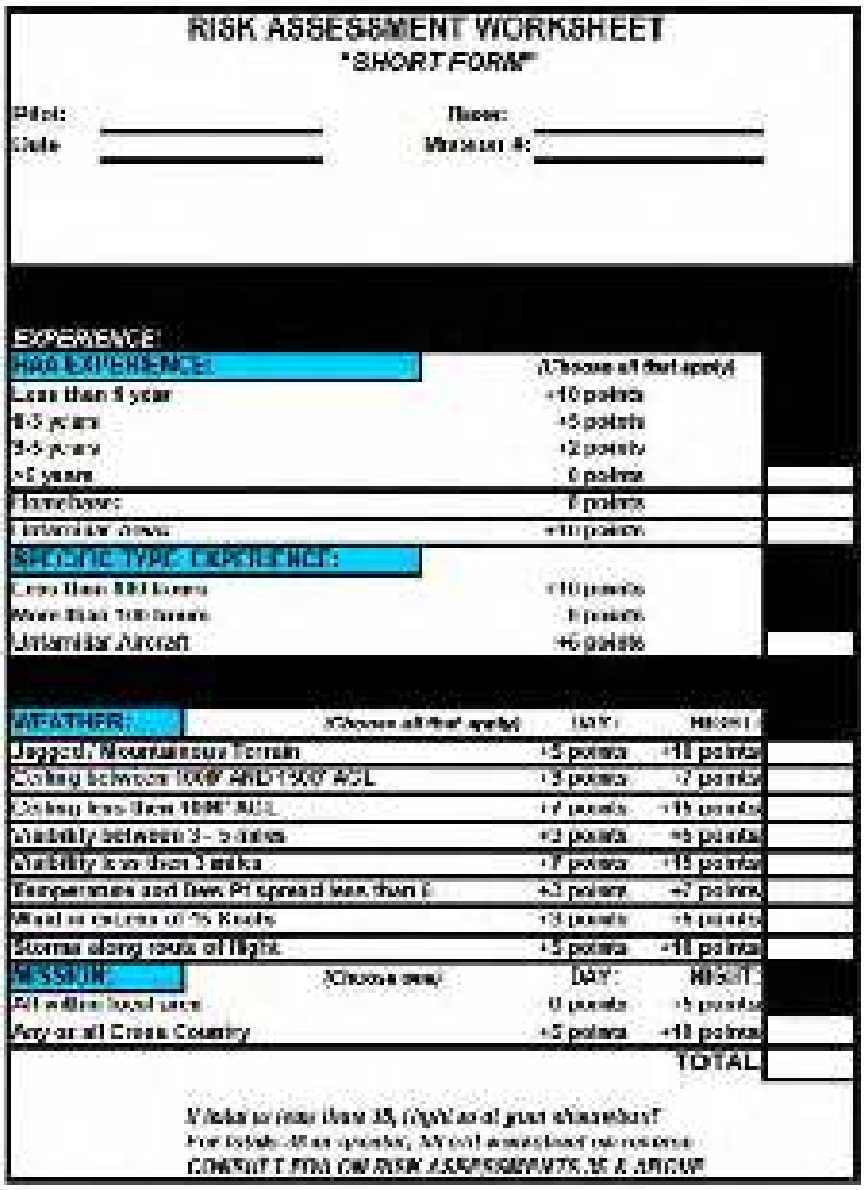
A-5. RISK ANALYSIS MATRIX EXAMPLE. The definitions and design of a risk analysis matrix is left to the HAA operator. This ensures each of the operator's decision tools is relevant to its specific needs and requirements. An example of a two-sided paper form used by one HAA operator is shown in two figures below. Note that the numbers associated with each option do not represent universal best practices, but rather represent an analysis of their meaning for that specific operator. Not only the value assigned to each factor, but the factors selected, reflect the operator's needs. For example, as in this example, an operator in an inland area would not have to consider quantification of overwater flights, while one operating on an island would have to do so.

FIGURE A-4. SAMPLE RISK ASSESSMENT MATRIX SHOWING QUANTIFICATION OF FACTORS (FIRST PAGE OF A TWO-PAGE FORM)



RISK ASSESSMENT WORKSHEET

"SHORT FORM"

Pilot: _____ Flown: _____

Date: _____ Mission #: _____

EXPERIENCE:

HAA EXPERIENCE: (Choose all that apply)

Less than 1 year +10 points

1-3 years +5 points

3-5 years +2 points

>5 years 0 points

Homebase: 0 points

Unfamiliar area: +10 points

SPECIFIC TYPE EXPERIENCE:

Less than 100 hours +10 points

More than 100 hours 0 points

Unfamiliar Aircraft +5 points

WEATHER: (Choose all that apply)	DAY:	NIGHT:
Jagged, Mountainous Terrain	+5 points	+10 points
Ceiling between 1000' AND 1500' AGL	+5 points	+7 points
Ceiling less than 1000' AGL	+7 points	+15 points
Visibility between 3 - 5 miles	+3 points	+5 points
Visibility less than 3 miles	+7 points	+15 points
Temperature and Dew Pt spread less than 5	+3 points	+7 points
Wind in excess of 25 Knots	+3 points	+5 points
Storms along route of flight	+5 points	+10 points
MISSION: (Choose one)	DAY:	NIGHT:
All within local area	0 points	+5 points
Any or all Cross Country	+5 points	+10 points
		TOTAL:

If total is more than 35, flight is at your discretion

For totals of 45 points, MANDATORY crew briefing

CONSULT FAA ON RISK ASSESSMENTS AS A GROUP

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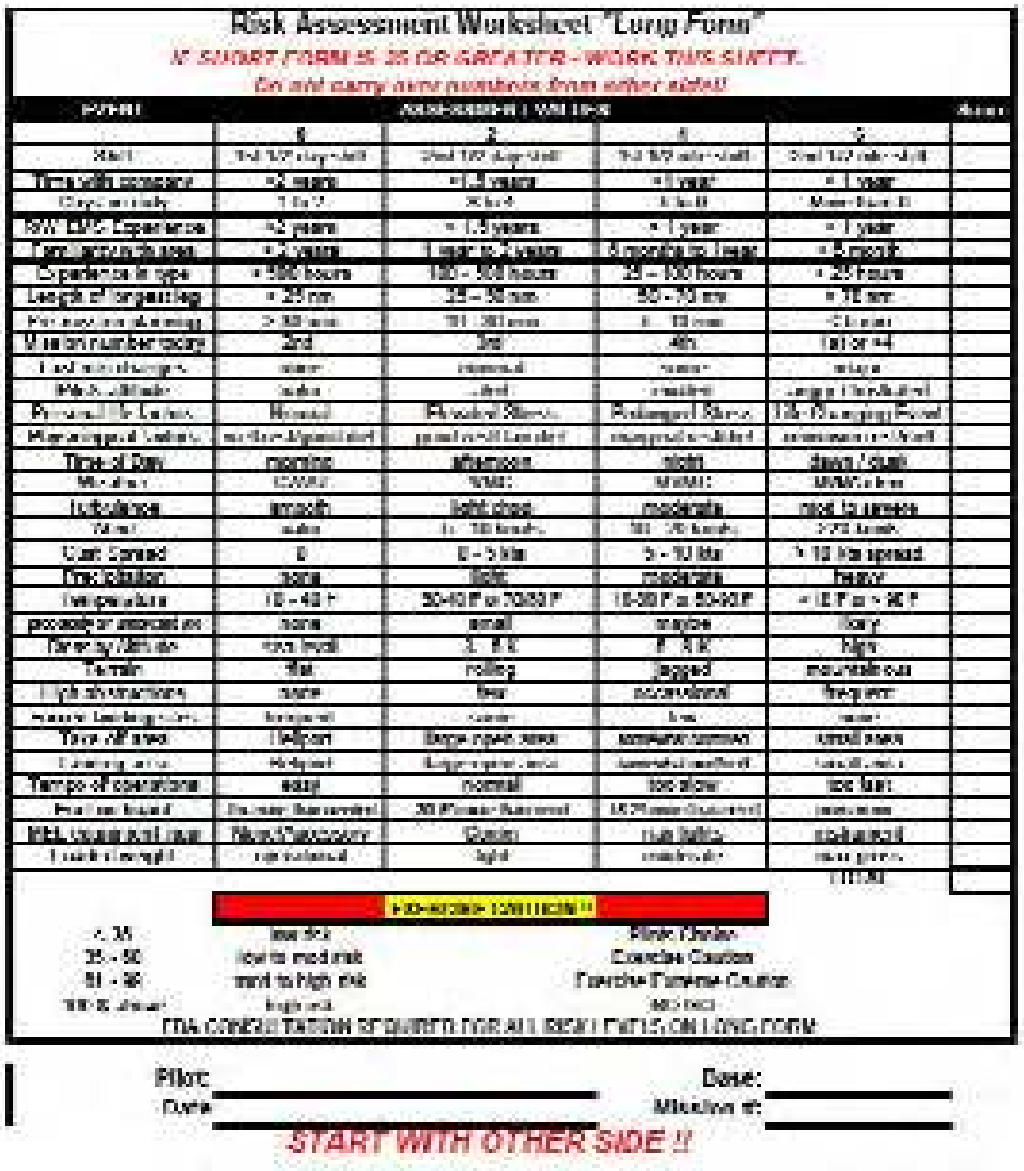
FIGURE A-5. SAMPLE RISK ASSESSMENT MATRIX SHOWING QUANTIFICATION OF FACTORS (SECOND PAGE OF A TWO-PAGE FORM)



Risk Assessment Worksheet "Long Form"

IF SUMMARY FORM IS 35 OR GREATER - WORK THIS SHEET.

Do not carry over numbers from other sides!

FACTOR	ASSESSMENT VALUES				Score
	1	2	3	4	
Time with company	>2 years	>1 year	>6 months	< 6 months	
Day/night duty	7 to 7	24 to 4	4 to 10	Mostly 4 to 10	
PIC Experience	>2 years	> 1.5 years	> 1 year	> 1 year	
Type proficiency	> 2 years	1 year to 2 years	6 months to 1 year	< 6 month	
Experience in type	> 100 hours	100 - 50 hours	25 - 100 hours	< 25 hours	
Length of flight leg	> 2 hrs	2 - 1.5 hrs	1.5 - 1 hrs	< 1 hr	
Pre-departure planning	> 30 min	30 - 20 min	20 - 10 min	< 10 min	
Written numbers racing	2nd	3rd	4th	1st or >4	
Last minute changes	none	minimal	some	major	
Pilot attitude	calm	alert	anxious	anger / frustrated	
Personality factors	Relaxed	Motivated	Prolonged Stress	Life Changing Event	
Planning and factors	routine flight	planned flight	unplanned flight	emergency flight	
Time of Day	morning	afternoon	night	dawn / dusk	
Weather	CAVU	VMC	MVMC	IMC/Ice	
Turbulence	smooth	light chop	moderate	mod to severe	
Wind	calm	0 - 10 kts	10 - 20 kts	> 20 kts	
Cloud Spread	0	0 - 5 kts	5 - 10 kts	> 10 kts spread	
Precipitation	none	light	moderate	heavy	
Temperature	10 - 40 F	50-60 F or 70-80 F	10-20 F or 80-90 F	< 0 F or > 90 F	
possibility of snow/ice	none	small	maybe	likely	
Density Altitude	sea level	1 - 3 K	3 - 5 K	High	
Terrain	flat	rolling	jagged	mountainous	
Light environment	none	few	occasional	frequent	
Visual landing cues	foreground	some	few	none	
Take off area	Helipad	large open area	somewhat confined	small area	
Landing area	Helipad	large open area	somewhat confined	small area	
Tempo of operations	easy	normal	too slow	too fast	
Pressure felt	Personal Business	30 Minute Business	15 Minute Business	Immediate	
Risk Management Level	Risk Discovery	Vision	Risk Mitigation	Risk Control	
Task Overweight	operational	light	moderate	near gross	
				TOTAL	

HIGH RISK CONDITION !!

< 30	low risk	Fly Safe
30 - 50	low to mod risk	Exercise Caution
51 - 90	mod to high risk	Exercise Extreme Caution
90 & above	high risk	NO GO

RISK CONSIDERATION IS REQUIRED FOR ALL RISK FACTORS ON LONG FORM

Pilot: _____ Date: _____

Base: _____ Mission #: _____

START WITH OTHER SIDE !!

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APPENDIX B. SAFETY MANAGEMENT SYSTEMS (SMS)

B-1. PURPOSE OF THIS APPENDIX. The information in this appendix is provided to give a helicopter air ambulance (HAA) operator information concerning the current state of safety management through an overview of safety management systems (SMS). Additional information and resources on SMS can be found in the current edition of Advisory Circular (AC) 120-92, Safety Management Systems for Aviation Service Providers. The Federal Aviation Administration's (FAA) SMS Program Office (SMSPO) provides tools to assist with implementation of the SMS Voluntary Program (SMSVP). These are intended for use by operators to achieve compliance with the safety assessment requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 135, § 135.617 through implementing a formal SMS within their organization. The SMSPO can be contacted at the following Web link: http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs900/sms/.

B-2. OVERVIEW. One of the primary goals of an effective SMS is the development of a mature and positive safety culture. Internal and external audits provide assurance that processes are working as designed and continuing to be effective. While it is possible to have a positive safety culture without a formal SMS, a strong safety culture can be fostered by the implementation of an effective SMS. The constant attention, commitment, and visible involvement provided by all levels of management, combined with continuing data analysis, Safety Assurance (SA) activities and daily application of risk analysis and control techniques drive the organization toward safety culture maturity.

a. Confidential Employee Reporting Systems. Are essential components in assuring safety. They provide employee feedback for identifying new hazards and revising procedures.

b. Safety Management is a Learned Skill. Organizations do not simply adopt a software program or a set of posters and buzzwords, attend an hour of slide presentations and instantly install an effective SMS. As with any skill, it takes time, practice, repetition, the appropriate attitudinal approach and good coaching.

c. The Safety Culture Matures as Safety Management Skills are Learned and Practiced. The safety culture becomes second nature across the entire organization as trust builds and the organization functions as a team. The mature safety culture should have the following conditions to flourish.

(1) Openness. The organization encourages and even rewards individuals for providing essential safety-related information which will improve the operation.

(2) Justness. The organization takes a proactive approach toward error disclosure yet demands accountability on the part of employees and management alike. The organization engages in identification of systemic errors through root cause analysis and implements preventative corrective action. It exhibits intolerance of undesirable behavior (i.e., recklessness and willful disregard for established procedures).

(3) Involvement of All Levels of Management. This is demonstrated by:

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- Formal risk analysis and resource allocation, as needed to assure mitigation of high consequence, high probability risks;
- Management action beyond rhetoric, actively involved in the decisionmaking processes and participate in safety activities; and
- Strong SA, combined with safety data analysis processes, yielding information, are used to drive risk reduction. An informed organization can take appropriate action to prevent accidents.

(4) Training. This includes training in threat recognition, error management and SMS, SA and Safety Risk Management (SRM) techniques.

(5) Flexibility. The organization uses information effectively to adjust and change in an effort to reduce risk. All aspects of the organization are under constant review and adjustment to meet changing demands.

(6) Learning. The organization learns from its own failures and those of similar operations. The organization uses acquired data to feed analysis processes, which yield information that can be, and is, acted upon to improve safety. Organizational behavior is modified accordingly. Actual practices are based upon accurate and validated information.

d. Accountability. To foster the development of a mature organization with a positive safety culture, an accountable executive must be in place.

(1) The accountable executive is the person who is the final authority over operations, controls, financial and human resources and retains ultimate responsibility for safety performance of the operation.

(2) All of the management staff, at all levels, should convey, enhance and emphasize the organization's safety policy through exemplifying the policy in their daily work and in their one-on-one leadership styles. Decisionmaking should be kept at the lowest level appropriate to the complexity and criticality of the decision. Line managers are the people that own the process. They are in the best position to make appropriate changes. Senior management, including the accountable executive, should monitor actions and provide guidance.

B-3. SAFETY MANAGEMENT SYSTEM (SMS) TOOLS.

a. SMS. The FAA has developed tools for implementing a SMS that are scalable and customizable to operators' size, scope and environment. Two key components of a SMS are SRM and SA. Refer to the current edition of FAA Order 8040.4, Safety Risk Management Policy, for more information. An operator that implements safety management practices using a SMS will have these components integrated into its operations. While current regulations do not require implementation of an SMS, voluntary implementation is encouraged.

b. Risk Analysis. Risk analysis is how an operator provides each pilot-in-command (PIC), Operations Control Specialist (OCS) and others involved in the decisionmaking process with a shared set of documented processes that have been the subject of training to identify conditions (hazards), which if not addressed could foreseeably cause an aircraft accident. This allows an

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informed process to reduce associated risks by implementing appropriate processes and controls. Risk analyses should also be performed under the following conditions:

(1) Implementation of new systems.

(2) Revision of existing systems.

(3) Development of operational procedures.

(4) Identification of hazards or ineffective risk controls through audits conducted through SA processes.

c. Systems.

(1) In the context of this AC, "systems" are limited to those processes and their associated personnel, facilities, tools, documentation and other resources that are needed to accomplish HAA-related functions.

(2) Every part 135 operator has a number of aviation-related "systems" such as flight operations, maintenance and inspection (frequently called "technical operations"), operational control and dispatch, medical and ground operations. Within these systems, many lower level processes and ancillary systems exist, such as training, fueling, biohazard decontamination, individual station operations and others.

d. Changes to Operations.

(1) Changes to a HAA operators operation could include the addition of new routes, opening or closing of line stations, adding or changing contractual arrangements for services, the addition of new aircraft types or major modifications to existing aircraft, addition of different types of operations such as night vision goggles (NVG) usage or any one of many different types of operations.

(2) Any of these additions or changes would trigger the use of an SRM process to determine if new hazards appear that would require incorporation of mitigations to reduce risk. In many, if not most, cases, those controls will entail revision or addition of procedures and training for personnel engaged in the operation of the systems. For example, if a HAA certificate holder intends to implement NVG operations, they will need to organize their flight operations, maintenance, training and operational control systems to comply with the applicable regulations and guidance to ensure the NVGs are safely integrated into operations. They will also need to develop and document procedures for employees involved in those systems' activities.

(3) In most cases, these procedures will be documented in the service provider's manual system. The baseline for determining acceptable levels of safety for all service providers should be the existing regulatory standards, as applicable. Some mitigations and changes to the operation may require approval or acceptance by the FAA. The SA component provides processes for validation of the organizational processes and effectiveness of risk controls, once they have been implemented as the result of a risk analysis.

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APPENDIX C. HAA OPERATOR PILOT TRAINING PROGRAM AND CHECKING EXAMPLES

C-1. GENERAL. This appendix addresses, by providing examples, recommended approaches to the thorough ground and flight training and checking essential in the preparation of a pilot to safely assume the duties of a pilot in command (PIC) of a helicopter air ambulance (HAA). As in the other appendices, these are included as examples rather than being prescribed as an optimal solution. Following are some of the subjects that best practices of HAA operators have indicated should be addressed.

C-2. PILOT GROUND TRAINING – SAMPLE CURRICULUM OUTLINE. The focus of this curriculum is to outline topics specific to HAA operations.

A. Airman:
   1. PIC Responsibility.
   2. PIC Authority.
   3. Flight and Duty Time.

B. General:
   1. Definitions.
   2. Hours of Operation.
   3. Authorized Passengers.
   4. Infection Control.
   5. Cameras.

C. Preflight/Departure:
   1. Visual Flight Rules (VFR) Flight Planning.
   2. Base Flight Planning Documents and Material.
   3. Weather Minimums – General.
   4. Weather Minimums – Area of Operations Considerations.
   5. Minimum Safe Cruising Altitudes (Operations Specification (OpSpec) A021).
   6. Operations in High Wind Conditions.
   7. Wind Requirements.
   8. Local Flying Areas (LFAs).
   9. LFA Pilot Testing/Examination Procedure.
   10. Use of (Night Vision Imaging System (NVIS)) aided Minimums.
   12. Weather.
   13. Turndowns by Other Operators (and identifications of reason).
   14. Routes of Flight - Single-Engine Helicopters.
   15. Instrument Flight Rules (IFR) Operations (HAA-Specific Rules).

D. Operations Control Center (OCC):
   1. Risk Matrix.

E. Refueling:
   1. Engine(s) Off/Rotors Stopped.
   2. Helicopter Rapid Refueling (HRR).

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F. Safety Briefing of Passengers/Medical Crew Members.
G. Initial Medical Crewmember Training:
   1. General.
   2. Training Program Contents/Requirements.

H. Crew Resource Management (CRM):
   1. Crew Concept.
   2. Pilot in Command (PIC).
   3. Medical Crew.

I. Flightcrew Member Duties:
   1. Pre-Launch Walk-Around.
   2. Sterile Cockpit.
   3. Engine Start.
   5. Takeoff.
   6. En Route/Cruise.
   7. Before Landing (Prior to 2-Minute Estimated Time of Arrival (ETA)).
   8. Arrival at the Intended Point of Landing.
   9. Crew Callouts.
   10. Aircraft Emergencies.

J. Crew Change:
   1. Crew Change Operational Briefing Subjects.
   2. Safety Precautions.

K. Patient Safety:
   1. Loading and Unloading (engines running/secured).
   2. Children/Infants.

L. Use of Seat Belts and Restraints:
   1. Seat Belts and Shoulder Harnesses.
   2. Infants and Pediatric Patients.
   3. Aircraft Doors.

M. En Route:
   1. Flight Plans and Flight Locating.
   2. Position Reports.
   3. Remote Area Communications.
   4. Obstacles (including Wind Turbine Farms Wake Turbulence).

N. Arrival:
   1. Landing Site Requirements.
   2. Unimproved Landing Sites.

O. Equipment Familiarization (Securing, Storage, Weight and Balance (W&B), Loading):
   1. Stretchers.
   2. Isolettes.
   3. Portable O_2.

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4. Balloon Pumps.
5. Ventilators.
6. Miscellaneous Equipment.

P. Emergency Procedures:
1. Emergency Evacuation Duties.
2. Hazardous Material Operations.

Q. Hazardous Patient Transport.

R. Public Relations Events:
1. Crew Duties – PR Events.
2. Landing Zone (LZ) Safety and Security.

C-3. PILOT FLIGHT TRAINING – SAMPLE CURRICULUM OUTLINE.

A. Module 1:
1. Preflight Procedures:
   a. Med Crew Briefing.
   b. Noise Abatement.
   c. Hover/Ground Taxi Operations.
2. Takeoff and Departure Phase:
   a. Normal/Crosswind.
   b. Sidestep.
   c. Maximum Performance.
   d. PC2 (If Applicable).
3. Cruise:
   a. Navigation.
   b. Communication.
   c. Severe Weather Avoidance.
   d. Maintaining Situational Awareness.
   e. Helicopter Terrain Awareness and Warning System (HTAWS).
4. Approach and Landing:
   a. High Reconnaissance.
   b. Low Reconnaissance.
   c. Ground/Hazard Recognition.
   d. Normal/Crosswind.
   e. Sidestep.
   f. Confined Area/Steep Approach.
   g. PC2 (if applicable).
   h. Special Conditions (including Flat Light/Brownout/Whiteout Ops and Multi-Aircraft Situations).
5. Emergency and Abnormal Situations.
6. Post-Flight Procedures:
   a. Crew Debriefing.
   b. Post-Flight Inspection.

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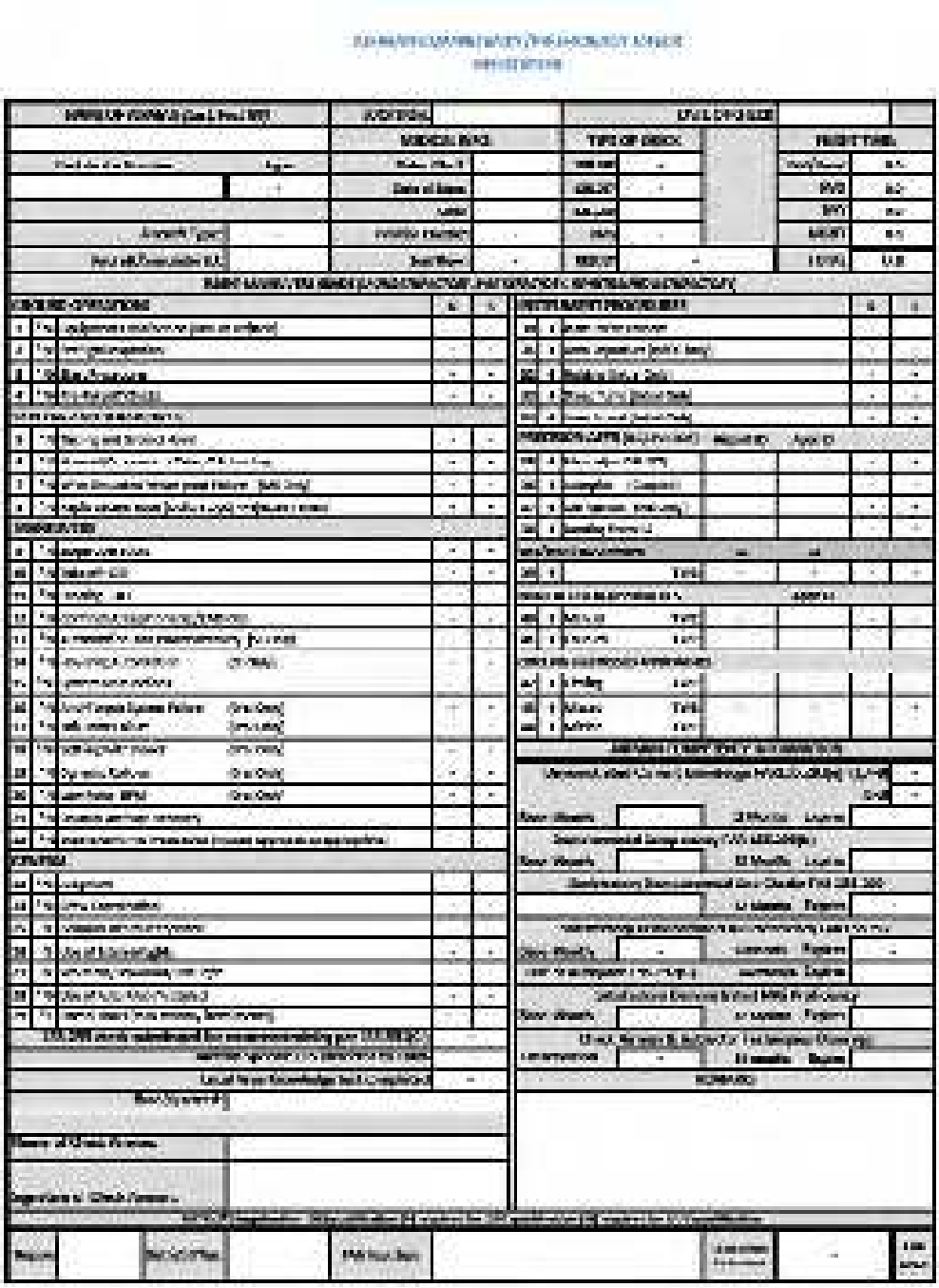
c. Cleaning/Decontamination of Aircraft and Equipment (biohazards).
d. Servicing O_2 Systems.

C-4. EXAMPLE OF COMPETENCY-PROFICIENCY CHECK EVALUATION SHEET FOR HAA PIC.

FIGURE C-1. EXAMPLE OF CHECK SHEET FOR PIC (NOTE: THIS EXAMPLE PRE-DATES RULE CHANGES EFFECTIVE 4/22/2015)



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CONTACT

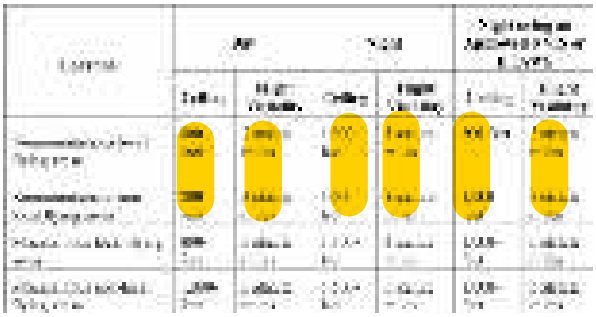
§ 135.609 – VFR Ceiling And Visibility Requirements For Class G Airspace.

Search FAR/AIM: Search

§ 135.609 – VFR ceiling and visibility requirements for Class G airspace.

[Doc. No. FAA-2010-0982, 79 FR 9975, Feb. 21, 2014; Amdt. 135-129A, 79 FR 41126, July 15, 2014]

(a) Unless otherwise specified in the certificate holder's operations specifications, when conducting VFR helicopter air ambulance operations in Class G airspace, the weather minimums in the following table apply:



(b) A certificate holder may designate local flying areas in a manner acceptable to the Administrator, that must—

(1) Not exceed 50 nautical miles in any direction from each designated location;

(2) Take into account obstacles and terrain features that are easily identifiable by the pilot in command and from which the pilot in command may visually determine a position; and

(3) Take into account the operating environment and capabilities of the certificate holder's helicopters.

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(c) A pilot must demonstrate a level of familiarity with the local flying area by passing an examination given by the certificate holder within the 12 calendar months prior to using the local flying area.

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Subject: FW: SEQR review input
Date: Monday, June 11, 2018 10:12:59 AM
Attachments: Frank Montecalvo.docx

Another SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Menuez-Commerford, Marcia [mailto:mmenuez@mwpai.edu]
Sent: Monday, June 11, 2018 10:10 AM
To: Brian Thomas <bthomas@cityofutica.com>; Mayor <Mayor@cityofutica.com>
Subject: SEQR review input

Dear Mr. Thomas,

Thank you for the opportunity to give an opinion regarding the MVHS hospital project & the SEQR review process.

My husband and I live just off Oneida Square and consider ourselves as long-term "downtown" residents.

We are adamantly opposed to the siting of the new hospital downtown. The city can't afford it. It is a a pathetically obvious ploy to acquire parking for the auditorium and potential U center. St. Luke's was the original and correct site.

I am attaching a document that explains just why this process is being so badly handled. You have seen this

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document before. Please read it. I know it is long. It is a beautifully thought out piece of reasoning and anyone who cares for our city should take this to heart. Mr. Montecalvo is a retired administrative judge for the NYS department of the environment. It is safe to say he knows what he is talking about.

If you have any conscience, exercise it now. Help stop this ill-considered debacle in its tracks.

Sincerely,
Marcia Menuez-Commerford

--

Marcia Menuez-Commerford

Munson-Williams-Proctor Arts Institute
Database Communications
(315)-797-0000 ext. 2161
mmenuez@mwpai.edu
310 Genesee St.
Utica, NY 13502

Munson-Williams-Proctor Arts Institute is a fine arts center dedicated to serving diverse audiences by advancing the appreciation, understanding, and enjoyment of the arts.

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Frank Montecalvo
New York Mills, New York 13417
Telephone 315-570-3535
frankmontecalvo@roadrunner.com
June 7, 2018

City of Utica Planning Board
1 Kennedy Plaza
Utica, NY 13502
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development
Ref: Draft Scoping Document, MVHS Proposed Downtown Hospital

Dear City of Utica Planning Board:

This letter is in response to the Utica Planning Board's request for public comment on the above-referenced Draft Scoping document. As detailed below, the Draft Scope contains incorrect and misleading statements, omits relevant information, and dismisses or fails to mention the need to develop certain topics in the Environmental Impact Statement (EIS). Without correction and further definition in the Final Scope, the EIS will provide involved agencies with an inaccurate, misleading, and incomplete picture of the proposed project upon which to base their SEQR findings "that consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided." (Environmental Conservation Law 8-0109 (8)). To ease reference, the discussion below applies the labels found in the Draft Scope.

Section 1.2 Project Purpose

(A) The Applicant failed to identify the purpose(s) to be served by locating its project in Downtown Utica as opposed to the other sites it considered. The public has been told numerous times that Mohawk Valley EDGE used the Applicant's criteria to produce the site selection study upon which the Applicant's choice of the Downtown location was based. That study is still secret, so the public still does not know the Applicant's criteria. Applicant's spokesperson, Mr. Scholefield,

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has advised that the site selection study would be made public as part of the SEQR process (eg., video at the 20:00 mark found at Http://Www.Uticaod.Com/News/20180509/Compassion-Coalition-Mvhs-Deal-Unclear). That time has now arrived and the siting study should be included in the EIS as an appendix.

(B) Page 3 of the Draft Scope incorrectly states that "[t]he new MVHS IHC and hospital will replace the St. Luke's and SEMC campuses" and "consolidate patient services to one campus." As acknowledged elsewhere in the Draft Scope, MVHS will retain certain patient services at both St. Luke's and SEMC campuses. Not disclosed is MVHS' retention of the 202-bed skilled nursing facility (formerly called the St. Luke's Home) on the St. Luke's Campus. Although some functions from two buildings will be combined into a new building at MVHS IHC, significant patient services will be retained at the old sites, making the characterization of the project quoted above incorrect and misleading. There is no replacement of the SEMC and St. Luke's Campuses. Rather, the MVHS IHC Downtown campus is being added to the Applicant's responsibilities, potentially threatening its financial stability.

(C) The Applicant claims existence of a "growing demand for healthcare due to the rapidly increasing and aging population in this region." Applicant needs to substantiate this claim with actual numbers of people (not percentages). US Census statistics indicate that regional population continues a decades-long decline and the number of people in Utica over 65 years old has also declined.

(D) Applicant needs to substantiate how a new facility will attract specialists to our region when the prerequisite for specialists is a sufficient population base to make doctor specialization economically feasible. Our population is declining.

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(E) Although Applicant references Public Health Law 2825-b which indicates that the purpose of the State Grant is to "consolidate multiple licensed health care facilities into an integrated system of care" the Applicant omitted any explanation of how its project meets the grant's objective. The explanation is needed because Applicant's proposal to move the hospital structure away from the retained services at the old sites (particularly the removal of the hospital from the St. Luke's Campus that will continue to hold a nursing home and rehab facility) seems to directly oppose the intent of the legislation. In addition, the removal of the hospital from the St. Luke's Campus to Downtown will place at least 2 miles between the new facility and the existing de facto "medical district" composed of the numerous medical providers that have recently located near St. Luke's along Burrstone and French Roads in New Hartford and in the Utica Business Park, including an outpatient surgical center. Because they are recent, these providers are unlikely to follow the hospital Downtown. Increasing the distance between the hospital and these providers seems contrary to good patient care.

Montecalvo to Planning Board 6/7/2018 Page 3

Section 1.3 Project Description

A. Although the project description mentions the acreage of private property that Applicant will need to acquire, it fails to disclose that this will involve displacement and/or loss of approximately 40 businesses/not-for-profits and the Utica Police Garage, permanent loss of taxable properties, and the permanent loss of properties that have in-place the public infrastructure and zoning needed to support small business development. Arguably these are the best properties for small businesses in the region due to their location in Utica's Central Business District. Utica will lose current tax revenue, important social services, jobs, and opportunities to grow jobs and its tax-base in the future. Neither the Draft Scoping Document nor any of the Application documents make any attempt to estimate the sales tax currently generated within the project area that will be at risk, to estimate the cost to duplicate the police garage off-site, to estimate the

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cost to duplicate off-site the public infrastructure now available for entrepreneurial growth, to estimate the non- hospital jobs currently within the project area that will be lost, or estimate the cost to duplicate lost businesses and not-for-profits elsewhere. Based upon the history of actual projects in Utica and Rome, most of the small businesses and their jobs will be lost. Although the Applicant will be liable for only a small fraction of these losses, they are real and represent a regional social and economic cost of the proposed project that will fall upon individuals, business owners, and taxpayers. State and local governments have spent literally hundreds of millions of dollars to create a relative handfull of jobs locally. Will we have to spend such huge amounts again just to make up for the jobs that this project will consume? The Applicant needs to clearly state what it is asking Utica and the region to risk in exchange for Applicant locating its proposed state-of-the-art health care facility in Downtown Utica.

B. The Draft Scope erroneously claims that +/- 373 inpatient beds will be transitioned to MVHS IHC in Downtown Utica. That statement is contradicted by the NYS Department of Health's Needs Analysis, which states that 24 of those beds will remain at the St. Luke's Campus for Physical Medicine and Rehab. That means that the MVHS IHC will only transition 349 beds to Downtown Utica. The Final Scope needs to contain an accurate description.

C. The Draft Scope indicates that the proposed project will involve construction of approximately 2650 parking spaces, or greater than

7.5 spaces per hospital bed. This far exceeds the design requirements used elsewhere (e.g., Houston, TX 2.2 per bed; Palm Beach County, FL

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1 space per 2 beds; St. Paul, MN 0.5 spaces per bed). Every space impacts the environment. Unneeded spaces create unnecessary impacts. The EIS needs to

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substantiate the number of parking spaces planned. D. Applicant's description of disposition and re-purposing of existing hospital campuses is unacceptably vague given the region's history of blight caused by the abandonment of hospital buildings at the Central New York Psychiatric Center. The EIS must contain assurances that Applicant's abandonment of facilities will not create new blight in South Utica and New Hartford. As mitigation, consideration should be given to requiring MVHS to post a performance bond to fund continued maintenance and/or demolition of the abandoned hospital buildings if they are not repurposed within an appropriate specified time period.

E. Given that Applicant proposes to abandon its hospital tower at St. Luke's and/or change its use, it must be determined whether Utica's decades-old agreement to provide fire protection for the building will still apply or whether that responsibility and cost will fall upon the Town of New Hartford.

Section 1.4 Potentially Significant Adverse Environmental Impacts The Draft Scope needs expand to include the following information under the following "Environmental Topics":

A. Impact on Surface Water: Utica currently has a number of combined sewers and combined sewer overflows which pass untreated sewage and/or tainted runoff directly into the Mohawk River, bypassing the Water Pollution Control Plant, during periods of wet weather. (1) The new hospital building will produce a volume of raw sewage concentrated at one location. (2) The acres of new parking will produce a volume of tainted runoff. Both will empty in an area of Utica where sewer infrastructure is old and likely to combine stormwater and wastewater. The EIS needs to identify the routes wastewater and runoff from the proposed project will take to their ultimate point of disposal in the Mohawk River, whether the sewers same will pass through are separate, combined, or both; whether they are adequate to handle the flows calculated; and whether or not any wastewater or tainted runoff will bypass the Water Pollution Control Plant and enter the River untreated. Flows from the proposed "U- District" adjacent to the hospital site should also be considered as a cumulative impact. Relocating the proposed project to the St. Luke's Campus should be considered to avoid these and new all surface water impacts (see "E" under Section 1.9 Reasonable Alternatives below).

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B. Impact on Groundwater: Relocating the proposed project to the St. Luke's Campus should be considered to avoid all new groundwater impacts (see "E" under Section 1.9 Reasonable Alternatives below).

C. Impact on Flooding: Flooding is dismissed as an issue by the Applicant based upon the project area not being within a floodway or 100/500 year floodplain as shown on federal maps. However, the lack of a floodway designation does not eliminate flooding as a substantive and significant issue. On July 1, 2017, significant flooding (causing abandonment of cars, risk to human life, and property damage) occurred on a newly reopened section of the North- South Arterial and adjacent Lincoln Avenue in an area labeled "area of minimal flood hazard" on the federal map. Per media reports State DOT officials claimed that their drains worked properly but indicated there was insufficient capacity in the stormsewers or receiving stream to prevent the flooding from occurring. This flooding occurred approximately one half-mile from and at a higher elevation than the project site. The project description in the Draft Scope indicates that some storm sewers will be removed, some existing will be used, and others will be constructed with a connection to the State DOT stormsewer line. The proposed project will create acres of new, unbroken pavement (i.e., less able to retain/slow runoff than a patchwork of old/broken pavement, sidewalks, roofs, yards, etc.). Applicant's mere claim that the proposed project will increase pervious surfaces does not resolve the question. Given the proximity of the project area to a known area of urban flooding, the potential that some of the same overwhelmed systems may be depended upon to carry away storm water from the project site, the likely increase in amount and speed of runoff from new pavement (which would increase water depth wherever flow is impeded), and the potential of risk to human life and property, the EIS must contain calculations of the amount of runoff from the project site using appropriate design criteria, and identification and assessment of the capacities of the systems/streams that will be used to convey runoff away from the project site without creating new problems downstream. Runoff from the proposed "U-District" adjacent to the

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hospital site should also be considered as a cumulative impact. Relocating the proposed project to the St. Luke's Campus should be considered to avoid all potential flooding impacts (see "E" under Section 1.9 Reasonable Alternatives below).

D. Impact on Air: The proposed project will close portions of several streets including Cornelia (which connects Oriskany Boulevard with Court St.) and Lafayette (which connects Bleecker St. from East Utica with portions of West Utica), forcing drivers on these streets to detour over non-direct routes, lengthening their trips, increasing

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traffic, and resulting in corresponding increases in air-pollution. The hospital itself will be a new traffic and air pollution generator. Cumulative impacts from anticipated projects nearby also need to be addressed. These impacts on air should be assessed in the EIS. Relocating the proposed project to the St. Luke's Campus should be considered to avoid the operational impacts to air, and minimize the numbers of persons exposed to construction impacts to air (see "E" under Section 1.9 Reasonable Alternatives below).

E. Impact on Aesthetic Resources including Lighting: Relocating the proposed project to the St. Luke's Campus will minimize both construction and operational impacts (see "E" under Section 1.9 Reasonable Alternatives below).

F. Impact on Historic and Archeological Resources: Relocating the proposed project to the St. Luke's Campus will completely avoid impacts to Historic and Archeological Resources (see "E" under Section 1.9 Reasonable Alternatives below).

G. Impact to Transportation: The proposed hospital will generate new traffic for Downtown that may exceed street capacity, particularly when considered

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cumulatively with other projects anticipated nearby. Traffic will be exacerbated by the project's proposed street closures described at D. above. Relocating the proposed project to the St. Luke's Campus will avoid all the operational transportation impacts and minimize most construction impacts (see "E" under Section 1.9 Reasonable Alternatives below).

H. and I. Impacts on Utilities and Impacts on Energy: Applicant fails to disclose, and the EIS needs to address, the impact of the proposed project on the Applicant's Co-Generation Facility recently constructed on the St. Luke's Campus but shared with Utica College, whether it will remain economically viable, or whether the power capacity will be wasted when the hospital tower is shut down. Cumulative impacts to Utilities and Energy from anticipated projects nearby also needs to be considered. Relocating the proposed project to the St. Luke's Campus will minimize the need to reconfigure utilities (water, sewer, electric) and the impacts from doing so (see "E" under Section 1.9 Reasonable Alternatives below).

J. Impact on Noise and Odor: Relocating the proposed project to the St. Luke's Campus can be expected to minimize construction impacts, and avoid operational impacts since the need to demolish old buildings and remove old public infrastructure and contaminated soil and debris would be minimized(see "E" under Section 1.9 Reasonable Alternatives below).

K. Impact on Human Health: Although the Applicant makes reference to the CSX Railroad Tracks about 900 feet north of the project site, the existence of an Oneida County Comprehensive Emergency Management Plan, and expected coordination with various Emergency Response entities, Applicant fails to mention that Bakken crude oil is regularly transported over railroad tracks within a half-mile of the project site, that accidents have occurred in the past on these tracks, and that when accidents involving such cargo occur, evacuation within a

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half mile of the accident site is often necessary. Although the probability of such an accident may be considered by some to be remote, the consequences can be disastrous, as demonstrated by the 7/6/2013 Lac-Mégantic, Quebec accident. These unstated facts substantiate that an issue exists. The potential consequences make the issue significant. Given the potential risk to human life, the EIS must contain an assessment of whether or not an evacuation of what will become Greater Utica's only hospital will be feasible in the event a Lac-Mégantic-style accident were to occur. If evacuation is determined to be feasible, an evacuation plan should be included as an Appendix to the EIS. Relocating the proposed project to the St. Luke's Campus, which is out of the danger zone, would avoid this particular potential impact to human health. It will also avoid introducing the new impacts already mentioned in the Draft Scope into the Downtown Utica neighborhood(see "E" under Section 1.9 Reasonable Alternatives below).

L. Consistency with Community Character and Plans: Applicant fails to disclose that the site of the proposed project lies within the Gateway Historic Canal District (an area bounded by Genesee, State and Columbia Streets and the CSX Tracks) which has its own specific master plan, that said plan recommended amendment of the zoning regulations for the district to encourage mixed-uses by establishing building-form requirements, that the Utica Planning Board unanimously recommended approval of the zoning amendment, that the Oneida County Planning Department recommended approval of the amendment, and that on 3/16/2005 the Utica Common Council unanimously approved the amendment. This neighborhood-specific plan and building-form requirements are consistent with the more general Utica Master Plan approved by the Council in 2011 which envisions mixed uses and "walkability" Downtown. Because they have been approved by the Common Council, it is understood that these plans and requirements are binding on the Planning Board and all who propose building within this district, and cannot be overridden with a mere site plan approval. Based upon Applicant's plans revealed to the public thus far, the proposed project materially conflicts with these officially approved/adopted plans and goals. Furthermore, since the existing street grid was established by city ordinances over the years, Applicant's proposal to close portions of streets for the proposed

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project also presents a "material conflict" with the community's plans and goals as officially adopted. Per 6 NYCRR 617.4(vi), these material conflicts are per se a substantive and significant adverse environmental impact that either must be mitigated by redesign of the proposed project to conform to the aforesaid requirements, or avoided by relocating the proposed project to either the St. Luke's Campus or the Psych Center Campus (see "E" under Section 1.9 Reasonable Alternatives below). M. Impacts on Solid Waste Management: Relocating the project to the St. Luke's Campus will minimize impacts related to demolition.

N. Environmental Justice: The proposed project not only threatens the continued existence of non-hospital jobs in this environmental justice neighborhood, but also threatens several charitable services located there. Relocation of the proposed project to either the St. Luke's Campus or the Psych Center Campus would totally avoid these impacts.

Section 1.5 Cumulative Impacts The EIS needs to develop the information on cumulative impacts identified at Section 1.4 A, C, D, G, H and I above, all of which could be avoided by relocating the proposed project to either the St. Luke's Campus or the Psych Center Campus(see "E" under Section 1.9 Reasonable Alternatives below).

Section 1.6 Unavoidable Adverse Environmental Impacts Determination of unavoidable impacts must be made with reference to both the St. Luke's Campus and Psych Center Campus as reasonable alternative sites to allow a comparison regarding which site better minimizes or avoids adverse environmental impacts. Involved agencies will not have a sound basis for their SEQR findings without this information. For the reasons explained at "E" under Section 1.9 Reasonable Alternatives below, it is believed that the St. Luke's Campus best minimizes or avoids adverse environmental impacts.

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Section 1.7 Irreversible and Irretrievable Commitment of Resources The EIS summary should include the existing streets and other public infrastructure that will be removed; the buildings to be demolished including the police garage; the businesses and associated jobs, income and personal wealth that will be lost; the loss of taxes (property and sales) to local jurisdictions; and the lost potential for Utica to grow jobs and tax base through conversion of developable acreage into parking lots and hospital related structures. This topic

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should also include a similar summary for the St. Luke's Campus and the Psych Center Campus alternatives to permit a comparison to be made.

Section 1.8 Growth Inducing Aspects

This section of the EIS should include (A) consideration of "negative growth" with associated impacts (the spread of blight and waste of community resources), (B) discussion of whether the intent of the State's Smart Growth Policy (Environmental Conservation Law Article 6) will be implemented, and (C)substantive evidence and reasoned elaboration to back up conclusions rather than speculation and forward looking statements. Currently available information suggests that the proposed project, when completed, will exacerbate the region's negative population trends through the destruction of jobs. Hospital jobs will be reduced due to the reduction in hospital beds from 571 to 373 (see the NYS Department of Health's Needs Analysis). Most non-hospital jobs (as yet uncounted) associated with the approximately 40 entities currently within the downtown hospital footprint will disappear based upon the 90%+ closure rate experienced by Rome, NY businesses previously in the footprint of its Ft. Stanwix urban renewal project. The proposed project's occupation of 25 Central Business District Acres, primarily for parking, not only will remove this acreage from private development but also drive up the cost of remaining CBD property by restricting supply. That will discourage new startups and the creation of new jobs.

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Meanwhile the City of Utica will be burdened with providing municipal services to new facilities that do not generate taxes, raising taxes for everyone else and making Utica less attractive for investment. The excessive parking facilities will foster more dependency on the automobile. Simply put, the proposed project will replace an urban neighborhood that contributes to its upkeep with suburban sprawl that will not. The EIS needs to not only address these concerns, but also acknowledge that they could be minimized by placing the new facility on the St. Luke's Campus.

Section 1.9 Reasonable Alternatives

A. This section of the Draft Scope repeats the inaccurate, misleading statements and omissions addressed in "Section 1.2 Project Purpose" above. My comments there are incorporated here by reference. Please correct these elements in the Final Scope.

B. In its Certificate of Need Application, Applicant has interpreted the State's Grant as requiring a site within Oneida County's "largest population center" by appending the words "which is Utica" that do not appear in the law. Applicant now, inconsistently, lists the St.

Luke's Campus (in New Hartford) and the New Hartford Shopping Center as "reasonable alternatives" to be considered. Since it would be "unreasonable" for agencies to consider alternate sites that do not qualify for the Grant, the listing of New Hartford sites as "reasonable alternatives" should be construed as both a waiver of future arguments that the legislation requires the proposed project to be within Utica, and as an admission that the identified sites in New Hartford are located "within the largest population center" of Oneida County.

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C. The New Hartford Shopping Center must be rejected as a "reasonable alternative" to be considered in the EIS because: 1. It was not one of the several sites considered in Applicant's secret siting study and presumably does not meet the Applicant's criteria.

2. Applicant neither owns nor has a purchase option on the site (see 6 NYCRR 617.9(b)(5)(v) ('g')).

3. The proposed use is inconsistent with the Village of New Hartford's zoning ordinance.

4. Conversion to tax-exempt status would likely create unacceptable and destabilizing financial consequences to the Village.

5. Forcing the existing businesses to move will likely result in permanent closures, unacceptable job losses, potential blight elsewhere in the Village, and sprawl.

D. The Utica Psychiatric Center is appropriately considered as a reasonable alternate site because it is located within the County's "largest population center," was included in Applicant's secret siting study, and, thus, presumably meets the Applicant's base criteria. This site needs to be weighed against the proposed Downtown and St. Luke's sites as to environmental impacts (both those identified above and, perhaps, others) and a determination made as to which site minimizes adverse impacts to the maximum extent. In discussing this site, the EIS needs to elaborate on or note the following:

1. Applicant lacks ownership or a purchase option to the site (see 6 NYCRR 617.9(b)(5)(v) ('g')).

2. The proposed use of the site would be consistent with zoning, applicable local plans, the street grid, and prior site history (involving hundreds of patients and staff on site at any particular time). There would be no adverse change to community character. Bringing back a healthcare related use to the site could

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reverse the neighborhood decline that followed abandonment of Psych Center buildings.

3. Operational impacts to the environment could be expected to

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be similar to those of the past but without an actual study and comparison of what needs to be constructed to what is now there, their significance is unclear.

4. Construction impacts to the environment and sensitive receptors off site could be buffered by both the larger site (several times the size of the Downtown site), and by less intense land uses in the surrounding neighborhood than what is Downtown. Fewer buildings to raze on this site also suggest fewer impacts than at the proposed Downtown site.

5. This site presents fewer opportunities to minimize impacts through the reuse of ancillary facilities than is possible on the St. Luke's Campus.

6. The larger campus suggests that the need for a parking garage could be replaced with surface parking.

7. Since the land is already tax-exempt institutional and existing uses would not have to be dislocated, all the adverse economic, social, business, jobs, smart growth, sprawl, environmental justice and tax consequences associated with the Downtown site would be avoided.

E. The St. Luke's Hospital Campus is appropriately considered as a reasonable alternate site because it is located not only within, but at the virtual center of the County's "largest population center" making its location convenient to the entire region that will be served by the new facility. As Applicant's acknowledged "back-

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up" to the Downtown site (Applicant was not required to choose a back-up), the Applicant cannot now credibly deny that the St. Luke's Campus will meet ALL its needs. This site needs to be weighed against the proposed Downtown and Psych Center sites as to environmental impacts and a determination made as to which site minimizes adverse impacts to the maximum extent. In discussing this site, the EIS needs to elaborate on or note the following:

1. The St. Luke's Campus is the ONLY site under consideration for the proposed project that the Applicant actually owns or controls(see 6 NYCRR 617.9(b)(5)(v)('g')).

2. Per the following Table (taken from the NYS Department of Health's Needs Analysis) if the new facility were to be constructed on the St. Luke's Campus, it would result in a negligible increase of THREE BEDS.

This suggests that the variety and intensity of operational environmental impacts of locating the new facility on the St. Luke's Campus should be virtually identical to those associated with the facility that is there now, i.e., NO new or increased impacts to the environment should be expected at the St. Luke's site. This includes impacts to surface water, groundwater, flooding, air, aesthetic resources, transportation, utilities, energy, noise, odor, human health, and solid waste management.

3. Locating the new hospital facility on the St. Luke's Campus (which is more than double the size of the proposed Downtown MVHS IHC) will minimize the environmental impacts associated with construction because (a) the need to bulldoze an entire neighborhood that is likely to contain asbestos and other contaminants from prior uses is eliminated;(b) the proposed project can and should be scaled back to be essentially a replacement of the existing hospital tower, eliminating the need to duplicate existing ancillary, non-healthcare related

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facilities that can be re-used, such as the recently constructed medical office building, new cafeteria, new co-generation plant, helipad, and parking lots; (c) the excessive parking proposed for Downtown can be eliminated;(d) the larger site and less intense land uses in the surrounding neighborhood with much space between nearby buildings and the site will buffer impacts to off-site receptors.

4. New areas of environmental concern would be sensitive receptors on site, and a small federal wetland on site. The sensitive receptors can be dealt with as they were in the past given that the existing hospital tower has undergone several major additions over the years of its existence without interruption in service. The emergent wetland is of minimal environmental significance, has been previously encroached upon by the Applicant for a roadway and parking lot without regulatory problem, could be easily replaced or moved to a more convenient location, or be avoided altogether given the large size of the site.

5. The St. Luke's site is far enough away from the Bakken Crude

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transport route to eliminate all possibility of having to evacuate the facility in the event of a rail accident.

6. The proposed project at the St. Luke's Campus would be fully consistent with Town of New Hartford zoning, plans, and involve no change to community character.

7. Since the St. Luke's Campus is already tax-exempt, institutional, and existing uses would not have to be dislocated, the adverse economic, social, business, jobs, smart growth, sprawl, environmental justice and tax consequences associated with moving services to the Downtown site would be avoided.

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8. Placing the new hospital tower on the St. Luke's Campus (a) eliminates the need for the Applicant to establish and maintain an additional medical campus, (b) advances the Grant's purpose to "consolidate multiple licensed health care facilities into an integrated system of care," (c) will maintain the proximity of hospital treatment to the providers in the region's de facto medical district consistent with good patient care.

Section 1.10 Elements of the DEIS

A. The Draft Table of Contents for the Draft EIS will have to be revised to reflect the concerns detailed above.

B. Appendices must include the complete Site Selection Study and an Evacuation Plan.

Section 1.11 Irrelevant or Non-Significant Issues or Impacts

Impacts on Flooding must be eliminated from this list for the reasons detailed above under Section 1.4 C.

Thank you for your attention to these matters.

Very truly yours,
Frank Montecalvo
Via Certified Mail and E-Mail bthomas@cityofutica.com

COPY LIST:

Stephen N. Keblish, Jr., Better Utica Downtown snkjr81@gmail.com

Brett Truett & Jim Brock, No Hospital Downtown btruett@softnoze.com, Brock_Jim@nlgroupmail.com

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Karen Corrigan-Rider & Shawn Corrigan, Wilcor International karen@wilcor.net, shawn@wilcor.net

Michael Bosak & Michael Lehman, Landmarks Society of Greater Utica michael_bosak@hotmail.com, mjlehman1@gmail.com

John Byrne, Reclaim New York jbyrne@reclaimnewyork.org

Catherine Lawrence, New Hartford Concerned Citizens for Honest and Open Government concerned@nhconcernedcitizens.com

Hon. Michael Galime, President, Utica Common Council mgalime@cityofutica.com

Hon. Paul Miscione, Supervisor, Town of New Hartford pmiscione@townofnewhartfordny.gov

Hon. Donald Ryan, Mayor, Village of New Hartford villagenh@villageofnewhartford.com

Ms. Judy Drabicki, Director, Region 6 NYS Department of Environmental Conservation 207 Genesee St. Utica, NY 13501

Mr. Udo Ammon, Director, Healthcare Facility Planning, Licensure and Finance Bureau of Architectural & Engineering Facility Planning New York State Department of Health Corning Tower, 18th Floor, Empire State Plaza Albany, NY 12237

Mr. Robert S. Derico, RA, Senior Environmental Manager Office of Environmental Affairs Dormitory Authority of the State of New York 515 Broadway Albany, NY 12207

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: Hospital Scoping Response
Date:	Tuesday, June 19, 2018 8:49:36 AM
Attachments:	20180618145653356.pdf

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Romano, Michael [mailto:mromano@ocgov.net]
Sent: Monday, June 18, 2018 3:22 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Genovese, James <jgenovese@ocgov.net>
Subject: Hospital Scoping Response

Good afternoon Mr. Thomas,

Please find the attached which includes my remarks on the proposed MVHS hospital project. A hardcopy will is being mailed.

Best regards,
Michael Romano

Michael J. Romano, MA|Director
Oneida County Office for the Aging/Continuing Care
120 Airline Street
Oriskany, New York 13424
P:(315)768-3641
F:(315)768-3658
Email: mromano@ocgov.net

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Oneida County
Office for the Aging & Continuing Care

Anthony J. Picente, Jr.
County Executive

Michael J. Romano
Director

[illegible] Phone [illegible] Fax [illegible] [illegible]

Memorandum

To:	Brian Thomas, The Commissioner of Urban & Economic Development
From:	Michael J. Romano, Director
Date:	June 18, 2018
Re:	Hospital Scoping Document Response

Please find the attached my Hospital Scoping Documents Response.

I am available should you have any questions or concerns.

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Mohawk Valley Health Systems
Hospital Scoping Document Response
Michael J. Romano, Director
Oneida County Office for the Aging/Continuing Care
June 7, 2018 - 5:00 p.m.
New York State Office Building
207 Genesee Street
Utica, New York

Thank you for the opportunity to speak about the proposed downtown hospital project on behalf of the needs of our regions older residents and those with special needs. I am Michael Romano, Director of Oneida County's Office for the Aging and Continuing Care. I would like to commend the leaders of the Mohawk Valley Health Systems who have the vision and foresight to create a design that intends to consolidate existing resources while eliminating duplication of services with the goal of expanding the breadth and scope of medical services.

I believe that a system designed to incorporate the latest technology to improve access and availability, along with a plan to attract specialists, is of the upmost importance to better serve our communities increasing older population. Those known to be at greatest risk for acquiring multiple chronic and acute illnesses require and deserve the most skilled medical care available.

Since we know our area already has a high percentage of older persons as cited by our County demographics with include close to 52,000 persons over the age of (60) countywide, which include over 48,000 living in the cities of Utica and Rome. Demographic projections indicate this population will increase significantly by 2050. If you consider this idea from a regional perspective, the older population age 60 and older (the age group that tends to be the highest utilizers of acute and primary care) are projected to increase by nearly 30,000 by 2040, or from 124,723 to 152,550 over our five county region (Fulton, Montgomery, Otsego, Schoharie, Herkimer, and Oneida Counties).

While planning to accommodate for elders in need of emergency department care, acute care and discharges and in to rehabilitation and community care, I urge the planners to not only consider the demographic projections but to consider the national hospitalization rates of older persons. National data indicates that while hospitalization rates of those age 85 and older are significantly higher than those between the ages of 55-85, they are generally up to five times higher than those under the age of 55 (CDC 2015).

Statewide demographics also project those, age 85 and older, will increase by 25% between 2000 to 2025 (NYSOFA). Due to this trend, it is important to approach this with increased focus on the needs of the older population when creating staffing patterns, attracting specialists, planning the overall internal environment, functionality and accessibility designs throughout your new facility.

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Our medical community collectively works together to create and implement interventions to improve health indicators for adults of all ages, improve transitions between all levels of care and reduce unnecessary emergency room visits and hospital re-admissions. However, Medicare data still tells us that health events such as congestive heart failure, pneumonia, infections, stroke and fractures are the most common causes for hospital admission of the older population aged 65 and older. With this in mind, and also with the demographic projections we know to be true, your plans to expand and improve this region's health care delivery is the solution needed to continue to move our community forward, increase the availability for persons of all ages and to serve families now and the years ahead.

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: Comments from SEQR public hearing June 7
Date:	Tuesday, June 19, 2018 11:36:19 AM
Attachments:	City of Utica SEQR comments June 2018 signed.pdf

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Bogan, Patrice [mailto:pbogan@ocgov.net]
Sent: Tuesday, June 19, 2018 10:24 AM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Ellis, Phyllis D. <pellis@ocgov.net>; Gilmore, Daniel <dgilmore@ocgov.net>; Genovese, James <jgenovese@ocgov.net>
Subject: Comments from SEQR public hearing June 7

Mr. Thomas,
Please find the attached letter which provides the public comments made by myself and Daniel Gilmore, Environmental Health Director.

Thank you,

Patrice

Patrice A. Bogan, MS, FNP-C
Deputy Public Health Director
Oneida County Health Department
Adirondack Bank Building 5TH FL
185 Genesee Street
Utica, NY 13501
pbogan@ocgov.net
Ph-315-798-5772

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ONEIDA COUNTY HEALTH DEPARTMENT

ANTHONY J. PICENTI, JR.
Oneida County Executive

PAMELA D. LITTLE, MD, MPH, FACPM
Director of Health

ADMINISTRATION

June 8, 2018

Brian Thomas
Commissioner of Urban and Economic Development
City Hall
1 Kennedy Plaza
Utica, NY 13502

Dear Mr. Thomas:

Please find the following comments made by myself and Dr. Daria Gilmore, Director of Health Equity, at the SEQR public hearing held at the State Office building on Thursday, June 7, 2018. Our comments were in support of the downtown MVHS new hospital location.

Daria Gilmore:

I support the downtown location for the new MVHS campus. The proposed downtown location for the new hospital has several positive aspects from an environmental perspective. First, old, dilapidated poorly maintained buildings, some of which were old gas stations, will be removed. Second, the removal of the above structures in the area occupied by the new campus will facilitate water system repairs, clean up environmental hazards, and upgrades. Third, new construction will bring with it green space considerations which further emphasizes that we will be responsible for the creation of downtown Utica.

Pamela Bogen:

With the new Oneida location comes the opportunity to renew and strengthen relationships with the Oneida community. The current public health and hospital Community Health Assessment identifies that the City of Utica has higher than average rates of obesity, chronic disease, childhood poisoning and addiction, to name a few. The move to the downtown location is destined not to be a opportunity for the new hospital to enhance current strategies within the City of Utica community, where it will live and where it will serve.

Many factors that contribute to health are outside of the health care system. The social determinants of health has the potential to address historical and unfair disparities and socio-economic status that influence health status. The NYS Prevention Agenda recognizes the critical role of health care providers in health improvement with emphasis on actions at the community and environmental level to achieve Prevention Agenda objectives with a goal of improved health status of New Yorkers. Within the healthcare setting, strategies that increase access to care and assist with engagement with those getting care will support the goal of improved health and reduction of disparities through increased community connection. This distinction will prevent growth and improve the healthcare system as a rapidly aging population. The downtown location will provide an easily accessible starter pool of need. The combined services from existing locations to this single point will also increase operational efficiencies, decreasing the rate of healthcare spending.

Please contact me should you have any questions.

Sincerely,

Patrice A. Bogan

Patrice A. Bogan
Deputy Director of Health

CC: James Genovese
Phyllis D. Ellis
Daniel Gilmore

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: scoring/seqr
Date: Tuesday, June 19, 2018 2:29:19 PM
Attachments: Scanned from a Xerox Multifunction Printer.pdf

Another MHVS SEQRA scoping comment (two, actually) . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

-----Original Message-----
From: Karen Corrigan-Rider [mailto:karen@wilcor.net]
Sent: Tuesday, June 19, 2018 1:53 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Mayor <Mayor@cityofutica.com>
Subject: scoring/seqr

Mr. Thomas:

I dropped the June 19 letter to your office today, and the other document here is the one Shawn and I read at the meeting June 6.

Please share these with the board (lead agency) in the process of reviewing the downtown hospital VS the Saint Luke's or other area for the hospital.

Respectfully,
Karen Corrigan
Wilcor International

[COMMENTS OF KAREN CORRIGAN-RIDER TO CITY OF UTICA PLANNING BOARD RE: DRAFT SCOPE FOR MVHS PROJECT 8/3/18]

I. Good evening my name is Karen Corrigan-Rider and I'm here tonight on behalf of The Clarks, LLC, which owns the property at 233 Lafayette Street, and Wilcox International which has its annual product show and displays at 333 Lafayette.

A. Our property and a substantial portion of our business is in the footprint, and if the project were to be approved, we and many of our employees, several of whom live in the City of Utica, would be displaced if we're to continue our business here in the Mohawk Valley.

B. We're grateful that the Board is holding this hearing on MVHS' draft scope for the Environmental Impact Statement, and we intend to submit written comments as well.

II. The draft scope by MVHS is a starting point, but it's a mere skeleton of what a proper scope for a project of this scale and magnitude should be.

A. We understand that the SEQRA process involves some give and take and from the first draft scope it's clear that MVHS expects to take, and the community to give.

B. This is their first offer and we urge the Board to come back with a more reasonable and realistic scope for a DEIS that will more fully achieve SEQRA's objective of elevating environmental considerations to equal footing with social and economic considerations.

C. Since this final scope will provide the blueprint for this entire environmental impact review, it's imperative that we get this right at the outset as we all embark on this process together.

D. It will be the Board's determination whether the final scope is adequate, so please give this document and this chart your most careful consideration – this is not a time to skimp.

III. How an applicant will finance a particular project is not typically relevant to a project's purpose and need, therefore we ask that this item not be referenced or discussed in the section on purpose and need as those two parameters need to be independently and clearly established in this record.

A. Spending money for the sake of spending money is not a legitimate purpose, and need must be based on established and objective criteria.

IV. SEQRA's broad definition of environment includes existing patterns of population concentration, distribution or growth, and existing community or neighborhood character.

A. This project would affect multiple communities and neighborhoods in Oneida County, not just downtown, and it would bring drastic changes to various neighborhoods and communities around the proposed and existing facilities.

B. We don't believe the draft scope properly addresses these existing patterns and character, or the significant impacts the project will have on our existing patterns of growth and development in our neighborhoods.

C. We urge the Board to take the necessary hard look and analyze how the project would affect the neighborhood and community where the project is proposed, including people and businesses such as ours who would be displaced, as well as those around the

existing facilities, including the associated medical service businesses who have made significant investments around the existing facilities.

D. Please don't gloss over these important subjects, please make sure that they're subject to thorough analysis and a robust discussion in the DEIS, and please make very sure that adequate mitigation is imposed for all of these impacts.

V. Similarly, SEQRA requires that all Draft Environmental Impact Statements identify and discuss all reasonably related short term and long term impacts, cumulative impacts and other associated environmental impacts.

A. Other associated environmental impacts from the Project include the secondary impacts that would result from the displacement of property owners and businesses within the footprint of the Project.

B. We understand economic impacts are not directly within the purview of SEQRA, but to the extent this project would substantially interfere with and alter our existing patterns of population, concentration distribution and growth, and significantly affect several existing neighborhoods and communities, the secondary impacts to displaced property owners and businesses must be thoroughly analyzed and mitigated.

VI. The draft scope will determine the only alternatives will be analyzed and discussed in the DEIS, and if an alternative is not in the scope it's not fair game so it's extremely important that the range of reasonable alternatives in the scope be as broad and comprehensive as the project is large in scale and scope.

A. At the very least, the final scope should include an alternative that would involve upgrading, renovating, and/or retrofitting MVHS' existing facilities to achieve its objective of improving the delivery of patient care.

1. Such an alternative is viable and could likely achieve significant advancements and efficiencies in patient care at substantially less cost than the construction of a new facility.

B. We implore the Board to make sure the range of alternatives specified in the scope is appropriately broad and reasonable, and that it omits unreasonable throwaway alternatives such as the New Hartford Shopping Center.

VII. Please do your own independent and thorough review of the draft scope, rely on your own professionals and independent consultants instead of solely on those working for MVHS, and please err on the side of inclusion instead of exclusion when it comes to finalizing the scope, because if something is not in the scope, it won't be in the DEIS, and any of our later comments on any matters not addressed in the DEIS will be completely ignored.

A. That's why this scoping document is so important, so please get it right.

VIII. Thank you for the opportunity to make these oral comments.

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June 19, 2018

City of Utica Planning Board
1 Kennedy Plaza
Utica, NY 13502

Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development

Re: Draft Scoping Document - MVHS Proposed Downtown Hospital

Dear City of Utica Planning Board:

This office represents Wilcox International, Inc. ("Wilcox") and The Claris, LLC ("Claris") in connection with the proposed MVHS Downtown Hospital (the "Project"). This correspondence follows oral comments previously provided to the Utica Planning Board on June 6, 2018 by Karen Corrigan-Rider and Shawn Corrigan concerning the Draft Scoping document for the Project and to avoid unnecessary duplication, Wilcox and Claris join in the written comments of Frank Montesano and this correspondence incorporates Mr. Montesano's written comments by reference.

As previously indicated by Ms. Corrigan Rider and Mr. Corrigan at the June 6 Scoping Meeting, the Claris property and a substantial portion of Wilcox's business is in the Project footprint, and if the project were to be approved, many of Wilcox's employees, several of whom live in the City of Utica, would be displaced if they are to continue their successful business in the Mohawk Valley.

The draft scope by MVHS is a startling proposal, but it is a mere skeleton of what a proper EIS scope for a project of this scale and magnitude should be. We understand that the SEQRA process involves some give and take, and from this first draft scope MVHS expects to take, and the community to give. This is of course the applicant's first draft, and we urge the Board to propose a more comprehensive, reasonable and realistic Scope for a Draft Environmental Impact Statement ("DEIS") that will more fully achieve SEQRA's objective of elevating environmental considerations to equal footing with social and economic considerations. Since the final Scope will provide the blueprint for the entire environmental impact review, it is imperative that the

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Planning Board reasonable and compose a proper Scope that will be sufficiently protective of the environment. It will be the Board's determination whether the final Scope is adequate, so please give this Scoping document and this effort your most careful consideration, and please do not rely entirely on the applicant's draft Scope.

We would also like to reiterate for the record that how an applicant will finance a particular project economically is not within SEQRA's purview and is not typically relevant to a project's purpose and need. Therefore we ask that the state grant not be referenced or discussed in the section on purpose and need as those two parameters need to be independently and clearly established in this record. Spending money for the sake of spending money is not a legitimate purpose, and a project's need must be based on established and objective criteria.

SEQRA's broad definition of "environment" at 6 NYCRR Section 617.2 includes existing patterns of population concentration, distribution or growth, and existing community or neighborhood characters. This Project would affect multiple communities and neighborhoods in Oneida County, not just downtown, and it would bring drastic changes to various neighborhoods and communities around the proposed *and existing* facilities. We don't believe the draft Scope properly addresses these existing patterns and character, or the significant impacts the Project would have on our existing patterns of growth and development in our neighborhoods. We urge the Board to take the necessary "hard look" demanded by SEQRA and analyze how the Project would affect the neighborhood and community where the Project is proposed, including people and businesses such as Wilcor who would be displaced, as well as those around the existing facilities, including the associated medical service businesses who have made significant investments around the existing facilities. Please don't gloss over these important subjects, please make sure that they're subject to thorough analysis and a robust discussion in the DEIS, and please make very sure that adequate mitigation is imposed for all of these impacts.

Similarly, SEQRA requires that all Draft Environmental Impact Statements identify and discuss all reasonably related short term and long-term impacts, cumulative impacts and other associated environmental impacts. Other associated environmental impacts from the Project include the secondary impacts that would result from the displacement of property owners and businesses within the footprint of the Project. While strictly economic impacts are not directly within the purview of SEQRA, to the extent this project would substantially interfere with and alter the city's and the county's existing patterns of population, concentration distribution and growth, and significantly affect several existing neighborhoods and communities, these secondary impacts to displaced property owners and businesses must be thoroughly analyzed and mitigated.

The draft Scope will determine the only alternatives to be analyzed and discussed in the DEIS, and if an alternative is not in the Final Scope it won't be considered at any time in the future so it's extremely important that the reasonable range of reasonable alternatives in the final Scope be as broad and comprehensive as the Project is large in scale and scope. At the very least, the final scope should include an alternative that would involve upgrading, renovating, and/or

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restructuring MVHS' existing facilities to achieve its objective of improving the delivery of patient care. Such an alternative is viable and could likely achieve significant improvements and efficiencies in patient care at substantially less cost than the construction of a new facility. We implore the Planning Board to make sure the range of alternatives specified in the final Scope is appropriately broad and reasonable, and that it omits unreasonable "throwaway" alternatives such as the New Hartford Shopping Center.

We expect the Planning Board to do its own independent and thorough review of the draft Scope, to rely on your own professionals and independent consultants instead of solely on those working for MVHS, and to err on the side of inclusion instead of exclusion when it comes to finalizing the Scope, because if something is not in the Scope, it won't be in the DEIS, and any of our later comments or any matters not addressed in the DEIS will be completely ignored. That's why this Scoping process and document is so critically important.

Please make these written comments on behalf of Wilbur and Claris part of the official SEQRA record for this Project. Thank you for the opportunity to comment.

Very truly yours,

Douglas H. Zumelis

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: Comments of Wilcor International, Inc. and The Claris, LLC to Draft Scope for Proposed MVHS Downtown Hospital
Date:	Wednesday, June 20, 2018 3:07:03 PM
Attachments:	Correspondence to CUPB re MVHS Draft Scope 6 19 18.pdf

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Douglas H. Zamelis, Esq. [mailto:dzamelis@windstream.net]
Sent: Wednesday, June 20, 2018 11:37 AM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: 'Karen Corrigan-Rider' <karen@wilcor.net>; frankmontecalvo@roadrunner.com
Subject: Comments of Wilcor International, Inc. and The Claris, LLC to Draft Scope for Proposed MVHS Downtown Hospital

Dear Mr. Thomas,

Please make the attached comments part of the Planning Board's official SEQRA record for the proposed MVHS Downtown Hospital.

Thank you for your courtesy and assistance.

Doug

Douglas H. Zamelis, Esq.
The Law Office Of Douglas H. Zamelis
7629A State Highway 80
Cooperstown, New York 13326
Tel: (315) 858-6002
Fax: (315) 858-7111

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THE LAW OFFICE OF
DOUGLAS H. ZAVELIS
PLLC

June 19, 2018

VIA EMAIL [BThomas@cityofutica.com]

City of Utica Planning Board
Attention: Mr. Brian Thomas, Commissioner, City of Utica Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502

Re: Draft Scoping Document: MVHS Proposed Downtown Hospital

Dear Chairman Mutnilli and Members of the City of Utica Planning Board:

This office represents Wilcor International, Inc. ("Wilcor") and The Claris, LLC ("Claris") in connection with the proposed MVHS Downtown Hospital (the "Project"). This correspondence follows oral comments previously provided to the Utica Planning Board on June 6, 2018 by Karen Corrigan-Rider and Sean Corrigan concerning the Draft Scoping document for the Project, and to avoid unnecessary duplication, Wilcor and Claris join in the written comments of Frank Montesalvo and this correspondence incorporates Judge Montesalvo's written comments by reference.

As previously indicated by Ms. Corrigan-Rider and Mr. Corrigan at the June 6 Scoping Meeting, the Claris property and a substantial portion of Wilcor's business is in the Project footprint, and if the project were to be approved, many of Wilcor's employees, several of whom live in the City of Utica, would be forced to alter their commute if Wilcor is to continue its successful business in the Mohawk Valley.

The draft scope by MVHS is a starting point, but it is a mere skeleton of what a proper EIS scope for a project of this scale and magnitude should be. We understand that the SEQRA process involves some give and take, and from this first draft scope MVHS expects to take, and the community to give. This is of course the applicant's first draft, and we urge the Board to propose a more comprehensive, reasonable and realistic Scope for a Draft Environmental Impact Statement ("DEIS") that will more fully achieve SEQRA's objective of elevating environmental considerations to equal footing with social and economic considerations. Since the final Scope

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• 315.858.0092 • dzavelis@windstream.net •

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will provide the blueprint for this entire environmental impact review, it is imperative that the Planning Board assemble and compose a proper Scope that will be sufficiently protective of the environment. It will be the Board's determination whether the final Scope is adequate, so please give this Scoping document and this effort your most careful consideration, and please do not rely entirely on the applicant's draft Scope.

We would also like to reiterate for the record that how an applicant will finance a particular project economically is not within SEQRA's purview and is not typically relevant to a project's purpose and need. Therefore we ask that the state grant not be referenced or discussed in the section on purpose and need as those two parameters need to be independently and clearly established in this record. Spending money for the sake of spending money is not a legitimate purpose in and of itself, and a project's need must be based on established and objective criteria.

SEQRA's broad definition of "environment" at 6 NYCRR Section 617.2 includes existing patterns of population concentration, distribution or growth, and existing community or neighborhood character. This Project would affect multiple communities and neighborhoods in Oneida County, not just downtown, and it would bring drastic changes to various neighborhoods and communities around the proposed *and existing* facilities. We don't believe the draft Scope properly addresses these existing patterns and character, or the significant impacts the Project would have on our existing patterns of growth and development in our neighborhoods. We urge the Board to take the necessary "hard look" demanded by SEQRA and analyze how the Project would affect the neighborhood and community where the Project is proposed, including people and businesses such as Wilcar who would be displaced, as well as those around the existing facilities, including the associated medical service businesses who have made significant investments around the existing facilities. Please don't gloss over these important subjects, please make sure that they're subject to thorough analysis and a robust discussion in the DEIS, and please make very sure that adequate mitigation is imposed for all of these impacts.

Similarly, SEQRA requires that all Draft Environmental Impact Statements identify and discuss all reasonably related short term and long-term impacts, cumulative impacts and other associated environmental impacts. Other associated environmental impacts from the Project include the secondary impacts that would result from the displacement of property owners and businesses within the footprint of the Project. While strictly economic impacts are not directly within the purview of SEQRA, to the extent this project would substantially interfere with and alter the city's and the county's existing patterns of population, concentration distribution and growth, and significantly affect several existing neighborhoods and communities, these secondary impacts to displaced property owners and businesses must be thoroughly analyzed and mitigated.

The draft Scope will determine the only alternatives to be analyzed and discussed in the DEIS, and if an alternative is not in the final Scope it won't be considered at any time in the future so it's extremely important that the reasonable range of reasonable alternatives in the final Scope be as broad and comprehensive as the Project is large in scale and scope. At the very least,

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the final scope should include an alternative that would involve upgrading, renovating, and/or retrofitting MVHS' existing facilities to achieve its objective of improving the delivery of patient care. Such an alternative is viable and could likely achieve significant advancements and efficiencies in patient care at substantially less cost than the construction of a new facility. We implore the Planning Board to make sure the range of alternatives specified in the final Scope is appropriately broad and reasonable, and that it omits unreasonable "throwaway" alternatives such as the New Hartford Shopping Center.

We expect the Planning Board to do its own independent and thorough review of the draft Scope, to rely on your own professionals and independent consultants instead of solely on those working for MVHS, and to err on the side of inclusion instead of exclusion when it comes to finalizing the Scope, because if something is not in the Scope, it won't be in the DEIS, and any of our later comments on any matters not addressed in the DEIS will be completely ignored. That's why this Scoping process and document is so critically important.

Please make these written comments on behalf of Wilson and Claris part of the official SEQRA record for this Project. Thank you for the opportunity to comment.

Very truly yours,

Douglas H. Zemelis

cc:
Wilcox International, Inc.
Att: Karen Corrigan-Rider
The Claris, LLC
Att: Shawn Corrigan

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: MV EDGE Letter - MVHS SEQRA Scoping Document
Date:	Tuesday, June 19, 2018 11:38:39 AM
Attachments:	MV EDGE Letter - MVHS SEQRA Scoping Process 06-19-18.pdf

Another MVHS SEQRA scoping comment . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Steven J. Dimeo [mailto:sjdimeo@mvedge.org]
Sent: Tuesday, June 19, 2018 10:05 AM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: 'Jennifer Waters' <jwaters@mvedge.org>
Subject: MV EDGE Letter - MVHS SEQRA Scoping Document

Brian

Attached is a copy of the letter from Mohawk Valley EDGE on its comments relative to the MVHS project in downtown and the scoping document that has been developed for the DEIS that will be prepared. A hard copy of the letter is being mailed.

Regards,

Steven J. DiMeo
President
Mohawk Valley EDGE
584 Phoenix Dr.
Rome, NY 13441
(315) 338-0393
(315) 796-1995 cell

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MOHAWK VALLEY EDGE

Economic Development Growth Enterprises Corporation
[illegible]

June 19, 2018

Mr. Brian Thomas
Commissioner
Department of Urban & Economic Development and
City of Utica Planning Board
One Kennedy Plaza
Utica, NY 13502

RE: Mohawk Valley Health System ("MVHS") Integrated Health Campus, State Environmental Quality Review Act ("SEQRA") Draft Scoping Document

Dear Brian:

As the region's principal economic development organization, the MVEDGE Board of Directors on June 27, 2017 voted to endorse the proposal by MVHS to locate its new Integrated Health Campus on a 25-acre site in downtown Utica. The Board's endorsement is a resolution that the proposal will vastly improve the delivery of healthcare services for area residents while simultaneously fostering the revitalization of downtown Utica and contributing to the region's economic transformation.

To date, MVHS has completed major milestones necessary for this project, which includes:

- Securing approval of the $300 million grant from the NYS Department of Health;
- Receiving approval of its Certificate of Need ("CON") application through the NYS Department of Health;
- Advancing design on the proposed 672,000 square foot modern state of the art healthcare facility with the goal of commencing construction by end of Q3 2019;
- Negotiating real estate options with affected property owners including the properties owned by the Utica Urban Renewal Agency. To date, more than 40% of the properties are under contract and MVHS is in active negotiations with several others;
- Executed a Memorandum of Agreement with the County of Oneida and City of Utica for planned development of a 1,550 vehicle parking garage under a public-private partnership that will support both MVHS parking and downtown Utica's parking needs; and
- Forged strategic partnerships with Masonic Medical Research Institute on incorporating medical laboratory space within the new MVHS integrated healthcare campus and expanding medical education opportunities in conjunction with SUNY Upstate Medical University.

All of these milestones are integral steps necessary to move forward with this historic opportunity to build a modern hospital facility that will serve the region's long-term healthcare needs and also facilitate the redevelopment of a portion of downtown Utica. The proposed downtown site is centrally located with excellent road access with the newly completed Arterial project and improvements to Oriskany Blvd that are under way.

The proposed downtown site contains a number of properties that are vacant, underutilized and this section represents an area in need of economic revitalization that will complement improvements made at the Adirondack Bank Center, the newly renovated Doubletree Hotel and refurbished Delta Hotels by Marriott. The investment in a new state of the art healthcare complex in downtown will help stimulate

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rents and misuspasing of pivotal buildings in Baggs Square, and downtown that are ripe for redevelopment but need an economic driver that will enable these properties to be redeveloped.

One of the new requirements necessary for this project is satisfying requirements under the State Environmental Quality Review Act (SEQRA). The purpose of this letter is to comment on the proposed Scoping Document that serves as the basis for the Draft Environmental Impact Statement (DEIS) for the Integrated Health Campus project that is being proposed by MVHS and will address specified environmental impacts identified.

Either directly, or in its capacity as providing staff support to other economic development organizations, LDGE has been involved in several ongoing major master plan developments. This includes the redevelopment of the former Griffiss Air Force Base into what is now Griffiss Business and Technology Park in the City of Rome, and the planned development of the advanced electronics site, commonly referred to as Marcy Nanocenter that is being proposed on a 454-acre site at SUNY Polytechnic Institute's campus in Marcy.

In both of these projects, a scoping document was prepared to identify and assess potential environmental impacts with the planned redevelopment of a 3,500-acre former Air Force installation that was slated for malignment as a result of the base closure process; and a 454-acre site that is a strategic statewide asset being positioned to expand New York's advanced electronics ecosystem. The final scoping documents for those strategic sites then framed the preparation of a DEIS and was publicly available for review and comment to the public, interested parties and involved agencies before findings could be made on the proposed project.

The proposed scoping document developed for the MVHS project is comprehensive and provides for a thorough and rigorous review of potential environmental impacts that will be addressed in the DEIS. Many of the potential impacts identified have been vetted through the extensive outreach that MVHS has conducted on this project, including questions on alternative site options that were considered for the new hospital.

We believe that the proposed scoping document will provide a basis for evaluating all key environmental impacts for this priority project and will address many of the questions raised relative to this regional project and the proposed downtown location. We look forward to reviewing the final draft DEIS once it is prepared.

Sincerely,

Steven L. D'Mea
President

CC: Scott Perra, CEO MVHS
Anthony Picente, Oneida County Executive
Robert Palmieri, Mayor, City of Utica
Mohawk Valley LDGE Board of Directors

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW:
Date:	Tuesday, June 19, 2018 4:28:51 PM
Attachments:	draft comments.docx

Another MVHS SEQRA scoping comment . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Davis, Dennis [mailto:DDavis@ocgov.net]
Sent: Tuesday, June 19, 2018 4:08 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Genovese, James <jgenovese@ocgov.net>
Subject:

Commissioner Thomas,
I have attached my comments in regard to the environmental impact scoping. I briefly paraphrased these comments at the public hearing.
Dennis S. Davis
Commissioner
Department of Public Works
Oneida County

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My name is Dennis Davis, I am the commissioner of the Department of Public Works for the County of Oneida. My comments will be brief in regards to environmental impacts and I am in support of this project. I have been involved in many heavy construction projects in the 38 + years that I have worked in this department.

Construction projects of this scope can have many environmental concerns especially in regards to storm water management. They also provide an opportunity to make dramatic improvements to current conditions resulting in long-term benefits that otherwise would be difficult to attain.

Separation of storm water and sanitary discharge will be a continued focus for this community for years to come. Storm water management has many new technics and devices that will be available for consideration in the design for this project and should provide for potential improvements.

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Comments to add to Public Scoping for proposed downtown hospital
Date: Wednesday, June 20, 2018 5:14:58 PM

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

-----Original Message-----
From: Donna Beckett [mailto:beckhop69@yahoo.com]
Sent: Wednesday, June 20, 2018 4:46 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Comments to add to Public Scoping for proposed downtown hospital

Attn: Mr Colon --- Mr Priore --- Mr Caruso --- Mr Mitchell --- Mr Matrulli --- Mr Thomas

Please place the following into Public Comments --- SEQRA --My name is Donna Beckett -- I spoke at the Public Session held at NYS Office Bldg on Thurs June 7, 2018. I want to be sure you read the following -- in addition to my recorded comments that evening. 1) the Paid Employee Department Heads of Oneida Co were there and did not provide any documentations to their points, it was all opinion of their job positions that they hold. They are employed by Anthony Picente. 2) John Swann is the paid employee spokesperson for Newmvhospital--downtown ---and again required to promote a downtown site by his employer - the Community Foundation. The man from Genesis (paid or not) same....and again both only speaking 'support' and no verification of why. Regardless of being private citizens, their personal & employment agenda should not be much considered.....you all know the audience, after a few DH took turns speaking, gave a quiet chuckle or sigh.....they knew why those 'appeared'. 2) Bob Heins -architect -spoke against the DT site and he speaks with a great deal of experience, review of this plan, and involvement with the politicians and hospital. As a matter of fact (you can contact verify and call him for his first person account) he was, in the early days of this proposal, for DT site, on the yes side...……he's now opposed…….he no longer is for it. He is the architect who worked with Bank of Utica and their recent tower. He stated he was one of the original members, many years ago, on the NYS committee to design the SEQRA regulation/requirement document and process....pay close attention to his verbal speaking points made that night. 3) I expect (and remembering Mr Colon's surprised?alarmed? facial expression) when you will do the 'work load of researching', as stated by Mr Keblish, this huge responsibility task it requires AND NOT RELY AT ALL on political operatives or 'others' who talk the good spin...……...I have looked at both sides - and heard all taxpayers, residents, local urban planners, hosp and local architects, medical staff of drs, nurses, support staff AND let's not forget Red Zone, it is a real danger regardless of 'evacuation procedures'...(BTW --I'm the person who brought the question up 'do you know --to Robert Scholefield at West Utica Neighborhood Meeting April 2017 as a result of speaking to a local volunteer firefighter who is employed by one of those affected business in Columbia/Lafayette) and Scholefield had just found out, a month before, of that concern from ----of all people (not Utica/County/planners/hosp engineers/architects at 18mos into plans) but the young adult child (a hospital employee) of that firefighter who told me during my (remember?) survey time in the NEIGHBORHOOD...…there is a less costly (money, livelihood, history, street grid, taxes taxes taxes) ALTERNATE site -- St Luke's Campus with incinerator (oh, DT hospital will truck red bag waste thru streets to incinerator at St. Lukes----hope they don't bump into ambulance carrying Nursing Home resident from St Lukes Home to/from DT hospital- - Nursing Home

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must remain at St Lukes Check with New York State Dept of Health and CON and Dormitory Auth the Gov Office as to private taxpaying residents have written complaining of proposed DT site.

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: Comments for the Planning Board Consideration
Date:	Wednesday, June 20, 2018 3:00:35 PM
Attachments:	SEQRA response, Planning Board, signed.pdf

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Michael Bosak [mailto:michael_bosak@hotmail.com]
Sent: Wednesday, June 20, 2018 2:45 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Comments for the Planning Board Consideration

re: Draft Scoping Document, MVHS Proposed Downtown Hospital

Please include with the comments for this item, thank you.

Michael Bosak

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Michael J. Bosak
18 Avery Place
Utica, NY 13502
315.264.1090 (cell)
michael_bosak@hotmail.com

June 20, 2018

City of Utica Planning Board
1 Kennedy Plaza
Utica, NY 13502
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development

Ref: Draft Scoping Document: MVHS Proposed Downtown Hospital

Dear Members of the Utica Planning Board:

The following items must be considered and addressed as part of the SEQRA process in the Draft Scoping Document for the MVHS Proposed Downtown Hospital:

Section 1.4 -- Potentially Significant Adverse Environmental Impacts:

- **Ability to complete the project.** The speculative nature of the cost estimates for this project are woefully inadequate given the rapidly rising prices of materials (such as steel and aluminum) and the ultimate cost to act.
- **The new, City of Utica-initiated Historic District.** There are at least two significant buildings (301 and 401 Columbia Street) that are proposed to be demolished that are located within the new Utica Historic District that has been approved by the NY State Historic Preservation Office (NYSHPO).
- **Numerous buildings that are eligible for inclusion on the State and National Registers of Historic Places that will be lost if the project proceeds as planned.** There are at least four significant properties that are eligible for inclusion on the State/National Registers of Historic Places that would be demolished if this project proceeds as planned.
- **Complete and total disregard for the City of Utica Master Plan.** The adopted Utica Master Plan calls for low-rise, mixed use development that incorporates existing structures.
- **Complete and total disregard for the City of Utica Erie Canal Gateway District.** The adopted Utica Gateway District Plan calls for low-rise, mixed use development that incorporates existing structures.

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- **The need to release the Site Selection Study:** To underscore the non-transparent and flawed nature of this entire process, the often referred-to Site Selection Study has not been released for public scrutiny.
- **The proposed hospital will be located within the ½ mile evacuation zone of the CSX railroad mainline:** The US Department of Transportation maintains a critical evacuation zone one half mile on either side of mainline railroad tracks where trains transporting Bakken oil and/or other hazardous chemicals routinely travel. The proposed hospital footprint is squarely within this potential evacuation zone.

The impact on the neighborhood, including, but not limited to, the existing, tax-paying businesses, will be devastating.

The impact on the taxpayers of both the City of Utica and of Oneida County, will be devastating.

The nature of healthcare in general is changing rapidly and dramatically; what is considered 'state of the art' by today's standard will likely be obsolete by the time that this facility is finally constructed. Furthermore, the perpetuation of many new, stand-alone outpatient clinics in the area tend to preclude the need for a more traditional-style hospital.

No plan has been put forward as to the ultimate fate of the remaining campuses (St. Luke's, Faxton, and St. Elizabeth's).

In conclusion, the proposal to place a new hospital in downtown Utica has far more environmental impacts than benefits when considering the alternative of the existing St. Luke's campus.

Thank you for your attention to this matter.

MICHAEL J. BOSAK

ARCHITECT/URBAN PLANNER

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Utica Planning Board – SCOPING Process - June 20, 2018
Date: Wednesday, June 20, 2018 5:16:33 PM
Attachments: utica planningboard.doc
710 pageemail.pdf

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: citationgraphics@aol.com [mailto:citationgraphics@aol.com]
Sent: Wednesday, June 20, 2018 4:50 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: news@uticaod.com; Perritano@aol.com; fperrita@uticaod.com; Dudajek@aol.com; ddudajek@uticaod.com; Johns@aol.com; rjohns@uticaod.com; news@wibx950.com; jeff.monaski@townsquaremedia.com; jeff@wibx950.com; billkeeler1@me.com; jimr@wibx950.com; WIBX@aol.com; Andrew.Derminio@townsquaremedia.com; gliberatore@wktv.com; newslink2@wktv.com; DShipman@wktv.com; smcmurray@wktv.com; Talk@wutqfm.com; Aiello@aol.com; Jason@rosergroup.com; Aiello@aol.com; Jason@wutqfm.com; news@wutr.tv; frankvescera@gmail.com; Brian Thomas <bthomas@cityofutica.com>; Citationgraphics@aol.com; btruett@softnoze.com
Subject: Utica Planning Board – SCOPING Process - June 20, 2018

Citation Services
Joseph Cerini
418-430 Lafayette St
Utica, NY 13502
telephone 315-797-2319
Citationgraphics@aol.com

mail PO Box 4205
Utica, NY 13504

June,20, 2018

Utica Planning Board – SCOPING Process - June 20, 2018
bthomas@cityofutica.com

City of Utica Planning Board
1 Kennedy Plaza

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Utica, NY, 13502

Attention: Mr. Brian Thomas, Commissioner

City of Utica, Department of Urban & Economic Development

Ref: Draft Scoping Document, MVHS Proposed Downtown Hospital

Dear City of Utica Planning Board:

This letter is in response to the Utica Planning Board's request for public comment.

I see the entire decision for downtown was made before any consideration of environmental impact called for public input in the legislation. I'd like to enter all 710 pages of emails into today's records (incorporation by reference) that clearly show that public input was not sought. The downtown site was a predetermined decision by Anthony Brindisi, Anthony Picenti, Larry Gilroy and Steve DiMeo pushed on MVHS.

In 2015 downtown references such as "guide siting(citing) decision in favor of downtown", "push for downtown", "downtown site preferable", "preference of downtown site", "downtown site has political support", " case for a downtown site", "hope they are seriously considering downtown as their primary location" all before called for public input circumvented the proper process. The "legislation called for" public meetings also failed to include advertised public meetings in Madison and Herkimer counties.

Thank You

Joseph Cerini

710 PAGE FOILED EMAIL ATTACHMENT

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mail PO Box 4205
Utica, NY 13504

June,20, 2018

Utica Planning Board – SCOPING Process - June 20, 2018

bthomas@cityofutica.com

City of Utica Planning Board
1 Kennedy Plaza
Utica, NY, 13502
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development

Ref: Draft Scoping Document, MVHS Proposed Downtown Hospital

Dear City of Utica Planning Board:

This letter is in response to the Utica Planning Board's request for public comment.

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In 2015 downtown references such as "guide siting(citing) decision in favor of downtown", "push for downtown", "downtown site preferable", "preference of downtown site", "downtown site has political support", " case for a downtown site", "hope they are seriously considering downtown as their primary location" all before called for public input circumvented the proper process. The "legislation called for" public meetings also failed to include advertised public meetings in Madison and Herkimer counties.

Thank You

Joseph Cerini
710 PAGE FOILED EMAIL ATTACHMENT

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Scoping Document Public Comment
Date: Wednesday, June 20, 2018 3:03:35 PM
Attachments: PicentePublicWrittenCommentScoping6.20.18.docx

Another MVHS SEQRA scoping comment . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Genovese, James [mailto:jgenovese@ocgov.net]
Sent: Wednesday, June 20, 2018 2:47 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Scoping Document Public Comment

Brian,

Attached are the public comments from County Executive Picente to be included in the scoping public hearing comment period.

Thank you,

James Genovese
Oneida County Executive's Office
315-798-5800

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ONEIDA COUNTY
OFFICE OF THE COUNTY EXECUTIVE

ANTHONY J. PICENTE, JR.
County Executive
[illegible]

I am Oneida County Executive Anthony J. Picente Jr. and these are my written comments related to the June 7, 2018 public scoping hearing pursuant to the New York State Environmental Quality Review Act with respect to the Integrated Health Campus Project proposed by Mohawk Valley Health System. The submission of these comments was required by June 20, 2018.

A new integrated health campus in downtown Utica is a key component to the future of this region. It means state-of-the-art healthcare for the next generation of patients, as well as a state-of-the-art facility to assist in the recruitment of the next generation of doctors. This project has already shown the ways in which our medical community will be improved by this project.

MVHS will be strengthened financially and medically by combining its two outdated 100-year-old facilities and enabling it to provide better healthcare to our community and the region going forward. This project has also resulted in a unique partnership between MVHS and the Masonic Research Lab which will position this new facility as a leader in medical research. Many more opportunities will also be made possible through this crucial endeavor.

I strongly support this project because, first and foremost, it is essential to the future of the health of this community. I also, however, support this project because of the location. Long has the proposed area been blighted, abandoned and in disrepair. Not in my lifetime has that area seen a half a billion dollars in development. In fact, no area in this entire city, county or region has ever seen that type of investment into a single project in a single area.

In one fell swoop a neighborhood ignored for over 50 years will become the focal point of the new Utica. With a new hospital campus comes 3,500 plus employees over three shifts. With a new campus comes new streets, landscapes, walking paths, light and connectivity to the adjacent areas. Upon completion, one of the bleakest areas of Utica will become a brand new beacon of light and energy.

There are currently businesses and non-profits within the proposed district, but the largest land owner is the City of Utica because so many of the buildings are abandoned. In many cases they have been so for decades. I have no reason to believe that the handful of active businesses and non-profits located there cannot stay in either the City of Utica or the County of Oneida. They are an important part of this community and we should help to keep them here.

The scoping document is an essential piece to the SEQRA review and I'm pleased to see it is professional, thorough and addresses the SEQRA cookbook from beginning to end. This scoping document is about the location of this facility. Through this process, questions about the impact on transportation, flooding, emergency management, historic resources, noise, human health and many others will be addressed fully. County government stands ready to assist with our expertise in any way possible.

This is a once-in-a lifetime opportunity to rebuild this city, and while there are always challenges to a project of this importance and magnitude, together as a community we can overcome them.

Thank you for your time.

Anthony J. Picente Jr.

800 Park Avenue • Utica, New York 13501 • Phone: (315) 798-6800 • Fax: (315) 798-2300 • Website: [illegible]

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: City of Utica Planning Board's Draft Scoping Document Comments
Date:	Thursday, June 21, 2018 8:28:36 AM
Attachments:	City of Utica Scoping Document DASNY Comments for MVHS New Hospital to B Thomas.docx

Another MVHS SEQRA scoping comment . . . . presumably the last.

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Derico, Robert [mailto:RDerico@dasny.org]
Sent: Wednesday, June 20, 2018 5:55 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Richards, Sara <SRichard@dasny.org>
Subject: City of Utica Planning Board's Draft Scoping Document Comments

Mr. Thomas:
Attached is DASNY's response letter to the City of Utica Planning Board's Draft Scoping Document for your files.
DASNY's letter indicates where focused analysis would be beneficial to the project and community.
Please let me know if you have any questions on the attached.
Thank you,
Bob Derico

Robert S. Derico, RA
Senior Environmental Manager | Office of Environmental Affairs

DASNY | We Finance, Build and Deliver.
515 Broadway, Albany, NY, 12207

(518) 257-3214 | (518) 257-3100 (fax) | Rderico@dasny.org
www.dasny.org

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ANDREW M. CUOMO
Governor

ALFONSO L. CARNEY, JR.
Chair

GERRARD P. BUSHELL, Ph.D
President & CEO

June 19, 2018

City of Utica Planning Board
Attention: Mr. Brian Thomas, A.I.C.P., Commissioner
City of Utica, Department of Urban and Economic Development
1 Kennedy Plaza
Utica, New York 13502

Via First Class Mail and Electronic Mail

Re: The City of Utica Planning Board's *State Environmental Quality Review* Scoping Session Comment Letter for Mohawk Valley Health System's *Construction of the Integrated Health Campus*, City of Utica, Oneida County, New York

Dear Mr. Thomas:

DASNY ("Dormitory Authority State of New York") is in receipt of the City of Utica Planning Board's ("UPB's") Positive Declaration and Notice of Intent to prepare a *Draft Environmental Impact Statement ("DEIS")* as well as the *Draft Scoping Document*. DASNY thanks the UPB, as lead agency, for holding the Scoping Session related to the proposed Mohawk Valley Health System's ("MVHS") *Construction of the Integrated Health Campus ("IHC")*. DASNY encourages public input whenever possible in the State Environmental Quality Review ("SEQR") process and exercise the Scoping Session option for all our projects requiring an *Environmental Impact Statements ("EIS").* DASNY, in conjunction with the New York State Department of Health's ("NYSDOH's") Statewide Health Care Facility Transformation Program ("SHCFTP"), would be funding the construction of the proposed IHC.

DASNY's review of the *Draft Scoping Document* comprehensive listing of *Potentially Significant Adverse Environmental Impacts* illustrates the magnitude of the project. Analysis of the various environmental topics reveal some areas where focused efforts would be beneficial to the project and community. DASNY would stress the need for complete Environmental Site Assessments on all properties included within the project limits of the proposed IHC. The historic uses within this former industrial section of the city may have included substances now known to be health hazards, potentially leaving behind toxic residue.

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While the *Potentially Significant Adverse Environmental Impacts* table notes the need for a *"Traffic Impact Study with study limits coordinated with NYSDOT and the City of Utica",* the demapping and closure of a portion of Lafayette Street from Broadway west to State Street, additional study may be required as it relates to the existing below-streetbed infrastructure, and how existing municipal systems remain functional during construction. Additionally, any existing easements in place for private utilities would need to be examined.

The Proposed Project description notes that Faxton St. Luke's Healthcare ("FSLH") and the St. Elizabeth Medical Center ("SEMC") would be consolidated and relocated to form the proposed MVHC IHC. DASNY would note that the proposed environmental review should include an analysis of the future reuse(s) of the FSLH and SEMC campuses, to the extent that they are known, once consolidation of these facilities is accomplished. Additionally, clarification of all currently existing hospital-related functions to remain operational at the FSLH and SEMC facilities after consolidation should be described.

DASNY would also recommend that a complete description of the existing services at the FSHL and SEMC campuses and related environmental impacts should be discussed in the *DEIS'* Project Overview and Existing Conditions section. This would provide a more fulsome description of the current and anticipated environmental impacts in order to establish the appropriate baseline for measuring the potential environmental impacts of the Proposed Project. Additionally, any forseeable future expansions, such as the potential future medical office building, should be addressed in the *DEIS*. If the potential environmental impacts cannot be addressed at this time, please provide the reasoning and if future environmental reviews will be undertaken as the future projects evolve.

DASNY would also like to encourage UPB to undertake a robust analysis of Environmental Justice within the study area of the IHC development site. The analysis should document any potential positive or negative socioeconomic impact due to changes in area income levels or other demographic characteristics.

The Proposed Project should also be vetted for compatibility with any existing City of Utica or Oneida County comprehensive plans. These documents may help conceptualize the development of the IHC and further the revitalization of this area of the City of Utica.

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Lastly, the Revised *Environmental Assessment Form – Parts 1, 2, and 3 ("EAF – Parts 1, 2, and 3")*, dated April 4, 2018, lists DASNY as a "Potential Property Condemnation/Eminent Domain" agency. DASNY does not have a role as a condemnor for the taking of property related to the Proposed Project. DASNY's role remains as a joint administrator, along with New York State Department of Health ("NYSDOH"), for the financing of the Proposed Project through grant funding, and that of a potential private bond issuer on behalf of MVHS.

Thank you again for the ability to comment as an involved agency funding the Proposed Project. All additional project related correspondence or documentation should continue to be submitted to me at: ***Mr. Robert S. Derico, R.A., Senior Environmental Manager, Office of Environmental Affairs, Dormitory Authority State of New York, 515 Broadway, Albany, New York 12207-2964*** or via electronic mail at ***rderico@dasny.org*.**

Respectfully,



Robert S. Derico, R.A.
Senior Environmental Manager

cc: Michael E. Cusack, Esq. (DASNY)
Sara P. Richards, Esq. (DASNY)
Udo Ammon (NYSDOH)
James P. Lupoli (DASNY)
SEQR File
OPRHP File

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: SEQRA scoping input MVHS Proposal
Date: Wednesday, June 20, 2018 5:07:39 PM
Attachments: MVHSScopingResponseMichaelGalime6202018.pdf

Another MVHS SEQRA scoping comment . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Michael P. Galime
Sent: Wednesday, June 20, 2018 3:30 PM
To: Brian Thomas <bthomas@cityofutica.com>; Fred Matrulli <fmatrulli@roadrunner.com>
Subject: SEQRA scoping input MVHS Proposal

Brian, Fred, Planning Board,

Please see that this attached letter is filed, and that the planning board obtains a copy.

Regards,
Michael P. Galime
President, City of Utica Common Council
Phone: 315.792.0113
Cell: 315.525.4224
www.cityofutica.com

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Michael P. Galime, Council President -Utica
2617 Crestway Utica, NY 13501
Tel 3155254224
mgalime@cityofutica.com

JUNE 19, 2018

Brian Thomas

Fred Matrulli

CC: Utica Planning Board – Lead Agency, MVHS Scoping

1 Kennedy Plaza Utica, NY 13502

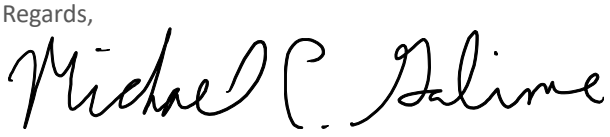
Brian, Fred, Planning Board,

Please see the attached. I have included a list of potential negative impacts that need review and/or further scoping in the pages within this document. Please let this serve as a cover letter for the SEQRA scoping input.

I also am urging the planning board to ensure that this project is treated as a private development project, that has received a government grant for partial funding, and that the project be reviewed in its entirety.

Thank you, and please see the following pages and file it public scoping response for the MVHS SEQRA.

Regards,



Michael Galime

COUNCIL PRESIDENT, CITY OF UTICA

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Potential Adverse Impacts, MVHS Hospital Proposal – input for EIS.

New Hartford & South/West Utica Vicinity

Power Plant Cogeneration Facility

What will be the impact of MVHS leaving the cogeneration power plant facility behind? Will the operator continue to run the plant, and how will this effect the power delivery and rates for Utica College?

How will this effect the overall grid for the area?

Medical Office and Outpatient Facility Locations

Many outpatient facilities and medical offices have located and/or been built within the St. Luke's facility. This includes the Omni Surgical Center, as well as many offices within the business park. Will these locations need to relocate, and if so, will this cause unplanned financial burden on the overall medical community?

Cost of Facility Reuse

The St. Luke's Campus is said to be marketable to private development, however, within the Oneida County Local Development Corporation (OCLDC) application, as of February 2018, the entire campus is not being decommissioned. Who will maintain the property to insure it is not depreciating and left to become decrepit post abandonment, or when partially abandoned.

South Utica Genesee St Vicinity

Facility Reuse

Is there a known plan to market and maintain the property at St. Elizabeth's? Allowing this facility to wain while vacant may impact the overall status of upper Genesee St. Who will maintain the property to insure it is not depreciating and left to become decrepit post abandonment, or when partially abandoned?

Medical Office and Outpatient Facility Locations

Many outpatient facilities and medical offices have located within the St. Elizabeth's area. How much of the surrounding area would be left vacant if there is a general push to move all ancillary medical business downtown?

Downtown Utica Vicinity

Unrealized Potential Cost

The current budget for the hospital proposal does not include water, sewer, gas delivery, or overall infrastructure cost. Who will be expected to pay for these additions to the project if there are overruns or unanticipated issues crop up.

Facility Placement Impact

A blanket statement has been made that there is a need to place medical care within reach of people in socio-economically stressed scenarios. The current proposal and scoping document proposes the construction of an acute care facility with surgical and emergency services. Placing a facility of this type

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in the urban core of the greater Utica area may create a situation that the care that is most needed by the population discussed as “in need” in the MVHS proposal and state legislation will not be able to receive the clinical and chronic care at the proposed facility.

It is very possible and should be studied that spending 1billion dollars rearranging the region around a single facility of this design is not addressing the actual needs of this community.

This consideration should be studies regardless of the chosen location.

Traffic and Congestion

The City of Utica is becoming more congested as the municipal center grows. There is more potential for access issues in an urban center. In 2017 Route 12 was closed due to accidents and weather events multiple times, causing Genesee St and Route 5 to become gridlocked. The potential impact of locating our proposed single emergency care facility in this situation must be considered.

Heliport

The heliport specified in the filings is not a helipad. Can a helicopter land within this proximity to buildings, on a ground level, safely? How will people be transported into the facility, considering its placement adjacent to the proposed facility.

Impact of Increased Power Grid Use

The new facility is no longer going to produce its own power. There may be an impact to overall rates and delivery. Has this been studied, and it should be included into the overall potential environmental impact.

Financial Impact to City of Utica

The financial impact to the City of Utica is not understood at this point. There are unknown and unspecified costs regarding infrastructure, facility relocations, parking garage costs, and the introduction of a large tax abatement. A long term (5 year, 10 year, and 15 year) outlook should be analyzed and considered. Above and beyond property tax, there will be a loss in property tax, and increase in services that should be studied and considered adverse due to the impact to the City.

All accountable costs, revenue loss, revenue gains, and expenses must be considered.

Financial Impact to City of Utica School District

If the downtown location is chosen, the Utica School District will be losing tax revenue funding.

Financial Impact to County

If the downtown location is chosen, the Oneida County will be losing tax revenue funding.

Financial Impact to City of Utica Library

If the downtown location is chosen, the Utica Library will be losing tax revenue funding.

Impact of loss of Central Business District

The direct cost to the City of Utica in aiding MVHS to build a downtown facility may be greater than the cost to reinvigorate the current tax paying business district through use of the same street scape and façade improvements proven to work on Genesee St and repairing a reutilizing our current parking structures for Hotel and Auditorium needs.

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The indirect cost of spending money to reduce the ability to generate tax revenue will spread the direct costs of the MVHS aid from the City and County across the remaining tax paying entities left in the City of Utica, while resulting in a permanent tax abated installation.

Future Expansion: Landlocking

The current proposal calls for a reduced size single location consolidation of our medical delivery system. This is being placed in the center of the City of Utica, landlocking the facility for all future development, while surrounded by privately owned property. This will limit future expansion and should be considered and adverse effect.

Affected Property Owners and Businesses

At this time there have been adverse negative effects imposed on the central business district. MVEdge has stated multiple times that the district could have kept moving forward during the #MVHSDowntown campaign, however, in the case of the new Enterprise Car location, the city, property owners, and Enterprise were all sent correspondence from MVEdge to not develop their property because it will be taken.

This correspondence was prior to the filing of the project with the OCLDC.

Moving forward how will the affected businesses be dealt with. There has not been to date clear discussion based on this. The central business district is home to many tax paying businesses as well as not-for-profit community support businesses. The current filings from the OCLDC are stating that PILOT agreements and possible relocation costs will be dependent on job creation.

The potential negative impact is that these businesses themselves are placed in a position of stagnancy and financial impact that they would have otherwise not had to deal with if this proposal was not floated for multiple years prior to its filing.

Infrastructure Cost

The following are not currently specified within the 480milllion dollars of proposed cost.

- Storm Water Mitigation
- Water Delivery
- Natural Gas Delivery
- Power Delivery

There is a potential negative impact where these costs will fall outside the specified scope, and MVHS will look to the City, County, and State for additional funding.

Regional Land Use and Availability

Empty hospital site issue

The greater Utica area will be left with three empty hospital sites. The state psychiatric facility, St. Elizabeth's, and St. Lukes. Is this scoped proposal the best use of the downtown developable commercial active property, while leaving behind facilities that are currently in use empty, and have no scoped reuse and/or rehabilitation plan.

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In exchange for a few empty buildings that have commercial potential downtown we are creating multiple large empty facilities with no current commercial prospects, throughout the region.

Land Availability

Downtown Utica property is becoming a premium. Reducing the available land will increase cost and sellable value, creating a situation where current business and property owners may either not be able to expand in place, or be priced out of their current options. This should be considered part of the scoping of adverse effects.

MVHS Ability to Complete

Financial Plan

At this point the scoping document and proposed project filed with the Oneida County Local Development Corporation does not demonstrate the financial ability to complete the proposed project. There is a potential situation where MVHS may not be able to fund the project fully and may turn to tax payer funding to bail out overruns.

Cost Overrun Planning

The current statement from MVHS CEO Scott Perra, when asked how the project will be dealt with if over budget, was that the project will not go over budget. This is not an adequate answer for a project of any scale.

Overall Facility Impact

The proposed purpose of the facility filed with the OCLDC and scoped within the SEQRA filings is to improve the overall delivery of health care needs in the greater Utica area.

This proposal is consolidating current facilities into one, keeping operational care the same in most areas, and reducing it in others (pediatrics), for example.

Regardless of the chosen location, there is potential negative impact that the proposed facility will not achieve proposed and pitched improvements and not increase our healthcare delivery overall, while at the same time reducing the size of the overall capabilities within the area.

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Comments on Draft Scope, MVHS Downtown Hospital
Date: Wednesday, June 20, 2018 5:17:10 PM
Attachments: KeblishScopingComments.pdf

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Stephen N. Keblish Jr. [mailto:snkjr81@gmail.com]
Sent: Wednesday, June 20, 2018 4:56 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Michael P. Galime <mgalime@cityofutica.com>; pmiscione@townofnewhartfordny.gov
Subject: Comments on Draft Scope, MVHS Downtown Hospital

Dear Utica Planning Board:

Attached please find my comments for consideration in the Scoping Document on the proposed MVHS Downtown Utica Hospital Project.

Respectfully,
Steve Keblish

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Stephen N. Keblish Jr.
106 Genesee Street
Utica, NY 13502

20 June, 2018

City of Utica Planning Board
1 Kennedy Plaza
Utica, NY 13502
Attention: Mr. Brian Thomas, Commissioner
City of Utica, Department of Urban & Economic Development

Ref: Draft Scoping Document, MVHS Proposed Downtown Hospital

To the honorable members of the City of Utica Planning Board:

Please find the attached response to the Utica Planning Board's request for public comment on the above-referenced Draft Scoping document. While the scale and complexity of the project will likely require that the scoping document employ some simplifying principles in its final development, I encourage the planning board to resist abridging the work required to achieve a comprehensive Environmental Impact Statement.

Regards,



Steve Keblish

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IMPACT ON LAND

The following items of concern address how people use or relate to the land affected by the proposed project.

1. Land used by the City of Utica:

The City of Utica currently possesses and employs several parcels and streets within the impacted site. These publicly held lands serve interests in the public good, including supporting public safety operations, private and public transportation, commerce, parking, and preserving the historical character of Utica.

The Scoping Document should call for a review of these uses, including plans to mitigate the impacts to:

- the City of Utica's Police Maintenance Facility operations,
- plans to replace to the Police Maintenance Facility,
- the impact on closing streets to transportation and parking (especially on local events including the Boilermaker, Adirondack Bank Center events, and other events which rely on these streets),
- the historical significance of Lafayette Street,
- the historical significance of the street grid (especially as it relates to historical events associated with National Beer Day and a potential Beer Museum planned in Utica),
- the values of properties held by the City of Utica and the ability of the City to recoup the value of those properties (especially as measured against the purpose of acquiring those properties I.E.: collecting or generating property taxes).

Land used by private property owners:

The proposed site includes many private property owners who utilize the land for private commerce, non-profit activities, worship, storage, display, services, and community organizing. These lands generate benefits to the community and public in the form of property taxes, sales taxes, public space, amenities, fellowship, donations, and access to affordable food and other goods.

The Scoping Document should call for a review of these uses, including how the project will impact:

- the scarcity of urban land in the Mohawk Valley
- property tax collection, including total impact to County, City, School, and Library taxes before and after the project including the impacts on property taxes at alternate sites,
- sales tax collected within Utica and within the entire county before and after the project, including the impacts on sales taxes at alternate sites,

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- the degree to which charitable giving will be available in and near the impacted site before and after the project
- the degree to which food, services, and other low-cost goods will be available before and after the project
- the degree to which space will be available for community organizing, worship, and other social activities
- the degree to which the project will displace businesses, people, or other community activities.

ATTRACTIVENESS

The follow address the impact of the proposed project on community plans, character, and aesthetics.

While beauty, design, and aesthetics can rely on subjectivity at times, Alain de Botton has put forward six points for "How to Make a City Attractive" (https://www.citylab.com/solutions/2015/02/what-makes-a-city-beautiful/386291/). These points are as good as any to evaluate the projects impact on the economic, human, and social environment.

The Scoping Document should call for a review of the project's impact on these dimensions when considering the proposal and alternate locations:

1. Order (buildings should be uniform in appearance and layout—to a degree)

- To what degree does the project conform to and uphold form-based code, zoning, scenic and historic guidelines, etc.?
- To what degree to does the proposal protect or promote urban complexity? (I.E.: Avoid being "boring.")

2. Visible life (it's nice to see people walking the streets and working in shop windows)

- To what extent does the project protect or promote street activity?
- To what extent does the project incorporate street-level permeability to the building, display hospital activities, or otherwise put the life of the hospital on show?

3. Compactness (don't sprawl)

- To what extent does design tightly pack in the hospital into the existing city fabric?
- To what extent does the hospital minimize overall land use?

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- To what extent does the project promote people living close by as opposed to commuting in from a suburb?

4. Orientation and mystery (a balance of large and small streets should allow for efficient travel... and for getting lost, on occasion)

- To what extent does the project protect, or create a variety of street sizes?
- To what extent does the project protect east/west boulavards such as Columbia and Lafayette Streety and smaller streets such as Carton Ave (formerly Rome St.)
- To what extent does the project prioritize streets for cars rather than people?

5. Scale (a building should be five stories max, unless what it stands for is *really* worth more air space)

- To what extent does the scale of the project conform with the scale of nearby buildings?
- To what extent does the amount of horizontal space utilized conform to urban vitality?

6. A sense of the local (Melbourne should look a little different from Barcelona, because its cultural and geographic qualities are different)

- To what extent is the design “Utica” in design?
- How does the look of the building fit with other iconic structures in Utica?
- To what extent does the project honor the canalway history of the proposed location?

While it is important to weigh the impacts on Utica directly, the scoping document should also evaluate the impacts to the Mohawk Valley overall. The city of Utica is the largest city in the Mohawk Valley. Utica’s downtown is essentially the entire region’s downtown. To any extent the project may harm the city’s urban vibrancy—as the largest and most important urban center in multi-county vicinity—it also hurts the overall region’s economic health.

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: SEQR Environmental Impa concerns
Date: Wednesday, June 20, 2018 5:19:49 PM

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Katie Martin [mailto:aiello.katie@gmail.com]
Sent: Wednesday, June 20, 2018 5:02 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: SEQR Environmental Impa concerns

To whom it may concern:

Please address the following environmental impact concerns regarding the proposed downtown hospital:

Please provide proof that concerns in this SEQR process will be addressed and how.

Prove ability to complete project:
-Requires updated analysis of all costs (the cost of steel alone is skyrocketing)
-Not just cost analysis statements, but statements with backed up data (fact checked) and available to public. We want to see numbers and details.
-Also proof of data of ability to afford and pay for project to be completed in estimated time.

Prove what medical resources will be available at the new

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hospital that Utica and surrounding area does not currently have access to:
-define “state of the art” in every sense that it will be used.
-will the new hospital offer services like pediatrics and a NICU (up to level 4), or will the community still have to drive up to an hour away for these regularly needed services. Why or why not?

Prove ability for growth:
-can the hospital be added on to in the proposed downtown area? Why or why not? If the answer is the building will not be needed to add on to down the road, please prove analysis and studies explaining.

Prove need for 3,000 parking spots as stated by Steve DiMeo:
-why is eminent domain being pursued over a stretch of 25 acres in downtown Utica when 2-5 acres at most will be used for the hospital and the remaining for parking?
-prove the need of each parking spot through study and analysis.

Please prove this project is not overreaching our land and is only utilizing what it needs to fulfill the completion of their proposed new hospital.

Provide site study showing why downtown Utica was the chosen site over the other options:
-show cost analysis and studies proving this is the best option for our city’s environment and surrounding area.

Please note when my husband and I moved back to Utica to open a coffee shop in downtown - the appeal was NOT because of a private hospital. We, like many of our peers, chose a city like Utica because of its history and organic small business growth and entrepreneur mindset. The region marked for the downtown hospital is the next prime real estate for retail and new businesses

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to further develop Utica and be the next enticing city that future generations are looking to move to.

The way businesses have been treated in the hospital footprint (and how those of us have been treated who are outside of the footprint) has sent a strong message of what this city really values to the community and specifically my generation that includes young families and entrepreneurs.

We are seeking an apology for how people have been treated and the lack of condemnation of poor communication and low standards tolerated on BOTH sides of the argument - specifically ownership of poor treatment from “yes” downtown people as well towards those who are not comfortable with the downtown location.

Moving forward we are seeking open communication, and an honored and transparent process - legally and morally it is a concern for Utica and so far neither have been evident.

MVHS, Newmvhospital, and our city leadership is responsible for the controversy and lack of transparency revolving our downtown and the future of our healthcare. If this is not corrected moving forward it will result in an exodus of businesses and young people, just as it has already been proven by the leaving of our areas doctors and nurses.

The vacant buildings and remnants of cultural that once was would be a disgrace to our city’s morale and economy.

MVHS and anyone supporting them have a social responsibility as much as an economic one to uphold and fulfill the values and needs of Utica.

Thank you for your time,

Remove Watermark Wondershare PDFelement

Katrina Martin
Owner of Character Coffee at 171 Genesee St Utica, NY

Resident of 23 Parkway Drive Whitesboro

Remove Watermark
Wondershare PDFelement

Remove Watermark Wondershare PDFelement

From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Proposed MVHS Downtown Hospital/Draft Scoping Document
Date: Wednesday, June 20, 2018 3:06:16 PM

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Brett Truett [mailto:bbtruett@icloud.com]
Sent: Wednesday, June 20, 2018 3:00 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: brock James <brock_jim@nlgroupmail.com>; Brett Truett <btruett@softnoze.com>; #Nhd <editor@nohospitaldowntown.com>
Subject: Re: Proposed MVHS Downtown Hospital/Draft Scoping Document

Telephone +1(315)-794-0401
editor@nohospitaldowntown.com

#NoHospitalDowntown
10-12 Liberty Street
Utica, New York 13501
www.NoHospitalDowntown.com

June 20, 2018

City of Utica
Attn: Mr. Tony Colon, Mr. Joe Priore, Joe Caruso, Mr. George Mitchell and Mr. Fred Matrulli (Planning Board), and Brian Thomas (Department of Urban & Economic Development)
1 Kennedy Plaza
Utica, NY 13502
(Submitted via bthomas@cityofutica.com)

Re: Proposed MVHS Downtown Hospital/Draft Scoping Document

Dear Gentleman:

This message is in response to the Utica Planning Board's first request for public comment on the above referenced "Draft Scoping" document.

Please kindly place the following message into the "Public Comments" section and or the appendix of subsequent, as well as the Final Environmental Impact Statement (FEIS).

"We the group #NoHospitalDowntown on Facebook (with a mailing address of 10-12 Liberty Street, Utica, NY, an Oneida County dba by the same name and with a bank account in good standing at First Source Credit Union, Utica, NY), who members exceed

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4,100, wish all parties and organizations involved in the MVHS Downtown Hospital SEQR process to be made aware of our Facebook page. Also our group's website (and all related links) found at www.NoHospitalDowntown.com Our group's formation was inspired by doctors and board members of MVHS that told us they we're forced to vote for a hospital to be built in Downtown Utica. Since 2015 we have advocated against the Downtown Utica hospital concept. Our research and numerous reasons why are clearly stated on our website."

Sincerely,
Jim Brock & Brett Truett
Cofounders
#NoHospitalDowntown

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: SEQR - MVHS
Date: Wednesday, June 20, 2018 2:55:04 PM

Another MVHS SEQRA scoping comment . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Watts, Beth E. (DOT) [mailto:Beth.Watts@dot.ny.gov]
Sent: Wednesday, June 20, 2018 12:03 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Sassaman, Guy <gsassaman@ocgov.net>
Subject: SEQR - MVHS

Brian,

As requested, the New York State Department of Transportation (NYSDOT) has reviewed the request for the City of Utica Planning Board to serve as Lead Agency for purposes of the State Environmental Quality Review Act (SEQRA) in relation to the Integrated Health Campus Project proposed by the Mohawk Valley Health System. Upon review of the information provided, the NYSDOT concurs with this request.

It is our understanding that environmental evaluations are currently ongoing. In particular, NYSDOT will be interested in reviewing traffic impacts to the highway network. Please note that a NYSDOT Highway Work Permit will be required for any work performed within the highway or right-of-way.

NYSDOT also reviewed the Draft Scoping Document and have a comment concerning the proposed Street Closures, the segment of LaFayette Street between the North-South Arterial and State Street. This closure to vehicular traffic would impede connectivity and mobility without providing a benefit to pedestrians or cyclists.

We look forward to working with you as the project progresses. Thank you for the opportunity to comment.

Beth Watts, PE, PTOE

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Planning & Program Management

NYSDOT – Mohawk Valley Region
207 Genesee Street, Utica, NY 13501
315.793.2451 | beth.watts@dot.ny.gov

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Proposed MVHS Downtown Hospital/Draft Scoping Document
Date: Wednesday, June 20, 2018 5:11:58 PM

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Brett Truett [mailto:brett@truettfamily.com]
Sent: Wednesday, June 20, 2018 4:02 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Re: Proposed MVHS Downtown Hospital/Draft Scoping Document

Tel: **+1(315)-794-0401** brett@truettfamily.com

Brett Truett
442 Lafayette Street
Utica, New York 13502

www.BetterUticaDowntown.com

June 20, 2018

City of Utica

Attn: Mr. Tony Colon, Mr. Joe Priore, Joe Caruso, Mr. George Mitchell and Mr. Fred Matrulli (Planning Board), and BrianThomas (Department of Urban & Economic Development)

1 Kennedy Plaza

Utica, NY 13502

(Submitted via bthomas@cityofutica.com)

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Re: Proposed MVHS Downtown Hospital/Draft Scoping Document

Dear Gentleman:

This message is in response to the Utica Planning Board's first request for public comment on the above referenced "Draft Scoping" document.

Please kindly place the following message into the "Public Comments" section and or the appendix of subsequent, as well as the Final Environmental Impact Statement (FEIS).

⁋- - - s n i p - - -

BetterUticaDowntown (BUD) was formed by the owners of Wilcor International, the Corrigan's who have a multi-generational business located in the targeted downtown hospital concept area.

Their business district was recently home to over 40+ businesses, which includes new Utica Police department and City Court upgrades. Myself, as a new property owner in the Columbia Lafayette Neighborhood (CLN) at 442 Lafayette Street, a city taxpayer with other properties in nearby Bagg's Square, and my personal involvement in many issues facing downtown Utica, caused me to immediately join BUD.

After our first meeting, and later with other members' help, we've created and added content to the website at www.BetterUticaDowntown.com.

On behalf of BUD and myself, we wish all parties and organizations involved in the MVHS Downtown Hospital SEQR process to be made aware our website.

The downtown MVHS hospital concept goes against the character and numerous plans and efforts by private property owners who have been working towards a much different vision. The threat of eminent domain has caused some companies to move and or close down. Progress has stagnated, others are stuck, but only ~40% of property owners have signed agreements to sell to MVHS. Myself and others have no intention of selling.

As lead agency for SEQR, before you go any further in your deliberations, you must provide ALL studies used by MVHS and others in deciding the downtown location was the preferable site over any and all other locations consider. The studies must be made public so that myself, BUD, citizens of Oneida County, and the City of Utica can see the logic as to why the downtown location was selected."

⁋- - - s n i p - - -

Sincerely,
Brett Truett, Publisher
www.NoHospitalDowntown.com⁋

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Telephone +1(315)-794-0401 brett@truettfamily.com

Brett B Truett
442 Lafayette Street
Utica, New York 13501

June 20, 2018

City of Utica
Attn: Mr. Tony Colon, Mr. Joe Priore, Joe Caruso, Mr. George Mitchell and Mr. Fred Matrulli (Planning Board), and Brian Thomas (Department of Urban & Economic Development)
1 Kennedy Plaza
Utica, NY 13502

Re: Proposed MVHS Downtown Hospital/Draft Scoping Document

Dear Gentleman:

This letter is in response to the Utica Planning Board's first request for public comment for the above referenced "Draft Scoping" document. While I know the Planning Department does not have to, I kindly request that your board to add the letter in its entirety into a Section or the Appendix of subsequent, and your department's Final Environmental Impact Statement (FEIS).

First, let me say I'm entirely grateful you have declared this project a "Type I" action- I'm in complete agreement! As proposed the hospital concept would have a VERY significant adverse and UNREVERSIBLE impact on Utica's downtown.

So everyone is aware, I co-founded #NoHospitalDowntown shortly after hearing doctors (three hospital board members), were being told, "The new hospital has to go downtown". This was learned in the late summer of 2015. Since this time I have had a large part in curating two website (www.NoHospitalDowntown.com and www.BetterUticaDowntown.com), as well as posting many thousands of message to these group's Facebook pages and other social media platforms.

Why am I so dedicate to this group and its mission?

My first motivation was to counteract lies that were being told, and information that was not accurately shared with our community. As the hospital future in the Columbia Lafayette Neighborhood came into clear focus; the impact to it's

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businesses, the history, the buildings, streets, and alleys - knowing about Utica's past urban renewal projects - I became much more concerned.

After meeting and talked with our political leaders, attending meetings where incomplete and or bad information was continually supplied or withheld, concern escalated. My thinking was that a great deal of ignorance was being displayed. For years this has gone on as taxpayer treasure and virtually "millions of dollars" from our region's healthcare spending was being used to promote the downtown hospital concept. My opposition only increased.

We have witnessed politicians and numerous community groups (of which they control, or hold sway over) to work together to try and force a hospital into Downtown Utica. Early on they told me, "Give it a chance, let the hospital develop their concept", "We will make it fit into the neighborhood", and meetings with Landmarks gave some hope. Yet these and other comments have turned out to be a falsehoods or just to "buy more time". We are now faced with the complete destruction of 34 or 25 acres of our downtown's Central Business District.

The hospital concept has VERY few who want, and actually, if everyone in the debate had ALL the information, and ALL the costs, AND allowed a COMPLETE vetting of our $300M opportunity, NOBODY would vote for a "new downtown hospital" – especially if they could foresee the fallout it would bring.

My passion regrettably is to go to court if need be, for years to come if necessary, and to go broke if need be. All to defeat lies that have been perpetrated on what I see as a MASSIVE healthcare farce, and complete downtown development plan farce.

I've addressed you each by name above (and will later copy others below), as you all must realize, **"by going forth with the downtown hospital location you will own this project until your last breath."**

How did I get to this place? Well it has EVERTHING to do with why I've just written the serious words in the previous sentence. Here it goes, it is all about the "E" in SEQRA, see figure 1.

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Figure 1.

In 1986 I arrived in Utica to attend SUNY. At the time the college was called the "College of Technology" and I had transferred from SUNY Morrisville where I studied Mechanical Engineering Technology.

My first Utica home was the Hotel Utica, located at 102 Lafayette Street. This historic hotel is located immediately east of the proposed hospital concept. Attending college in Downtown Utica placed me in-and-out of many historic buildings, namely two very significant mill buildings; "Mill Square" and "Globe Mill".

Landing a summer job placed me in another such buildings when I worked for a budding entrepreneur, Frankl Giotto. That in turn

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placed me in what is now the Bagg's Square Café building on Broad Street which housed a machine shop, Firschings.

My schooling, work, and other activities put me into many of Utica's old buildings. There, many stories of buildings' pasts, the city's history, companies and people were shared with me.

Later in the future, as a chamber board member I cheered with Governor George Pataki as the hotel reopened after redeveloped. One of the owners and redevelopers was Joseph Curruci, who I called a friend. All these events – stories and buildings - set the course of my life, a life that placed the City of Utica at the top.

After college, and starting a business that eventually met with success, I've purchased a number of properties in and around Utica. I was subsequently married in Hotel Utica, to my wife Michelle who came from NJ - another "transplant" - who also became enamored with the city.

One building we own today is just a few blocks from the proposed hospital concept in Bagg's Square, at 10-12 Liberty Street. More recently, I've purchased the historic town house at 442 Lafayette Street. It lies within the targeted hospital footprint from where I'm drafting part of this response. This historic property gives me greater standing to fight a legal battle, one that I feel is critically important to saving Downtown Utica's Columbia Lafayette Neighborhood.

Since my arrival in Utica I've witnessed many aspects of many different lives, perhaps many more than anyone might every expect; as a college student, landing various jobs, being dirt poor as an inventor hoping to one day strike it rich, owning a South Utica home and living through a winter without heat, experiencing many business ups-and-downs, talking to other start-ups, making 24 trips to establish an office in China, going from "being hungry to dinning as a member at the Fort Schuyler Club", to working on a 20,000 sq. feet downtown home; one with a 1st floor art gallery, home offices, a guest apartment, and an upper floors creative space for future inventors! All during this time I've kept an eye on the business community and political headlines, via the newspapers, as a board member of the Mohawk Valley Chamber of Commerce, various "young professional groups, a Genesis Group "board" member, Leadership Mohawk Valley, as well as other organizations.

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Over the last 15 to 20 years, Downtown Utica has seen many efforts to spur development. They include; studies, workshops and Master Plans, symposiums, in addition to new City Legislation and Code Specifications aimed at protecting and define historic buildings and neighborhoods. Numerous people before myself – those who've inspired me - now myself, and others have purchased buildings and created businesses.

We've had such great opportunities because many downtown buildings have "great bones", offered great "long-term upside", and were relatively "very cheap to acquire". Even as some failed, others gave it "a new go". This natural progression and the struggles are actually the events that create; a community, stories, people, their struggles, the buildings and the lore, it all takes many years and define a neighborhood and the people who become attach to it.

Over the last 5 to 10 years Downtown Utica has had a newer wave of developers and businesses. People had and are making huge investments of sweat equity. Some large developers use their cash and or the government's funding to pay $30 to $120 per hour, yet many of us smaller folks started by working hundreds and thousands of hours for FREE, that's "sweat equity". We all have inspired each other. Some were alive and offered a helping hand, while others have been dead for 100 years, but their stories inspired us. Maybe it was the buildings and streets they built, and even though we'd never know them, that's where the encouragement came.

These are things are hard to quantify, but it and more create an "Environment", one that today is successfully drawing paying customers into downtown, only more recently have these been residents. Finally, in just the last three to five years this momentum has moved closer and closer to a tipping point. Yet from almost nowhere… we had news of a hospital?

The downtown hospital concept was a surprise to many. It was to me. I was focused, growing my business, making trips to China, one day Jim Brock called, "they want to bulldoze downtown for a hospital." Ironically, on two points; I departed the chamber board – where I met Jim Brock (#NoHospitalDowntown Cofounder) when the chamber gave up on the building they owned; I requested they embrace and seek redevelopment, but didn't. Today this building has become the Landmarc Building that holds-up Ocean Blue. The more I learned about the hospital the less I liked and Jim and I have grown the movement to over 4,100 people.

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The downtown hospital concept truly “flips the script” on what many early adopters saw ahead for downtown. This massive concept never was anticipated in the city’s Master Plans, wasn’t in the historic plans and marketing efforts. Now we have had three years of dark clouds, a huge question mark of a very out-of-scale “suburban hospital”. One with a sea of parking, one that cuts-out and destroys more of what makes downtown the opportunity myself and others have been working towards. If they bulldoze the many buildings, dream will be lost, and future developers will not have the opportunities of just described.

Our group is clear proof that many do not want a hospital in downtown. The reason vary, but it is very safe to say, “the will of the people is being ignored.” Our group’s research and study confirms the hospital concept is more about hopeful “economic development activity” than “improved regional healthcare”.

Those saying “yes” to the downtown concept have been influenced by undue political forces and others that have minor to substantial conflicts of interest. We know that many others would voice a “no” position if not silenced due to political or employer pressures. Those on boards of “yes” groups all live in suburbs and have little appreciation and or understanding of what downtown living and building reuse is about.

Is there room in a EIS Draft Scope for my emotionally charged words above? If you suggest the answer is “No”, then I’ll suggest that individually, and as a project group, you must think hard about what makes a city a city, a downtown a downtown, and a neighborhood a neighborhood.

Have you read Jane Jacobs? Did you see Little Pink House? Have you read Michael Bosak, from the Great Utica Landmarks Society? Or read recent urban renewal reviews by Brian Howard, Oneida County History Center, Executive Director, who recently wrote:

"**What happened in Downtown Utica during urban renewal was similar to what was happening across the country. While it wasn't appreciated at the time, urban renewal was destroying essential elements of the city's character and creating an identity crisis that would last for generations.**"

If the Environmental Impact Statement you are tasked with creating fails to mention these topics, then VERY important issues to downtown development and neighborhood development will be unheard. If in fact you feel my request and story is absurd, would you believe that the actions thus far on the hospital

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project has given me great reason to care much less about the City of Utica? It is true, as others have echoed my sentiment.

Thus I'll implore you that you must understand, creating a huge hospital district and erasing a neighborhood - because political motivations merged with what someone believes is a great economic development plan – is very detrimental to Utica's future that this EIS/SEQRA lack the means to gage.

My wish is to make your department aware of my story, as well as all others considering this project. I've left the more technical aspects to other concerned citizens from which I know you have heard.

Without adding my feelings conveyed here to the Final Scope (which the EIS will provide involved agencies) I believe your work would be inaccurate, misleading, and offer an incomplete picture of the proposed project's impact.

Finally, your department and others who will review the SEQRA process, must know that myself and possibly others will challenge this "downtown concept" in subsequent legal actions. This was pronounced over two years ago, and those in charge have moved forward regardless.

Sincerely,

Brett Truett

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: SCOPING Submission - Utica Planning Board 6-20-18
Date:	Wednesday, June 20, 2018 5:05:58 PM
Attachments:	HOSPITAL SCOPING 6-20-18.docx

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: frank vescera [mailto:frankvescera@gmail.com]
Sent: Wednesday, June 20, 2018 3:48 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: O D - NEWSROOM <news@uticaod.com>; O D - Perritano, Fran <fperrita@uticaod.com>; O D Dudajek, Dave <ddudajek@uticaod.com>; O D Johns, Ron <rjohns@uticaod.com>; WIBX - <news@wibx950.com>; WIBX - Jeff Monaski <jeff.monaski@townsquaremedia.com>; WIBX - Jeff Monaski <jeff@wibx950.com>; WIBX Bill Keeler <billkeeler1@me.com>; WIBX - Jim Rondinelli <jimr@wibx950.com>; WIBX, Andrew Derminio <Andrew.Derminio@townsquaremedia.com>; WKTV Gary Liberatore <gliberatore@wktv.com>; WKTV News <newslink2@wktv.com>; WKTV Shipman - Don <DShipman@wktv.com>; WKTV Steve Mc Murray <smcmurray@wktv.com>; WUTQ - Talk Of The Town <Talk@wutqfm.com>; WUTQ TALK - Aiello, Jason <Jason@rosergroup.com>; WUTQ TALK - Aiello, Jason <Jason@wutqfm.com>; WUTR TV NEWS <news@wutr.tv>
Subject: SCOPING Submission - Utica Planning Board 6-20-18

Brian,

Please see attachment and acknowledge that you received this transmission.

Respectfully,

Frank Vescera

_____

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Utica Planning Board – SCOPING Process - June 20, 2018

bthomas@cityofutica.com

In 2012 **Experts** at the United States Department of Transportation (DOT) created an EMERGENCY RESPONSE GUIDEBOOK for "First-Responders" during the initial phase of a Dangerous Goods / Hazardous Materials transportation incident. They designated a 1/2 mile corridor on any train track route used to transport flammable oil & toxic materials as an **Evacuation RED ZONE**.

On January 28, 2014, NYS Governor Andrew Cuomo issued Executive Order No. 125: Directing DEC, DOT, DHSES, DOH, and NYSERDA to Strengthen the State's Oversight of Shipments of Petroleum Products for rail line safety.

Nevertheless , those warnings did not halt the demands of a ring of overbearing local elected & public officials to build a new Utica hospital downtown within that known train toxic spill **Evacuation RED ZONE**.

Building a Utica hospital downtown inside an evacuation toxic **RED ZONE** is like knowingly building a Nuclear Power Plant on a **dormant volcano site** or an **earthquake fault line**.

However, the back-room relentless strong-arm tactics that have been used from the beginning were recently revealed when that ring of elected and public officials were caught exchanging deceptive, threatening and insulting emails intended to manipulate and crush the public into submission.

The email exchanges raised questions of what many believed to be the widespread use of deception, official misconduct, abuse of power and betrayal of the public trust in order to rig the **Evacuation RED ZONE** downtown outcome.

Concerned citizens, MVHS hospital officials and others are continually threatened that if the hospital is not built in the downtown **Evacuation RED ZONE** it will not be built anywhere, especially at St. Luke's.

This was evidenced in one of the following email exchanges.

(11-5-15) **"I feel like walking away from this whole thing and telling the community and hospital if you don't want this thing downtown then good luck at St Luke's and don't come see me for one ounce of state support"**

That being said the Utica Planning Board in its SCOPING Process must provide the public with:

1. Valid & precise assurances that building the hospital in the downtown **Evacuation RED ZONE** is a moral endeavor.

2. Detailed & explicit plans for the evacuation of the hundreds of bed-ridden patients and people on operating tables that would be trapped during a toxic spill catastrophe?

   There aren't 400 ambulances available to transport them. If there were 400 ambulances where would the patients be taken?

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From:	Brian Thomas
To:	Steve Eckler; kbennett@bsk.com
Cc:	Chris Lawrence
Subject:	FW: Comments of Wilcor International, Inc. and The Claris, LLC to Draft Scope for Proposed MVHS Downtown Hospital
Date:	Wednesday, June 20, 2018 3:07:03 PM
Attachments:	Correspondence to CUPB re MVHS Draft Scope 6 19 18.pdf

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Douglas H. Zamelis, Esq. [mailto:dzamelis@windstream.net]
Sent: Wednesday, June 20, 2018 11:37 AM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: 'Karen Corrigan-Rider' <karen@wilcor.net>; frankmontecalvo@roadrunner.com
Subject: Comments of Wilcor International, Inc. and The Claris, LLC to Draft Scope for Proposed MVHS Downtown Hospital

Dear Mr. Thomas,

Please make the attached comments part of the Planning Board's official SEQRA record for the proposed MVHS Downtown Hospital.

Thank you for your courtesy and assistance.

Doug

Douglas H. Zamelis, Esq.
The Law Office Of Douglas H. Zamelis
7629A State Highway 80
Cooperstown, New York 13326
Tel: (315) 858-6002
Fax: (315) 858-7111

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THE LAW OFFICE OF
DOUGLAS H. ZAVELIS
PLLC

June 19, 2018

VIA EMAIL [BThomas@cityofutica.com]

City of Utica Planning Board
Attention: Mr. Brian Thomas, Commissioner, City of Utica Department of Urban & Economic Development
1 Kennedy Plaza
Utica, NY 13502

Re: Draft Scoping Document: MVHS Proposed Downtown Hospital

Dear Chairman Mutnilli and Members of the City of Utica Planning Board:

This office represents Wilcor International, Inc. ("Wilcor") and The Claris, LLC ("Claris") in connection with the proposed MVHS Downtown Hospital (the "Project"). This correspondence follows oral comments previously provided to the Utica Planning Board on June 6, 2018 by Karen Corrigan-Rider and Sean Corrigan concerning the Draft Scoping document for the Project, and to avoid unnecessary duplication, Wilcor and Claris join in the written comments of Frank Montesalvo and this correspondence incorporates Judge Montesalvo's written comments by reference.

As previously indicated by Ms. Corrigan-Rider and Mr. Corrigan at the June 6 Scoping Meeting, the Claris property and a substantial portion of Wilcor's business is in the Project footprint, and if the project were to be approved, many of Wilcor's employees, several of whom live in the City of Utica, would be forced to alter their commute if Wilcor is to continue its successful business in the Mohawk Valley.

The draft scope by MVHS is a starting point, but it is a mere skeleton of what a proper EIS scope for a project of this scale and magnitude should be. We understand that the SEQRA process involves some give and take, and from this first draft scope MVHS expects to take, and the community to give. This is of course the applicant's first draft, and we urge the Board to propose a more comprehensive, reasonable and realistic Scope for a Draft Environmental Impact Statement ("DEIS") that will more fully achieve SEQRA's objective of elevating environmental considerations to equal footing with social and economic considerations. Since the final Scope

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will provide the blueprint for this entire environmental impact review, it is imperative that the Planning Board assemble and compose a proper Scope that will be sufficiently protective of the environment. It will be the Board's determination whether the final Scope is adequate, so please give this Scoping document and this effort your most careful consideration, and please do not rely entirely on the applicant's draft Scope.

We would also like to reiterate for the record that how an applicant will finance a particular project economically is not within SEQRA's purview and is not typically relevant to a project's purpose and need. Therefore we ask that the state grant not be referenced or discussed in the section on purpose and need as those two parameters need to be independently and clearly established in this record. Spending money for the sake of spending money is not a legitimate purpose in and of itself, and a project's need must be based on established and objective criteria.

SEQRA's broad definition of "environment" at 6 NYCRR Section 617.2 includes existing patterns of population concentration, distribution or growth, and existing community or neighborhood character. This Project would affect multiple communities and neighborhoods in Oneida County, not just downtown, and it would bring drastic changes to various neighborhoods and communities around the proposed *and existing* facilities. We don't believe the draft Scope properly addresses these existing patterns and character, or the significant impacts the Project would have on our existing patterns of growth and development in our neighborhoods. We urge the Board to take the necessary "hard look" demanded by SEQRA and analyze how the Project would affect the neighborhood and community where the Project is proposed, including people and businesses such as Wilcar who would be displaced, as well as those around the existing facilities, including the associated medical service businesses who have made significant investments around the existing facilities. Please don't gloss over these important subjects, please make sure that they're subject to thorough analysis and a robust discussion in the DEIS, and please make very sure that adequate mitigation is imposed for all of these impacts.

Similarly, SEQRA requires that all Draft Environmental Impact Statements identify and discuss all reasonably related short term and long-term impacts, cumulative impacts and other associated environmental impacts. Other associated environmental impacts from the Project include the secondary impacts that would result from the displacement of property owners and businesses within the footprint of the Project. While strictly economic impacts are not directly within the purview of SEQRA, to the extent this project would substantially interfere with and alter the city's and the county's existing patterns of population, concentration distribution and growth, and significantly affect several existing neighborhoods and communities, these secondary impacts to displaced property owners and businesses must be thoroughly analyzed and mitigated.

The draft Scope will determine the only alternatives to be analyzed and discussed in the DEIS, and if an alternative is not in the final Scope it won't be considered at any time in the future so it's extremely important that the reasonable range of reasonable alternatives in the final Scope be as broad and comprehensive as the Project is large in scale and scope. At the very least,

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the final scope should include an alternative that would involve upgrading, renovating, and/or retrofitting MVHS' existing facilities to achieve its objective of improving the delivery of patient care. Such an alternative is viable and could likely achieve significant advancements and efficiencies in patient care at substantially less cost than the construction of a new facility. We implore the Planning Board to make sure the range of alternatives specified in the final Scope is appropriately broad and reasonable, and that it omits unreasonable "throwaway" alternatives such as the New Hartford Shopping Center.

We expect the Planning Board to do its own independent and thorough review of the draft Scope, to rely on your own professionals and independent consultants instead of solely on those working for MVHS, and to err on the side of inclusion instead of exclusion when it comes to finalizing the Scope, because if something is not in the Scope, it won't be in the DEIS, and any of our later comments on any matters not addressed in the DEIS will be completely ignored. That's why this Scoping process and document is so critically important.

Please make these written comments on behalf of Wilson and Claris part of the official SEQRA record for this Project. Thank you for the opportunity to comment.

Very truly yours,

Douglas H. Zemelis

cc:
Wilcox International, Inc.
Att: Karen Corrigan-Rider
The Claris, LLC
Att: Shawn Corrigan

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Proposed MVHS Downtown Hospital/Draft Scoping Document
Date: Wednesday, June 20, 2018 5:17:29 PM

Another MVHS SEQRA scoping comment . . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: James Zecca [mailto:zec101@aol.com]
Sent: Wednesday, June 20, 2018 4:59 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Proposed MVHS Downtown Hospital/Draft Scoping Document

June 20, 2018

City of Utica

Attn: Mr. Tony Colon, Mr. Joe Priore, Joe Caruso, Mr. George Mitchell and Mr. Fred Matrulli (Planning Board), and BrianThomas (Department of Urban & Economic Development)

1 Kennedy Plaza

Utica, NY 13502

(Submitted via bthomas@cityofutica.com)

Re: Proposed MVHS Downtown Hospital/Draft Scoping Document

As lead agency for SEQR, before you go any further in your deliberations, you must provide ALL studies used by MVHS and others in deciding the downtown location was the preferable site over any and all other locations consider. The studies must be made public so that the citizens of Oneida County, and the City of Utica can see the logic as to why the downtown location was selected.

Also, please take this information into consideration as well:

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Red Zone Issue

long freight trains coming through Utica carry hazardous, flammable, and combustible materials far more dangerous than most people realize and by knowing these facts
we have yet another major reason not to locate our ONLY new hospital in this zone of danger called the Red Zone.

Up to 30 of these types of trains now run through Utica every week.
Many have 100 cars stretching a mile down the tracks. This is a 4,000 % increase in this type of travel though this area in the past
Six years.

A high-risk “Red Zone” has been declared along both sides of the railroad track to prepare emergency response for spills, fire, toxic fumes, and even explosions from a track failure or train derailment or just plain accident that occurred here just recently.

The US Dept. of Transportation puts out an emergency response guide
annually. Please review this document.

James A. Zecca

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2662 Edgewood Road
Utica, NY 13501

Sent from my iPhone
Jim Zecca

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Send data from MFP07716197 06/21/2018 15:33
Date: Thursday, June 21, 2018 3:48:14 PM
Attachments: DOC062118-06212018153351.pdf

Another MVHS SEQRA scoping comment . . . . .

Received after the stated deadline, I might add, but thought that you would want to see it anyway.

I got the voicemail that you left earlier, Steve. I will be out on vacation starting next Friday, June 29th and won't be back in the office until Tuesday, July 10th.

Brian

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

-----Original Message-----
From: Urban Scan [mailto:ubrancopy@cityofutica.com]
Sent: Thursday, June 21, 2018 3:34 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: Send data from MFP07716197 06/21/2018 15:33

Scanned from MFP07716197
Date:06/21/2018 15:33
Pages:2
Resolution:600x600 DPI

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RECEIVED
JUN 21 2018
Department

6/12/18

To Brian Thomas:

Regarding hospital downtown:

1) Displacement of business owners and their livelihood. Some just sunk abt to get site finished. Now you want to disrupt.

2) Are you aware 3,000 people in St Elizabeth + Foxton are to lose their jobs. St Lukes is secure due to union

3) Proposed site near RR tracks if toxic fumes; not good choice. You have a wreck or derailment fumes in air for miles -- you can't evacuate? Where to go with all the patients? You say we will have closed system but the employees on duty are all you have - no one can get in to relieve. Families worried... etc, etc, etc....

4) All in one basket if closed to flu or something else.

5) Larger facility - no good for older people to get around n. Given no choice - if only

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[illegible]

[illegible] opportunity [illegible] monopoly. [illegible] with no delay.

b) Your Comments already [illegible] of their minds you only are. Reaching out to try and [illegible] about what you [illegible] don't want on [illegible] called for opinion. Your giving her [illegible] by your [illegible] Because [illegible] Wrapping [illegible] you don't [illegible] my [illegible] to [illegible] my [illegible] are [illegible] [illegible] [illegible] to be [illegible] [illegible] [illegible]

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: Proposed MVHS Downtown Hospital/Draft Scoping Document
Date: Thursday, June 21, 2018 4:23:46 PM

Another MVHS SEQRA scoping comment . . . . .

I replied to Jim stating that I would share this e-mail with those who were involved in the SEQRA scoping but reminded him that the stated and published deadline for submitting comments was COB yesterday. My intention is to do the same for all comments received going forward.

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: James Zecca [mailto:zec101@aol.com]
Sent: Thursday, June 21, 2018 4:18 PM
To: Brian Thomas <bthomas@cityofutica.com>
Cc: Brett Truett <btruett@softnoze.com>
Subject: Fwd: Proposed MVHS Downtown Hospital/Draft Scoping Document

Sent from my iPhone
Jim Zecca

Begin forwarded message:

> **From:** Joseph Bottini <jpbottini@roadrunner.com>
> **Date:** June 21, 2018 at 11:35:45 AM EDT
> **To:** Brett Truett <btruett@softnoze.com>, Dan Walker <dan@walkerglobal.net>, 'Cassandra Harris-Lockwood' <charrislockwood@gmail.com>, 'Craig Miles' <craigalanmiles@gmail.com>, 'Donna Beckett' <beckhop69@yahoo.com>, 'James G Brock' <brock_jim@nlgroupmail.com>, 'Jay groah' <jlgroah@gmail.com>, 'Jim Brock' <jimbrock@dreamscape.com>, 'Jim Zecca' <zec101@aol.com>, 'Joe Cerini' <citationgraphics@aol.com>, 'Jonathan Hansen Brock' <jminorhansen@yahoo.com>, 'Karen Corrigan-Rider' <karen@wilcor.net>, '"Kyle W. Braunlich"' <kylebraunlich@yahoo.com>, 'Lou Poccia' <loupoccia@yahoo.com>, metzlerprinting@yahoo.com, 'Michael Bosak' <michael_bosak@hotmail.com>, 'Michael Galime' <michael.galime@gmail.com>, 'Michael Gentile' <mgentile51589@gmail.com>, 'Michael Lehman' <mjlehman1@gmail.com>, mservello53@gmail.com, 'paul hage' <paulhage17@hotmail.com>, 'paul hage' <paul.hage@hotmail.com>,

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'Penny Bosak' <penny.bosak@ny.usda.gov>, rachel@compassionutica.com, 'Shawn Corrigan' <shawn@wilcor.net>, 'steve gra nt' <steve1920@verizon.net>, 'Steve Keblish' <uticagop@gmail.com>, 'steve metzler' <smetzler@verizon.net>, 'Sue Arcuri' <suearcuri1@yahoo.com>, 'Tim Trent' <timtrent@usa.net>
Subject: Re: Proposed MVHS Downtown Hospital/Draft Scoping Document

To Whom I t May Concern:

Re: Proposed MVHS Downtown Hospital/Draft Scoping Document
This message is in response to the Utica Planning Board's first request for public comment on the above referenced "Draft Scoping" document. Please kindly place the following message into the "Public Comments" section and or the appendix of subsequent, as well as the Final Environmental Impact Statement (FEIS).
Many historic places were obliterated, marginalized or denigrated with past projects.

Examples:

1950s: Urban Renewal - Iconic Richard Upjohn building and more destroyed
1960s: Reconstruction of Route 5S - Old Fort Schuyler Park obliterated
1970s: Bagg's Square Bridge Constructed - Birthplace of Utica (park) marginalized, Maria Proctor legacy denigrated

Many other nationally significant locations obliterated:

American Express headquarters (directly north of Bagg's Hotel on the Square

locations for experiments and founding of telegraph and Associated Press (Dudley -Triangle- Building

The hospital downtown footprint will do likewise.

Examples:

Home of Theodore Faxton, the incubator discussion meetings to devise the telegraph company and the Associated Press happened here.

The route of General Lafayette's visit to Utica in 1824 will be destroyed.

Homestead of John Butterfield where General Dan Butterfield, Civil War General and composer of TAPS lived.

One must be candid and state the obvious.
Few of these places have been fully recognized or celebrated in the past.
This has been due to the vast local-history ignorance of politicians and local government leaders and/or an unwillingness to address this issue.
For present leaders to continue in this ignorant void of our community's legacy (and proud history) is an error of magnitude proportions.
Ignorance is understandable. Not everyone is interested in history.
However, when folks, who are responsible for making decisions that affect our glorious historic legacy, are unwilling to listen, that is stupidity.

The above is just a brief plea for considering the local-history of this greater Utica community in your planning for a state-of-the-art health facility.

I am willing to meet with your board of the whole, or with any member or group of members, at your convenience to further explain the position of

salvaging the little history left that has not been uselessly and cruelly destroyed.

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Joseph P. Bottini - Oneida County Historian/Retired History Teacher
9440 Willowbrook Lane
Sauquoit, New York 13456
jpbottini@roadrunner.com
315 272 9986 cell
315 737 9317 home

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From: Brian Thomas
To: Steve Eckler; kbennett@bsk.com
Cc: Chris Lawrence
Subject: FW: scope comments
Date: Friday, June 29, 2018 10:31:46 PM
Attachments: 4426_001.pdf

Just received this today from DEC . . . .

City of Utica, New York
Department of Urban & Economic Development
Brian Thomas, AICP - Commissioner
1 Kennedy Plaza
Utica, New York 13502
(315) 792-0181 phone
(315) 797-6607 fax

From: Tyoe, Terry (DEC) [mailto:terry.tyoe@dec.ny.gov]
Sent: Friday, June 29, 2018 3:36 PM
To: Brian Thomas <bthomas@cityofutica.com>
Subject: scope comments

Brian,
A hard copy of this is going into the mail today but I have a note that comments should be in by today so I wanted to get a hard copy to you.

If you have any questions, please give me a call at (315) 793-2746. I should be in the office all next week.

Terry

Terry Tyoe
Environmental Analyst 2

New York State Department of Environmental Conservation
Division of Environmental Permits
Utica State Office Building Rm 1404
207 Genesee Street Utica NY 13501
Permits Phone #'s: 315-793-2555 / 315-235-0331
315-793-2740 / 315-793-2746

www.dec.ny.gov

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NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 6
207 Genesee Street, Utica, NY 13501-2885
P: (315) 793-2554 F: (315) 793-2418
www.dec.ny.gov

June 28, 2018

Brian Thomas, Commissioner
City of Utica Planning Board
1 Kennedy Plaza
Utica, New York 13502

Dear Commissioner Thomas,

We offer the following in response to the draft scope document received May 25, 2018.

- The NYSDEC contact info may be changed to:
  NYSDEC – Division of Environmental Permits
  Utica State Office Building Room 1404
  207 Genesee Street
  Utica, New York 13501

- When required, the following permits are managed through the Bureau of Water Permits General Permits Section, located in the Central Office, 625 Broadway, Albany NY 12233-3505.
  - SPDES Phase II Multi Sector General Permit (MSGP) for Stormwater
  - Construction Activity (Permit Number GP-0-10-001)

  For this reason, you may choose to add that office as a contact as well.

- DEC is not listed as a potential agency under "Water and Wastewater System Improvements Approval of Plans" in Table 1, Potential Permits and Approvals. Please note that DEC approval of new or modified municipal sanitary sewers serving the proposed project may be required under 6 NYCRR Part 750-2.10(a). If a sanitary sewer lateral serving the proposed project is designed to convey 2,500 gallons per day or more, then DEC approval of the connection may be required under 6 NYCRR Part 750-1.2(b2) and 6 NYCRR Part 750-2.10(b)(3)(i). Therefore, it is recommended that DEC be included as an agency in Table1, Potential Permits and Approvals under Water and Wastewater System Improvements Approval of Plans

6 NYCRR Part 360 regulations have recently been updated which may have impacts regarding the management and disposal of materials during both the demolition and construction phases. As plans progress, please contact Sarah Harrison, Division of Materials Management, (315) 793-2554 to insure compliance with the revised regulation's.

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Regulatory guidance documents for the various programs are available at:
https://www.dec.ny.gov/regulations/337.html
Guidance specifically related to Noise and Visual impacts may be found at:
https://www.dec.ny.gov/regulations/2374.html

If you have questions about these comments, please contact me at: (315) 793-2746.

Sincerely,



Terry Tyce
Environmental Analyst 2
NYS DEC - Utica

ecc: T. Voss, Regional Permit Administrator, Watertown
cc: File

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

NYS Dept. of Health
Attn: Mr. Udo Ammon, Director
Health Care Facility Planning, Licensure & Finance
Bureau of Architectural & Engineering Facility Planning
Corning Tower, 18th Floor
Empire State Plaza
Albany, New York 12237

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

Dear Mr. Ammon:

Per the State Environmental Quality Review Act (SEQRA) regulations, attached is a copy of the final Scoping Document for the abovementioned project in the City of Utica, New York. The City Planning Board met on Thursday, July 19th and reviewed the attached document. Based on that review, the Planning Board unanimously approved a resolution accepting the document as the final Scoping Document.

You will note that the attachment does not include all of the comments submitted or a copy of the transcript from the scoping meeting that was conducted by the Planning Board on June 7th. However, all comments submitted in writing to the Planning Board and the transcript itself was part of the document reviewed and approved by the Planning Board. Due to the size of the document, those materials have not been included in this mailing. A copy of the complete document has been posted to the City's website - http://www.cityofutica.com/departments/urban-and-economic-development/planning/mvhs-seqra/index.

Should you have any questions regarding this document, please do not hesitate to contact me.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

New York State Health Department
Central Region Office
217 South Salina Street
Syracuse, NY 13202

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Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT
1 KENNEDY PLAZA, UTICA, NEW YORK 13502
PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Keith McCarthy
Director, Bureau of Inspection and Certification
New York State
Office of Mental Health
44 Holland Avenue
Albany, New York 12229

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Sincerely,

Brian Thomas, AICP
Commissioner

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1 KENNEDY PLAZA, UTICA, NEW YORK 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Robert S. Derico, RA
Senior Environmental Manager
Office of Environmental Affairs
Dormitory Authority of the State of New York
515 Broadway
Albany, NY, 12207

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Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Judy Drabicki
Regional Director
NYSDEC, Region 6
207 Genesee Street
Utica, NY 13501

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Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Brian Hoffmann, P.E.
Regional Design Engineer
NYSDOT Region 2
Utica State Office Building
207 Genesee Street
Utica, NY 13501

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT
1 KENNEDY PLAZA, UTICA, NEW YORK 13502
PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. John A. Bonafide
Director, Bureau of Technical Preservation Services
New York State Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

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Sincerely,

Brian Thomas, AICP
Commissioner

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1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Anthony Opalka
Historic Preservation Program Analyst
New York State Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

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Should you have any questions regarding this document, please do not hesitate to contact me.

Sincerely,

Brian Thomas, AICP
Commissioner

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Hon. Anthony J. Picente, Jr.
County Executive
Oneida County Office Building
800 Park Avenue
Utica, NY 13501

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Sincerely,

Brian Thomas, AICP
Commissioner

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URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Hon. Robert M. Palmieri
Mayor
City of Utica
1 Kennedy Plaza
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

Dear Mr. Ammon:

Per the State Environmental Quality Review Act (SEQRA) regulations, attached is a copy of the final Scoping Document for the abovementioned project in the City of Utica, New York. The City Planning Board met on Thursday, July 19th and reviewed the attached document. Based on that review, the Planning Board unanimously approved a resolution accepting the document as the final Scoping Document.

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Should you have any questions regarding this document, please do not hesitate to contact me.

Sincerely,

Brian Thomas, AICP
Commissioner

Remove Watermark Wondershare PDFelement

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Shawna Papale
Executive Director
Oneida County LDC
584 Phoenix Drive
Rome, NY 13441-4105

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
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BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

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Executive Director
Oneida County IDA
584 Phoenix Drive
Rome, NY 13441-4105

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Fred Matrulli
Chairperson
City of Utica Planning Board
c/o Department of Urban & Economic Development
(Mr. Brian Thomas, Commissioner)
1 Kennedy Plaza
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Hon. Michael P. Galime
Council President
1 Kennedy Plaza
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. J. Michael Mahoney
Deputy City Engineer
City of Utica
Department of Engineering
1 Kennedy Plaza
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

City of Utica Zoning Board of Appeals
c/o Department of Urban & Economic Development
(Mr. Brian Thomas, Commissioner)
1 Kennedy Plaza
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Brian Thomas, Commissioner
Department of Urban & Economic Development
Hon. Robert M. Palmieri, Mayor
Urban Renewal Agency
1 Kennedy Plaza
Utica, NY 13502

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Commissioner

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Richard Goodney, P.E.
Director of Engineering
Mohawk Valley Water Authority
1 Kennedy Plaza
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Phyllis D. Ellis, BSN, MS, F.A.C.H.E.
Director of Health
Oneida County Health Department
Adirondack Bank Building, 5th Floor
185 Genesee Street
Utica, NY 13501

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Daniel W. Gilmore, Ph.D.
Environmental Health Director
Oneida County Health Department
Adirondack Bank Building, 4th Floor
185 Genesee Street
Utica, NY 13501

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Commissioner

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Steven Devan, P.E.
Commissioner
Oneida County Department of Water Quality
& Water Pollution Control
51 Leland Avenue
Utica, NY 13503

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URBAN & ECONOMIC DEVELOPMENT

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PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Chris Osier
Pretreatment Coordinator
Oneida County Department of Water Quality
& Water Pollution Control
51 Leland Avenue
Utica, NY 13503

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Evelyn Martinez
Manager
New York Airports District Office
FAA Eastern Region
1 Aviation Plaza, Room 111
Jamaica, NY 11434

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Regional Director
NYSDOH Central New York Regional Office
217 South Salina Street
Syracuse, NY 13202-1380

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Jack N. Spaeth
Executive Director
Utica Industrial Development Authority
1 Kennedy Plaza
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Dave Farina
Code Enforcement Administrator
City of Utica Codes Department
1 Kennedy Plaza
Utica, NY 13502

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ROBERT M. PALMIERI
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BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. John R. Kent, Jr.
Commissioner
Oneida County Department of Planning
321 Main Street
Utica, NY 13501

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ROBERT M. PALMIERI
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BRIAN THOMAS, AICP
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August 20, 2018

Mr. Chris Henry
Oneida County Department of Planning
321 Main Street
Utica, NY 13501

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
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August 20, 2018

Mr. Steve J. DiMeo
President
Mohawk Valley EDGE
584 Phoenix Drive
Rome, NY 13441-4105

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

Dear Mr. Ammon:

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Should you have any questions regarding this document, please do not hesitate to contact me.

Sincerely,

Brian Thomas, AICP
Commissioner

Remove Watermark Wondershare PDFelement

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

City of Utica Scenic & Historic Preservation Commission
Department of Urban and Economic Development
City Hall
1 Kennedy Plaza
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Steve Grant
President
Landmarks Society of Greater Utica
1124 State Street
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Don Maugiri
Syracuse/Binghamton Operations Manager
Lightower Fiber Networks
300 Meridian Centre Blvd.
Rochester, NY 14618

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Christopher J. Gorman, Manager
Community & Customer Management, Upstate NY
National Grid
300 Erie Blvd. West
Syracuse, NY 13202

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Mark P. Burkhart
Senior Technical Project Manager
Engineering and Construction
AT&T Corp. – AT&T Network Operations
139 Bacon Pond Road
Woodbury, CT 06798

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Spectrum
1117 Erie Blvd W
Rome, NY 13440

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Verizon
280 Genesee Street
Utica NY 13502-4618

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Brian Thomas, AICP
Commissioner

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Central New York Regional Transportation Authority (CENTRO)
200 Cortland Avenue
PO Box 820
Syracuse, NY 13205-0820

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Brian Thomas, AICP
Commissioner

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Beth Irons
Bagg's Square Association
421 Broad Street
Utica, NY 13502

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Commissioner

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Megan Fraser-McGrogan
Greater Utica Chamber of Commerce
520 Seneca Street
Suite 102
Utica, NY 13502

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URBAN & ECONOMIC DEVELOPMENT

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Sonia Martinez
Mohawk Valley Latino Association
309 Genesee Street
3rd Floor
Utica, NY 13501

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CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT
1 KENNEDY PLAZA, UTICA, NEW YORK 13502
PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Shelly Callahan
Mohawk Valley Resource Center for Refugees
201 Bleecker Street
Utica NY 13501

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Carl Annese
The Upper Mohawk Valley Memorial Auditorium Authority
400 Oriskany Street W.
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Maria Kontaridis, PhD
Masonic Medical Research Laboratory
2150 Bleecker Street
Utica, NY 13501

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Venice Ervin
NAACP - Utica/Oneida County - Branch #2167
P.O. Box 236
Utica, NY 13502
RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Craig Grant
City of Utica Neighborhood Associations
1611 Genesee Street
Utica, NY 13501

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Bruce J. Karam
Utica City School District
106 Memorial Parkway
Utica, NY 13501

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Vincent Gilroy
Utica Harbor Point LDC
1 Kennedy Plaza
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Robert Calli
Utica Municipal Housing Authority
509 Second Street
Utica, NY 13501
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Sincerely,

Brian Thomas, AICP
Commissioner

Remove Watermark Wondershare PDFelement

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Christine Pastorelli
City of Utica Section 8 Program
1 Kennedy Plaza
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

Dear Mr. Ammon:

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Dan Broedel
Midstate Regional Emergency Medical Services Council
14 Foery Drive
Utica, NY 13501
RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Alicia Dicks
Community Foundation of Herkimer & Oneida Counties
2608 Genesee Street
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. James Barefoot
Chief
Utica Fire Department
552 Bleecker Street
Utica, NY 13501

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Lt. Bryan Coromato
Public Information Officer
Utica Police Department
413 Oriskany Street West
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Ms. Donna K. Lynskey
Deputy Clerk
Utica City Court
411 Oriskany Street West
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Patricia Knobloch, AIA
71 Ballantyne Brae
Utica, NY 13501

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Frank Montecalvo
202 Comenale Crescent
New York Mills, New York 13417

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

David Carlin, MPA
Community Planner
Federal Aviation Administration – NYADO
1 Aviation Plaza, Suite 111
Jamaica, NY 11434

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Marcia Menuez-Commerford
Munson-Williams-Proctor Arts Institute
Database Communication
310 Genesee Street
Utica, NY 13502

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Michael J. Romano, MA|Director
Oneida County Office for the Aging/Continuing Care
120 Airline Street
Oriskany, New York 13424

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PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Patrice A. Bogan, MS, FNP-C
Deputy Public Health Director
Oneida County Health Department
Adirondack Bank Building 5TH FL
185 Genesee Street
Utica, NY 13501

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Douglas H. Zamelis, Esq.
The Law Office Of Douglas H. Zamelis
7629A State Highway 80
Cooperstown, New York 13326

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Dennis S. Davis
Commissioner
Oneida County Department of Public Works
5999 Judd Rd
Oriskany, NY 13424

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Michael Bosak
18 Avery Place
Utica, NY 13502

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Joseph Cerini
PO Box 4205
Utica, NY 13504

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Robert S. Derico, RA
Senior Environmental Manager
Office of Environmental Affairs DASNY
515 Broadway
Albany, NY, 12207

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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ROBERT M. PALMIERI
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BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Stephen N. Keblish Jr.
106 Genesee Street
Utica, NY 13502

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ROBERT M. PALMIERI
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BRIAN THOMAS, AICP
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August 20, 2018

Katrina Martin
23 Parkway Drive
Whitesboro, NY 13492

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Should you have any questions regarding this document, please do not hesitate to contact me.

Sincerely,

Brian Thomas, AICP
Commissioner

Remove Watermark Wondershare PDFelement

CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT
1 KENNEDY PLAZA, UTICA, NEW YORK 13502
PH. 315-792-0181 | FAX. 315-797-6607

ROBERT M. PALMIERI
MAYOR

BRIAN THOMAS, AICP
COMMISSIONER

August 20, 2018

Mr. Brett Truett
10-12 Liberty Street
Utica, New York 13501

RE: Final Scoping Document for Mohawk Valley Health System's Integrated Health Campus project

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August 20, 2018

Beth Watts, PE, PTOE
Planning & Program Management
NYSDOT – Mohawk Valley Region
207 Genesee Street
Utica, NY 13501

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Brett B. Truett
442 Lafayette Street
Utica, New York 13501

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James A. Zecca
2662 Edgewood Road
Utica, NY 13501

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COMMISSIONER

August 20, 2018

Joseph P. Bottini
Oneida County Historian/Retired History Teacher
9440 Willowbrook Lane
Sauquoit, New York 13456

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BRIAN THOMAS, AICP
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August 20, 2018

Terry Tyoe
Environmental Analyst 2 NYSDEC
Division of Environmental Permits
Utica State Office Building, Room 1404
207 Genesee Street
Utica NY 13501

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Hospital Site Selection Process Summary Memorandum

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Wondershare PDFelement

MVHS

Prepared for:
Mohawk Valley Health System

DRAFT
Hospital Site Selection Process
Summary Memo

Provided by:

MOHAWK VALLEY EDGE

ELAN
Planning / Design / Landscape Architecture PLLC

O'BRIEN & GERE

Submittal Date: June 12, 2015

18 Division Street • Suite 304 • Saratoga Springs, NY 12866 • P. 518.306.3702 • F.518.226.0469 • www.elanpd.com

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Mohawk Valley Health Systems
Hospital Site Selection Process
Summary Memo

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1. Geographic Information System 'Funnel Maps'
2. Site Selection Matrix
3. St. Luke's Campus Capacity Evaluation
4. Downtown Site Capacity Evaluation
5. Psych Center Capacity Evaluation

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I. Introduction

A. NYS Legislation

The 2015-2016 NYS Budget included legislation for the consolidation of health care services in Oneida County, New York. This allocation is intended to build one, combined, hospital providing acute inpatient, outpatient, and other health care services. The hospitals to be combined into a single facility include St. Luke's, Faxton, and St. Elizabeth's Medical Center.

The legislation language states the following:

> "For payments and grants to support health care facility transformation within the county of Oneida, for capital, non-operational works. Funding will be awarded in the discretion of the commissioner of health in support of projects located in the largest population center in Oneida County, without a competitive bid or request for proposal process, for the purpose of consolidating multiple licensed health care facilities into an integrated system of acute inpatient, outpatient primary and other health care services. The Dormitory Authority may issue bonds for such purposes in an amount appropriated herein. No expenditures may be from this appropriation to a facility until a facility specific plan has been submitted to the Department of Health and has been approved by the Director of the Budget (12UT15HE)." *Total budget allocation: $300,000,000*

B. Initial Steps

To assist the hospital in evaluating appropriate locations for the new facility, Mohawk Valley EDGE ("EDGE") engaged the services of Elan Planning, Design, & Landscape Architecture and O'Brien & Gere. The two firms worked with hospital staff and EDGE staff to undertake a process that began by looking broadly at Oneida County, identified 12 sites for further consideration, and culminated in a focused, detailed evaluation of the top 3 sites.

C. Scope of Work

The siting analysis was completed in 2 steps. The purpose of the first step was to complete an initial evaluation of each of the 12 sites to arrive at a 'go/no go' decision. This was determined based on a high level analysis of key items that are necessary for the hospital to function properly including the availability of infrastructure, adequate access, and a good transportation network. The second step immediately followed with a more detailed evaluation of the top 3 sites including evaluating the capacity to fit the hospital operations and associated parking requirements.

At the onset of the project, the design team utilized 2 previously completed reports prepared by the Hammes Company for MVHS to identify the preliminary program of hospital operations. The following information was utilized for the specific siting capacity analysis:

- 440 beds proposed (actual reduction of approx. 164 beds for 3 hospitals)
- 884,256 SF (current space in 3 hospitals is about 1.3 M SF).
- 40,000 SF Medical Office Building (MOB) to be programmed as part of development
- Estimated Cost: $507.7 M or $527.40/SF

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- Urban Site Requirements:
  - 433,250 SF (includes parking)
  - Total acreage = 10.94
- Suburban Site Requirements:
  - 1,927,500 SF
  - Total acreage = 48.67

II. Summary of the Evaluation Process

Following is an executive summary of the evaluation process and capacity analysis. A more detailed description follows.

A. Initial data review and meeting with MVHS and EDGE Staff

At the beginning of the process, the design team met with the CEO and COO of MVHS and staff from EDGE to obtain an understanding of the key parameters of the hospital operations. Upon confirmation of the broad project program that identified the key elements of the combined facility, the design team began the evaluation process.

B. County-wide Site Search

In an effort to identify large parcels in Oneida County, a Geographic Information System (GIS) analysis was used to identify parcels 50 acres and larger that could potentially host a new combined facility. 5 and 10 mile radii were drawn around the city of Utica and a number of properties were identified for initial evaluation.

C. Level 1 Analysis

Using the results of the GIS analysis, the following sites were screened in a 'funnel' process to determine if there were 'fatal flaws' that warranted sites be eliminated from further consideration. Fatal flaws included such items as lack of infrastructure (sewer/water), access limitations, an in-adequate transportation network, initial permitting needs, and other factors that could impact the development potential of the site.

1. Yahnundasis Golf Club, Seneca Turnpike, New Hartford, NY
2. Twin Ponds Golf Country Club, Main Street, New York Mills, NY
3. New Hartford Business Park, New Hartford, NY
4. Property adjacent to SUNY Polytechnic Institute, fronting onto Route 12 South, Deerfield, NY
5. Sadaquada Golf Club, Whitesboro, NY
6. Hidden Valley Golf Club, Castle Road, Whitesboro, NY
7. Domenico's Golf Course, Church Road, Whitesboro, NY
8. Downtown - generally bounded by Oriskany Blvd on the south, Broadway on the east, State St on the west, and City Hall on the north
9. St. Luke's Hospital Campus, New Hartford, NY
10. NYS Psych Center grounds Utica, NY
11. Tect Utica, Whitesboro, NY
12. Faxton Hospital-Murnane Field, Utica, NY

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D. Level 2 Analysis

With the fatal flaws analysis completed, a site selection matrix was created to complete a detailed screening of the top sites including:

1. Downtown - generally bounded by Oriskany Blvd on the south, Broadway on the east, State St on the west, and City Hall on the north
2. St. Luke's Hospital Campus
3. NYS Psych Center

E. Capacity Analysis

In addition to a detailed evaluation using the site selection criteria matrix, the team prepared a capacity analysis for the top 3 sites. This included identifying areas for hospital operations, hospital expansion area, parking facilities (surface and structured), medical office building, and patient towers. An initial capacity concept plan was prepared for all 3 sites and two sites were advanced further to consider circulation and functional entrances.

III. County-Wide Site Search

A cursory Geographic Information System (GIS) based site identification survey was conducted to identify 10+ sites for further evaluation. The initial criterion threshold for an acceptable site was single parcels ≥ 50-acres. Multiple contiguous parcels under singular ownership, which cumulatively met the 50-acre threshold, were not included due to inconsistencies in the method of identifying parcel owners within the GIS. The GIS-based survey was limited to Oneida County parcels although several Herkimer County sites were discussed with decision-makers (*i.e.*, Schuyler Business Park, Frankfort 5S South Business Park). The 'funnel' process did not account for: site control, current site build-out, or existing or past land uses (and associated impacts). The completed GIS map can be found in Exhibit 1.

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EXHIBHIT 1
GIS ANALYSIS "FUNNEL MAPS"

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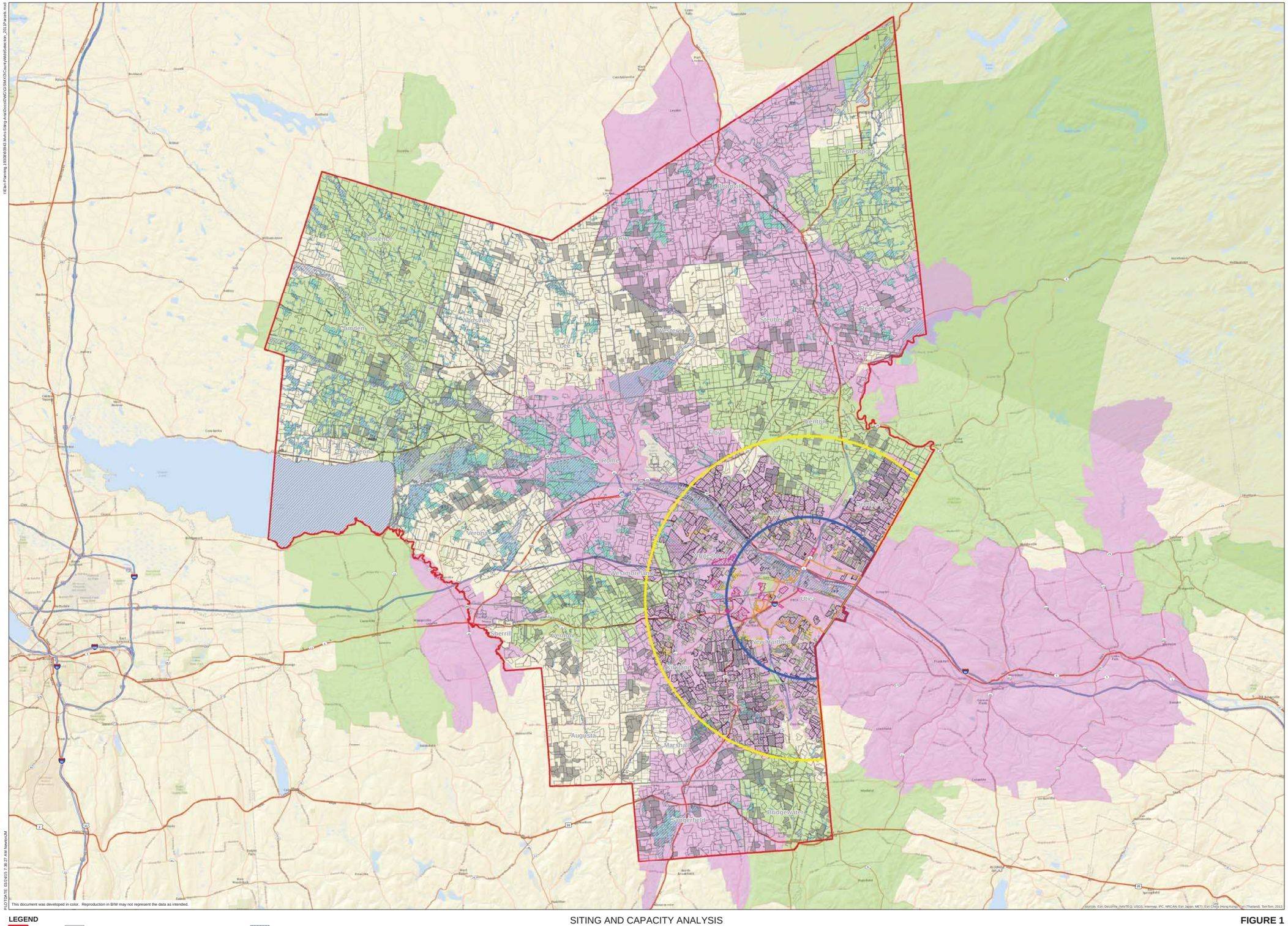

PLOTDATE: 03/24/15 7:36:27 AM Newton.JM

This document was developed in color. Reproduction in B/W may not represent the data as intended.

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

LEGEND

- ONEIDA COUNTY
- CITY OF UTICA
- EXISTING SITES
- 5 MILE RADIUS
- 10 MILE RADIUS
- PROPERTY PARCELS GREATER THAN 50 AC
- PROPERTY PARCELS GREATER THAN 30 AC AND LESS THAN 50 AC WITHIN THE PSA
- PROPERTY PARCELS GREATER THAN 50 AC WITHIN THE PSA
- AGRICULTURAL AREAS
- 100 YEAR FLOOD
- 500 YEAR FLOOD
- WETLANDS
- PRIMARY SERVICE AREA
- SECONDARY SERVICE AREA
- UTILITIES

SITING AND CAPACITY ANALYSIS
MOHAWK VALLEY EDGE
ONEIDA COUNTY, NEW YORK

0 1.75 3.5 5.25 7
Miles

N

MOHAWK VALLEY HEALTH SYSTEMS CONSOLIDATION

FIGURE 1

FILE NO.
19308.60943
DATE
MARCH 2015

O'BRIEN & GERE
ELAN

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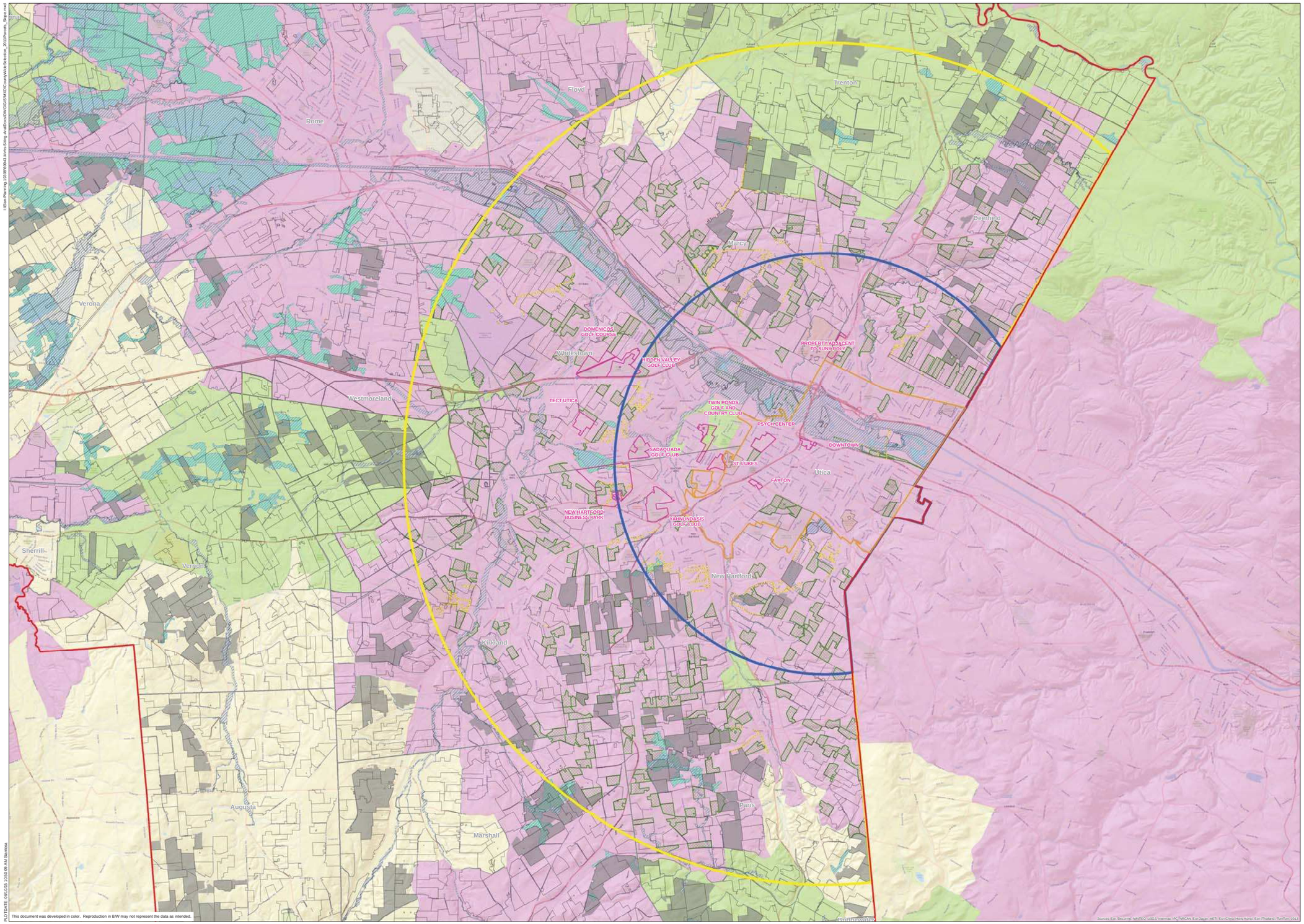

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- UTILITIES

PERCENT RISE

- 0% - 10%
- 10% - 15%
- GREATER THAN 15%

SITING AND CAPACITY ANALYSIS
MOHAWK VALLEY EDGE
ONEIDA COUNTY, NEW YORK

0 3,600 7,200 10,800 14,400
Feet

N

MOHAWK VALLEY HEALTH SYSTEMS CONSOLIDATION

FIGURE 1

FILE NO. 19308.60943
DATE JUNE 2015

O'BRIEN & GERE
ELAN
Planning · Design · Landscape Architecture PLLC

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The following steps were employed to identify sites:

1. Parcels meeting the 50-acre threshold were identified (keyed to a legend) and plotted on a base map, which included:
   - County and municipal boundaries
   - Oneida County property lines (2011)
   - Topographic relief
2. Sites identified in conjunction with the concurrent matrix evaluation were identified on the base map (see Level 2 Analysis):
   - Yahnundasis Golf Club, Seneca Turnpike, New Hartford, NY
   - Twin Ponds Golf Country Club, Main Street, New York Mills, NY
   - New Hartford Business Park, New Hartford, NY
   - Property adjacent to SUNY Polytechnic Institute, fronting onto Route 12 South in the town of Deerfield, NY
   - Sadaquada Golf Club, Whitesboro, NY
   - Hidden Valley Golf Club, Castle Road, Whitesboro, NY
   - Domenico's Golf Course, Church Road, Whitesboro, NY
   - Downtown - generally bounded by Oriskany Blvd on the south, Broadway on the east, State St on the west, and City Hall on the north
   - St. Luke's Hospital Campus, New Hartford
   - NYS Psych Center grounds, Utica, NY
   - Faxton Hospital-Murnane Field Site, Utica, NY
   - Tect Utica, Whitesboro, NY
3. A negative-based "funnel" process was employed to eliminate parcels, which were characterized by unfavorable conditions. Unfavorable conditions are exiting site conditions, which impact the developable acreage and/or increase development costs and "time-to-market." Sites were eliminated from further consideration if developable acreage encroached upon the following conditions:
   - Wetlands (New York State[1] and potential federal[2])
   - 100-year floodplain
   - Steep slopes (>15%; created using USGS 10m Digital Elevation Models [DEMs])
4. The following "positive" attributes were overlaid on the "funnel map":
   - MVHS Primary Service Area (PSA)

[1] Based on NYS Freshwater Wetland Maps.
[2] Based on US Fish & Wildlife Service National Wetland Inventory.

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- MVHS Secondary Service Area (SSA)
- Utility lines (limited)

5. The following radii were overlaid on the "funnel map" to identify potential sites that might be considered as reasonably central to serve PSA and SSA customers.
   - 10-mile radius from the approximate geographic center of Utica
   - 5-mile radius from the approximate geographic center of Utica
6. In addition to the matrix-identified sites, the following additional parcels were highlighted on the "funnel map":
   - Parcels ≥50-acres
   - Parcels ≥50-acres within the 10-mile radius and within the PSA
   - Parcels ≥30-acres and <50-acres within the 10-mile radius and within the PSA (≥30-acre parcels were added to capture additional urban-centric sites)
   - Parcels, which substantially meet required geographic parameters, as well as those parcels, which are not characterized by "unfavorable" environmental conditions.

IV. Level 1 Analysis

Using the funnel map, the following sites were evaluated for "fatal flaws" that would eliminate the site from further consideration. These are listed in no particular order of preference

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3. New Hartford Business Park, New Hartford, NY
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12. Faxton Hospital and Murnane Field

For each of these sites, the team evaluated access, utilities, transportation network, and general location to determine if the site warranted a level 2 analysis.

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The following 'fatal flaws' were identified:

Yahnudasis Golf Club

- Access Issues:
    - According to NYSDOT, access would be near the existing entrance off of Commercial Drive but it would require a re-configuration of the Route 12 - Genesee Street/Route 12B/Route 5 intersection.
    - The road network has the capacity but there are potential operational issues with restrictions on number of options for ingress/egress.
    - There is a railroad spur that would need to be crossed but it has extremely limited use.
    - Secondary access from Route 840, Route 12 or Commercial Drive is not feasible.
- High Tension Power lines are present
- Mud Creek with associated wetlands impacts a large portion of the golf course site
- New Hartford planning and permitting process
- Site is located outside the Major Population Center as required in the 2015-2016 NYS Budget legislation
- Site is eligible for listing on National Register and State Register

Twin Ponds

- Adjacent to older well established neighborhoods that might resist 'Not In My Back Yard' (NIMBY)
- New Mills planning and permitting process
- Generally hilly site
- Twin Ponds is a 1950s icon – with some associated history
- Access Issues:
    - Main Street and Burrstone Road have capacity issues. Three-legged intersection with rail crossing is at Main St, Burrstone Road and Clinton St that creates circulation issues.
    - A secondary access from Burrstone Road would require residential property acquisition and there are capacity concerns about access from Burrstone Road.
- No assessment has been made of utility and infrastructure capability and whether additional upgrades would be necessary to serve a hospital use.
- Site is located outside the Major Population Center as required in the 2015-2016 NYS Budget legislation.

New Hartford Bus Park

- Access Issues:
    - Operational issues along approach at "Jay – K intersection"

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  - Capacity and operational issues along Middle Settlement Road
  - Woods Highway at Route 5 is not a feasible main entrance
  - Creating interchange at Route 840 to allow westbound access to the site would be at a cost of $20-$30 million.
- Power lines cut through site, which reduces available acreage.
- New Hartford Planning and Permitting Process
- Site is located outside the Major Population Center as required in the 2015-2016 NYS Budget legislation.

Deerfield Property SUNY Poly and Route 12 South)

- North of NYS Thruway – further from population centroid
- Along a divided highway. Traffic from south, west or east would need to travel north on Route 12 and take exit ramp at Mulaney Road to then travel south to enter site.
- Only known access to site is through access road off of Mulaney Road that runs from Bank of America to site. Not clear if access could be provided off of service road parallel to Route 12 or through SUNY Poly.
- Highest and best use of site is for expansion of SUNY Poly
- Site has not been investigated for stream and wetlands that could impact site
- Improvements would be required to bring power to the site.
- No ability to expand site as site is landlocked by Route 12 to east, Bank of America to the north, and SUNY Poly to west and south
- Site is located outside the Major Population Center as required in the 2015-2016 NYS Budget legislation.

Sadaquada Golf Club

- Access Issues:
  - Henderson Street has operational and capacity issues
  - Approach would be along Commercial Drive which has the highest traffic volumes in the region
  - Clinton Street and Clark Mills Road also have capacity issues
- Utility and infrastructure availability and capacity not assessed
- Site is located outside the Major Population Center as required in the 2015-2016 NYS Budget legislation.

Hidden Valley and Domenincos Golf Course Sites

- Remote Site
- Access Issues:

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  - North Side of NYS Thruway – further from population centroid
  - Access north on 840 past Westmoreland Road
  - Lack of secondary access points
- Power lines cut through the site
- No infrastructure at site
- Site is located outside the Major Population Center as required in the 2015-2016 NYS Budget legislation.

Tect Utica Site

- Remote Site
- Access Issues:
  - Halsey Road has capacity issues
  - Clark Mills Road has capacity issues
- Potential wetlands
- Power lines
- Infrastructure upgrades needed – sewer upgrade
- Tect Utica may not be compatible – vibrations and noise
- Site is located outside the Major Population Center as required in the 2015-2016 NYS Budget legislation.

Faxton – Murnane Field

- Alienation of park lands required with replacement of Murnane Field required
- City of Utica School District approval required to acquire Murnane Field
- Access Issues:
  - No access from Burrstone Road
  - Burrstone Road and Sunset Avenue have existing capacity issues, which would be compounded with development on Murnane and potentially Pin O Rama sites.
  - Additional Property acquisition would be required – Pin O Rama Block
- Site would require overhead connector with Faxton from Murnane.
- Would need to consider integration of Faxton campus with new hospital complex to determine whether there is value in maintaining Faxton site and using property at Murnane Field and Pin O Rama for expansion.

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V. Level 2 Analysis

The design team formulated a detailed site selection matrix that examined a variety of factors necessary for a successful and functioning site that will meet the hospital current and future expansion needs. This section presents the comparative analysis of three preferred sites using the seven evaluation categories listed below:

1. Size
2. Utilities
3. Accessibility
4. Zoning Approvals and Impact Fees
5. Monetary Factors
6. Community Factors, Perception & Sustainability
7. Environmental

Criteria and sub-criteria were established for each category. Each sub-criterion was assigned points with the higher values representing more desirable features or development conditions. The total point value for each category was then weighted so that the maximum achievable score under each category was 10 points. The detailed scoring matrix is provided as Exhibit 2.

A. Site Criteria Matrix

1. Size

Size evaluation was based on the programming guidelines set forth by Hammes in their January 28, 2015 report and adjusting for urban and suburban environments. The Hammes report established a minimum lot size of 11 acres for an urban location and 49 for a suburban location. The points assigned in this section are based on current available acres for development.

Scoring results under the Size Category are as follows:

- Downtown – 7 points
- Psychiatric Center – 10 points
- St. Luke's – 7 points

2. Utilities

Water, sewer, stormwater, electrical, natural gas, and fiber line utilities were evaluated under this category.

Water capacity is sufficient at all three sites. However, static pressures at the Psychiatric Center (approximately 60-70 psi) are less than the static pressures at the other two sites (approximately 90 psi). The Downtown location is also surrounded by older infrastructure that has experienced frequent water main breaks during deep winter frosts. All three sites have good redundancy.

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Sanitary and storm sewers are not separated at the Downtown site and the site is not conducive to green infrastructure features. A sewer separation project would need to be planned in advance of hospital construction at this location. The sewer improvement project would need to eliminate stormwater inflow from the combined sewers in this area. Stormwater lines would need to be constructed to separate stormwater flow and direct it under the main rail lines to the north and then to the canal.

None of the sites are in the "downtown electrical network," which would likely prohibit the development of a Combined Heat and Power facility (CHP). Natural gas is likely available near each site at the appropriate capacity for a gas turbine CHP system, however, the level of system improvements necessary to deliver this volume of gas is not yet determined.

The Downtown site has the potential to be the better site among the three for power delivered from the electrical grid. This downtown site is relatively close to National Grid's Terminal substation located to the north at Harbor Point. The Terminal station has two transformers and distribution buses. As a result, it functions in a manner similar to two separate substations.

National Grid would need to explore the possibility of running two dedicated 13.2 kv underground cables to the new hospital. This would provide a high level of reliability since the cables would serve only the hospital, be relatively short in distance, and have no exposure to the factors that impact overhead lines.

While the other sites (Psych Center and existing St. Luke's campus) can be fed from two 13.2 kv lines, as well, the lines would run above ground and would not be dedicated and there is a question whether they could handle the loads.

Regarding St. Luke's, there are also two 46 kv circuits at the intersection of Main Street, Clinton Street and Burrstone Rd in New York Mills. Lines could be run from this intersection to St. Luke's which would improve the reliability at this location.

Scoring results under the Utilities Category are as follows:

- Downtown – 6 points
- Psychiatric Center – 8 points
- St. Luke's – 8 points

3. Accessibility

Accessibility was reviewed both from the distance to NYS Routes and the NYS Thruway. The NYS Routes included:

- North-South Arterial including Route 840 Section
- Oriskany Street/NYS Route 5A/ NYS Route 5S
- NYS Route 49
- Non-arterial sections of NYS Routes 5 and 12

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In addition, likely road and signal improvements were reviewed with NYSDOT Region 2. The Downtown location has the potential benefit of being planned in conjunction with the Department's Oriskany Street/5S project so that the access needs of the Hospital from Oriskany Street could be incorporated into the project. NYSDOT expects this project to be constructed in 2018.

It is anticipated the Psychiatric Center location would require improvements along the Jason Street and Court Street corridors to improve access. For the St. Luke's location, signal improvement would be anticipated at Burrstone Road and Champlin Avenue intersection.

Travel distance for employees was scored by reviewing zip code data of the employees to determine an approximate centroid of the base employment zone. The intersection of the North-South Arterial and the East-West Arterial (Route 8 and 840) was used as this centroid.

Based on a preliminary review of incorporating a heliport into the new facility, there does not appear to be any overriding deficiencies, which would promote one site over another in reference to this criteria. Helicopter access is essentially design-driven including approach and departure procedures, which require two unobstructed flight paths in and out from the heliport. For safety reasons, roof-top heliports are recommended by the FAA. Coordination with municipal planners and zoning commissions are necessary to promote proper zoning, as well as safeguards to prevent future development from interfering with approved flight paths. The design should plan for growth, and account for proximity to sensitive receptors.

With regard to visibility, the downtown site is the only sight with direct sight lines to State routes.

Scoring results under the Accessibility Category are as follows:

- Downtown – 9 points
- Psychiatric Center – 5 points
- St. Luke's – 6 points

4. Zoning Approvals and Impact Fees

Basic zoning was reviewed for each site to determine if the hospital is an allowed use as of right and what the lot coverage and height requirements are. The zoning ordinances for the City of Utica and the Town of New Hartford were reviewed. While there are other components to zoning, these three regulations provide the ability to determine if a zoning change or enacting a Planned Unit Development would be warranted.

Zoning for the downtown site and the St. Luke's campus are adequate and in place. For the downtown site, the hospital is an allowed use with a special permit, the lot coverage allowed is 100%, and there are no height restrictions.

The St. Luke's campus has a planned development district in place so no zoning changes would be required, but development would be subject to site plan approval by the Town. The hospital on the Psych center site is an allowed use by special permit the lot coverage and height restrictions would not be sufficient for the hospital's requirements therefore a zoning change would be required.

The additional sub-criteria relates to sewer offset requirements. Development projects that are in service area of the Sauquoit Creek Pumping Station (SCPS) require flow credits in place before they can proceed because of

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stormwater inflow and Infiltration issues in this basin. The SCPS basin generally follows municipal borders. The towns of Whitesboro and New Hartford are inside the SCPS basin and the City of Utica is out.

Flow credits are established by tracking the amount of stormwater removed from the sanitary sewer system during a one-year, 24-hour storm and dividing that volume by 5. The flow credits, assuming they are available from the municipality, are then applied against the anticipated gallons per day of sewer flow of the pending development. In contrast, development within the City of Utica is not currently not subject to sewer offset requirements but may be under similar restrictions by 2017 but only at a 2:1 offset ratio. Although the St. Luke's site is in New Hartford, the majority of its sewer discharges enter the City's sewer system. Assuming the connection to the City's system would remain, new development at the St. Luke's site would be viewed as outside the SCPS basin.

Scoring results under the Zoning Approvals and Impact Fees Category are as follows:

- Downtown – 8 points
- Psychiatric Center – 5 points
- St. Luke's – 8 points

5. Monetary Factors

Site assembly was reviewed, in general terms, based on the number of properties involved in land acquisition. Further, some consideration was given to additional investment potential based on the site location and the project's relation to broader downtown revitalization, neighborhood revitalization, and/or preservation features. These same interests could also result increased fundraising. This is not meant to include the $300 million allotted under the State budget. At this time, all Level 2 sites are deemed equal with regard to their status in terms of the budget item.

Constructability issues were weighed with regard to demolition, geotechnical, and phasing elements of the project. With regard to demolition, all sites will require 2 to 4 acres of demolition and judged equal for this level of analysis. Geotechnical conditions are likely preferable at the Psychiatric Center and St. Luke's sites. However, further geotechnical studies will be needed to determine how these conditions will translate to the cost of foundation construction. The St. Luke's site presents a challenge with regard to construction phasing. The existing operations will need to be maintained and protected during the construction of the new facility. A myriad of issues would need to be explored with regard to employee access, construction access, circulation, noise, vibrations, etc. if the new hospital is to be located at the current St. Luke's campus.

The Downtown site has the added benefit of utilizing some percentage of shared public parking which may offset some operational costs.

Sanitary sewer discharges from the St. Luke's site predominately flow into the City of Utica's combined sewer system and therefore not subject to additional sewer fees established under the Sanitary Sewer Overflow (SSO) Mitigation Program to implement improvement projects in the SCPS basin.

Scoring results under the Monetary Category are as follows:

- Downtown – 5 points
- Psychiatric Center – 6 points

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- St. Luke's – 4 points

6. Community Factors, Perception & Sustainability

This section of the matrix evaluated existing community policy documents, whether or not the site was in an existing neighborhood, and if there are sustainability features that could be implemented.

For the community policy document the sites were examined to determine if they are consistent with an existing comprehensive or master plan and if the site is within or adjacent to an existing or proposed Brownfield Opportunity Area (BOA). All three sites are consistent with a master plan and only the downtown and Psychiatric Center are near a proposed BOA. Being adjacent or within a BOA can be helpful in obtaining state funding if the project is consistent with the BOA planning document.

The next sub-criteria examined the location of site in relation to the surrounding neighborhood. The downtown site is the only site not situated near a neighborhood whereas St. Luke's and the Psychiatric Center are near neighborhoods but a buffer is possible.

The final sub-criteria examined sustainability features as it relates to the ability to provide a microgrid and if it can be considered an urban infill project (vs. greenfield development). The Central Utility Building at the Downtown and Psychiatric Center sites have the potential to serve a as microgrid power sources. CHP's themselves are considered a more sustainable for generating electric power option versus relying 100% on the electrical grid. CHP are more energy efficient and rely on cleaner sources (i.e. gas turbines) reducing emissions of carbon dioxide and other air pollutants in comparison to regional power stations.

Finally, consideration was given to Downtown and Psychiatric Center sites for re-purposing urban parcels for re-use which is considered a sustainable initiative as higher densities in the urban environment minimizes the need for energy, allows for non-motorized types of transportation, and increases the efficiency for the delivery utilities and services. All three site options would likely comply with the State's Smart Growth Development Policy, but the Downtown and Psychiatric Center would be viewed more favorably if state funds are pursued to assist with the development of either of these sites.

Scoring results under the Community Factors, Perception & Sustainability Category are as follows:

- Downtown – 10 points
- Psychiatric Center – 8 points
- St. Luke's – 4 points

7. Environmental

For this portion of the matrix the following factors were evaluated: 100-year floodplain, cultural resources, wetlands, steep slopes (amount of land with less than 15% slope), and endangered and threatened species. All 3 sites are not located in a 100-year floodplain. Only the St. Luke's site is not listed or eligible for listing on the State and/or Federal Register; it is also not located within an archeologically sensitive area. None of the sites encroach upon state wetlands or the buffer area; St. Luke's does encroach upon a potential federal wetland. All 3 sites are relatively flat and none of the sites will have restrictions for clearing as it relates to the Indiana Bat and other endangered species.

Development of the Psych Center and Downtown sites will require coordination with the State Historic Preservation Office (SHPO). Buildings on the Psych Center campus, particularly Old Main, will be subject to

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review on the renovation and reuse of these buildings, and any demolition that may be part of the hospital redevelopment. The capacity analysis shows integration of Old Main into the proposed redevelopment program, which likely would receive favorable support from SHPO. The Downtown site would require demolition of all buildings within the defined property boundaries for the hospital. This will require coordination with SHPO. However the downtown option will also create opportunities to catalyze development of key downtown buildings that lie on the periphery of the hospital development (*e.g.*, Hotel Utica, E. Tudor Williams Building, Utica Paint Buildings, as well as key buildings along the Genesee St. corridor).

- Downtown – 8 points
- Psychiatric Center – 8 points
- St. Luke's – 9 points

B. Matrix Summary

The final scoring for the 3 sites is as follows:

- Downtown – 53 points
- Psychiatric Center – 50 points
- St. Luke's – 46 points

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EXHIBHIT 2
SITE SELECTION MATRIX

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		Downtown	Psych Center	St. Luke's
I. SIZE	**Total Potential Points - 6 Points**			
A. Urban	1) Urban - between 10 and 20 acres (2 points)			
	2) Urban - between 20 and 30 acres (4 points)	4		
	3) Urban - greater than 30 acres (6 points)		6	
B. Suburban (within 5 miles of City Center)	1) Suburban - between 20 and 30 acres (2 points)			
	2) Suburban - between 30 and 40 acres (4 points)			4
	3) Suburban - greater than 40 acres (6 points)			
SUBTOTAL:		4	6	4
WEIGHTED SUBTOTAL:	Weight (10/6) = 1.67	**7**	**10**	**7**

II. UTILITIES	**Total Potential Points - 32 Points**			
A. Sanitary Sewer	1) Capacity improvements require less than 500 linear feet of upgrades (4 points)		4	4
	2) Capacity improvements require between 500 and 1000 linear feet of upgrades (2 points)	2		
	3) Capacity improvements require more than 1000 linear feet of upgrades (0 points)			
B. Potable Water	1) Capacity improvements require less than 500 linear feet of upgrades (4 points)	4	4	4
	2) Capacity improvements require between 500 and 1000 linear feet of upgrades (2 points)			
	3) Capacity improvements require more than 1000 linear feet of upgrades (0 points)			
	4) Redundancy: 2 main feeds from different reserviors/tanks + 2; 2 main feed from same source +1 points	2	2	2
	5) Potential useful life or pressure issues (minus 1 to -2 points)	-1	-1	
C. Electrical	1)Adequate Capacity: Currently available +2 points; need National Grid upgrade + 1 point	2	1	1
	2) Redundancy: 3 independent sources +2 points; 2 sources + 1 points	1	1	1
	3) Reliability: reliable dedicated feeder +2 points; reliable shared feeder +1 points	2	1	1
	4) Service voltage: 115Kv +2 points; 34.5 Kv +1 points; <15Kv + 0 points	2	0	1
D. Natural Gas	1) Capacity: supports hospital w/ future CHP +4 points; supports hospital only +2 points	4	4	4
	2) Upgrades: services extensions >500 feet minus 2 points; >1000 feet -4 points	TBD	TBD	TBD
E. Fiber Network Availability	1) Yes (2 points)	2	2	2
F. Storm Drainage	1) Separate storm sewers onsite (+2 points)		2	2
	2) Soils and depth to water table conducive to green infrastructure (+2 points)		2	2
	3) Property available for onsite detention (+2 points)		2	2
SUBTOTAL:		20	24	26
WEIGHTED SUBTOTAL:	Weight (10/32) = .3125	**6**	**8**	**8**

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III. ACCESSIBILITY	Total Potential Points - 22 Points	Downtown	Psych Center	St. Luke's
A. Major Roads	1) Between 0 and 0.5 miles from N-S Arterial including 840 section (+4 points)	4		4
	2) Between 0 and 1.0 miles from N-S Arterial including 840 section (+2 points)		2	
	3) Between 0 and 0.5 miles from Oriskany Street/5A/5S (+2 points)	2	2	
	4) Between 0 and 0.5 miles from other NYS Routes - Route 49, non-arterial sections of Routes 5 and 12 (+2 points)			
B. NYS THRUWAY	1) Between 0 and 1 mile (4 points)			
	2) Between 1 and 2 miles (3 points)	3		
	3) Between 2 and 3 miles (2 points)		2	
	4) Between 3 and 4 miles (1 points)			1
	4) >4 miles (0 points)			
C. Road and Signal Improvements	1) -1 for each 1000 ft length of road improvement and -1 for each signal improvement		-3	-1
D. Public Transit	1) Yes (4 points)	4	4	4
	2) No (0 points)			
E. Flight Services (helicopter)	1) Allowed and no flight path restrictions (+2)	2	2	2
	2) Not allowed and/or significant flight path issues identified (0 points)			
F. Visibility	Can be seen from a NYS Route or Interstate (+ 2 points)	2		
G. Distance to majority of Employee Base (using approximate zip code centriod of Utica, Whitesboro, New Harford, and Clinton i.e. approximate N-S arterial and E-W arterial interchange)	1) Between 0 and 2 mile (4 points)			4
	2) Between 2 and 4 miles (2 points)	2	2	
	3) > 4 mile (2 points)			
SUBTOTAL:		19	11	14
WEIGHTED SUBTOTAL:	Weight (10/22) = .455	**9**	**5**	**6**

IV. ZONING APPROVALS AND IMPACT FEES	Total Potential Points - 6 Points			
A. Basic Zoning	1) Allowed use, lot coverage, and building height (+1 to +3 points)	3	1	3
B. Sewer Offset Requirements	1) No (3 points)			
	2) No - Utica and north system may be subject to 2 to 1 offsets starting 2017 (2 points)	2	2	2
	3) Yes - Sauquoit Creek Pump Station is subject to 5 to 1 offsets (0 points)			
SUBTOTAL:		5	3	5
WEIGHTED SUBTOTAL:	Weight (10/6) = 1.67	**8**	**5**	**8**

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V. MONETARY FACTORS	Total Potential Points - 20 Points	Downtown	Psych Center	St. Luke's
A. Site Assemblage	1) Property acquistion involves multiple parcels (0 points)	0		
	2) Property acquistion involves one primary owner (2 points)		2	
	3) Property currently under Owner's control (4 points)			4
B. Attract Additional Outside Investment	1) Based on Downtown Revitalization (+ 4 points)	4		
	2) Based on other factors - neighborhood revitalization; preservation features (+2)		2	
C. Cost of Construction - Phasing	1) Must maintain access and protect existing facilities during construction (0 points)			0
	2) Off-site construction with immediately adjacent buildings (2 points)	2		
	3) Off-site construction with wide construction zone (4 points)		4	
C. Cost of Construction - Foundations	1) Soft soils and/or high water table (0 points)			
	2) Harder soils (2 points)		2	2
D. Cost of Construction - Demolition	1) No demolition (4 points)			
	2) Demolition of <2 acres needed (2 points)			
	3) Demolition of >2 acres needed (0 points)			
E. Nearby public parking	Ability to utilize public parking facilities (+ 2)	2		
F. Sauquoit Creek PS Basin Surcharges	No (+ 2)	2	2	2
SUBTOTAL:		10	12	8
WEIGHTED SUBTOTAL:	Weight (10/20) = .5	**5**	**6**	**4**

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		Downtown	Psych Center	St. Luke's
VI. COMMUNITY FACTORS, PERCEPTION & SUSTAINABILITY	**Total Potential Points - 16 Points**			
A. Community Priority Site/Area	1) Consistent with Master Plan (+4 points)	4	4	4
	2) Within or adjacent to proposed/existing Brownfield Opportunity Area (+2 points)	2	2	
B. Proximity to Existing Neighborhood	1) Not within residential neighborhood (4 points)	4		
	2) Within neighborhood but buffer zone is possible (2 points)		2	2
	3) Within neighborhood and no buffer zone (0 points)			
C. Sustainability and Resilency Features	1. Potential Microgrid opportunity (+2 points)	2		
	2) Smart Growth - represents retrofitting/urban infill project (+4 points)	4	4	
SUBTOTAL:		16	12	6
WEIGHTED SUBTOTAL:	Weight (10/16) = .625	**10**	**8**	**4**

VII. ENVIRONMENTAL	**Total Potential Points - 8 Points**			
A. 100-year Floodplain	1) Project site/footprint is not located within 100-year floodplain (2 points)	2	2	2
B. Cultural Resources	1) Project is not located on a site listed or eligible for listing on the SR/NR (1 point)			1
	2) Project is not located within an archaeologically sensitive area (1 point)			1
C. Wetlands	1) Project does not encroach upon potential federal wetlands (based on NWI or delineation) (1 point)	1	1	
	2) Project does not encroach upon State wetlands or buffer (1 point)	1	1	1
D. Steep Slopes	1) No slopes >15% (1 point)	1	1	1
E. Endangered & Threatened Species	1) No tree clearing restrictions due to Indiana Bat/Northern Long-eared Bat (1 points)	1	1	1
SUBTOTAL:		6	6	7
WEIGHTED SUBTOTAL:	Weight (10/8) = 1.25	**8**	**8**	**9**

TOTAL WEIGHTED SCORE:	**53**	**50**	**46**

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VI. Capacity Analysis

For the top 3 selected sites, a capacity analysis was undertaken. Using the program of uses defined above, refined, and summarized here, the design team reviewed the sites and located the hospital, two patient towers, parking, and in the case of the downtown and Psych Center sites, evaluated circulation patterns. Depending on the size of the parcel both surface and structured parking was evaluated.

Facility Program

Hospital 850,000 square feet: (375,000 SF for Administration and Operations and 510,000 SF for patient rooms)

Medical Office Building 24,000 SF

Parking 3,000 stalls (Approx.)

Each of the program elements on the drawings are labeled and detailed information is provided including number of floors and square footage of the hospital (Administration, Surgical, Emergency), patient room towers, and for the Medical Office Building (MOB), a central utility building, and detailed information on the number of parking stalls whether surface or structured.

ST. LUKE'S SITE

The design team examined the St. Luke's campus (see Exhibit 3.) Given the current utilization of the site and some site constraints due to wetlands, there is a challenge to incorporate the required building configuration for the new consolidated campus within the existing property boundaries. The capacity analysis shows the new development wedged within the most constrained portion of the site due to the presence of the main hospital complex and Skilled Nursing Facility. Also, to meet the required number of parking spaces, a parking structure was added to this concept. Primary access to the campus is realigned with Champlin and the existing nursing home is retained.

- Hospital (Administration, Surgical, Emergency): 180,000 SF/floor at 2 stories, plus a 10% expansion area (dashed line)
- Patient Room Tower #1: 30,000 SF/floor at 9 floors
- Patient Room Tower #2: 30,000 SF/floor at 9 floors
- Medical Office Building: 12,000 SF at 2 stories, plus a 10% expansion area at 1,200 SF (dashed line)
- Surface Parking: 1,937 stalls
- Parking Garage: 3 Decks for 1,162 stalls with 387/Floor

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DOWNTOWN SITE

The downtown site was examined for its ability to fit all of the program elements (see Exhibit 4.) In addition to locating the facilities and parking, the design team examined access points and circulation into and surrounding the site for staff, patients, and emergency vehicles. Because this project will likely be a public/private undertaking, the downtown capacity plan is showing the larger project area (solid yellow line) and the area dedicated for hospital operations (dashed yellow line.) The total acreage of the downtown site is 34 acres with 17 acres dedicated for hospital operations.

Two parking structures are indicated on the plan with an overhead building connector. Some surface parking is located adjacent to the hospital. Additional commercial and mixed-use structures are shown off-site that will likely be private undertakings separate from the hospital. The intent is to show how this area of downtown can be rebuilt with the hospital and other private interests.

As illustrated, the orientation of the hospital is on the eastern portion of the study area so that it is closer to Utica's central business district. The primary entry point would be from Columbia, with emergency access on the western portion of the site.

Hospital Operations

- Hospital (Administration, Surgical, Emergency): 115,000 SF/floor at 3.5 stories, plus a 10% expansion area (dashed line)
- Patient Room Tower #1: 30,000 SF/floor at 9 floors
- Patient Room Tower #2: 30,000 SF/floor at 9 floors
- Medical Office Building: 24,000 SF at 3 stories, plus a 10% expansion area at 8,000 SF (dashed line)
- Central Utility Building
- Surface Parking: 621 stalls including 32 convenience parking spaces at the main entrance

Public/Private Sector Initiatives

- Parking Garage #1: 8 Decks with 808 total stalls (101/Floor). The garage could be expanded if the program is expanded onto a portion of the Hotel Utica site, which would retain Washington Avenue but have parking on floors 2-8 with the extension onto the Hotel Utica block.
- Parking Garage #2: 8 Decks with Commercial services in 60% of first floor with 40 stalls. For floors 2-8 there are a total of 1,447 total stalls (206/Floor). Total stalls – 1,487
- Parking Garage #3: 3 Decks (floors 2-4) for a total of 450 stalls. This is a mixed-use building with parking integrated on floors 2-4.
- Mixed-Use Commercial Residential Building with first floor retail, floors 2-4 parking, and floors 5 and 6 residential.
- Commercial Development Areas (x2)

PSYCH CENTER

The Psych Center property, owned by NY State, was evaluated (see Exhibit 5). The resulting concept utilized 'Old Main' which is listed on the National Register of Historic Places as the primary focal point. As shown on the diagram, the hospital would be attached to the south side of 'Old Main' via an atrium. The patient towers would connect to the south side of the hospital and two parking structures would be located on the west side of the property but an adequate distance from the neighborhood so as not to impose a visual impact.

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Circulation in the property would primarily be along the western portion of the property. Primary access to the site is from Court Street and it is proposed that Jason Street be reconstructed to connect directly with Oriskany (NYS 5s.) This would provide direct access from the primary east-west route through the City of Utica.

Given the amount of land that is available at this location, this concept proposes a campus style senior living facility similar to Acacia Village located on the Mason's campus in the City. This would provide the ability for seniors, not needing assisted care, to live in the city able to walk to various venues and have access to health care.

- Hospital (Administration, Surgical, Emergency): 180,000 SF/floor at 2 stories, plus a 10% expansion area (dashed line)
- Patient Room Tower #1: 30,000 SF/floor at 6 floors
- Patient Room Tower #2: 30,000 SF/floor at 6 floors
- Patient Room Tower #3: 30,000 SF/floor at 6 floors
- Medical Office Building: 12,000 SF at 2 stories, plus a 10% expansion area at 1,200 SF (dashed line)
- Central Utility Building
- Surface Parking: 1,571 stalls
- Parking Garage #1: 4 Decks with 724 total stalls (181/Floor)
- Parking Garage #2: 4 Decks with 535 total stalls (134/Floor)
- Also shown: Campus senior living that could be a private undertaking in association with the hospital. This would be small clusters of housing units, single story living, low square footage. The idea is to provide housing options for empty nesters still looking to reside in the City of Utica.

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EXHIBHIT 3
ST. LUKE'S CAMPUS

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ST. LUKES SITE CAPACITY KEY

- **A** Hospital (Administration, Surgical, Emergency): 180,000 SF/floor at 2 stories, plus a 10% expansion area (dashed line)
- **A1** Patient Room Tower: 30,000 SF/floor at 9 floors
- **A2** Patient Room Tower: 30,000 SF/floor at 9 floors
- **B** Medical Office Building: 12,000 SF at 2 stories, plus a 10% expansion area at 1,200 SF (dashed line)
- **C** Parking Garage: 3 Decks, Decks 1-3 for 1,162 stalls with 387/floor
- **D** Surface Parking: 305 stalls
- **E** Surface Parking: 134 stalls
- **F** Surface Parking: 284 stalls
- **G** Surface Parking: 310 stalls
- **H** Surface Parking: 638 stalls
- **I** Surface Parking: 48 stalls
- **J** Surface Parking: 24 stalls
- **K** Surface Parking: 170 stalls
- **L** Surface Parking: 24 stalls

Total Site Area: 70 Acres

FACILITY PROGRAM

PROGRAM ITEM	TOTAL QUANTITY	BUILDING COMPONENTS
HOSPITAL	885,000 SF	ADMIN. & OPERATIONS 375,000 SF
		PATIENT ROOMS 510,000 SF
MEDICAL OFFICE BUILDING	24,000 SF	
PARKING	3,000 STALLS	

Existing Nursing Home

Existing Hospital Buildings

Champlin Avenue

Burrstone Road

MVHS HOSPITAL SITE CAPACITY ANALYSIS

SITE: ST. LUKES HOSPITAL
CHAMPLIN AVENUE, NEW HARTFORD, NEW YORK

0 25' 50' 100'

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EXHIBHIT 4
DOWNTOWN SITE

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DOWNTOWN SITE CAPACITY KEY

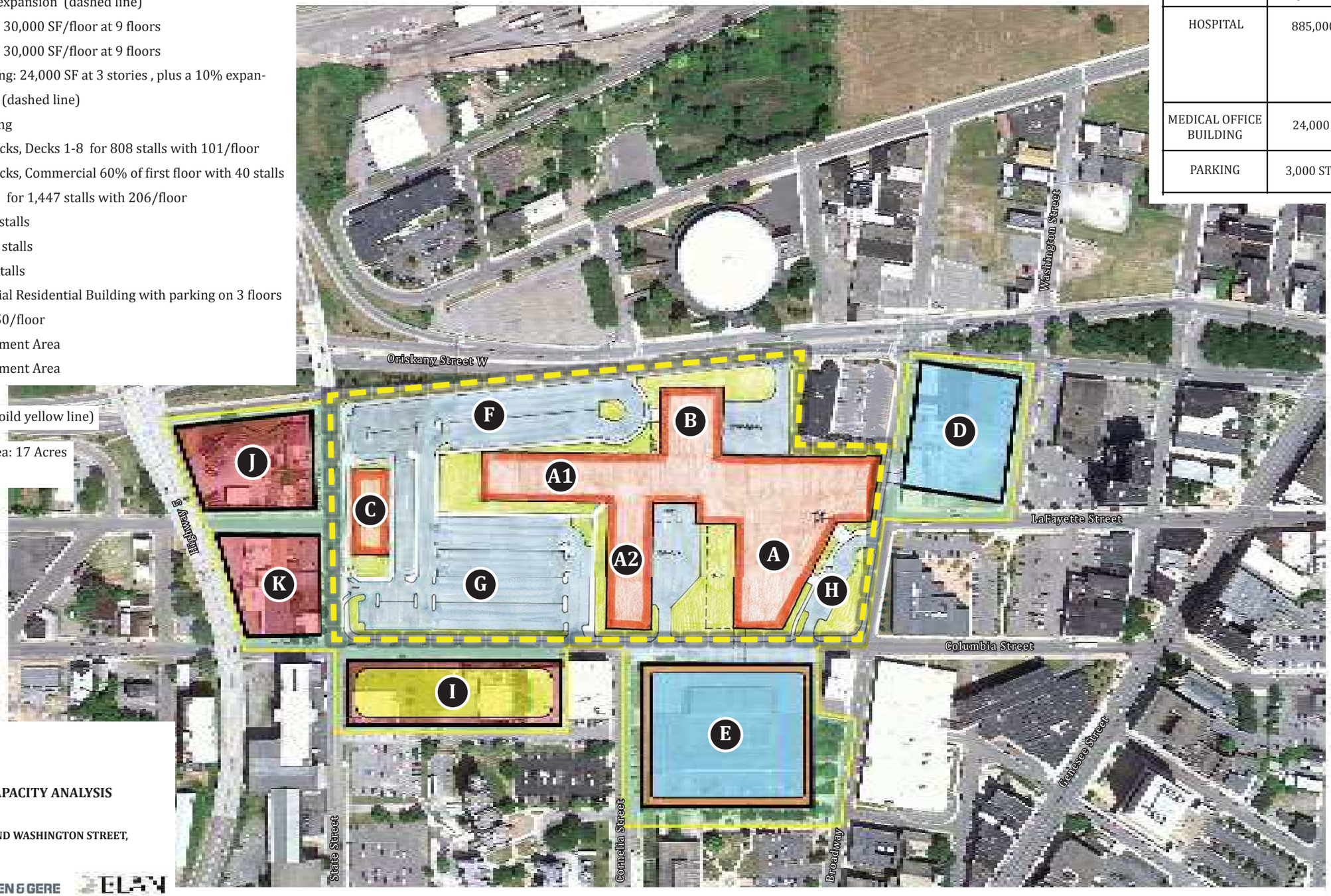
- **A** Hospital (Administration, Surgical, Emergency): 115,000 SF/floor at 3.5 floors, plus 10% expansion (dashed line)
- **A1** Patient Room Tower: 30,000 SF/floor at 9 floors
- **A2** Patient Room Tower: 30,000 SF/floor at 9 floors
- **B** Medical Office Building: 24,000 SF at 3 stories , plus a 10% expansion area at 8,000 SF (dashed line)
- **C** Central Utility Building
- **D** Parking Garage: 8 Decks, Decks 1-8 for 808 stalls with 101/floor
- **E** Parking Garage: 8 Decks, Commercial 60% of first floor with 40 stalls for Deck 1, Decks 2-8 for 1,447 stalls with 206/floor
- **F** Surface Parking: 247stalls
- **G** Surface Parking: 374 stalls
- **H** Surface Parking: 32 stalls
- **I** Mixed-Use Commercial Residential Building with parking on 3 floors for 450 stalls with 150/floor
- **J** Commercial Development Area
- **K** Commercial Development Area

Total Site Area: 34 Acres (soild yellow line)

Hopital Operations Site Area: 17 Acres (dashed yellow line)

FACILITY PROGRAM

PROGRAM ITEM	TOTAL QUANTITY	BUILDING COMPONENTS
HOSPITAL	885,000 SF	ADMIN. & OPERATIONS 375,000 SF
		PATIENT ROOMS 510,000 SF
MEDICAL OFFICE BUILDING	24,000 SF	
PARKING	3,000 STALLS	



MVHS HOSPITAL SITE CAPACITY ANALYSIS

SITE: DOWNTOWN UTICA
BETWEEN HIGHWAY 5 AND WASHINGTON STREET, UTICA, NEW YORK

O'BRIEN & GERE

0 25' 50' 100'

DRAFT

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EXHIBHIT 5
PSYCH CENTER SITE

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PSYCHIATRIC CENTER SITE CAPACITY KEY

- **A** Hospital (Administration, Surgical, Emergency): 180,000 SF/floor at 2 floors, plus a 10% expansion area (dashed line)
- **A1** Patient Room Tower: 30,000 SF/floor at 6 floors
- **A2** Patient Room Tower: 30,000 SF/floor at 6 floors
- **A3** Patient Room Tower: 30,000 SF/floor at 6 floors
- **B** Medical Office Building: 12,000 SF at 2 stories, plus a 10% expansion area at a 1,200 SF (dashed line)
- **C** Central Utility Building
- **D** Parking Garage: 4 Decks, Decks 1-4 for 724 stalls with 181/floor
- **E** Parking Garage: 4 Decks, Decks 1-4 for 535 stalls with 134/floor
- **F** Surface Parking: 265 stalls
- **G** Surface Parking: 286 stalls
- **H** Surface Parking: 36 stalls
- **I** Surface Parking: 1,054 stalls
- **J** Surface Parking: 204 stalls
- **K** Campus Senior Living

Total Site Area: 93 Acres

FACILITY PROGRAM

PROGRAM ITEM	TOTAL QUANTITY	BUILDING COMPONENTS
HOSPITAL	885,000 SF	ADMIN. & OPERATIONS 375,000 SF
		PATIENT ROOMS 510,000 SF
MEDICAL OFFICE BUILDING	24,000 SF	
PARKING	3,000 STALLS	

Court Street

Old Main Building

Noyes Street

MVHS HOSPITAL SITE CAPACITY ANALYSIS

SITE: PSYCHIATRIC CENTER
COURT STREET, UTICA, NEW YORK

0 25' 50' 100'

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SHPO Consultation Materials

- Phase 1A Cultural Resource Investigation
- Phase 1A Architectural Inventory
- SHPO Correspondence

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Phase 1A Cultural Resource Investigation

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PHASE 1A ARCHAEOLOGICAL INVESTIGATION FOR THE PROPOSED MOHAWK VALLEY HEALTH SYSTEM UTICA HOSPITAL, CITY OF UTICA, ONEIDA COUNTY, NEW YORK

NYS OPRHP #16PR06600

Prepared for:

O'BRIEN & GERE ENGINEERS, INC.
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Syracuse, NY 13221- 4873

Prepared by:

PANAMERICAN CONSULTANTS, INC.
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APRIL 2018

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PHASE 1A ARCHAEOLOGICAL INVESTIGATION

FOR THE PROPOSED MOHAWK VALLEY HEALTH SYSTEM

UTICA HOSPITAL, CITY OF UTICA, ONEIDA COUNTY,

NEW YORK

NYS OPRHP #16PR06600

Prepared for:

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Prepared by:

Robert J. Hanley, M.A., Sr. Archaeologist/Principal Investigator
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April 2018

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Management Summary

SHPO Project Review Number: 16PR06600

Phase of Survey: Phase 1A Archaeological Survey

Project Location Information:
Location: City of Utica
Minor Civil Division: Oneida County

Archaeological Survey Area (Metric & English): 25 acres (81± parcels)

USGS 7.5 Minute Quadrangle Map: Utica East 1983

Archaeological Survey Overview
Number & Interval of Shovel Test Pits (STP): N/A

Results of Archaeological Survey
Number & name of prehistoric sites identified: N/A
Number & name of historic sites identified: N/A
Number and name of sites recommended for Phase II/Avoidance: N/A

Results of Architectural Survey
Results submitted in a separate document

Report Author(s): R.J. Hanley, M.A. Steinback, M. Cinquino

Date of Report: April 2018

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1.0 Introduction

1.1 PROJECT DESCRIPTION

Panamerican Consultants, Inc. (Panamerican) was contracted by O'Brien & Gere Engineers, Inc. (OBG) to conduct a Phase 1A cultural resources investigation for the proposed Mohawk Valley Health System (MVHS) Utica Hospital in the City of Utica, Oneida County, New York. This report includes the background research and archaeological sensitivity assessment for the approximately 25-acre (81± parcels) Area of Potential Effect (APE).[1] For this study, the APE is the Project location, which is generally bounded to the west by the North-South Arterial Highway, to the east by Broadway, to the south by Columbia Street, and to the north by Oriskany Street; an area encompassing approximately 25 acres (Figures 1 and 2). The Project would result in substantial demolition and new construction within a majority of the APE, as well as the need to eliminate Lafayette Street between State Street and Broadway. Figure 3 presents an architectural site plan (30 percent design) depicting the proposed hospital facilities.

The purpose of the Phase 1A investigation is to identify previously recorded cultural resources that may be impacted by the proposed project and to assess the likelihood that unrecorded resources may be present within the APE of the proposed project (New York Archaeological Council [NYAC] 1994). The cultural resources investigation included documentary and historical map research, a site file and literature search, the examination of properties listed in the New York State and National Registers of Historic Places (S/NRHP), preparation of prehistoric and historic contexts of the project area, assessment of cultural resources sensitivity and past disturbances at the site, a walkover reconnaissance, and photographic documentation of field conditions. Photographs of the field investigation are presented in Appendix A.

The cultural resource investigation was conducted in compliance with the National Historic Preservation Act (as amended), the National Environmental Policy Act, the New York State Historic Preservation Act, and the State Environmental Quality Review Act, as well as all relevant federal and state legislation. The field investigation was conducted by Ms. Christine Longiaru, M.A., during March 2018. Robert J. Hanley, M.A., RPA, served as the Principal Investigator, Mr. Mark A. Steinback, M.A., served as Project Historian; and Dr. Michael A. Cinquino, RPA, served as Project Director.

1.2 METHODOLOGY

Cultural resources investigations are designed to provide a complete examination of a project area in order to identify and assess any known or unknown cultural resources prior to potential impacts. These resources include archaeological sites (prehistoric and historic) and standing structures or other aboveground features. As noted, a Phase 1A survey consists of a background and literature search, a site file check, and a field inspection of the project area. Archaeological and historic site files at the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) are reviewed through New York State Historic Preservation Office's (SHPO) Cultural Resource Information System (CRIS) as an initial step to determine the presence of known archaeological sites within a one-mile radius of the APE. These files include data recorded at both the OPRHP and the New York State Museum (NYSM). Results of the site file check are summarized in Section 2.3.1. The prehistory and history of the region are reviewed for the preparation of an historic context of the APE (see Sections 2.2.1 and 2.2.2).

Information collected during the Phase 1A survey is used to assess the sensitivity of the project area / APE for the presence of cultural resources. The sensitivity of the project area is assessed through background research and field examination. Pedestrian or walkover reconnaissance surveys are conducted across the project area to identify testable locations, cultural features, surface visibility, soil

[1] Panamerican also conducted a separate Phase 1A architectural study, which will be submitted to the New York State Office of Parks, Recreation, and Historic Preservation.

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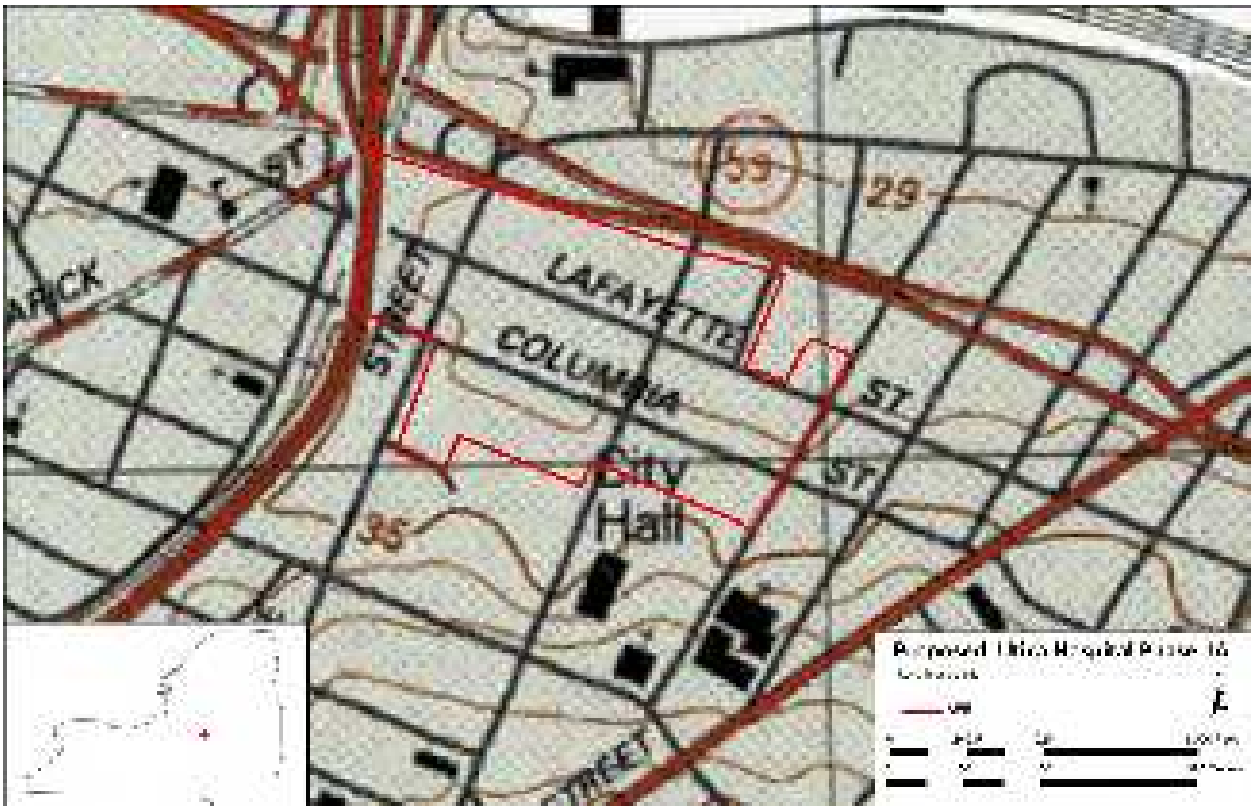

Figure 1. General Project location in the City of Utica, Onieda County, New York *(United States Geological Survey [USGS] Utica East 1983)*.

disturbance, and wet or poorly drained areas, as well as well-drained sensitive areas that would require testing. Areas that are untestable or severely disturbed are identified according to the following criteria:

- graded and cut areas through surrounding terrain (e.g., hills or gorges), such as those resulting from road construction or as pertinent to this location, grading associated with golf course construction;
- areas that appear to have over 5 feet (1.5 meters) of fill;
- areas previously impacted by construction of utilities, drainage ditches, streets or other obvious areas of significant earth movement;
- areas including poorly drained soils and wetlands; and,
- areas having slopes greater than 15 percent.

Areas of archaeological potential and high sensitivity are identified based on the following criteria:

- undisturbed areas that are environmentally sensitive with relatively level well-drained soils or in the vicinity of potable water such as springs, streams or creeks (these characteristics typify known site locations in the region);
- known prehistoric or historic site locations within or adjacent to the project area;

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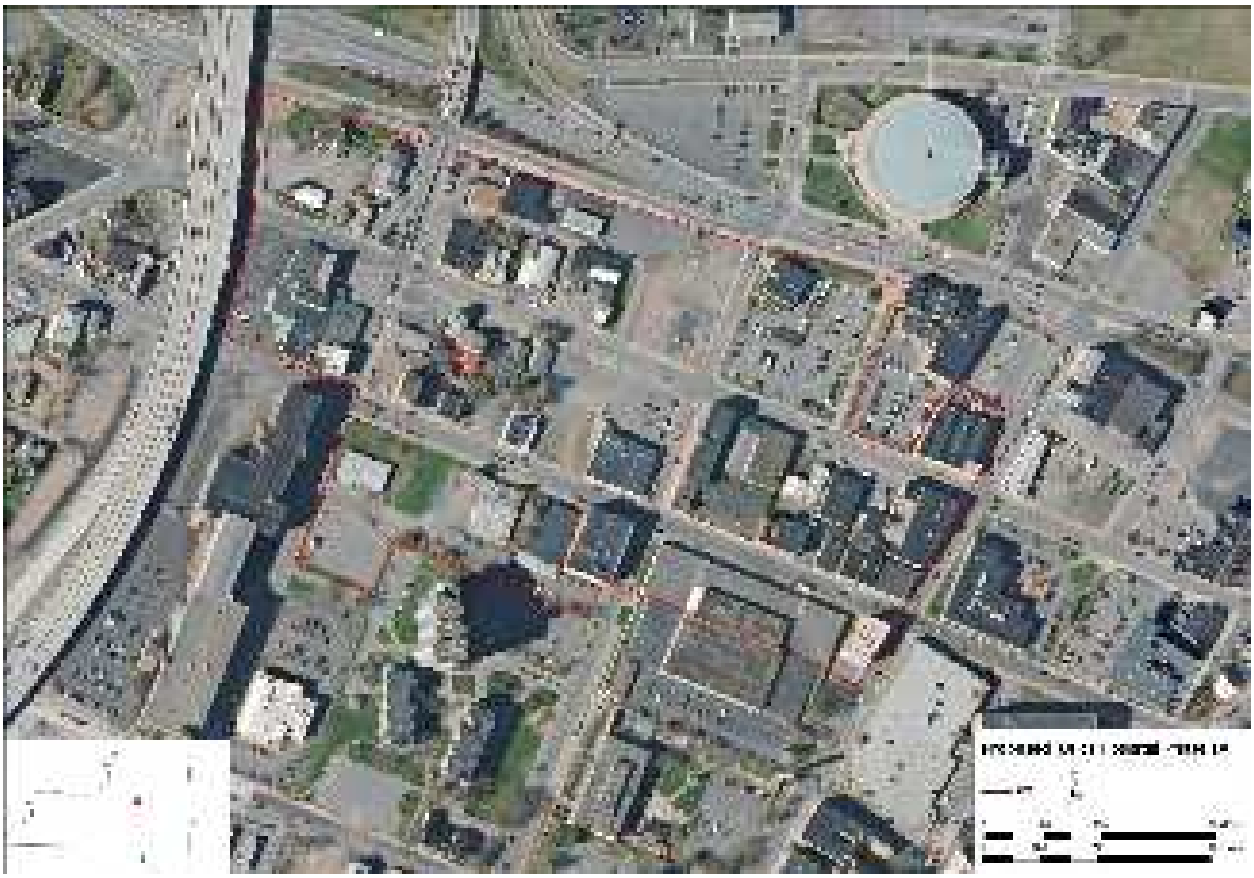

Figure 2. Aerial view of the general Project location in the City of Utica, Onieda County, New York *(Google)*.

- historic structures identified within or immediately adjacent to the project area; and
- the presence of map documented structures (buildings that appear on historic maps but are no longer extant).

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Figure 3. Architectural site plan (30 percent design) for the proposed Utica Hospital, City of Utica, New York (*nbbj 2017*).

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2.0 Environmental Setting and Cultural Background

2.1 ENVIRONMENTAL SETTING

Topography. The project area lies within the Hudson-Mohawk Lowlands physiographic province (Cressey 1966:26; Stein et al. 2008:6-7), a valley system between 10 and 30 miles wide that includes the Mohawk and Hudson rivers. The project area occupies a terrace above the Mohawk River flood plain, approximately 2,200 feet (671 meters) south of the Mohawk River. The topography is fairly level, and elevations within the project area range between 95 and 115 ft (29 and 35 m) AMSL increasing to the south (see Figure 1). The project area is within the City of Utica.

Geology. Except for the rocks of the Adirondacks, Oneida County is underlain primarily by Paleozoic sedimentary rocks that dip to the southwest at approximately 50 feet per mile. In generally east-west trending zones, the rocks become younger from north to south across the county. The Mohawk River Valley and the project area are underlain by Middle Ordovician Utica shale (Stein et al. 2008:4-8). This soft shale has been cut through by the Mohawk River to a depth of about 1,000 ft (305m) (Cressey 1966:29-31).

Soils. Specific soils within the project area are summarized in Table 1 and shown in Figure 4 (Stein et al. 2008; Natural Resources Conservation Service [NRCS] 2017). Soils in the project area include Alton gravelly loam, 0 to 3 percent (350A) and Urban land. Note nearby soils 350B and 350C are also Alton gravelly loam, although with steeper slopes. As a result, the area classified as Urban Land may also be Alton gravelly loam that has been paved or leveled to some degree to accommodate construction (see Figure 4).

Table 1. Soils within the project area.

Name	Soil Horizon Depth in (cm)	Color	Texture	Slope %	Drainage	Landform
Alton gravelly loam (350A)	0-9 (0-23) -24 (-61) -40 (-102) -58 (-147) -72 (-183)	DK BR YL BR YL BR YL BR DK YL BR	GV LO V GV F SA LO V GV SA LO V GV SA LO V GV LO SA	0-3	Somewhat excessively	High terraces <1,000 ft
Urban land (23)	NA	NA	NA	0-3	NA	NA

Key: BR = brown, DK = dark, F = fine, GV = gravelly, LO = loam, SA = sandy, V = very, YL = yellow

Drainage. As noted, the project area is 2,200 ft (671m) south of the Mohawk River. Historically, the area has noted as low and swampy. The nearly two centuries of construction and development within this section of the City of Utica, as well as the existing buildings and roadways, have altered any natural drainage patterns.

Forest Zone. The project area is located in Northern Hardwood forest zone. This zone occurs in higher elevations away from the Finger Lakes (de Laubenfels 1966:92). Not uniform, the Northern Hardwood zone consists of a variety of species, but dominated by beech and sugar maple. In cooler areas, the third most prevalent tree is yellow birch. Though not evenly distributed, all types of evergreens are abundant among hardwoods in the cooler regions, the most popular of which include hemlock, white pine and white cedar. The number of hemlock trees was greatly reduced during the nineteenth century by lumbermen for the bark was a source of tannin. Interspersed amid farmland, this zone characterizes the area as it probably was just prior to clearing in the nineteenth century (de Laubenfels 1966:95-96).

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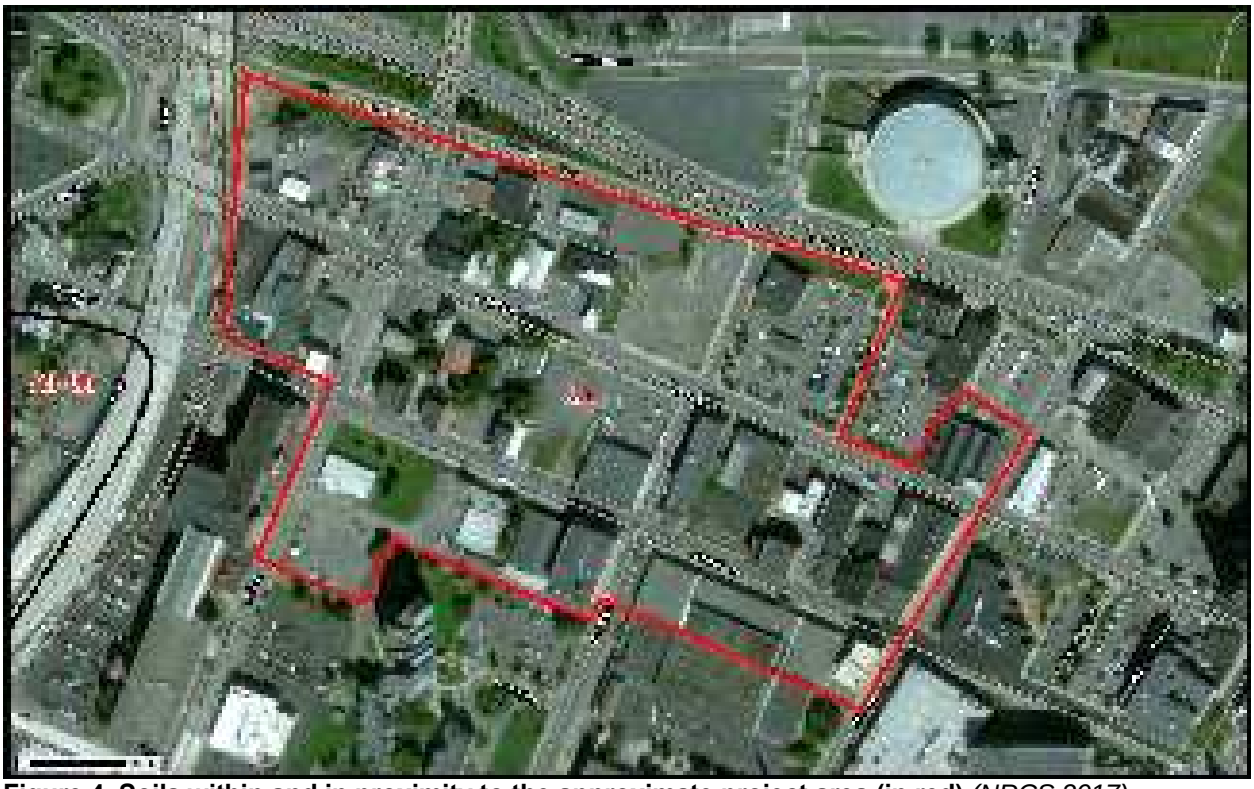

Figure 4. Soils within and in proximity to the approximate project area (in red) *(NRCS 2017).*

2.2 CULTURAL BACKGROUND

2.2.1 Prehistoric Period. The three major cultural traditions manifested in central New York State during the prehistoric era were the Paleo-Indian, Archaic, and Woodland. Cultural development of the area can be summarized as a gradual increase in social complexity, marked by several important cultural or technological innovations.

Paleo-Indian Period (ca 12,000-8000 BC). Hunter-gatherer bands of the Paleo-Indian culture were the first humans in New York State after the last glacial retreat approximately 14,000 years ago. At this time, Lake Ontario and the St. Lawrence River were locked in ice, and the project area may not have been an ideal environment for occupation (Fitting 1975:27). As the climate gradually became more temperate, forays into the region by Paleo-Indians likely became more extended.

Adapted to the tundra, Paleo-Indians utilized a nomadic settlement system in which their movements followed that of game. The archaeological record suggests that Paleo-Indian subsistence strategies emphasized hunting big game species, many of which are extinct. These included mastodon, mammoth, great beaver, caribou, and moose-elk, along with a variety of smaller game (Funk 1972:11; Ritchie 1980; Salwen 1975). In this part of New York State, the remains of mammoths, mastodons, and beaver have been found south of Oneida Lake in Madison County (Ritchie 1980:10-11).

During the seasonal resource peaks, larger populations occupied strategically located base camps; and during periods of scarce resources, the population dispersed, occupying small camps and rockshelters on a temporary basis. Located near the margin of extinct glacial lakes, many Paleo-Indian sites in the Northeast are situated on elevated areas “where good drainage, meaning a dry living floor, was an important consideration” (Funk 1978:18). These hills or rises also served as loci for monitoring the migratory patterns of game species. No Paleo-Indian sites have been excavated in the vicinity of the project area (Ritchie 1980). This general Paleo-Indian adaptive pattern overlapped the beginning of the

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subsequent Archaic period, leading some to refer to the earlier periods of the Archaic as a transitional stage.

Archaic Period (ca. 8000-1000 BC). The Archaic period is differentiated from the Paleo-Indian period by a functional shift in lithic technology, an apparent increase in population, changes in the subsistence strategy, and a less nomadic settlement system (Funk 1978; Tuck 1978). These changes reflect an adaptation to an improved climate and a more diversified biome (Funk 1972:10).

Despite evidence that Early and Middle Archaic cultures occupied Central New York, excavations have not been carried out on sites primarily related to these periods. Archaeological sites from these periods are rare and poorly understood, important sites from the Early and Middle Archaic have been found in eastern New York, in Ulster County, and near Sylvan Lake, as well as western Connecticut, the upper Delaware valley, and the Susquehanna valley (Dent 1991; Funk 1991, 1993; Nicholas 1988).

People began to develop woodworking tools during this period, using coarse-grained stones and river cobbles as their raw materials (Kraft 1986). Sites from these periods cluster along major rivers and marshy, swampy land as well as lowlands. Hunting, fishing, and gathering remained the principal daily activities, although greater emphasis was placed on deer and small game like birds and turtles, shellfish, nuts and possibly wild cereal grains. Associated with the shift in subsistence strategies was the increase in population densities, and as population increased, camps became larger and more numerous. Bands moved seasonally or when resources dwindled (Ritchie and Funk 1973).

Most sites of the Late Archaic period were seasonal, special purpose habitation sites. These included winter hunting camps, spring fishing stations, fall nut-gathering and processing stations, and shellfish processing. Principal settlements, such as Frontenac Island, Lamoka Lake, and Brewerton at the western end of Oneida Lake, were mostly in the northern part of central New York, and the north ends of the Finger Lakes. They were located near major rivers or lakes and were multi-activity spring and summer villages (Ritchie and Funk 1973). Another Late Archaic phase identified by Ritchie (1980) is Brewerton, a local variant of the Laurentian tradition. Although Brewerton-type, notched points have been found throughout the state, the phase is known primarily from the Oberlander No. 1 and Robinson sites, which straddle the Oneida River at the foot of Oneida Lake and represent recurrently occupied central base camps used primarily during the spring and summer. Brewerton sites are said to be most closely associated with swamps and watercourses (Ritchie 1940; Ritchie and Funk 1973).

Late in the Archaic Period (ca. 1500-1000 BC), a burial/ceremonial complex developed and ceramics were introduced. The shift to pottery appears to have been preceded by the adoption of steatite or soapstone pots which made cooking and food preparation easier. These centuries served as a Transitional period between the Archaic and Woodland periods (Ritchie and Funk 1973:87; Funk 1993:198).

Woodland Period (1000 BC–AD 1500). The definitive characteristic of the Woodland period in New York State is the adoption of pottery technology, a development that occurred at different times from one location to another (Snow 1980). Native groups also became more dependent on domesticated plants—including maize, beans, and squash—during the Woodland in the Northeast, although this change does not seem to have significantly altered subsistence and settlement patterns until the Late Woodland, after AD 1000 (Ritchie and Funk 1973:96). In the meantime, hunting and gathering continued to be important elements of Native lifeways for much of the Woodland, and people likely still employed these strategies, at least part time, at the time of contact with Europeans. The Woodland period in New York witnessed significant cultural developments, most of which were related to the adoption of agriculture. Among these were: increasingly sedentary village life accompanied by increases in populations and population densities; technological changes, including the refinement of pottery-manufacturing techniques and the adoption of small triangular projectile points; and an intensification of warfare. These changes occurred alongside—and were probably profoundly influenced by—fluctuations in the degree to which people in the Northeast participated in regional networks of interaction, such as Adena and Hopewell.

In Ritchie's culture-historical framework, the Early Woodland in central New York State is defined as the time during which people manufactured Vinette I-type ceramic vessels, gorgets, tubular smoking pipes,

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bar amulets, boatstones, birdstones, and copper ornaments (Ritchie 1980:194; Ritchie and Funk 1973:96). Located on the north shore of the Oneida River at Brewerton, Vinette 1 pottery, the first ceramics in New York, was recovered at this site. The pottery is thick, medium to coarse grit-tempered, and cord-marked. Pipes composed of a similar material were found at the nearby Oberlander No. 2 site (Ritchie 1980:190, 194). During this time, people throughout the Northeast and Midwest interred the deceased with elaborate burial goods (Tuck 1978:39-43). Those in Central New York cremated the dead and buried them with items that included Meadowood projectile points and unnotched cache blades, copper objects, and birdstones. Also, many burials included red ocher. People almost never placed ceramic vessels in Early Woodland graves. Ritchie divides the Early Woodland in central New York into two temporal phases: Meadowood and Middlesex.

During the early part of the Middle Woodland period (ca. AD 1–300) people in central and western New York State participated in the Hopewell Interaction Sphere, a trade network that extended through large areas of the eastern woodlands and was centered in Illinois and southern Ohio. Archaeologically, this network is manifest as geometric earthworks and elaborate burials that have similar qualities across a large geographic area. The burials are usually interred in mounds, in which the deceased were interred alongside objects usually composed of exotic materials including shells from the Gulf of Mexico, Wyoming obsidian, and copper from the upper Great Lakes (Coe et al. 2000:48-55). Although no Hopewell earthworks have been identified in the Northeast, several burial mounds have been located in Central and Western New York State, including those at Lewiston, Cain, Squawkie Hill, Killbuck, Rector, and Vandalia (Ritchie 1938; Ritchie and Funk 1973:118).

The period began when people diversified the techniques they employed to decorate ceramic vessels. While Vinette I vessels were typically plain, people employed a variety of techniques to decorate their wares in the Middle Woodland, including impressions created with a corded stick, rocker-stamping, dentate-stamping, and pseudo-scallop shell stamping (Ritchie and Funk 1973:117; Ritchie and MacNeish 1949). The end of the period, which Ritchie argued came around AD 1000, occurred when people in central New York adopted the suite of characteristics he associated with the Late Woodland: primarily agriculture based on maize, beans, and squash; Owasco-style pottery (collarless vessels with elongate bodies, conoidal bases, slightly everted rims, and cord-wrapped stick-impressed exterior decoration confined largely to their necks); and house structures resembling historical Haudenosaunee longhouses. The direct dating of maize using the Accelerator Mass Spectrometry (AMS) technique, for example, has demonstrated that people in southern Ontario and central New York were growing the crop before AD 700 (Crawford et al. 1997:114-115; Hart et al. 2003:634). Meanwhile, Hart et al. (2003:624-625) and Schulenberg (2002:160-164) have obtained AMS dates from charred residue on the interiors of Owasco vessels that indicate people were manufacturing those pots as early as the seventh century AD (see also Hart and Brumbach 2003:743-744). Beyond this, Hart has demonstrated that people did not construct longhouses in central New York before the beginning of the thirteenth century AD and that they did not likely grow beans until an even later date (Hart 1999, 2000).

The Late Woodland, in Ritchie's scheme for the Northeast, was the period between AD 1000 and the time at which Native people traded for or otherwise obtained European goods, the precise timing of which varied throughout the region. In the 1930s, Ritchie (1937) proposed dividing the Late Woodland into two shorter periods: the Owasco and Iroquois. At the time, he believed Iroquoian groups migrated to the New York State area and replaced the Algonquian Owasco people already living there (see Tuck 1971:11-14). Although, since the 1950s, researchers have generally accepted that Iroquoian speakers did not immigrate to the Northeast at the beginning of the Late Woodland, the distinction between Owasco and Iroquois periods has remained. Also, with the development of radiocarbon dating, the two have acquired distinct temporal boundaries, with the Owasco lasting from AD 1000 to 1300, and the Iroquois spanning the years thereafter (Hart and Brumbach 2003:747). In terms of material culture, the primary differences between the two entities are related to ceramic vessel form and decoration. While Owasco series pots tend to be collarless, decorated with a cord-wrapped paddle or stick, and have elongate bodies surmounting conoidal and subconoidal bases, Iroquois vessels generally have collars, are decorated with incised designs, and have globular bodies (MacNeish 1952; Ritchie and MacNeish 1949).

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Although, as outlined above, some of the cultural developments Ritchie associated with the Late Woodland did not occur between AD 1000 and 1100, some—particularly those related to the development of an agricultural system based on maize, beans, and squash—did happen in the succeeding years. In fact, several developments appear to cluster around AD 1200 to 1300: the earliest evidence for longhouses and multiple-household villages is from the thirteenth century AD and people added beans to their diets around AD 1300 (Hart and Brumbach 2003: 744-746). In addition, Snow (1994:30) notes that groups in central New York began surrounding their settlements with defensive palisades after AD 1200. During the later years of the Iroquois period, people in some areas began clustering their villages within the territories occupied by historically known nations (Snow 1994:46-51). During this time, the techniques employed by people to decorate pottery diversified across space, probably reflecting concomitant changes in the ways and frequencies with which people interacted (MacNeish 1952; Whallon 1968). Likely in part because of the large amounts of wood consumed during the construction and maintenance of these settlements, as well as that needed for firewood, inhabitants periodically relocated their villages roughly every 10 to 20 years (Engelbrecht 2003:101-103). In several cases, researchers have reconstructed parts of the resulting sequences of settlements and produced detailed data concerning local culture change and the effects thereon of contact with Europeans (e.g., White 1961).

Contact Period (AD 1500–1650). During the late prehistoric and Contact periods, tribal clusters of Iroquoian-speaking peoples were distributed throughout New York State and lower Ontario. Comprising several thousand people in at least one, and usually several, villages in proximity to one another, each tribal cluster was separated from the others by extensive and widespread hunting and fishing areas (Trigger 1978:344; Engelbrecht 2003). Native American groups in central New York were profoundly affected by the introduction of the fur trade, long before the arrival of a permanent European-American population in the area. This period dates the beginning of the end of traditional native cultural patterns due to ever-increasing political, military, religious and economic interactions with Europeans.

Cultural changes during the late prehistoric period laid the groundwork for the development of the individual nations of the Haudenosaunee Confederacy during the historic period. Archaeologists generally agree that the historic Haudenosaunee nations were preceded in their home territories by Haudenosaunee ancestors during the late prehistoric era. This interpretation is based partly on settlement patterns. In both prehistoric and historic times, Haudenosaunee nations moved their villages at intervals that may have been related to the exhaustion of local resources, such as soil, wood or game. Sequences of village movement spanning the prehistoric, protohistoric/Contact, and historic periods have been inferred for each of the individual Haudenosaunee nations, for example the Seneca (Wray and Schoff 1953; Wray et al. 1987); Seneca and Cayuga (Niemczcyki 1984); and the Oneida (Pratt 1976). The Oneida generally occupied the area encompassing the area around Oneida Creek and Oneida Lake, west of the project area, with control of Wood Creek and the Upper Mohawk Valley (Parker 1922; Campisi 1978:481).

Pratt (1976) identified a cluster of Oneida sites in the hills southwest of the great eastern bend in the Mohawk River at locations on defensible elevations near small streams. The cluster of sites represents a sequence extending from about the fourteenth or fifteenth century into the historic period. However, no antecedent Owasco or Oak Hill phase sites were identified as part of the sequence. (Oak Hill is traditionally considered the transitional phase between Owasco and Iroquois) (Curtin 1995).

It has been proposed that the Oneida sequence was established by individuals who had split off from an ancestral population in the Mohawk valley, the remnants of which later formed the Mohawk nation (Snow 1994). However, alternative locations of Oneida origin may include the upper Mohawk valley (although no Owasco or Iroquoian sites have been located in this area), the Chenango basin to the south, and the western end of Oneida Lake. Owasco sites have been identified in the latter two locations, although Bradley (1987) has classified the sites at the western end of Oneida Lake as components of the Onondaga nation (Curtin 1995).

Beginning with the palisaded Nichols Pond site, the earliest identified site, the sequence reputedly documents the relocation of a pair of villages through a process of merger and decoupling (Pratt 1976). By the historic period, however, the Oneida communities had joined again as one principal Oneida village when visited by Harmen Meyndertsz van den Bogaert in the winter of 1634-1635. Based on historical

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records, the Oneida resided in a single village throughout the seventeenth century (Campisi 1978; Pratt 1976; Gehring and Starna 1988; Curtin 1995).

2.2.2 Historic Period. The French explored the St. Lawrence River valley and the Great Lakes region beginning in the sixteenth century, and the Dutch made in-roads in the Hudson and Delaware river valleys in the seventeenth century. European activities in what is now central New York State were limited for almost all of the seventeenth and eighteenth centuries. As noted, the first European to visit the Oneida was Harmen Meyndertsz van den Bogaert in 1634 from Dutch Fort Orange. Reputed to be near what is now Munnsville, in Madison County, southwest of the project area, the village was palisaded and had 66 longhouses, indicating a multiple-family household pattern (Pratt 1976:37, 134; Gehring and Starna 1988; Campisi 1978:481). Later, Jesuit missionary Jacques Bruyas established the mission of St. François Xavier among the Oneida in 1667. While the sowing of Christianity among the Haudenosaunee by the Jesuits generally bore little fruit, the missions had modest effects on reducing the hostility between the Haudenosaunee and the French. The Haudendosaunee and the French would not achieve peace until after 1700 (Abler and Tooker 1978:505-506; Campisi 1978:481-482).

With their seizure of New Netherlands from the Dutch in 1664, the English became the patrons of the Haudenosaunee. For the English, as it had been earlier for the French, the fur trade became an essential imperial concern, and subsequent competition with the French around the Great Lakes resulted in the erection of fortified trading posts within the frontier. Moreover, the imperial rivalry between the English and the French over the fur trade affected their Native American clients, who were forced to ally themselves with one or the other kingdom. While attempting to play one European power against the other, Native nations continued to be drawn into the incessant conflicts that marked the Europeans' struggle for colonial empire (Abler and Tooker 1978).

As the frontier moved west during the eighteenth century, many military engagements between the French and British—and their Native American allies—would be centered on control of the Oneida or Great Carrying Place (in the area that is now the City of Rome). This area was where Mohawk River and Wood Creek flowed near enough to one another that a canoe or bateau could be carried overland from one stream to the other. The key was that the Mohawk River flows easterly into the Hudson River, and Wood Creek, just a mile and a half away, flows westerly into Oneida Lake, and ultimately, through the Oneida and Oswego Rivers, into Lake Ontario. Therefore, the Great Carrying Place (or, in short, the Carry) formed part of a natural channel of navigation linking the Great Lakes and areas inland to the Hudson River and the coastal lands of the Atlantic Ocean. Whoever controlled the flat, marshy land between them could dominate trade and threaten the existence of the Haudenosaunee Confederacy (Larkin 1977:31; Ellis 1977:37; Canfield and Clark 1909:35; Wager 1896:3).

The first land grant in Oneida County, the Oriskany (Ochriskeney) Patent, was granted in 1705 to a consortium headed by Thomas Wenham. It comprised land that straddled both sides of the Mohawk River for two miles from Wood Creek to east of "Ochriskeney" Creek, and both sides of Oriskany Creek, encompassing more than 30,000 acres (Figure 5). The area is just west of the project area. The patent specified an enormously high quitrent (for its location) of ten shillings, which restricted settlement for more than 80 years, and curiously did not require the patentees to improve or settle the land as almost all other patents required. This land grant included the economically important Oneida Carry as well as navigable portions of the Mohawk River and Wood Creek (Cookenham 1977:45-46; Wager 1896:95-101; Higgins 1976 [1931]:84). In 1756, the Lords of Trade in London recommended to New York Governor Sir Charles Hardy "that he present the facts to the Council and Assembly with a view to securing a law vacating such patents as the ... Oriskany because their fraudulent grants were one of the principal causes of the decline of the English interests with the Indians. Governor Hardy did not attempt to obtain this legislation" (Higgins 1976 [1931]:84). About this time the Oneida village of Oriska was situated near the confluence of Oriskany Creek and the Mohawk River. The word "oriska" derived from the Oneida word meaning "place or stream of nettles" (Lord 1993).

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Figure 5. Land comprising "Cosby's Mannor" and the "Oriscany" Patent as shown on the 1779 map of the Province of New York. The approximate location of the project area is indicated by red circle *(Sauthier 1779).*

The current project area is located in what was the west central portion of Cosby's Manor, south of the Mohawk River (see Figure 5). William Cosby was Royal Governor of New York and New Jersey from 1732 to 1736. In 1725 a group of Germans with permission from New York Governor William Burnett acquired two parcels of land on both sides of the Mohawk River west of Little Falls from the Haudenosaunee, with which they did nothing for nearly ten years. In 1734 the title to the western parcel was patented to Joseph Worrall and ten associates and the title to the eastern parcel was patented to John Lyne and eight associates. Nine of the patentees in each patent were the same. Both parcels were conveyed to Governor Cosby six days later, and the combined tract is referred to as Cosby's Manor, although Cosby never lived there. Cosby died in 1736 leaving the land to his two sons and his widow. The sons died intestate and Cosby's widow, Grace Cosby, sold the lands north of the Mohawk River (approximately 21,000 acres) to Oliver De Lancy, Goldsboro Banyar, James Jauncey, and Peter Remsen between 1761 and 1767. However, a problem was discovered with the quitrents as well as the actual size of the parcel which scuttled the deal. A portion of the tract in present-day Oneida County was purchased by a group of investors led by Philip Schuyler at sheriff's sale in July 1772. Schuyler acquired approximately 8,000 of the tract's acreage. Still retaining the designation as Cosby's Manor, the tract was survey by John Bleeker in 1786 (Bagg 1892:20-21; Wager 1896:98-103; Curtin et al. 1999:15-16).

While Dutch, French, and English traders and missionaries were the first visitors to the Mohawk Valley, the first permanent European settlers of the area were German refugees, largely from Lower Palatinate (present-day southwestern Germany near Luxembourg). More than 3,000 Palatine refugees left England for the Province of New York in January 1710; more than 700 died on the journey over or while in quarantine on Nutten [later Governor's] Island. They were initially settled in the mid-Hudson Valley (north of present-day Kingston) to work, serf-like, for the English government in order to "raise hemp for cordage, and to manufacture tar and pitch, so that the government would no longer be obliged to buy these much-needed commodities for ship-building from other countries" (Cronau 2000; see Benton 2001 [1856]). Robert Hunter had devised a scheme to supply necessary products to the British Navy and petitioned the Board of Trade to provide a labor force for his project. As a result, Palatine refugees, who

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had flocked to London to escape dire economic conditions in their homeland (in general, the Lower Palatinate and neighboring states) would be resettled in the colonies to provided labor under Hunter's "Naval Stores" project, among other locales in the British New World (Witthoff 1999; Otterness 2004:72-74). In 1710, while Hunter was appointed Governor of New York, the Palatines were resettled on lands purchased from Robert Livingston of Livingston Manor (in exchange for the contract to provision the immigrants) as well as on tracts on the west shore of the Hudson River in what is now Ulster County (Witthoff 1999). For a variety of reasons, the project was a total failure and the Palatines were left to fend for themselves. Nearing starvation, 50 families relocated to the Schoharie Creek area, with the consent of the Indians in October 1712 (Witthoff 1999; Otterness 2004).

As a result, the limits of European homesteading crept further into Oneida and Haudenosaunee territory during the first half of the eighteenth century. From the first furrows of German settlement near Schoharie Creek, additional Palatine settlements took root farther west along the Mohawk River. In 1723, the first permanent European settlement in what would become known as the Town of German Flatts was established as part of the Palatine German community within the so-called Burnetsfield Patent of 1725 (Benton 2001 [1856]; Otterness 2004). Governor Burnet had secured the land from the Mohawks for settlement as well as to establish a buffer between French traders in Canada and English settlements along the Hudson and lower Mohawk. Palatine settlement at what is now Herkimer (also referred to as Burnetsfield) was the westernmost European-American settlement along the Mohawk River in the 1730s (Otterness 2004:142-145).

In 1722, the British built a trading post at Oswego (becoming Fort Oswego by 1727), and carried on considerable trade between Oswego and Albany through Oneida territory until the American Revolution, making it the most important British outpost west of the Hudson. As a result, securing the Carrying Place (or *Deo-wain-sta*, the place where a canoe is carried between two streams, as the Oneida called it) became a matter of great importance, and military outposts were subsequently erected to protect the route. Fort Williams (near Rome) would be established in 1746 and Fort Bull on Wood Creek at the Carry in 1755 (Lord 1993). Other British forts were constructed or begun during the hostilities with the French in the 1750s at or around the Oneida Carrying Place, as well as along the Mohawk River to the east. Fort Schuyler was established at what would become Utica in 1758 (see Figure 5).

During the French and Indian War, Native Americans allied with France conducted raids in the Mohawk Valley, with the Palatine settlements at the edge of the frontier bearing the brunt of the carnage. The area around Fort Herkimer was attacked twice. In November 1757, the settlers took refuge in the fort as the French and their allies attacked the settlement on the north side of the river: approximately 30 houses were abandoned, and gristmills and sawmills were burned. A second attack occurred the following spring, this time on the south side of the river. Many of the settlers again took refuge inside the fort, and those who did not reach the fort were either killed or scalped (Herkimer County Historical Society 1992:35). During the war, two separate movements of British forces, the first under the command of Lt. Colonel James Bradstreet (which captured Fort Frontenac on the north side of Lake Ontario in 1758) and the second under Brigadier General John Prideaux (which captured Fort Niagara in 1759), used the Mohawk River-Wood Creek route to reach the staging area for their advance to the site of their engagements with the French.

The initial settlement at what is now Utica was a military work built in 1758 at a fording place in the Mohawk River, which was constructed there during the French and Indian war. Designated Fort Schuyler (later referred to as "Old Fort Schuyler"), it was an earth embankment surrounded with palisades on the south bank of the river in what is now the eastern part of the city (Wager 1896:278; Bagg 1892:17). It was named for Colonel Peter Schuyler. Also constructed in 1758, Fort Stanwix was erected at the Carrying Place in what is now Rome. This fort marked the western boundary of legal British settlement from 1768 to 1783. With the French threat extinguished at the end of the French and Indian War, Fort Schuyler, like other frontier fortifications, fell into disrepair and was largely abandoned by 1768. With the return of peace, the migration of homesteaders into frontier and Haudenosaunee territory recommenced. This aggravated relations with the Native nations already living and hunting there. While no permanent settlements had been established in the lands south or west of German Flatts, the erection of forts and trading posts had caused uneasiness among the Haudenosaunee (Tooker 1978:434).

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At Fort Stanwix, the Haudenosaunee signed the "Property Line Treaty of 1768" which ceded to the British all lands east of the Allegheny Mountains (including territory not actually under Haudenosaunee control), excepting reservations of Mohawks and others, for the purposes of settlement. The eastern half of Oneida County, including the project area, is east of the 1768 Property Line and its control was ceded to the British under the provisions of the treaty (Tooker 1978:434-435). Settlement was deterred by the growing animosity between the British and the colonists along the Atlantic coast. This hostility renewed the strategic importance of the area surrounding the Oneida Carrying Place and the Mohawk Valley. As a consequence, the colonials fortified the existing posts in the frontier, such as Fort Schuyler, and erected several new fortifications, such as Fort Dayton at what is now the Village of Herkimer in 1776 (Benton 2001 [1856]).

During the American Revolution, both the British and Americans enlisted the aid of individual Haudenosaunee nations in their battles in the frontier. Although the Confederacy itself maintained an official policy of neutrality, several of the nations (i.e., Mohawk, Onondaga, Cayuga, Seneca) allied with Great Britain and several (i.e., Oneida, Tuscarora) with the Americans. As part of their strategy to cripple the frontier economy by disrupting agricultural activities, the British enlisted their Haudenosaunee allies to participate in raids on isolated farming communities. Further, British Major General John Burgoyne saw control of the Mohawk Valley as an important element in his strategy to split New England from the rest of the rebelling colonies and snuff out the revolutionary fire. Part of his plan involved the advance of forces under the command of Lt. Colonel Barry St. Leger from Oswego through the Carry, destroying Fort Stanwix and the American defenses in the process, then down the Mohawk to join Burgoyne near Albany. Burgoyne was to make a clean sweep of everything from Lake Champlain south. The third component of the plan called for Sir Henry Clinton to advance north through the Hudson Valley with his forces from New York City. The confluence of these forces never materialized (Ellis 1977:38).

Leaving Oswego on July 26, 1777, St. Leger's force of British Regulars, Hessian infantrymen, artillerymen, Tory Rangers, and as many as 1,000 Indians (led by Mohawk Chief Joseph Brant [Thayendanega]) besieged the refurbished Fort Stanwix (renamed Fort Schuyler after its refortification by the Patriots and, as a result the former fortification called Fort Schuyler at what is now Utica was referred to as "Old Fort Schuyler") beginning on August 2. Brigadier General Nicholas Herkimer commanding the Tryon County militia set off from Fort Dayton to relieve the siege. They were joined by approximately 60 Oneida at the Oneida village of Oriska near the confluence of Oriskany Creek and the Mohawk River (Keesler 2004; Gould 2000; Ellis 1977:38-39).

However, before Herkimer's troops reached Fort Stanwix, they were ambushed by a detachment of Rangers, local Tories, and allied Native Americans beginning on the morning of August 6. The spot of the ambush was dense forest on high, undulating ground west of the marshy Oriska Creek. The intensely fought Battle of Oriskany raged for approximately six hours including an approximately one-hour break when the field was engulfed by a downpour. No one really knows how many were killed in the battle. One estimate has the Patriot militia losing between 450 to 500 men, excluding prisoners. The Americans retreated with their wounded to Old Fort Schuyler. General Herkimer was one of the casualties. Although he survived the battle, Herkimer bled to death at home eleven days later after a surgeon botched the amputation of his wounded leg. The British lost an estimated 200 men, not including the more than 100 Native Americans who were killed. The actual number was never tabulated. The militia never reached the fort (Ellis 1977:39-41; Gould 2000).

During the battle, Colonel (later Major General) Peter Gansevoort heard the gunfire and dispatched a sortie under the direction of Colonel Marinus Willett to help Herkimer. This detachment raided and destroyed a nearby camp of Native Americans and Tories, which lured them away from the main battle. Without their allies, the British withdrew, leaving the Patriots with the bloody field. After the engagement, the Patriots retrieved the wounded and returned to their Mohawk Valley farms, leaving the dead on the field (Ellis 1977; Gould 2000; Keesler 2004). The siege of Fort Stanwix continued for an additional 16 days until St. Leger received word that Major General Benedict Arnold was marching up the Mohawk Valley with a large force. St. Leger retreated back to Canada on August 22, ending the siege (Ellis 1977:42-44; Gould 2000).

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In the aftermath of the Battle of Oriskany, Britain's Haudenosaunee allies in retaliation destroyed the Oneida villages of Oriska and Oneida Castle and their nearby fields and killing many of their occupants (Keesler 2004; Campisi 1978:483). The battle should be considered a Patriot victory, despite the failure of the militia to reach Fort Stanwix and relieve the siege, since the engagement ultimately prevented St. Leger from reaching Albany to assist Burgoyne at the Battle of Saratoga, one of the most important Patriot victories during the Revolution (Cookinham 1912:27-39; Keesler 2004). After Oriskany fighting on the frontier consisted largely of terrorist raids by the British and their allies on non-military settlements in the Mohawk, Unadilla, and Cherry valleys. Col. Willet and his militia, headquartered at Fort Plain, fought a guerilla-style war with Loyalist forces in the area. Several skirmishes also occurred in the Mohawk Valley, including the Battle of Klock's Field (1780), Johnstown (1781), and the Tory raid of Currytown (1781). American forces evacuated to areas east, and all European-American settlements prior to 1784 were destroyed and the area was reputed to have returned to wilderness. Since the Patriots had renamed Fort Stanwix Fort Schuyler, the fort formerly called Fort Schuyler was referred to as Old Fort Schuyler. After the close of the war, frontier fortifications such as Fort Schuyler and Fort Stanwix fell into ruin by the late 1780s. (Durant 1878:369; Wager 1896: 512; Cookinham 1912:39).

During the Revolution most of the individual Haudenosaunee nations had sided with the British, while the Oneida and many of the Tuscarora sided with the Patriots, as a result of the influence of Samuel Kirkland. After the war, "[t]he Americans and the Six Nations signed a treaty at Fort Schuyler [formerly Fort Stanwix] in 1784. By its terms all of the Iroquois tribes, except the Oneida and Tuscarora, lost most of their lands. Because of their service to the Americans, the Oneida and Tuscarora retained ownership of all their land" (Lenig 1977:29-30). Further, New York State prohibited the purchase of Indian land by individuals and voided all such purchases made without legislative approval after 1775. These gestures, however, did little to protect the Oneida, who sold present-day Broome and Chenango counties to the state for $15,500 in 1785. In a treaty signed between the Oneida and the State of New York in 1788 at Fort Schuyler (formerly called Fort Stanwix), the Oneida ceded to the state all their land east of Oneida Lake, except for the Oneida reservation (which was formally established as a result of this treaty). Initially comprising about 300,000 acres in what are now Oneida and Madison counties, the reservation was affirmed by the 1794 Treaty of Canandaigua. By the end of the 1830s, most Oneida had relocated to Wisconsin, leaving approximately 157 Oneida on their ancient territory as of 1845 (Durant 1878; Lenig 1977:30; Campisi 1978:484-485).

Early Settlement and Statehood Period. Although the first grant of land in the territory that would become Oneida County occurred with the Oriskany Patent in 1705, homesteading did not begin in earnest in the area until 1784 and the second Treaty of Fort Stanwix. The earliest settlement in what in now Utica occurred in 1773 at Deerfield Corners by Mark Damuth, Christian Reall, and George J. Weaver and their families. However, they fled their homes with during the British depredations a few years later. Settlement did not return until 1784. One of the Damuths settled at the old Fort Schuyler section of Utica in 1785 (Jones 1851:141-142; Greene 1924).

About the same time, in 1784, Revolutionary-war veteran Hugh White arrived from Connecticut to settle what became Whitestown. By 1787, European-American settlement west of what is now the City of Utica consisted of three log houses at Old Fort Schuyler (Utica), seven at Whitestown, three at Oriskany, five at Fort Stanwix, and three at Westmoreland (Webster 1977:219; Canfield and Clark 1909:87; Jones 1851:371). Shortly after the restoration of peace, the owners of the Oriskany Patent who had not sided with the British during the Revolution began the process of subdividing and developing their tract. (Those patentees who had sided with the British had their lands confiscated.)

Cosby's Manor was surveyed by John R. Bleeker in 1786. The subsequent map depicted three houses near the ford, and some improvements both a little farther east near the present city limits and a little farther westward; "otherwise the region was covered with an unbroken forest" (Wager 1896:278-279). These houses were identified as occupied by John Cunningham, Jacob Christian, and George Damuth. In 1787 settlement at what is now Utica consisted of "three log huts or shanties, near the old Fort" (Child 1869). Settlers of Utica before 1800 included Uriah Alverson, Philip Morey and his sons, Sylvanus, Richard, and Solomon, Francis Foster, Stephen Potter, Joseph Ballou, Jason Parker, John Cunningham, Jacob Crestman, Peter Smith, John House, Matthew Hubbell. Businesses established themselves near

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the river, since that was the primary means of travel and much of the surrounding area was swampy. John Post was the first merchant trading with the Indians as well as sources in Schenectady ca. 1790, a primary product was said to be ginseng (Child 1869). He also kept the first tavern in the town. Ca. 1794, Moses Bagg, a blacksmith, operated an early tavern in the eastern portion of the town.

Efforts soon began to improve the regional transportation systems to facilitate the movement of goods and people into and from the area. During the 1790s, river improvements, the erection of a bridge over the Mohawk River at Old Fort Schulyer, and funding for the extension of the Genesee Road through Old Fort Schuyler to Geneva (later referred to as the Seneca Turnpike) provided an economic jolt to the community (Child 1869; Bagg 1892:17-18). The importance of removing the obstacles in the Mohawk River to better inland navigation was recognized immediately. In 1792, the Western Inland Lock Navigation Company (WILNC) was incorporated by the New York Legislature to improve the route between Schenectady and the Oneida Carry near Fort Stanwix. “The directors of the company appointed a committee consisting of General Schuyler, Elkanah Watson and Goldsboro Banyar to examine the state of the Mohawk River to Fort Stanwix and across the portage to Wood Creek” (Wager 1896:216). WILNC constructed several canals along the Mohawk River beginning in 1797 (Shaw 1990; Lord 1993; Larkin 1977:32). By 1800, Utica had 70 buildings and Rome 50.

The Town of Whitestown was created from the Town of German Flats in 1788. Ten years later, in 1798, Oneida County was formed and Old Fort Schuyler was incorporated as the Village of Utica. Utica and Whitestown shared the role of county seat until 1854. At the time of its incorporation, Utica contained 50 houses with more than 200 people. By 1804, the village supported “four tanneries, two nail factories, two breweries, a hat factory, and a cabinet maker, watchmaker, potter, shoemaker, rope maker, besides other shops, stores, taverns, two churches, a school house, barns and other buildings” (Greene 1924). In 1805, Utica was still relatively compact with only Main, Whitesboro, Genesee, Hotel, and Seneca streets in use, although other streets had been planned. “Business found its way from the river as far up Whiteboro as Hotel street, as far up Genesee as the upper line of Broad, and a little way along Main; beyond these limits shops and stores were sparingly intermingled with private residences” (Bagg 1892:84).

As population spread westward and commerce increased along the Mohawk River, land roads proved insufficient to meet the needs of the expanding population. Further, after disappointing results along the western frontier during the War of 1812, a full water route to western New York was put into development. In July 1817 construction of the Erie Canal began at Rome. The route through Oneida County was location in and along the Mohawk River and the low swampy areas around it. The first trip in the canal was completed from Utica to Rome on October 22, 1819 (Bagg 1892:143, 222). The WILNC was liquidated in 1821 and its assets subsumed within the Erie Canal project. The Town of Utica was created from the Town of Whitestown in 1817. Utica was incorporated as a city in February 1832.

The canal connected Buffalo on Lake Erie with New York City on the Atlantic seaboard when it was completed in October 1825. Its route in Oneida County was along the south side of the Mohawk River and ran through what is now the City of Utica. Soon after completion, hamlets and villages sprang up along the route. The success of the canal was almost immediate and the volume of goods and people increased at such a pace that the canal had to be expanded in the 1840s and 1860s (Shaw 1990).

Nineteenth-Century Development. During the nineteenth century, the Erie Canal allowed for the growth of valley villages as the economical means of transportation supported both agricultural and commercial/industrial development. Prior to the opening of the Erie Canal, the Mohawk valley had been the most productive wheat granary in the nation. This changed dramatically when Genesee valley farmers were able to ship their products along the canal to Albany, which, at that time, was the wheat market center of the nation. As the nineteenth century progressed, Mohawk valley farmers concentrated their efforts on dairying and cheese production, which had been practiced to some extent even prior to canal completion. Re-envisioned at the end of the nineteenth century, the Erie Canal was reconstructed as the New York State or Erie Barge Canal between 1903 and 1917 (Wager 1896; McFee 1998).

With the success of the Erie Canal, other areas of the state clamored for a canal to link to the Erie. Authorized in February 1822, the Chenango Canal project connected the Susquehanna River at

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Binghamton to the Erie Canal at Utica at the western end of the current project area. Construction of the 97-mile canal began in July 1834 and was completed in October 1836. The importance of the Chenango Canal rested on its utility for bringing Pennsylvania coal north to the growing factories of Utica (Wager 1896:223). Construction of the Chenango canal spurred the development of the surrounding neighborhood. In proximity to the junction of the Erie and Chenango canals, three large factories were built between 1846 and 1848, including the Utica Steam Cotton Mills (on State Street). In addition to factories, dwelling were also erected. The Rome and Utica Plank Road opened in 1848 along the route that is now Whitesboro Street (McFee 1993:180-181).

However, the successes of canal movement encouraged competition from a developing technology—railroads. The construction of the Utica & Schenectady Railroad began in 1834 and the line became operational in September 1836. The Syracuse & Utica Railroad was completed in July 1839. Paralleling the Mohawk River on the south, the line was consolidated into the New York Central in 1853 as was the Utica & Schenectady Railroad. Its passenger service was subsumed by AMTRAK in 1971 and its freight service by Conrail in 1976 (Wager 1896: 225-226; Herkimer County Historical Society 1992:138, 141). This was the primary line in the county until the 1880s. In 1881, construction began on the New York, West Shore & Buffalo Railroad, which ran west from Utica. Declared bankrupt in 1884, the line was leased to the New York Central in 1885. It ceased operations in 1966 (Herkimer County Historical Society 1992:138, 142-144; Larkin 1977:34). Other railroad lines in the city included the Utica, Chenango & Susquehanna Valley Railroad (finished in 1870 and leased to the Delaware, Lackawanna & Western Railroad); the New York, Ontario & Western Railroad; and the Utica, Clinton & Binghamton Railroad (this line was leased to the New York & Oswego Midland Railroad, and later to the Delaware & Hudson Canal Co. in 1875) (Wager 1896:227-228).

Initial settlers to the Utica area comprised a mix of New Englanders, Dutch, German, and Welsh people. Later immigration brought in by the Erie Canal drawn by the need for labor for the construction of the Chenango Canal and the railroads included Irish and German workers, who later worked in Utica's mills, factories, and domestic service. Population of Utica increased from 2,972 in 1820 to 12,782 by 1840, and to 23,686 in 1865 (Child 1869).

During the nineteenth century Utica was a manufacturing center in the Mohawk Valley. Near both reliable transportation routes and fertile agricultural fields, Utica became a convenient location for the creation and distribution of goods and products. Although the lack of water power was initially a hindrance to larger-scale manufacturing, this was overcome by the completion of the Chenango Canal, which brought Pennsylvania coal to feed the steam-power needs of the city (Wager 1896:366). Early manufacturing operations included Ephraim Hart's foundry, which began in 1822 (it became Hart and Crouse by 1896); several grist mills along the Mohawk River in the 1820s; two antecedents of Central New York Pottery; and the Vulcan Works (founded in 1832 and became the Utica Steam Engine and Boiler Works in 1896). In addition, the Munson Brothers foundry, machine shops, and mill machinery factory was established in 1823 by Alfred Munson. The firm later became Hart and Munson, then Munson Bros. in 1868 (Wager 1896:367). A planing mill was established by Philo Curtis, which was making sashes, doors, and blinds by steam power by 1834. The firm passed through several hands and was called Charles C. Kellogg & Sons by 1896. Metcalf & Dering and Edward F. Downer & Sons were other lumber mills at the end of the nineteenth century.

Utica was a center for textile manufacturing, including oil cloth, beginning in 1832. Some notable nineteenth-century companies included James B. Martin; William Taylor & Co.; Rockwell, Rhodes, & Miller; Roberts, Butler & Co.; Owen, Pixley & Co., later H. D. Pixley & Son and Owens Bros.; Crouse & Brandegee; Utica Clothing Co.; Utica Steam Woolen Mills (1846), and Utica Steam Cotton Mill (1847). Successful firms also included the Globe Woolen Mills was established as the Utica Globe Mill Co. in 1847 and employed approximately 1,000 workers at its height. Most mills were located in West Utica in the neighborhood of the Chenango and Erie canals, which attracted numerous German and Irish immigrants to work and live. New textile mills opened during and after the Civil War, including Utica Steam Knitting Mill (1863) Oneita Knitting Mill (1878), Mohawk Valley Cotton Mill (1880), the Skenandoa Cotton Company (1881), and Utica Knitting Company (1890), among others. Some of these were opened

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in the east side of the clty. More than 11,000 workers were employed in Utica's textile mills at the end of the nineteenth century (Wager 1896:368-369; Pristera 2009:8, 10).

Iron makers, forges, and foundries were also quite successful and included Phoenix Iron Works (founded in 1852); Russel Wheeler & Son (1842), The Carton Furnace Company (1847), Irvin A. Williams & Co. (1851, maker of locomotive head lights); Utica Stream Gauge Company (1861); and Utica Pipe Foundry Company (1889). Other prominent companies included Utica Knitting Company (1863, reorganized 1891); Wild & Devereux (1874); the Mohawk Valley Cap Factory Company (1868); Empire Scotch Cap Factory (1887); Utica Burial Case Company (1890), as well as a numerous shoe manufacturers and breweries (Wager 1896:370).

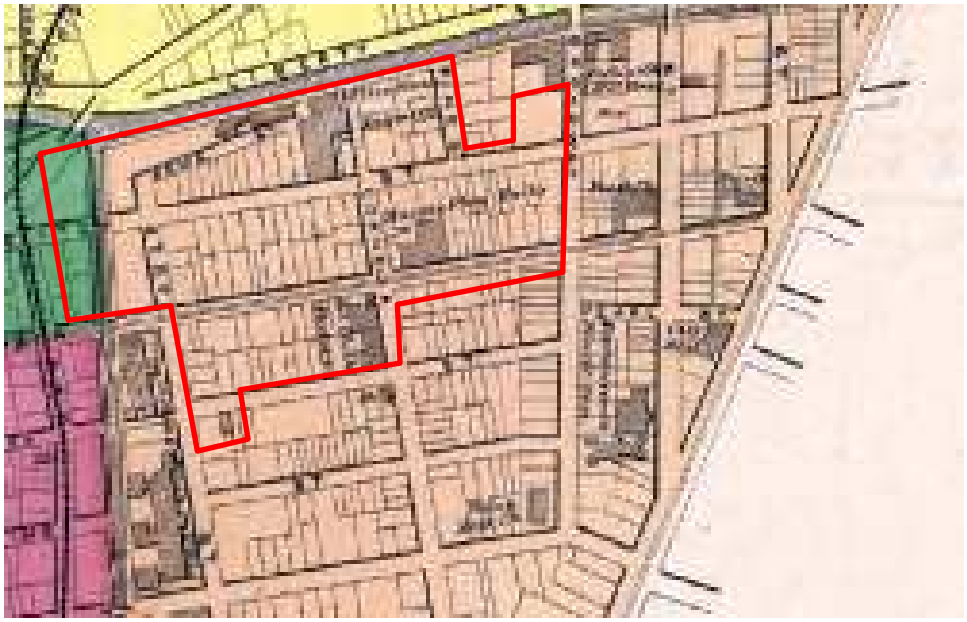

Figure 6. Approximate location of the project area in 1874 *(Beers et al. 1874).*

The necessities of the Civil War ushered in a new era of industrialization, one geared toward greater concentration of manufacturing and heavy industry in northern industrial centers, facilitated by rail transportation. By 1869, the City of Utica was a nexus of numerous transportation routes. The Genesee turnpike, the Erie Canal, and the New York Central extended through it. It served as the northern terminus of the Utica, Chenango, & Susquehanna Valley and the Utica, Clinton & Binghamton railroad as well as the Chenango Canal. It was the southern terminus of the Utica & Black River Railroad. The city was serviced by several horse railroads as well as stages. In addition, it supported 30 churches, 11 banks, numerous manufacturing operations, producing textiles, steam engines, musical instruments, telegraphic materials, and other items (Child 1869). The notable companies at that time included, the Globe Woolen Mills, the Utica Burr Mill Stone Manufactory (Hart & Munson), the Wood & Mann Steam Engine Company, and the Utica Steam Gauge Company, in addition to some of textile mills noted above (Child 1869). The New York State Lunatic Asylum (Utica State Hospital; opened 1843, closed 1978; designated a National Historic Landmark in 1989) was west of the project area (Larkin 1977:35; Beers 1874). The abundance of rail options as well as the more regular service resulted in the replacement of the Chenango Canal for shipping coal and freight. The Chenango Canal, west of the project area, closed in 1878. Rail transport and industrial jobs encouraged the arrival of numerous Italian and Polish immigrants after about 1870 (Canfield and Clark 1909; Wager 1896; Sanborn 1888).

The economic situation of the communities encircling the City of Utica changed in the wake of growing industrialization and urbanization. Mercantile business formerly conducted in rural settlements outside the city was diverted to the city. As Wager noted, "one of the causes of this exodus from the country [to the city] is the changed condition of agricultural interests which have been brought about since the [Civil W]ar, largely through the competition of the products with the great West, and partly through the general

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depreciation of rural real estate values" (Wager 1896:199-200). Land devoted to farming decreased, while the productivity of that land rose, especially in the twentieth century. Between 1875 and 1969 the acreage being farmed decreased from 704,363 acres to 319,806 acres. Cattle raising and dairying became more profitable and began to replace grain production, with over 500,000 acres devoted to livestock in 1879. By 1900, Oneida County was rated first in the annual production of cheese and dairy products (Crisafulli 1977a).

Equally important to the shift in farm production was the trend toward more owner-farmers and less tenant farmers. Almost 75 percent of the farms in Oneida County were owner-operated by World War I. Moreover, improvements in mechanization and the introduction of new and larger farm machinery enabled farmers to consolidate and expand their acreage. As a result, marginal farmers were forced out of business and the number of farms declined, but the remaining farms more than doubled in size. Therefore, as the economy of the City of Utica became more industrial and commercially oriented, the countryside surrounding it became more rural as farms increased acreage and were owner-operated (Wager 1896:200, 532; Crisafulli 1977a:50-52, 1977b:103-106).

As a result of the increasing supply of workers, factories in Utica flourished between ca. 1890 and 1950. Textile mills and knitting factories were especially robust. Industry expansion included the emergence of Oneida Mills, Frisbie-Stansfield Knitting Company, and Utica Knitting Company as national leaders in the knit goods industry. Other large companies included the Mohawk Valley Cotton Mill which merged with the Utica Steam Cotton Company in 1901. The height of the Utica textile industry was 1910 when nearly two-thirds of the city's inhabitants worked in textile-related industries (Kirk et al. 2012; Pristera 2009:12-14).

Transportation changes facilitated the industrial development as establishment of the textile industry emerged with the completion of the Erie and Chenango canal. Beginning in 1886 streets of the city began to be paved with asphalt, beginning with Rutger Street. In 1887, the Utica Electric Light Company began to provide street lighting, "starting in the business section, although lighting for residential districts…soon followed" (Morton 2010). The electric streetcar was introduced in the 1890s and an interurban electric line, Utica & Mohawk Valley, ran between Rome and Little Falls during the early twentieth century. The Utica Belt Line Railroad system ran along Lafayette, Columbia, and State streets (Larkin 1977:35; Beers et al. 1874; Century Map Company 1907).

With the closure of the Chenango canal, the northern end of the former canal was gradually turned into a reservoir for the Erie canal. The abandoned canal channel was ultimately filled, although it was still depicted as open in 1888 (Sanborn 1888, 1925). As noted the canal system was reimagined and modernized during the early twentieth century and the subsequent Barge Canal was completed in 1917 through Utica. Gradually filled, the former Erie Canal channel was leveled through the city by 1923 and became Oriskany Street. The North Genesee Arterial was completed in the 1970s (Morton 2010).

Twentieth Century. The textile industry began a slow decline after World War I as the industry was plagued by over supply and northern textile operations shifted work to mills in the South. While Utica supported more than 40 mills in 1910, only six survived in 1922. Further, transportation improvements like the trolley and later the automobile freed workers from living in proximity to their places of employments. This freedom resulted in workers, especially the better paid, seeking to find living arrangements in less crowded and noisy places and gave rise to suburban housing areas. By 1940 the city had a population of 100,518 (Pristera 2009:15-18).

After the war, General Electric opened a factory in Utica which expanded during the 1950s as the Cold War intensified. This factory helped offset the loss of textile jobs as GE employed more than 5,800 people at the close of the 1950s. During this period large infrastructure projects like the construction of the North-South Arterial (New York State Route [NY] 12), the East-West Arterial (NY 5S), and the Sauquoit Valley Arterial (NY 8) helped speed the development of residential suburbs and draw residents from the central city. In addition, the completion of the New York State Thruway (Interstate-90) north of the city in the mid-1950s helped commerce bypass the area. During the late 1950s and 1960s, urban renewal plans led to the demolition of numerous city buildings, which became vacant lots when proposed projects did not

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materialize. In 2006 structures in the area were demolished for a police support facility. A major economic development in the area during the twentieth century was the construction of the U.S. Air Force repair and maintenance depot, which served the entire northeastern section of the nation. This facility would develop into Griffiss Air Force Base, northeast of the City of Rome (Pristera 2009:20-21; Crisafulli 1977a:50-52, 1977b:105-112; Lehman 2016a, 2016b). The base closed in the late 1990s, although Rome Laboratories (now the Air Force Research Laboratory) continued to utilize buildings within the facility, which has become the Griffiss Business and Technology Park. The City of Utica had a population of 62,235 in 2010.

2.3 DOCUMENTARY RESEARCH

2.3.1 Site File and Records Review. A review of archaeological site files on the OPRHP/SHPO CRIS resulted in identifying one archaeological site previously reported within the project's APE, and 48 archaeological sites reported within one mile of it (Table 2). Forty-five (45) of the sites are historic, two are Precontact Native American sites, and one is a multicomponent Precontact/Historic site. Ten historic sites are considered NRHP-eligible; two historic sites were previously determined not NRHP-eligible, and the eligibility of the remaining sites is undetermined.

The archaeological site reported within the APE is a historic site identified as 442 Lafayette Street Historic Site (NYSM 12153; USN A06540.001655). A scatter of historic materials (e.g., ceramics, glass, nails, and bricks) was found at the site. National Register eligibility of the site is undetermined. This site location will most likely require testing to determine its National Register eligibility unless the location can be avoided (i.e., no subsurface disturbance).

All but seven of the historic sites within one mile of the project area are clustered west and southwest of the APE near Route 12. The two previously reported precontact sites are also located west and southwest of the APE and are greater than 750 ft. (229 m) from the property. The precontact sites include 613 Court Street Historic and Precontact Site (06540.001668) and 617 Cooper Street Historic & Precontact Site (NYSM 12158; 06540.001660). Site 06540.001668 is National Register-eligible and Site 06540.001660's National Register-eligibility is undetermined.

Early archaeological surveys by Beauchamp (1900) and Parker (1922) were consulted. Later archaeological investigations by Ritchie (1980) and Ritchie and Funk (1973) do not report the presence of archaeological sites in the project area.

Table 2. Archaeological sites within approximately one mile of the project area.

Unique Site Number (USN)	Additional Site #	Distance to APE ft (m)	Time Period	NRHP Eligibility
06540.000838	Durham Project 62; Utica Landing	3,953 (1,204)	Historic	Undetermined
06540.000839	Durham Project 63; Old Fort Schuyler:Ford	3,593 (1,095)	Historic	Undetermined
06540.000840	Durham Project 64; Old Fort Schuyler: Bridge	3,565 (1,087)	Historic	Undetermined
06540.000841	Durham Project 214; Posts	3,483 (1,062)	Historic	Undetermined
06540.000010	Site Of Old Fort Schuyler; NYSM 2790	2,242 (683)	1758	Undetermined
06540.000837	Durham Project 71; Baggs Hotel	2,592 (790)	Historic	Undetermined
06540.000836	Durham Project 70; Old Fort Schuyler	3,754 (1,144)	Historic	Undetermined
06540.001845	Jay Street 1 Site; SUBi-2998; NYSM# 12481	2,695 (821)	Historic	Not eligible
06540.001655	442 Lafayette Street Historic Site; NYSM 12153	Within APE	Historic	Undetermined

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Unique Site Number (USN)	Additional Site #	Distance to APE ft (m)	Time Period	NRHP Eligibility
06540.001653	N.A. White and Sons Pottery Historic Site; NYSM 12151	1,124 (343)	Historic	Undetermined
06540.001654	728 Lafayette Street Historic Site; NYSM 12152	1,089 (332)	Historic	Undetermined
06540.001656	509 Varick Street Historic Site; NYSM 12154	367 (112)	Historic	Undetermined
06540.001657	608 Cooper Street Historic Site; NYSM 12155	486 (148)	Historic	Undetermined
06540.001659	605-607 Cooper Street Historic Street; NYSM 12157	615 (187)	Historic	Undetermined
06540.001658	606 Spring Street Historic Site; NYSM 12156	675 (206)	Historic	Eligible
06540.001662	621-623 Cooper Street Historic Site; NYSM 12160	732 (223)	Historic	Undetermined
06540.001661	619 Cooper Street Historic Site; NYSM 12159	721 (220)	Historic	Undetermined
06540.001660	617 Cooper Street Historic & Precontact Site; NYSM 12158	717 (219)	Precontact	Undetermined
06540.001663	613 Spring Street Historic Site; NYSM 12161	777 (237)	Historic	Undetermined
6540.001665	616-618 Court Street Historic Site; NYSM 12163	860 (262)	Historic	Undetermined
06540.001664	614 Court Street Historic Site; NYSM 12162	815 (248)	Historic	Undetermined
06540.001666	720 Roberts Street Historic Site; NYSM 12164	1198 (365)	Historic	Undetermined
06540.001673	705 Court Street Historic Site; NYSM 12171	1106 (337)	Historic	Undetermined
06540.001672	701-703 Court Street Historic Site; NYSM 12170	1083 (330)	Historic	Undetermined
06540.001671	621 Court Street Historic and Precontact Site; NYSM 12169	1020 (311)	Historic and Precontact	Undetermined
06540.001670	617-619 Court Street Historic Site; NYSM 12168	953 (290)	Historic	Undetermined
06540.001669	615 Court Street Historic Site; NYSM 12167	942 (287)	Historic	Undetermined
06540.001668	613 Court Street Historic and Precontact Site; NYSM 12166	927 (282)	Precontact	Eligible
06540.001667	706 Roberts Street Historic Site; NYSM 12165	1010 (308)	Historic	Eligible
06540.001692	Court Street Historic Site; NYSM 12190	650 (198)	Historic	Undetermined
06540.001677	724 Bristol Street Historic Site; NYSM 12175	1465 (447)	Historic	Undetermined
06540.001678	720-722 Bristol Street Historic Site; NYSM 12176	1388 (423)	Historic	Undetermined
06540.001675	711 Roberts Street Historic Site; NYSM 12173	1251 (381)	Historic	Undetermined
06540.001679	700 Bristol Street Historic Site; NYSM 12177;	1230 (375)	Historic	Eligible
06540.001676	705 Roberts Street Historic Site; NYSM 12174	1176 (358)	Historic	Eligible
06540.001693	1026 and 1028 Lincoln Street Historic Sites; NYSM 12191	1137 (347)	Historic	Eligible
06540.001689	511-513 Roberts Street Historic Site; NYSM 12187	889 (271)	Historic	Undetermined
06540.001690	514 Mandeville Street Historic Site; NYSM 12188	993 (303)	Historic	Undetermined

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Unique Site Number (USN)	Additional Site #	Distance to APE ft (m)	Time Period	NRHP Eligibility
06540.001691	508 Mandeville Street Historic Site; NYSM 12189	965 (294)	Historic	Undetermined
06540.001688	1002 State Street Historic Site; NYSM 12186	876 (267)	Historic	Undetermined
06540.001684	710 Stevens Street Historic Site; NYSM 12182	1633 (498)	Historic	Undetermined
06540.001680	723 Bristol Street Historic Site; NYSM 12178	1605 (489)	Historic	Undetermined
06540.001681	711 Bristol Street Historic Site; NYSM 12179	1494 (455)	Historic	Undetermined
06540.001682	705-707 Bristol Street Historic Site; NYSM 12180	1427 (435)	Historic	Eligible
06540.001683	701-703 Bristol Street Historic Site; NYSM 12181	1386 (422)	Historic	Not Eligible
06540.001685	709 Stevens Street Historic Site; NYSM 12183	1750 (533)	Historic	Undetermined
06540.001686	720-722 Warren Street Historic Site; NYSM 12184	1830 (558)	Historic	Eligible
06540.001687	1019 Sunset Avenue Historic Site; NYSM 12185	2171 (662)	Historic	Eligible

Previous Surveys. One archaeological investigation (PIN 2134.41.121 New York Routes 5, 8, and 12) was conducted within the APE according to the OPRHP/SHPO CRIS which resulted in the identification of 442 Lafayette Street Historic Site (NYSM 12153; USN A06540.001655) previously discussed. One architectural investigation was conducted (16SR00991: Utica National Register Districts Survey Area: Downtown) which partially overlaps with the east side of the construction APE.

Historic Districts. There seven historic building districts are located within one mile of the APE (Table 3).

Table 3. Historic Districts within approximately one mile of the project area.

OPRHP #	District Name	Distance to APE ft (m)	Time Period	NRHP Eligibility
06540.001910	Mohawk Valley Psychiatric Center Historic District	3,064 (934)	Historic	Undetermined
06540.001883	Globe Woolen Company Mills	1,546 (471)	Historic	Listed
06540.001874	Rutger-Steuben Park Historic District	1,269 (387)	Historic	Listed
06540.001876	Lower Genesee Street Historic District	825 (282)	Historic	Listed
06540.001996	Bagg's Square East Historic District	1,512 (461)	Historic	Undetermined
06540.001988	East Utica Little Italy Historic District	3,927 (1,197)	Historic	Eligible
00104.000641	New York State Barge Canal Historic District	2,693 (821)	Historic	Listed

Register Listings. A review of the New York State and National Registers of Historic Places (NRHP) listings, as recorded in the files of the OPRHP/SHPO, did not identify any properties, buildings, sites or districts as listed or eligible for listing within the construction APE. However there are four NRHP-listed and one NRHP-eligible historic districts located within one mile of the construction APE (see Table 3).

2.3.2 Historical Map Analysis. Eleven historical maps and atlases were consulted for the project area (Rogerson et al. 1852; Beers et al. 1858 [Figure 7], 1874 [see Figure 6]; Roe & Taylor 1868 [Figure 8]; Hopkins 1883 [Figure 9]; Sanborn 1884 [Figures 10], 1888 [Figure 11], 1925 [Figure 13], 1952 [Figure 14], 1986; and Century Map Company 1907 [Figure 12]). As expected for an intensely urban

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environment, the lots in the project area contain numerous buildings and structures. A selection of historical maps was used to prepare a list documenting the structures at each current address in the project area and details its development over time. The results of this review are presented in Table 4, which appears after the historical map figures.

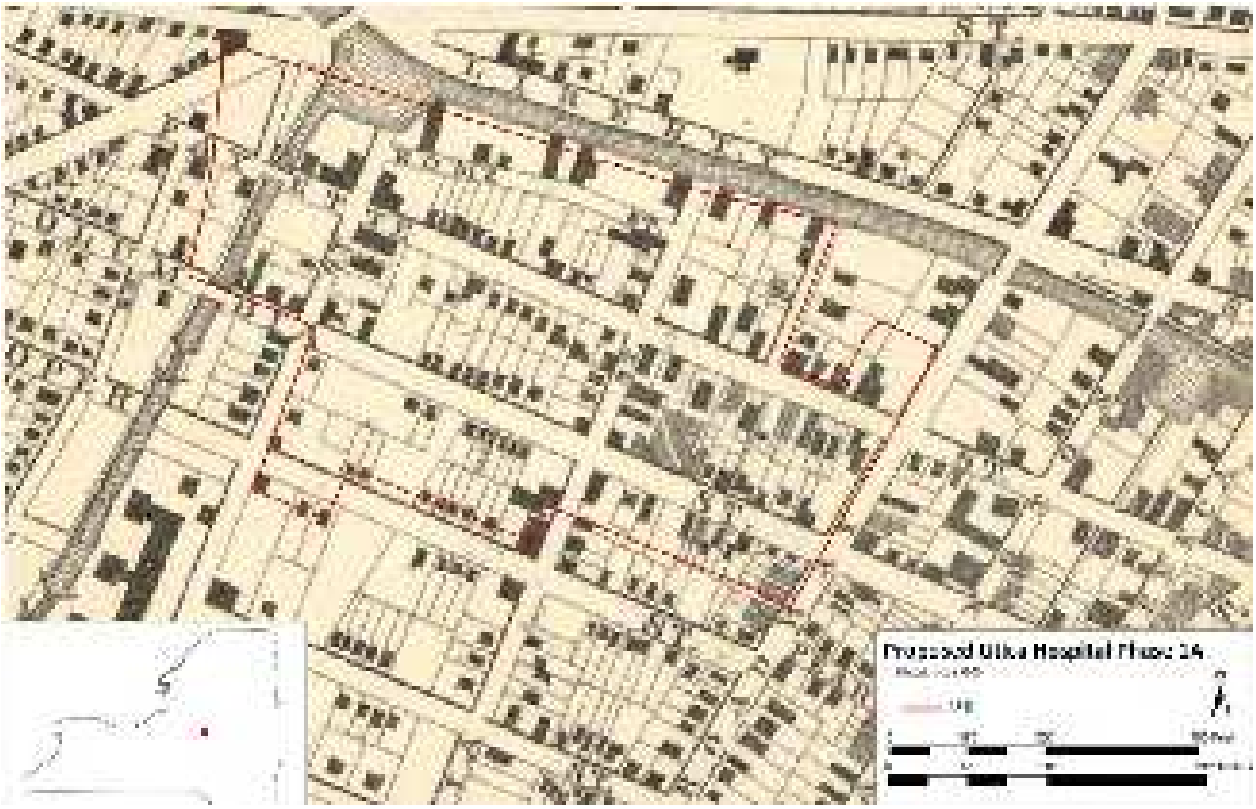

Figure 7. Approximate location of the project area in 1858 *(Beer et al. 1858).*

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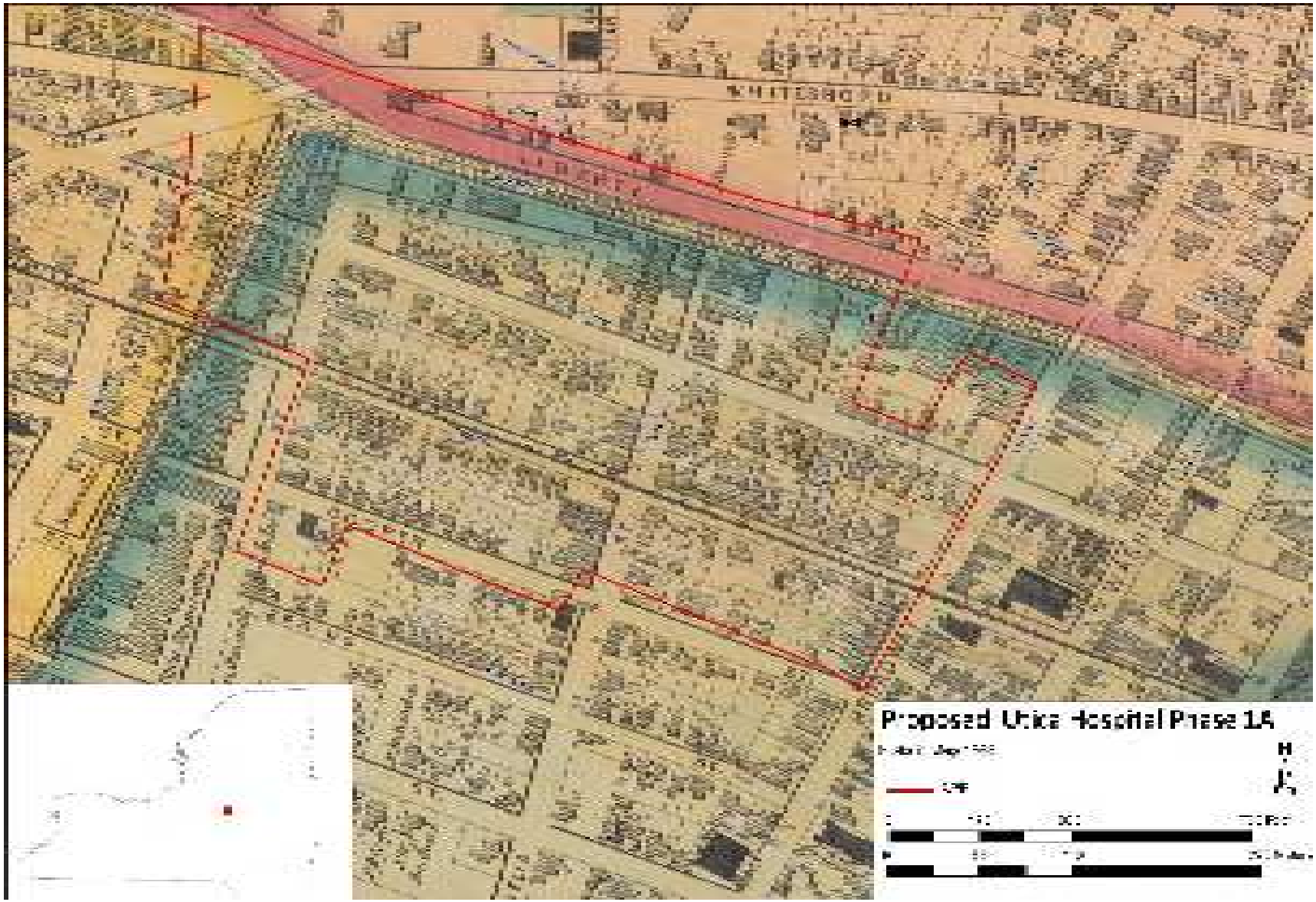

Figure 8. Approximate location of the project area in 1868 *(Roe & Taylor 1868).*

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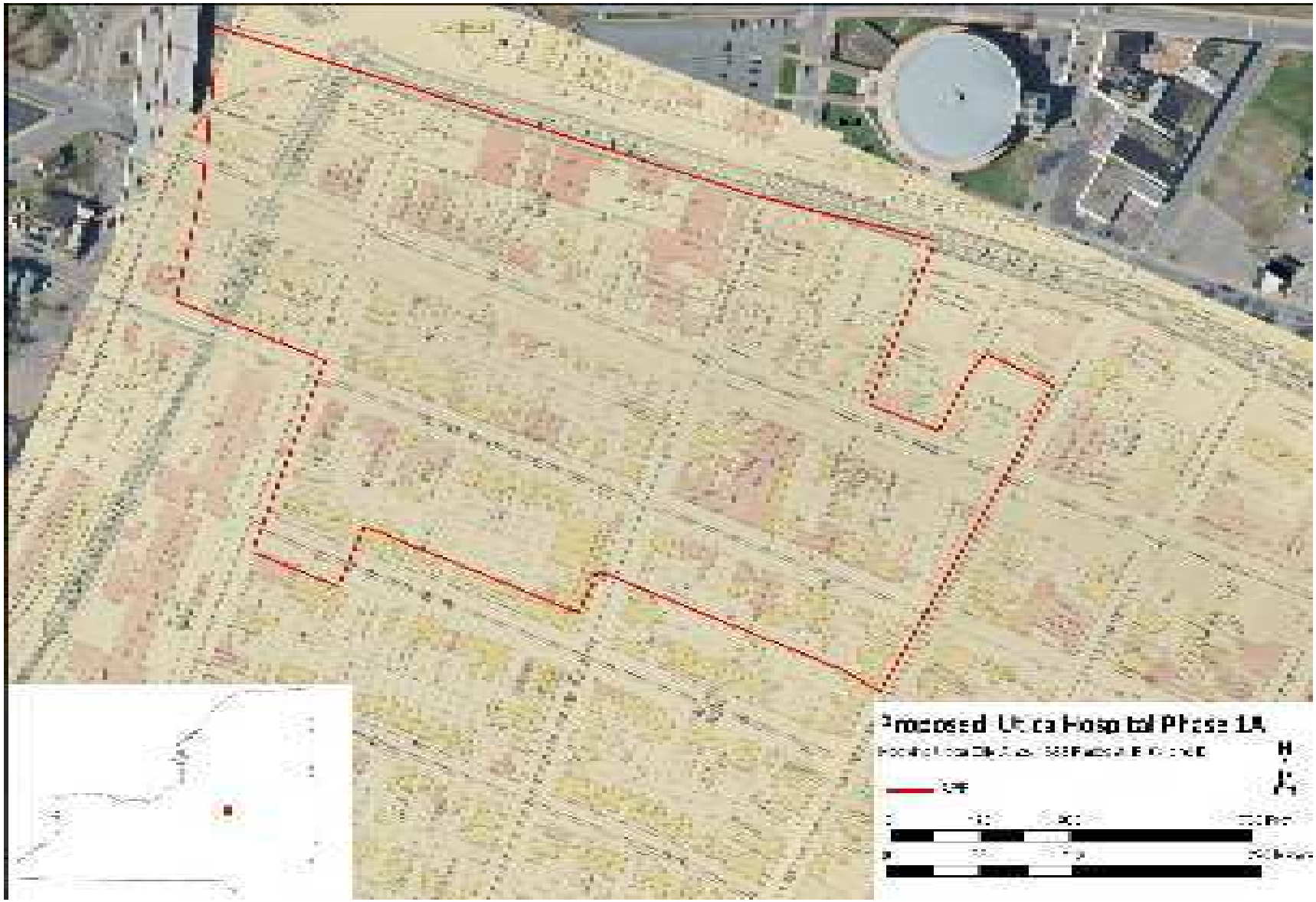

Figure 9. Approximate location of the project area in 1883 *(Hopkins 1883).*

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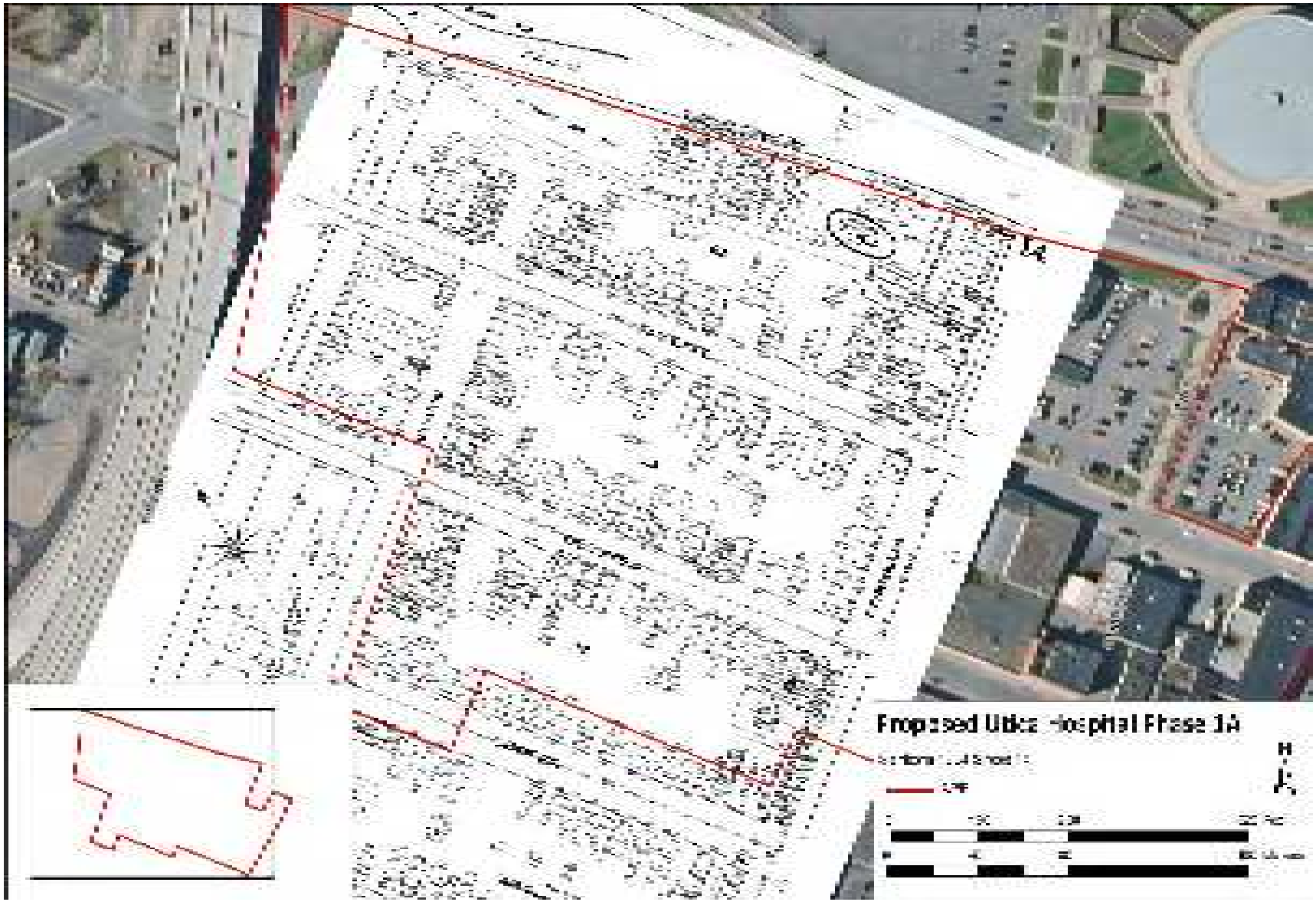

Figure 10A. Approximate location of the western portion of the project area in 1884 *(EDR 2016: Sanborn 1884 sheet 14).*

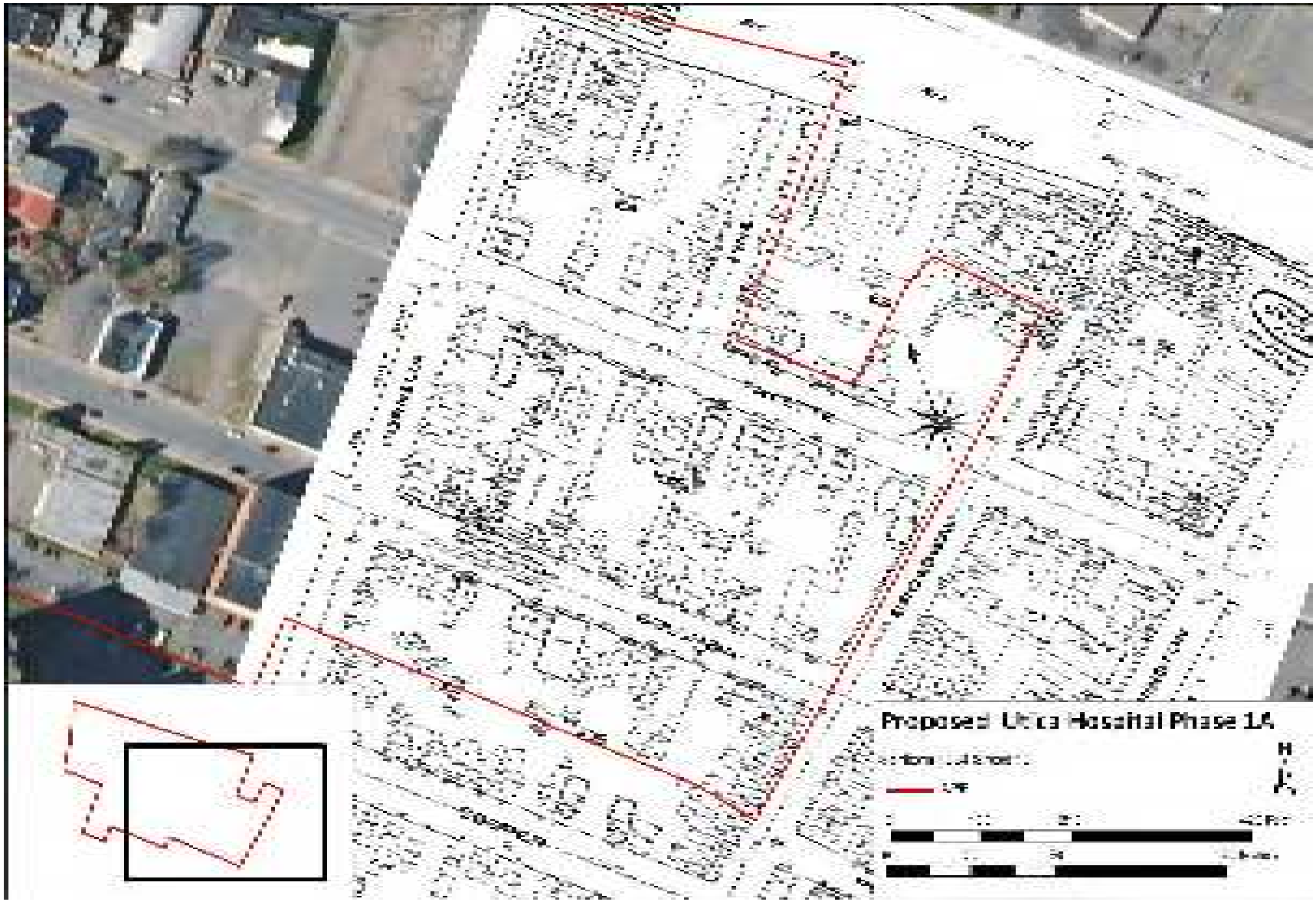

Figure 10B. Approximate location of the eastern portion of the project area in 1884 *(EDR 2016: Sanborn 1884 sheet 16).*

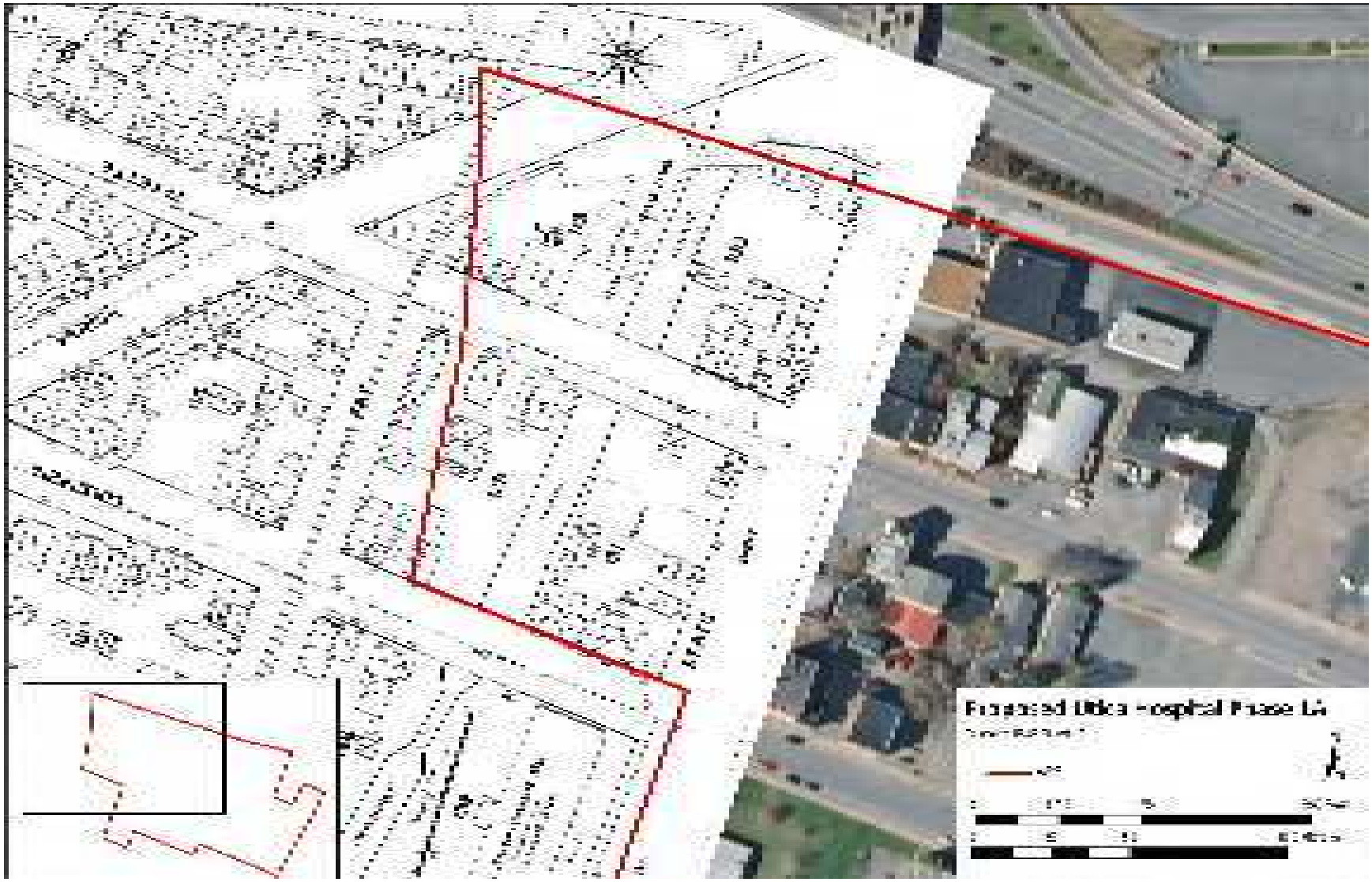

Figure 11A. Approximate location of the western portion of the project area in 1888 *(EDR 2016: Sanborn 1888 sheet 15).*

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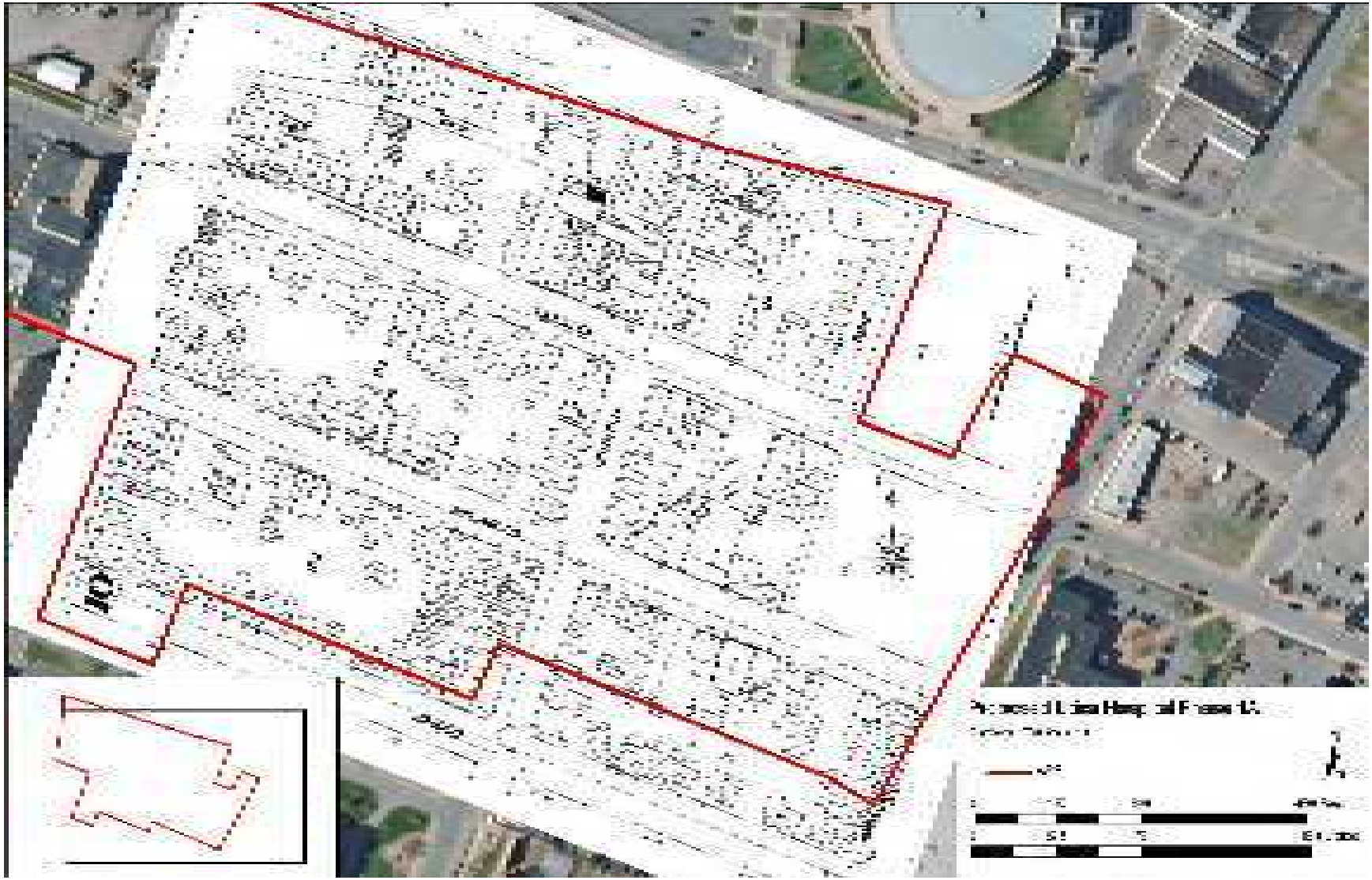

Figure 11B. Approximate location of the central portion of the project area in 1888 *(EDR 2016: Sanborn 1888 sheet 10).*

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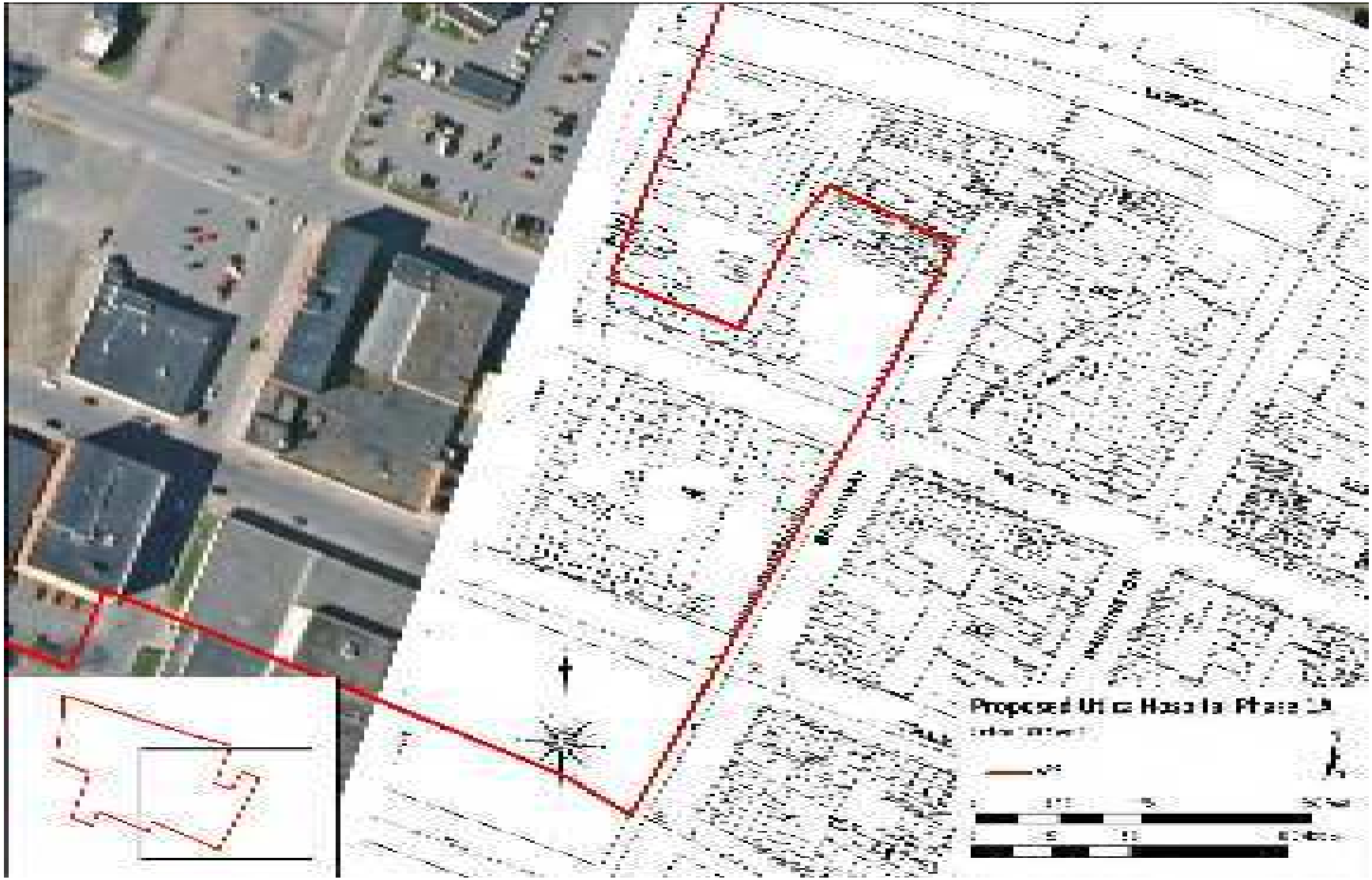

Figure 11C. Approximate location of the eastern portion of the project area in 1888 *(EDR 2016: Sanborn 1888 sheet 9).*

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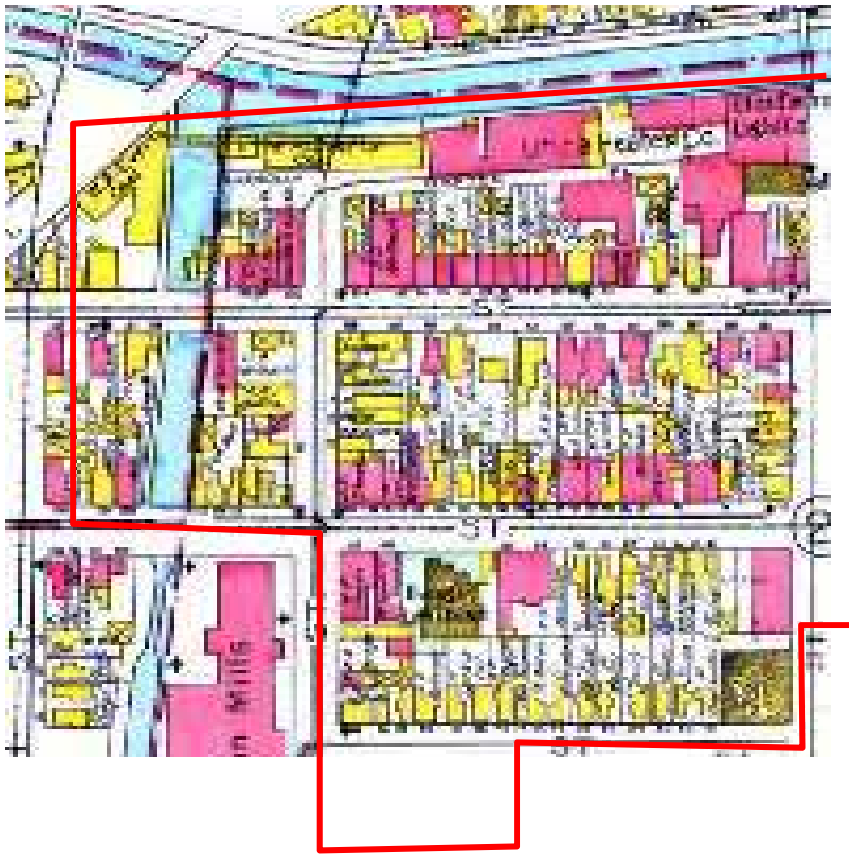

Figure 12. The approximate location of the project area (red ouline) in 1907 *(Century Map Company 1907).*

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Figure 13A. Approximate location of the western portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 24).*

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Figure 13B. Approximate location of the north central portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 15).*

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Figure 13C. Approximate location of the south central portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 13).*

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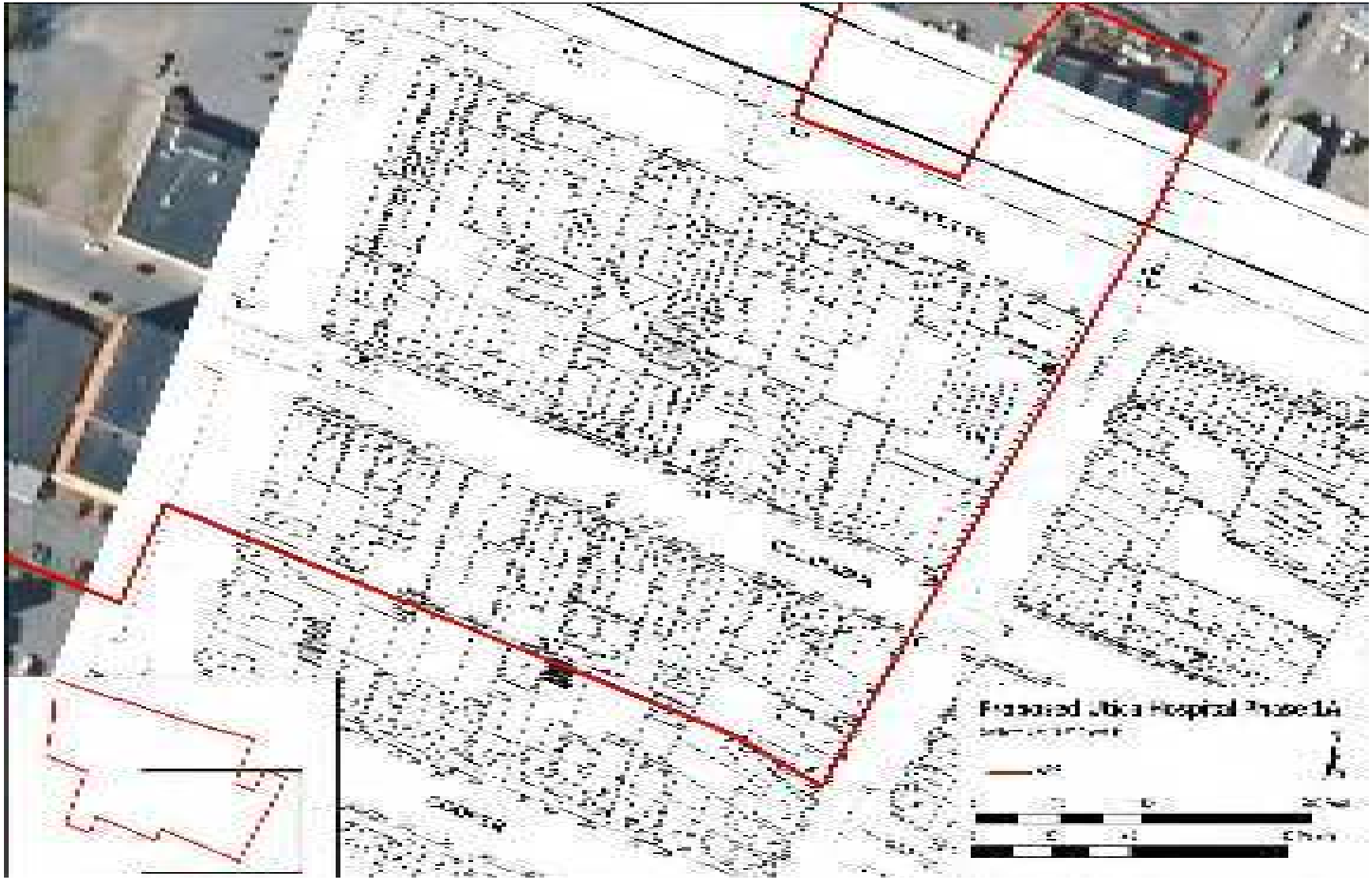

Figure 13D. Approximate location of the southeastern portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 14).*

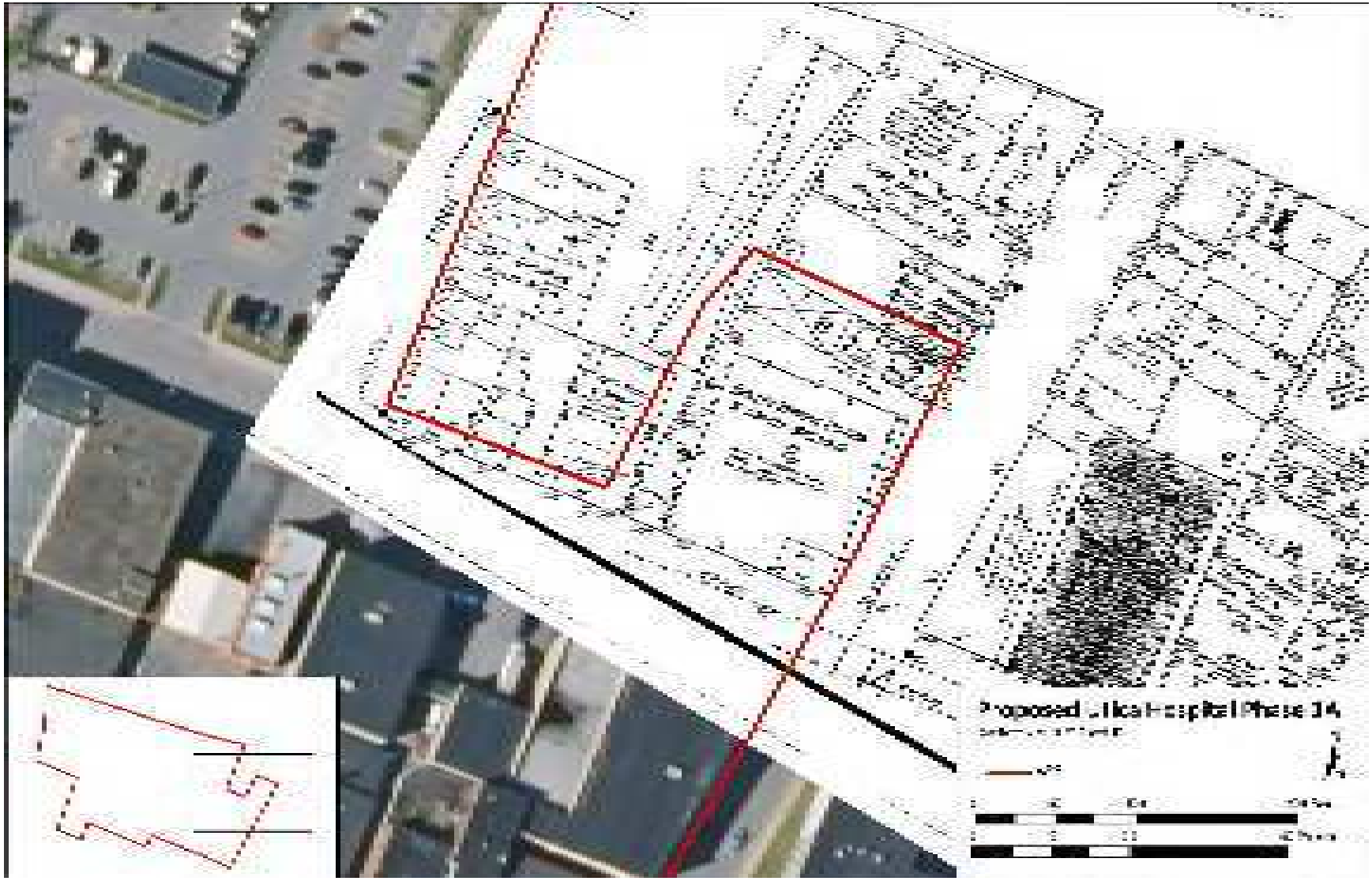

Figure 13E. Approximate location of the northeastern portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 16).*

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Figure 14A. Approximate location of the western portion of the project area in 1952 *(EDR 2016: Sanborn 1952).*

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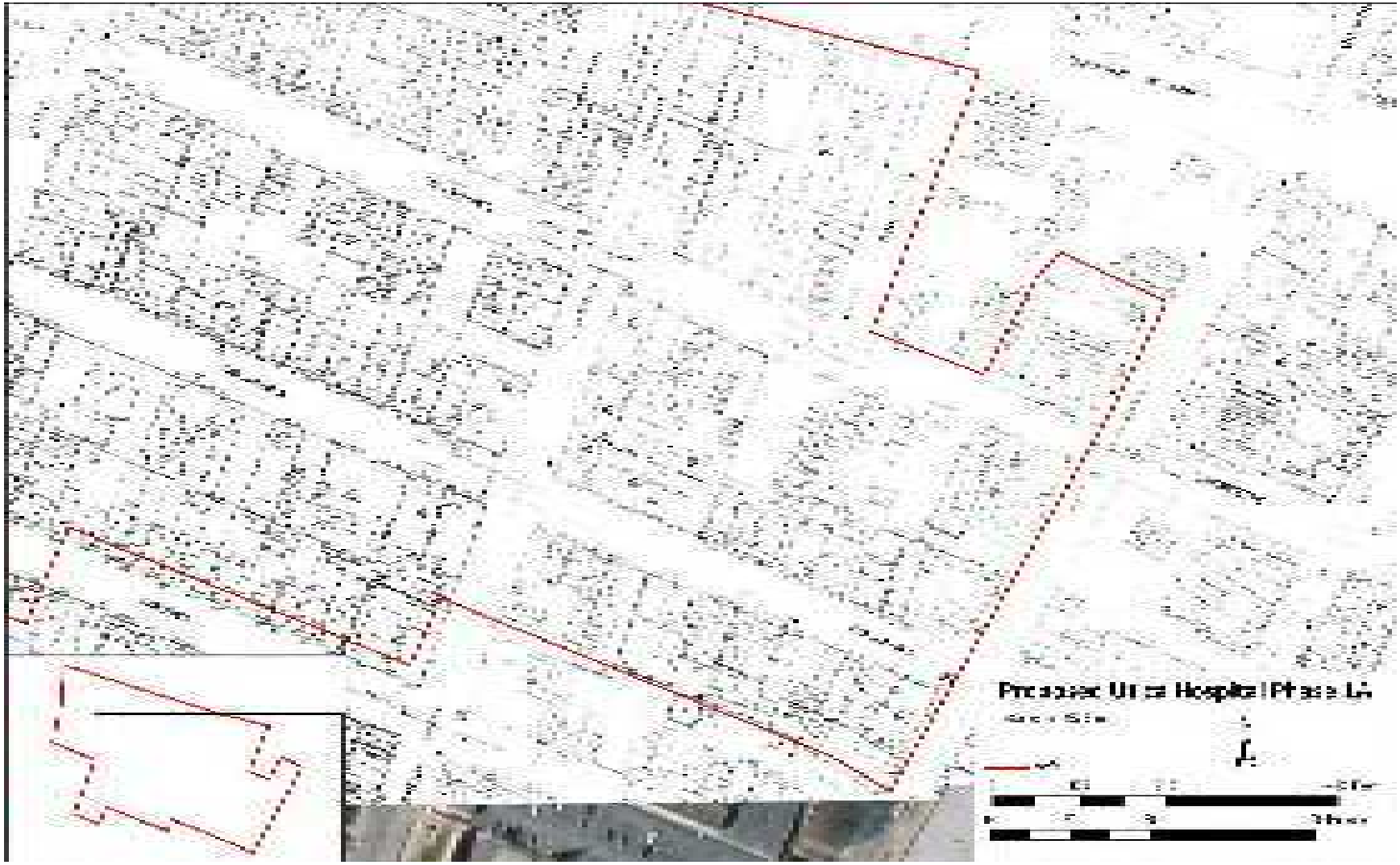

Figure 14B. Approximate location of the eastern portion of the project area in 1952 *(EDR 2016: Sanborn 1952).*

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Table 4. Map-Documented Structures in the APE.

Current Address	Alternate Address	1883	1884	1888	1925	1952
	512-514 Broadway				Store, 2-stories	Combined with 300-302 Columbia
	610 Broadway, 58 Broadway	58 Broadway	Dwelling, 2-stories	Dwelling, 2-stories	Store, 2-stories	
608 Broadway	56 Broadway,	56 Broadway	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
Illegible	A. Broadway, 54 Broadway	54 Broadway	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, 4-stories	Building Details Illegible
Illegible	52 Broadway, B. Broadway	52 Broadway	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, 4-stories	Building Details Illegible
	50 Broadway		Dwelling, 2-stories	Dwelling, 2-stories		
412 Broadway	40 Broadway, H. Broadway,	40 Broadway	Vacant, 2-stories	Garage	NYS, 2-stories	Building Details Illegible
Carton Avenue	Rome Street, 98 ½ Carton, A. Carton, B. Carton	No Address, Rome St.	W.J. Carton Furnace Co, 1-2-stories	W.J. Carton Furnace Co, 1-2-stories	Foundry	Building Details Illegible
			43 Columbia, B&S, 2-stories	Store, 2-stories	301-303 Columbia, Store, 4-stories	Building Details Illegible
		17 Columbia	45 Columbia, Dwelling, 2-stories	Dwelling, 1 ½-stories	305 Columbia, Store, 4-stories	Store, 4-stories
307-309 Columbia	19 Columbia, 2418 Columbia, 307 Columbia	19 Columbia	Dwelling, 3 ½-stories		Store, 3-stories	Building Details Illegible, 3-stories
	19 Columbia, 2417 Columbia, 309 Columbia		Dwelling, 3 ½-stories		Store, 3-stories	
	19 Columbia, 2416 Columbia		Dwelling, 1-story			
311-313 Columbia					Store, 3 ½-stoires	Store, 3-stories
315 Columbia					Store, 3-stories	Store, 1-story
300-302 Columbia	300 Columbia				Store, 2-stories	Columbia, Store, 2-stories
	302 Columbia				Store, 2-stories	

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Current Address	Alternate Address	1883	1884	1888	1925	1952
304-306 Columbia	304 Columbia				Store, 2-stories	Columbia, Store, 2-stories
	18 Columbia, 2403 Columbia, B. Columbia, 306 Columbia	18 Columbia	Conservatory, 2-stories	Garage, 2-stories	Store, 2-stories	
308-310 Columbia	20 Columbia, A. Columbia	20 Columbia		Store, 2-stories	Columbia, Store, 3-stories	Store, 3-stories
	20 Columbia, 48 Columbia			Dwelling, 2-stories		
312-316 Columbia	22 Columbia, 2402 Columbia, 50 Columbia, 312 Columbia	22 Columbia	Vacant, 3-stories	Music, 3-stories	Store, 3-stories	Columbia, Store, 3-stories
	24 Columbia, 2401 Columbia, 52 Columbia, 316 Columbia	24 Columbia	Vacant, 3-stories	Fancy, 3-stories	Store 3-stories	
318 Columbia	26 Columbia, 54-56 Columbia, 56 Columbia, 318-320 Columbia	26 Columbia	Grocery, 3-stories	Grocery, 3-stories	Store, 3-stories	Store
320 Columbia						Store
322-324 Columbia	58 Columbia	No Address	Vacant, 3-stories	Tobacco, 3-stories	Store, 3-stories	Store, 3-stories
	60 Columbia		3-stories	Grocery, 3-stories		
	60 ½ Columbia		Dwelling, 1 ½-stories	Dwelling, 1 ½-stories		
	21 Columbia, 53 Columbia, 319 Columbia	21 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Store, 3-stories	
321 Columbia	23 Columbia, 55 Columbia, 321-323 Columbia	23 Columbia	B&S, 3-stories	Store, 3-stories	Store, 3-stories	Store, 3-stories
323 Columbia	25 Columbia, 57 Columbia, 325 Columbia	25 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, Utica Manner choir Hall, Store, 3-stories	Store, Utica Manner choir Hall, Store, 3-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
325 Columbia	27 Columbia, 2412 Columbia, 59 Columbia	27 Columbia	Baptist Church, 1-story	Baptist Church, 1-story		Store, Utica Manner choir Hall, Store, 3-stories
327 Columbia	61-63 Columbia, 327-329 Columbia		Dwelling, 3-stories	Flats, 3-stories	Store, 3-stories	Restaurant, 3-stories
329 Columbia						Wall Papers & Paint, 3-stories
326 Columbia	30 Columbia, 62 Columbia,	30 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, 4-stories	Store, 4-stories
328 Columbia	32 Columbia, 64 Columbia	32 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, 4-stories	Store, 4-stories
Illegible	31 Columbia, 65 Columbia, B. Columbia	31 Columbia	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Store, 6-stories	Store, 6-stories
332 Columbia	34 Columbia, 66 Columbia	34 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Store, 4-stories	Store, 4-stories
334 Columbia					Store, 4-stories	Store, 4-stories
Illegible	33 Columbia, 67 Columbia, 343 Columbia	33 Columbia	Building Details Illegible, 4-stories	Auction, 3-stories	Store, 4-stories	Store
	36 Columbia, 68 Columbia, 336-338 Columbia	36 Columbia	Dwelling, 2-stories	Store, 2-stories	Store, 4-stories	
347 Columbia	35 Columbia, 69 Columbia, 347 Columbia	35 Columbia	Dwelling, 2-story	Dwelling, 2-stories	Store, 2-stories	Building Details Illegible
349 Columbia	37 Columbia, 71 Columbia	37 Columbia	Dwelling, 2-story	Dwelling, 2-stories	Store, 3-stories	Restaurant, 3-stories
351-353 Columbia	27 Cornelia, 73 Columbia	27 Cornelia	Building Details Illegible, 2-stories	Store, 2-stories	Store, 3-stories	Store, 3-stories
355-357 Columbia	27 Cornelia, 75 Columbia		Dwelling, 2-stories	Store, 2-stories	Store, 3-stories	Store, 3-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
340-366 Columbia	44 Columbia, 74 Columbia, 362-366 Columbia	44 Columbia	Saloon, 2 ½-stories	Dwelling, 2-stories	Store, 3 ½-stories	Bergers Department Store, 3-stories
	38-42 Columbia, J. Columbia, 358-360 Columbia	38-42 Columbia, Stove Works	Stove Foundry Russel Wheeler Son & Co, 4-stories	Stove Foundry Russel Wheeler Son & Co, 3 ½ -stories	Store, 3 ½-stories	
	38-42 Columbia, K. Columbia, 356 Columbia		Stove Foundry Russel Wheeler Son & Co, 3 ½ -stories	Stove Foundry Russel Wheeler Son & Co, 3-stories	Store, 3-stories	
	38-42 Columbia, K. Columbia, 354 Columbia				Store, 4-stories	
	38-42 Columbia, L. Columbia, 352 Columbia		Stove Foundry Russel, Wheeler, Son & Co, 3 ½ stories	Stove Foundry Russel, Wheeler, Son & Co, 3-stories	Store, 3-stories	
	38-42 Columbia, L. Columbia, 350 Columbia				Store, 3-stories	
	38-42 Columbia, M. Columbia, 348 Columbia		Stove Foundry Russel Wheeler Son & Co, 3-stories	Stove Foundry Russel Wheeler Son & Co, 3-stories	Store, 3-stories	
	38-42 Columbia, M. Columbia, 344-346 Columbia				Store, 3-stories	
	38-42 Columbia, M. Columbia, 342 Columbia				Store, 3-stories	
	38-42 Columbia, M. Columbia, 340 Columbia				Store, 3-stories	

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Current Address	Alternate Address	1883	1884	1888	1925	1952
400-406 Columbia	20 Cornelia, 508 Cornelia	20 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Store, 2-stories	Store, 2-stories
	22 Cornelia, 510 Cornelia	22 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	24 Cornelia, 400 Columbia	24 Cornelia	Dwelling, 2-stories	Store, 2-stories	Store, 1 ½-stories	
	26 Cornelia, 404 Columbia		Dwelling, 2-stories	Store, 2-stories	Store, 1-story	
401-409 Columbia	A.,B.,C., Columbia, 75 Columbia, 401-403 Columbia	No address	Theo Pomeroy and Son Oil Clothing Factory, 2-stories	Office, 2-stories	Store, 4-stories	Furniture, 4-stories
	A.,B.,C., Columbia, 77 Columbia, 401-403 Columbia			Coal shed, 1-story		
	A.,B.,C., Columbia, 79 Columbia, 405-407 Columbia			Building Details Illegible, 1-story	Store, 4-stories	
	409 Columbia				Store, 4-stories	
408 Columbia	44 ½ Columbia, 78 Columbia	44 ½ Columbia	Dwelling, 2-stoires	Dwelling, 2-stoires	Store, 2-stories	Store, 3-stories
414 Columbia	46 Columbia, 80 Columbia	46 Columbia	Dwelling, 1 ½-stoires	Dwelling, 1 ½-stoires	Store, 3-stories	Store, 3-stories
416 Columbia					Store, 3-stories	Salon, 3-stories
418-422 Columbia	48 Columbia, 82 Columbia, 418 Columbia	48 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, 2-stories	Furniture, 2-stories
	48 Columbia, 82 Columbia, 420-422 Columbia				Store, 2-stories	
424 Columbia	82 ½ Columbia		Lewis Factory, 3-stories	Printing, 3-stories	Store, 3-stories	Store, 3-stories
	84 Columbia			Store, 3-stories		

Remove Watermark Wondershare PDFelement

Current Address	Alternate Address	1883	1884	1888	1925	1952
426 Columbia	86 Columbia			Store, 3-stories	Store, 3-stories	Restaurant, 3-stories
411-417 Columbia	41 Columbia, 81 Columbia	41 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Auto Sales, 4-stories	Clothing Factory, 4-stories
	43 Columbia, 83 Columbia	43 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories		
	45 Columbia, 85 Columbia	45 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories		
	47 Columbia, 87 Columbia	47 Columbia	Dwelling, 1 1/1-stories	Dwelling, 1 1/1-stories		
428 Columbia	88 Columbia		Fancy, 2-stories	Store, 3-stories	Store, 3-stories	Furniture, 3-stories
	49 Columbia, 89 Columbia, 419 Columba	49 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Store, 2-stories	
421-423 Columbia	421 Columbia				Store, 1-story	Auto Body Repair, 1-story
	51 Columbia, 91 Columbia, 423 Columbia	51 Columbia	Dwelling, 1 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	53 Columbia, 93 Columbia, 425 Columbia	53 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Clean/Pressing, 2-stories	
	427 Columbia				Store, 2-stories	
432 Columbia	90 Columbia			Store, 4-stories	Store, 4-stories	Store, 4-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
434-438 Columbia	52 Columbia, 92 Columbia, 434 Columbia	52 Columbia	Cigar Factory, 2 ½-stories	Chinese Laundry, 3-stories	Store, 3-stories	Store, 3-stories
	94 Columbia, 438 Columbia		Building Details Illegible, 2 ½ stories	Store, 3-stories	Store, 3-stories	
431-437 Columbia	55 Columbia, 95 ½ Columbia, 95 Columbia, 431 Columbia	55 Columbia	Tenants, 3-stories	Dwelling, 3-stories	Tenants, 3-stories	Auto Sales and Service
	55 Columbia, 95 Columbia, 95 ½ Columbia, 433 Columbia		Tenants, 3-stories	Dwelling, 3-stories	Tenants, 3-stories	
	97 Columbia, 435-437 Columbia		Hardware, 3-stories	Store, 3-stories	Store, 3-stories	
440-442 Columbia	54 Columbia, 96 Columbia	54 Columbia	Dwelling, 2-stories	Dwelling, 1 ½-stories	Store, 4-stories	Store, 4-stories
444 Columbia	56 Columbia, 98 Columbia	56 Columbia	Saloon, 3-stories	Saloon, 3-stories	Store, 3-stories	Store, 3-stories
	57 Columbia, 99 Columbia	57 Columbia	Dwelling, 2-stories	Store, 2-stories		
No Address Listed	99 ½ Columbia	No Address	Lutheran Church of Redemption, 2-stories	EV. Lutheran Church of the Redeemer	EV. Lutheran Church of the Redeemer, 1-2 stories	Used Car Sales, 1-2 stories
446-448 Columbia	58 Columbia, 100 Columbia	58 Columbia	Tenants, 2-stories	Dwelling, 2-stories	Store, 3-stories	Store, 3-stories
450 Columbia	60 Columbia, 102 Columbia	60 Columbia	Tenants, 2-stories	Dwelling, 2-stories	Dwelling, 2-dwelling	Store, 2-stories
452 Columbia	62 Columbia, 104 Columbia	62 Columbia	Saloon, 2-stories	Saloon, 2-stories	Store, 3-stories	Store, 3-stories
454 Columbia					Store, 3-stories	Store, 3-stories
456 Columbia	64 Columbia, 106 Columbia	64 Columbia	Saloon, 2-stories	Store, 2-stories	Store, 3-stories	Store, 3-stories
458 Columbia	108 Columbia		Dye House, 2-stories	Dye House, 2-stories	Store/Dwelling, 2-stories	Store/Dwelling, 2-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
451-453 Columbia	109 Columbia	No Address	Building Details Illegible, 3-stories	Liquors, 3-stories	Store, 3-stories	Store, 3-stories
460 Columbia	66 Columbia, 110 Columbia	66 Columbia	Dwelling, 2-stories	Building Details Illegible, 2-stories	Store, 3-stories	Store, 3-stories
464 Columbia	68 Columbia, 110 1/6 Columbia, 112 Columbia	68 Columbia	Saloon, 1-story	Saloon, 1-story	Store, 3-stories	Store, 3-stories
466 Columbia	70 Columbia, 110 1/5 Columbia,	70 Columbia	Meat, 3 ½-stories	Store, 3-stories	Store, 4 stories	Building Details Illegible, 4-stories
468 Columbia	70 Columbia, 110 ¼ Columbia		Store, 3 ½-stories	Store, 3-stories	Store, 4 stories	Store, 4-stories
470 Columbia	70 Columbia, 110 1/3 Columbia		Grocery, 3 1/3-stories	Store, 3-stories	Drugs, 4 stories	Store, 4-stories
455 Columbia	69 Columbia, 111 Columbia	69 Columbia	Saloon, 3-stories	Liquors, 3-stories	Store, 3-stories	Store, 3-stories
457 Columbia	69 Columbia, 113 Columbia		Grocery, 3-stories	Store, 3-stories	Store, 3-stories	Store, 3-stories
459 Columbia	69 Columbia, 113 ½ Columbia		B&S, 3-stories	Store, 3-stories	Store, 3-stories	Store, 3-stories
500-502 Columbia	8 State, 118 Columbia, 500 Columbia	8 State	Store, 2 ½-stories	Store, 2-stories (combined with 20 state)	Store, 3-stories	Restaurant, 3-stories
	8 State, 118 Columbia, 502 Columbia				Printing, 3-stories	
503 Columbia	3 State, 9 State	3 State	Dwelling, 1-story	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories
	72 Columbia, 120 Columbia, 504 Columbia	72 Columbia	Saloon, 3-stories	Dwelling, 3-stories	Dwelling, 3-stories	
506 Columbia	126 ¼ Columbia, 122 Columbia	No address	Dwelling, 2-stories	Dwelling, 2-stories	Store, 2-stories	Restaurant, 2-stories
508 Columbia	126 1/3 Columbia, 124 Columbia	No address	Dwelling, 2-stories	Dwelling, 2-stories	Store, 2-stories	Store, 2-stories
510 Columbia	126 Columbia	No address	Saloon, 2-stories	Saloon, 2-stories	Store, 2-stories	Store, 2-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
512-514 Columbia					Store, 3-stories	Store, 3-stories
516-518 Columbia	130 Columbia	No address	Tenants, 2-stories	Tenants, 2-stories	Store, 2-stories	Store, 2-stories
430 Cooper	50 Cooper	50 Cooper	Dwelling, 2-stories	Dwelling, 2-stories	Factory, 3-stories	Factory, 3-stories
434-436 Cooper	50 ½ Cooper, 52 Cooper	50 ½ Cooper	Tenants, 1 ½-2 stories	Dwelling, 2-stories	Dwelling, 1 ½-2 stories	Dwelling, 2-stories
438 Cooper	54 Cooper	No address	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
440 Cooper	56 Cooper	No address	Dwelling, 1 ½-stories	Dwelling, 2-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories
424-444 Cooper	58-60 Cooper, 58 Cooper, 442 Cooper	No address	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Restaurant, 2-stories
	58-60 Cooper, 60 Cooper, 444 Cooper			Dwelling, 2-stories	Dwelling, 2-stories	
	15 Cornelia	15 Cornelia	Dwelling, 2-stories	Combined with 79 Columbia		
	17 Cornelia	17 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories		
504 Cornelia					Dwelling, 2-stories	Dwelling, 2-stories
	18 Cornelia, 506 Cornelia	18 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	19 Cornelia	19 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories		
	21 Cornelia	21 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories, combined with 74 Columbia		
301-305 Lafayette	41 Fayette, 55 Fayette	41 Fayette	Dwelling, 3-stories	Dwelling, 3-stories	Show Room, Garage, 2-stories	Auto Sales and Service, 2-stories
	43 Fayette, 55 Fayette	43 Fayette				

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Current Address	Alternate Address	1883	1884	1888	1925	1952
					300 Lafayette, Office, 2-stories	Office, 2-stories
302-306 Lafayette	302-304 Lafayette				Trolley Express Station NYS Railways, 1-story	Utica Transit Corp, 1-2 stories
	58 Lafayette, 306 Lafayette	No address	Dwelling, 2 ½-stories	Dwelling, 2-stories	Repair, 2-stories	
Illegible	45 Fayette, 57 Fayette, 307 Lafayette	45 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Restaurant, Bowling
Illegible	47 Fayette, 59 Fayette, 309 Lafayette	47 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Auto Sales, 2-stories	Auto Sales
311 Lafayette	49 Fayette, 61 Fayette	49 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
	51 Fayette, 63 Fayette, 313 Lafayette	51 Fayette	Dwelling, 2 1/2-stories	Dwelling, 2-stories	Rooming, 3-stories	
315 A. Lafayette	A. Lafayette				Store, 1-story	Restaurant , 1-story
315 Lafayette	53 Fayette, 65 Fayette	53 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, 2-stories	Restaurant, 2-stories
317 Lafayette		55 Fayette	67 Lafayette, Dwelling, 2-stories	Dwelling, 2-stories	, Office, Printing, 2-stories	Office, Printing, 2-stories
	57 Fayette, 69 Fayette, 319 Lafayette	57 Fayette	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	
	59 Fayette, 71 Fayette, 321 Lafayette	59 Fayette	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Office, 2 ½-stories	
322 Lafayette	56 Fayette, 72 Fayette	56 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Battery Service & Electrical Repairs, 2-stories	Battery Service & Electrical Repairs, 2-stories
324 Lafayette	58 Fayette, 74 Fayette	58 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Auto Showroom, 1-story	Building Details Illegible

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Current Address	Alternate Address	1883	1884	1888	1925	1952
326-330 Lafayette	60 Fayette, 76 Fayette	60 Fayette	Dwelling, 2 1/2-stories	Dwelling, 2-stories	Auto Showroom, 2-stories	Building Details Illegible
332 Lafayette					Utica Plumbing Supply Co. Inc., Office, Ware House, 3-stories	Utica Plumbing Supply Co. Inc., 3-stories
334 Lafayette	64 Fayette, 76 ½ Fayette, 80 Lafayette	64 Fayette	German House, 2 ½-stories	Germania Hotel, 2 ½-stories	Utica Plumbing Supply Co. Inc. Ware Houses, 2-3 stories	Utica Plumbing Supply Co. Inc., 3-stories
323-325 Lafayette	61 Fayette, B. Fayette	61 Fayette	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Riding Hall, 2-stories	Bergers Department Store, 2-stories
327-329 Lafayette	A. Fayette		Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Auto Sales and Service, 2-stories	Auto Parts, Sales, and Service, 2-stories
	65 Fayette, 77 Fayette, 331 Lafayette	65 Fayette	Dwelling, 2 ½-stories	Storage, 2-stories	Dwelling, 2-stories	
333-355 Lafayette	69 Fayette, 79 Fayette	69 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Ware House, 4-stories	Building Details Illegible, 4-stories
400-402 Lafayette	82 Fayette	No address	Dwelling, 2-stories	Dwelling, 2-stories	Electric Service Building, 3-stories	Electric Service Building, 3-stories
	84 Fayette	No address	Dwelling, 2-stories	Dwelling, 2-stories		

Remove Watermark Wondershare PDFelement

Current Address	Alternate Address	1883	1884	1888	1925	1952
401 Lafayette	83 Fayette, 81 Fayette	No address	Dwelling, 2 ½-stories	Store, 2 ½-stories	Dwelling, 2-stories	Building Details Illegible, 2-stories
405 Lafayette					Store, 2-stories	Building Details Illegible, 2-stories
409 Lafayette	75 Fayette, 85 Fayette	75 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Office, storage, 2 ½-stories	Dwelling, office, storage, 2 ½-stories
404-406 Lafayette	86-88 Fayette	No address	Utica Steam Gauge Co., 1-2 stories	Utica Steam Gauge Co., 1-2 stories	Utica Gas & Electric Co., 2-stories	Niagara Mohawk Power Corporation, ?-stories
	77 Fayette, 87 Fayette, 413 Lafayette	77 Fayette	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2-stories	
417 Lafayette	79 Fayette, 89 Fayette	79 Fayette	Dwelling, 2-stoires	Dwelling, 2-stories	Dwelling, 2-stories	Auto Storage, 2-stories
419 Lafayette	81 Fayette, 91 Fayette	81 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Dry Cleaning & Pressing, 2-stories	Pressing, 2-stories
Illegible	92 ½ Fayette		Coal shed, 1-story	Shed, 1-story	Garage, storage, auto repairing, 1-2 stories	Garage, storage, auto repairing, 1-2 stories
	92 1/3 Fayette		Ice House, 1-story	Coal, 1-story		
416 Lafayette	74 Fayette, 92 Fayette	74 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Store, 2-stories	Building description illegible
418 Lafayette					Store, 2-stories	Building description illegible
423 Lafayette	832 Fayette, 93 Fayette	83 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Finishing, 1-story
420-422 Lafayette	76 Fayette, 94 Fayette	76 Fayette	Coles Hotel, 2 ½-stories	Coles Hotel, 2-stories	Globe Hotel, 2-stories	Dwelling, 2-stories
425 Lafayette	85 Fayette, 95, Fayette	85 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Rectory, 2-stories	St. George's Hall, 1-stories

Remove Watermark Wondershare PDFelement

Current Address	Alternate Address	1883	1884	1888	1925	1952
Not Listed	87 Fayette, 97 Fayette	87 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	St. George's Roman Catholic Church, 1-2-stories	St. George's Roman Catholic Church, 1-2-stories
424-428 Lafayette	78 Fayette, 96 Fayette, 424 Lafayette	78 Fayette	Tenants, 2 ½-stories	Dwelling, 2-stories	Store, 2-stories	Store, 2-stories
	80 Fayette, 98 Fayette, 428 Lafayette	80 Fayette	Tenants, 2 ½-stories	Dwelling, 2-stories	Store, 2-stories	
431 Lafayette	89 Fayette, 99 Fayette	89 Fayette	Dwelling, 1 ½-stories	Dwelling, 3-stories	Dwelling, 2 ½-stories	Building Description Illegible, 1-story
430 Lafayette	82 Fayette, 100 Fayette	82 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Store, 2-stories	Store, 2-stories
435 Lafayette	91 Fayette, 101 Fayette	91 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, Ware House, 2-stories	Office, Ware House, 2-stories
432 Lafayette	84 Fayette, 102-104 Fayette, 102 Fayette	84 Fayette	Tenants, 2 ½ stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
434 Lafayette	86 Fayette, 102-104 Fayette, 104 Fayette	86 Fayette		Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
437 Lafayette	103 Fayette		Dwelling, 2 ½-stories	Dwelling, 3-stories	Dwelling, 3-stories	Dwelling, 3-stories
441 Lafayette	95 Fayette, 105 Fayette	95 Fayette	Tenants, 3-stories	Tenants, 2 ½ -stories	Dwelling, 2-stories	Dwelling, 2-stories
436 Lafayette	88 Fayette, 106 Fayette	88 Fayette	106 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Mission, 2-stories	Dwelling, 2-stories
443 Lafayette	97 Fayette, 107 Fayette	97 Fayette	107 Lafayette, Tenants, 3-stories	Tenants, 2 ½ -stories	Dwelling, 2-stories	Dwelling, 2-stories
438 Lafayette	90 Fayette, 108 Fayette	90 Fayette	108 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
440 Lafayette	92 Fayette, 110 Fayette	92 Fayette	110 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
445-447 Lafayette	99 Fayette, 109 Fayette, 445 Lafayette	99 Fayette	Saloon, 3-stories	Building Description Illegible, 2 ½-stories	Dwelling, 2-stories	Restaurant, 2-stories
	99 Fayette, 111 Fayette, 447 Lafayette		Building Description Illegible, 3-stories	Building Description Illegible, 2 ½-stories	Store, 2-stories	
442 Lafayette	94 Fayette, 112 Fayette	94 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 3-stories	Factory, 3-stories
	96 Fayette, 114 Fayette	96 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	444 Lafayette, Dwelling, 2-stories	Building Description Illegible
446-448 Lafayette	116-120 Fayette		P.J. Nelbach & Sons furniture, 2-stories	P.J. Nelbach & Sons furniture, 2-stories	Auto Sales, 2-stories	Auto Sales, 2-stories
452 Lafayette	100 Fayette, 122 Fayette	100 Fayette	Building Description Illegible, 2 ½-stories	Store, 2-stories	Store, 2-stories	Building Description Illegible
454 Lafayette	100 Fayette, 122 ½ Fayette, 124 Fayette		Saloon, 2 ½-stories	Saloon, 2-stories	Store, 2-stories	Building Description Illegible
500-506 Lafayette	102-108 Fayette, 126 Fayette, 106-128 Fayette, 500-504 Lafayette	102-108 Fayette, Weiss & Beare Furniture	Weiss and Co. Furniture, 3-stories	Lafayette, Weiss and Co. Furniture, 3-stories	Auto Top Factory, 3-stories	Building Description Illegible
	102-108 Fayette, 128 Fayette, 126-128 Fayette, 506 Lafayette		Saloon, 3-stories		Garage, 3-storeis	
508 Lafayette	102-108 Fayette, 130 Fayette		Saloon, 3-stories	Store, 3-stories	Taxi Garage, 3-stories	Store, 3-stories
510-512 Lafayette	102-108 Fayette, 132 Fayette		Saloon, 3-stories	Saloon, 3-stories	Auto Repair, 3-stories, Dwelling, 2-stories	Auto Topping

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Current Address	Alternate Address	1883	1884	1888	1925	1952
509 Lafayette					Garage Manufacturer Auto Truck Body, 1 ½-stories	Garage
	D. Fayette, 522 Lafayette		Garage, 2-stories	Garage, 2-stories	Lumber storage, 2-stories	
	134 Fayette, D Lafayette	No Address	W.A. Everts Coal and Lumber Yard	Wood Shed, 1-story	Machine Storage, 1 ½-stories	
517-519 Lafayette	109-111 Fayette, 135-137 Fayette	109-111 Fayette, Hotel	Chenango House, 2 ½-stories	Chenango House, 2 ½-stories	Auto Show Room, 2 ½-stories	Store, 2 ½-stories
521 Lafayette	139 Fayette			Dwelling, 2 ½-stories	F., 3-stories	Factory, 3-stories
514 Lafayette					Cleaning and Dyeing, 1-story	Building Description Illegible
501 Lafayette	A. Fayette, B. Fayette, C. Lafayette	No address	A Lafayette, Shed, 2-stories	B Lafayette, Shed, 2-stories	C Lafayette, Garage, 2-stories	Building Description Illegible
	B. Fayette, A. Fayette		B Lafayette, Office, 1-story	A Lafayette, Office, 1-story	501 Lafayette, Relator Representative, 1-story	
Not Listed	302 Pine, A. Pine		Garage, 2-stories	garage, 2-stories	Westinghouse Electric & Mfg. Co. Ware House	Building Description Illegible
	303-304 Pine, B. Pine	No Address	Dwelling, 1-2 stories	Office, 2-stories		
	350 Pine, C. Pine	No Address	305 Pine, Garage, 2 ½-stories	Garage, 2-stories		
	306-308 Pine, D. Pine	No Address	H. Gilbert Hart & Co. Utica Foundry, 1-2 stories	H. Gilbert Hart & Co. Utica Hot Air Furnaces, 1-2 stories		
		No Address				
505-507 State	5 State, 11-13 State	5 State	C. Weiss & Co. Furniture, 2-stories	C. Weiss & Co. Furniture, 2-stories	Weiss Factory, 2-stories	Building Description Illegible

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Current Address	Alternate Address	1883	1884	1888	1925	1952
509 State	7 State, 15 State	7 State	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories
510 State	16 State	No Address	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2-stories
	512-514 State				Printing, 3-stories	
	8 State, 20 State	8 State	Dwelling, 2-stories	(Combined with 118 Columbia)		
508 State	20 ½ State, 18 State		Black smith, 1-story	Black smith, 2 ½-stories	Dwelling, 2 ½-stories	Store
504 State	20 1/3 State, 18 ½ State,	St. Street Coal Yard	Coal Shed, 1-story	Coal shed, 1-story	Auto Storage, 2-stories	Building Description Illegible
613 State	A. State			Garage, 1-story	Dwelling, 3-stories	Dwelling 3-stories
	19 State, A. State, B. State	19 State	E Patterson's Wagon Shop, paint shop, ?-stories	Garage, 1-story		
609 State	B State, C State	No Address	E Patterson's Wagon Shop, black smith, 2-stories	E Patterson's Wagon Shop, black smith/paint shop/woodwork, 1-story	Plumbers Shop, 2-stories	Store, 2-stories
Not Listed	D State, 607 State		Meat, 3-stories	Vacant, 3-stories	Building Details Illegible, 3-stories	Building Details Illegible, 3-stories
	D State, 603-605 State				Paints, 3-stories	

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3.0 Field Reconnaissance Results

Field reconnaissance was conducted in March 2018 to assess the severity of soil disturbances that might have destroyed or otherwise adversely affected archaeological sites, if any are previously present. The project's APE consists of several developed city blocks containing structures and parking areas associated with business and residences. Nearly the entirety of the APE is paved or built with a few scattered locations of grass such as the "yard area" adjacent to Dental Systems Group at Columbia Street and State Street, a few small yards near residences, and narrow strips of grass between lots/structures and streets (Figure 15). Buried utilities are undoubtedly common beneath the narrow grassy strips between the streets and sidewalks or paved lots.

An overlay comparison of five Sanborn maps from years including 1884, 1888, 1925, 1952, and 1986 identified only four small locations where structures had not been recorded and thus are presumably the least disturbed. The total approximate surface area of the four locations is 3,826 ft^2 (1,166 m^2). These locations are indicated on Figure 15 and arbitrarily designated A through D:

- **Location A:** This location is within a currently a paved lot associated with Maugeri's Auto Body (402 State Street). Location A includes approximately 772 ft^2 (235 m^2) of area.
- **Location B:** This location is within the grass lawn frontage of Dental Systems Group at 601 State Street (Appendix A: Photograph 31). Location B includes approximately 1,373 ft^2 (418 m^2).
- **Location C:** This is a grass-covered gravel area along the west side of a parking lot associated with J.P. O'Brien Plumbing & Heating (411 Columbia Street) (see Appendix A: Photograph 31). Location C measures approximately 631 ft^2 (192 m^2).
- **Location D:** This location is within a currently paved lot adjacent to the north side of the Salvation Army Thrift Store (400 Columbia Street) (Appendix A: Photograph 32). Location D includes approximately 1,050 ft^2 (320 m^2).

A previously reported historic archaeological site "442 Lafayette Street Historic Site" (NYSM 12153; USN A06540.001655) is within the yard of the extant building. Access was not available during the Phase 1A field reconnaissance but aerial imagery and site form photographs show this to be a small grass yard. A view toward the site from outside the property limits is presented in Appendix A: Photograph 18.

Other observations. Presumably Erie Canal-related stone blocks were observed in a pile near northwest limits of the APE along the State Route Highway 5 overpass, near the approximate location of the confluence of the former Chenango Canal and Erie Canal, facing south (Appendix A: Photograph 33).

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Figure 15. Aerial view of the APE with previously unbuilt locations identified in blue.

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4.0 Conclusions and Recommendations

4.1 PRECONTACT ARCHAEOLOGICAL SENSITIVITY

The former natural setting of the project area in proximity to the Mohawk River indicates that the APE is sensitive for precontact archaeological sites. Three precontact archaeological sites (or sites with a precontact component) were previously found within one mile of the APE including: 617 Cooper Street Historic & Precontact Site (USN A06540.001660; NYSM 12158); 613 Court Street Historic and Precontact Site (USN A06540.001668; NYSM 12166); and 613 Court Street Historic and Precontact Site (USN A06540.001668; NYSM 12166).

However, years of urban development very likely disturbed or destroyed any precontact sites if any are or were present. The overlay comparison of historic maps identified only four small locations where no structures were ever recorded and thus are presumably the least disturbed (see Figure 15). It is possible that archaeological sites could be covered by fill and pavement but due to the size of the APE, mechanical removal of fill/pavement is not logistically practical. The possibility of finding archaeological sites beneath fill is too low to warrant the level of effort required to conclusively determine their presence or absence. The most practical approach to assess the extent of soil disturbances and archaeological sensitivity would be the review of soil-boring data which recorded the depth of fill and stratigraphy.

Phase 1B shovel testing might be feasible at Locations B and C, however dense gravel fill might be present beneath the grass and preclude excavation. Locations A and D are paved thus preventing standard subsurface investigation.

4.2 HISTORIC ARCHAEOLOGICAL SENSITIVITY

The project area is sensitive for the presence of a variety of historic archaeological resources associated with, but not exclusive to, urban centers. As discussed in Section 2.3, a historic site identified as 442 Lafayette Street Historic Site (NYSM 12153; USN A06540.001655) is within the APE. The site's National Register eligibility is presently undetermined and, therefore, the site will likely require Phase 2 investigation to assess its significance.

Although it's possible that historic structural foundations and other cultural features could be present beneath pavement and/or fill, the likelihood of intact historically significant cultural resources is considered low.

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Appendix A. Photographs

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Figure A-1. General area and setting photograph locations and angles of view for the project study area.

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Photograph 1. Facing east on access road to Oriskany Street West from near northwest corner of the Project at State Route Highway 5 overpass *(Panamerican 2018).*



Photograph 2. Northwest limits of Project along State Route Highway 5 overpass, approximate location of former Chenango Canal, facing south *(Panamerican 2018).*

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Photograph 3. Northwest limits of Project along Oriskany Street West from State Street, facing west *(Panamerican 2018).*



Photograph 4. Along State Street from Oriskany Street West, facing south *(Panamerican 2018).*

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Photograph 5. Along Oriskany Street West from State Street, facing east *(Panamerican 2018).*



Photograph 6. Along Oriskany Street West from Cornelia Street, facing east *(Panamerican 2018).*

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Photograph 7. Undeveloped lots bound by Oriskany Street West, Cornelia Street, Lafayette Street, and Carton Avenue, facing southwest *(Panamerican 2018).*



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Photograph 10. The eastern limits of APE on west side of Broadway at right, facing south toward intersection with Lafayette Street *(Panamerican 2018).*

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Photograph 22. Northwest limits of Project along State Route Highway 5 overpass, approximate location of former Chenango Canal, facing north from Lafayette Street *(Panamerican 2018).*

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Phase 1A Architectural Inventory

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PHASE 1A ARCHITECTURAL INVENTORY FOR THE PROPOSED MOHAWK VALLEY HEALTH SYSTEM UTICA HOSPITAL, CITY OF UTICA, ONEIDA COUNTY, NEW YORK

NYS OPRHP #16PR06600

Prepared for:

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PHASE 1A ARCHITECTURAL INVENTORY

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MAY 2018

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Management Summary

SHPO PROJECT REVIEW NUMBER: 16PR06600

Phase of Survey: Phase 1A Architectural Inventory

Project Location Information:
Location: City of Utica
Minor Civil Division: Oneida County

USGS 7.5-Minute Quadrangle Map: Utica East 1983

Archaeological Survey Area (Metric & English): See separate Phase IA Archaeological Survey prepared by Panamerican (Hanley et al. 2018).

Results of Architectural Survey:
Number of historic architectural resources within Project study area: 50
Number of identified S/NRHP Listed historic architectural resources: None
Number of identified S/NRHP Eligible historic architectural resources: 4
Number of S/NRHP Listed or Eligible Historic Districts: One. The Upper Genesee Street East Historic District is partially in the study area (3 contributing resources)

Report Author(s): C.M. Longiaru, M.A. Steinback

Date of Report: May 2018

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1.0 Introduction

1.1 PROJECT DESCRIPTION

Panamerican Consultants, Inc. (Panamerican) was contracted by O'Brien & Gere Engineers, Inc. (OBG) to conduct a Phase 1A cultural resources investigation for the proposed Mohawk Valley Health System (MVHS) Utica Hospital in the City of Utica, Oneida County, New York. This report includes the findings of a preliminary architectural survey conducted in the approximately 25-acre (55± parcels) Area of Potential Effect (APE).[1] For this study, the APE is the Project location, which is generally bounded to the west by the North-South Arterial Highway Route 12, to the north by Oriskany Street West/State Route 5, to the east by Broadway, and to the south by Columbia Street (Figures 1.1 and 1.2). The Project, if advanced, would result in substantial demolition and new construction within a majority of the APE, as well as the need to eliminate Lafayette Street between State Street and Broadway. Figure 1.3 presents the most current Project Site Plan depicting the proposed hospital facilities.

The purpose of this Phase 1A architectural inventory was to determine if any existing State/National Register of Historic Places-listed or -eligible resources (individual and historic districts) are present within the APE for the project and to provide an inventory of all architectural resources (structures) in the Project APE as per the request of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). This Phase 1A study included the following: documentary and historical map research; an online search of the New York State Historic Preservation Office's (SHPO) Cultural Resource Information System (CRIS); identification of properties listed or eligible in the New York State and National Registers of Historic Places (S/NRHP) in the APE; and a pedestrian survey of buildings in the project area. The Phase 1A archaeological investigation for the Project presents photographic documentation of the existing conditions characterizing the APE (see Hanley et al. 2018: Appendix A)

The cultural resource investigation was conducted in compliance with the National Historic Preservation Act (as amended), the National Environmental Policy Act, the New York State Historic Preservation Act, and the State Environmental Quality Review Act, as well as all relevant federal and state legislation. The field investigation was conducted during the last week of March 2018. Ms. Christine M. Longiaru, M.A., was the Principal Investigator for the historic structures investigation, Mark A. Steinback, M.A., was Project Historian; and Dr. Michael A. Cinquino, RPA, served as Project Director.

1.2 OPRHP PROJECT CONSULTATION

OBG provided the NYS OPRHP with preliminary information for the proposed Project in September 2016. An OPRHP Project Review Cover was submitted in October 2016 and assigned an OPRHP/SHPO Project Review #16PR06600. The OPRHP requested an inventory of all standing buildings and structures within the project area boundaries for their review to assess/evaluate the potential State/National Registers eligibility of all properties. Building information provided in this report will assist the OPRHP with their evaluation of the historic significance of all buildings/structures/historic districts within or adjacent to the project area.

1.3 METHODOLOGY

Panamerican accessed OPRHPs CRIS to identify previously inventoried historic resources and historic districts located within or adjacent to the APE. Electronic copies of relevant OPRHP Building Inventory Forms (late 1970s) and National Register Nomination Forms were obtained from CRIS. Background research included review of previous cultural resources studies in the study area, county and town

[1] As part of the Project's cultural resource investigations, Panamerican also conducted a separate Phase 1A archaeological study, which will also be submitted to the New York State Office of Parks, Recreation, and Historic Preservation (Hanley et al. 2018).

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histories, and related online sources and websites. Maps consulted include the following: 1858 *Gillette's Map of Oneida Co., New York* (Beers et al.); 1838 Utica, *Atlas of New York* (David Burr); 1874 *Atlas of Oneida County, New York.* (D.G. Beers & Co); 1907 *New Century Atlas of Oneida County, New York* (Century Map Co.); Sanborn Maps (1884-1986); and selected USGS topographic maps. Aerial photographs and Google Earth current and historical imagery were also accessed. All street addresses were obtained from the city's real property assessment information.

A pedestrian survey limited to visual inspection of the exterior of buildings from public rights-of-way in the APE was conducted in March 2018. All buildings in the Project APE were photographed with a digital camera. Information gathered for each building included the following: location, approximate date of construction (i.e., circa date); architectural style; physical characteristics; building materials; integrity of the resource; and other defining features.

A tabular list of all buildings in the Project APE and their current S/NRHP eligibility information is presented in Section 4 of this report (Table 4.1). The building inventory is included in Appendix A in an annotated list format arranged in alpha-numerical street address order. Building descriptions and current photographs are included in the inventory. As noted above, recommendations of S/NRHP eligibility are not provided in this Phase 1A inventory. The locations of all documented buildings are identified by street address on a project map (see Appendix B).

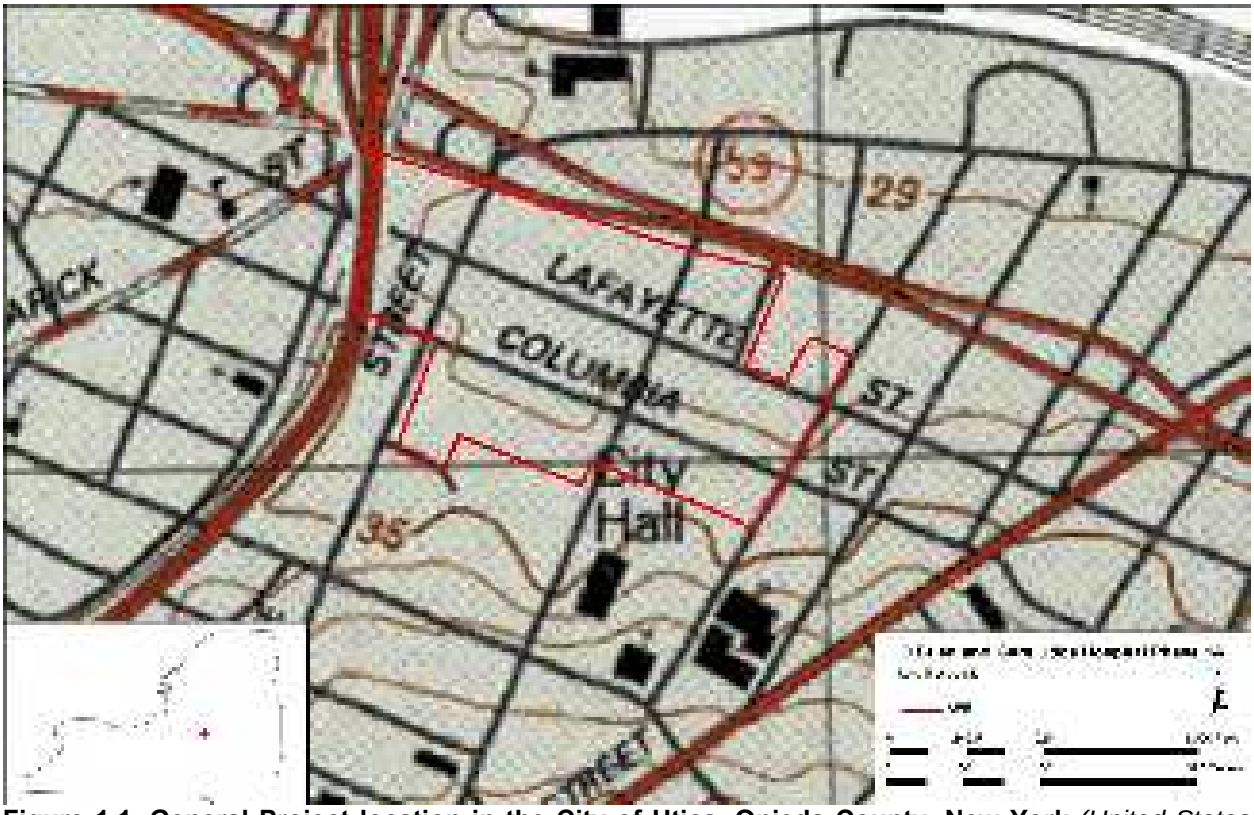

Figure 1.1. General Project location in the City of Utica, Onieda County, New York *(United States Geological Survey [USGS] 1983)*.



Figure 1.2. Project APE in the City of Utica, Oneida County, New York *(OBG 2018)*.

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Figure 1.3. Project Site Plan in City of Utica, Oneida County, New York (*MVHS 2018*).

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2.0 Historic Background

2.1 CULTURAL BACKGROUND

Pre-European Period (1500-1650). During the late prehistoric and Contact periods (AD 1500-1650), tribal clusters of Iroquoian-speaking peoples were distributed throughout New York State and lower Ontario. Comprising several thousand people in at least one, and usually several, villages in proximity to one another, each tribal cluster was separated from the others by extensive and widespread hunting and fishing areas (Trigger 1978:344; Engelbrecht 2003). Native American groups in central New York were profoundly affected by the introduction of the fur trade, long before the arrival of a permanent European-American population in the area. This period dates the beginning of the end of traditional native cultural patterns due to ever-increasing political, military, religious and economic interactions with Europeans.

Cultural changes during the late prehistoric period laid the groundwork for the development of the individual nations of the Haudenosaunee Confederacy during the historic period. Archaeologists generally agree that the historic Haudenosaunee nations were preceded in their home territories by Haudenosaunee ancestors during the late prehistoric era. This interpretation is based partly on settlement patterns. In both prehistoric and historic times, Haudenosaunee nations moved their villages at intervals that may have been related to the exhaustion of local resources, such as soil, wood or game. Sequences of village movement spanning the prehistoric, protohistoric/Contact, and historic periods have been inferred for each of the individual Haudenosaunee nations, for example the Seneca (Wray and Schoff 1953; Wray et al. 1987); Seneca and Cayuga (Niemczcyki 1984); and the Oneida (Pratt 1976). The Oneida generally occupied the area encompassing the area around Oneida Creek and Oneida Lake, west of the project area, with control of Wood Creek and the Upper Mohawk Valley (Parker 1922; Campisi 1978:481).

Pratt (1976) identified a cluster of Oneida sites in the hills southwest of the great eastern bend in the Mohawk River at locations on defensible elevations near small streams. The cluster of sites represents a sequence extending from about the fourteenth or fifteenth century into the historic period. Bradley (1987) has classified the sites at the western end of Oneida Lake as components of the Onondaga nation.

By the historic period, however, the Oneida communities had joined again as one principal Oneida village when visited by Harmen Meyndertsz van den Bogaert in the winter of 1634-1635. Based on historical records, the Oneida resided in a single village throughout the seventeenth century (Campisi 1978; Pratt 1976; Gehring and Starna 1988; Curtin 1995).

Colonial Period (1600-1780). The French explored the St. Lawrence River valley and the Great Lakes region beginning in the sixteenth century, and the Dutch made in-roads in the Hudson and Delaware river valleys in the seventeenth century. European activities in what is now central New York State were limited for almost all of the seventeenth and eighteenth centuries. As noted, the first European to visit the Oneida was Harmen Meyndertsz van den Bogaert in 1634 from Dutch Fort Orange. Reputed to be near what is now Munnsville, in Madison County, southwest of the project area, the village was palisaded and had 66 longhouses, indicating a multiple-family household pattern (Pratt 1976:37, 134; Gehring and Starna 1988; Campisi 1978:481). Later, Jesuit missionary Jacques Bruyas established the mission of St. François Xavier among the Oneida in 1667. While the sowing of Christianity among the Haudenosaunee by the Jesuits generally bore little fruit, the missions had modest effects on reducing the hostility between the Haudenosaunee and the French. The Haudenosaunee and the French would not achieve peace until after 1700 (Abler and Tooker 1978:505-506; Campisi 1978:481-482).

With their seizure of New Netherlands from the Dutch in 1664, the English became the patrons of the Haudenosaunee. For the English, as it had been earlier for the French, the fur trade became an essential imperial concern, and subsequent competition with the French around the Great Lakes resulted in the erection of fortified trading posts within the frontier. Moreover, the imperial rivalry between the English and the French over the fur trade affected their Native American clients, who were forced to ally themselves with one or the other kingdom. While attempting to play one European power against the

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other, Native nations continued to be drawn into the incessant conflicts that marked the Europeans' struggle for colonial empire (Abler and Tooker 1978).

As the frontier moved west during the eighteenth century, many military engagements between the French and British—and their Native American allies—would be centered on control of the Oneida or Great Carrying Place (in the area that is now the City of Rome). This area was where Mohawk River and Wood Creek flowed near enough to one another that a canoe or bateau could be carried overland from one stream to the other. The key was that the Mohawk River flows easterly into the Hudson River, and Wood Creek, just a mile and a half away, flows westerly into Oneida Lake, and ultimately, through the Oneida and Oswego Rivers, into Lake Ontario. Therefore, the Great Carrying Place (or, in short, the Carry) formed part of a natural channel of navigation linking the Great Lakes and areas inland to the Hudson River and the coastal lands of the Atlantic Ocean. Whoever controlled the flat, marshy land between them could dominate trade and threaten the existence of the Haudenosaunee Confederacy (Larkin 1977:31; Ellis 1977:37; Canfield and Clark 1909:35; Wager 1896:3).



Figure 2.1. Land comprising "Cosby's Mannor" and the "Oriscany" Patent as shown on the 1779 map of the Province of New York. The approximate location of the project area is indicated by red circle *(Sauthier 1779).*

The first land grant in Oneida County, the Oriskany (Ochriskeney) Patent, was granted in 1705 to a consortium headed by Thomas Wenham. It comprised land that straddled both sides of the Mohawk River for two miles from Wood Creek to east of "Ochriskeney" Creek, and both sides of Oriskany Creek, encompassing more than 30,000 acres (Figure 2.1). The area is just west of the project area. The patent specified an enormously high quitrent (for its location) of ten shillings, which restricted settlement for more than 80 years, and curiously did not require the patentees to improve or settle the land as almost all other patents required. This land grant included the economically important Oneida Carry as well as navigable portions of the Mohawk River and Wood Creek (Cookenham 1977:45-46; Wager 1896:95-101; Higgins 1976 [1931]:84). In 1756, the Lords of Trade in London recommended to New York Governor Sir Charles Hardy "that he present the facts to the Council and Assembly with a view to securing a law vacating such patents as the ... Oriskany because their fraudulent grants were one of the principal causes of the decline of the English interests with the Indians. Governor Hardy did not attempt to obtain this legislation" (Higgins 1976 [1931]:84). About this time the Oneida village of Oriska was situated near the confluence of

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Oriskany Creek and the Mohawk River. The word “oriska” derived from the Oneida word meaning “place or stream of nettles” (Lord 1993).

The current project area is located in what was the west central portion of Cosby’s Manor, south of the Mohawk River (see Figure 2.1). William Cosby was Royal Governor of New York and New Jersey from 1732 to 1736. In 1725 a group of Germans with permission from New York Governor William Burnett acquired two parcels of land on both sides of the Mohawk River west of Little Falls from the Haudenosaunee, with which they did nothing for nearly ten years. In 1734 the title to the western parcel was patented to Joseph Worrall and ten associates and the title to the eastern parcel was patented to John Lyne and eight associates. Nine of the patentees in each patent were the same. Both parcels were conveyed to Governor Cosby six days later, and the combined tract is referred to as Cosby’s Manor, although Cosby never lived there. Cosby died in 1736 leaving the land to his two sons and his widow. The sons died intestate and Cosby’s widow, Grace Cosby, sold the lands north of the Mohawk River (approximately 21,000 acres) to Oliver De Lancy, Goldsboro Banyar, James Jauncey, and Peter Remsen between 1761 and 1767. However, a problem was discovered with the quitrents as well as the actual size of the parcel which scuttled the deal. A portion of the tract in present-day Oneida County was purchased by a group of investors led by Philip Schuyler at sheriff’s sale in July 1772. Schuyler acquired approximately 8,000 of the tract’s acreage. Still retaining the designation as Cosby’s Manor, the tract was survey by John Bleeker in 1786 (Bagg 1892:20-21; Wager 1896:98-103; Curtin et al. 1999:15-16).

While Dutch, French, and English traders and missionaries were the first visitors to the Mohawk Valley, the first permanent European settlers of the area were German refugees, largely from Lower Palatinate (present-day southwestern Germany near Luxembourg). More than 3,000 Palatine refugees left England for the Province of New York in January 1710; more than 700 died on the journey over or while in quarantine on Nutten [later Governor’s] Island. They were initially settled in the mid-Hudson Valley (north of present-day Kingston) to work, serf-like, for the English government in order to “raise hemp for cordage, and to manufacture tar and pitch, so that the government would no longer be obliged to buy these much-needed commodities for ship-building from other countries” (Cronau 2000; see Benton 2001 [1856]). Robert Hunter had devised a scheme to supply necessary products to the British Navy and petitioned the Board of Trade to provide a labor force for his project. As a result, Palatine refugees, who had flocked to London to escape dire economic conditions in their homeland (in general, the Lower Palatinate and neighboring states) would be resettled in the colonies to provided labor under Hunter’s "Naval Stores" project, among other locales in the British New World (Witthoff 1999; Otterness 2004:72-74). In 1710, while Hunter was appointed Governor of New York, the Palatines were resettled on lands purchased from Robert Livingston of Livingston Manor (in exchange for the contract to provision the immigrants) as well as on tracts on the west shore of the Hudson River in what is now Ulster County (Witthoff 1999). For a variety of reasons, the project was a total failure and the Palatines were left to fend for themselves. Nearing starvation, 50 families relocated to the Schoharie Creek area, with the consent of the Indians in October 1712 (Witthoff 1999; Otterness 2004).

As a result, the limits of European homesteading crept further into Oneida and Haudenosaunee territory during the first half of the eighteenth century. From the first furrows of German settlement near Schoharie Creek, additional Palatine settlements took root farther west along the Mohawk River. In 1723, the first permanent European settlement in what would become known as the Town of German Flatts was established as part of the Palatine German community within the so-called Burnetsfield Patent of 1725 (Benton 2001 [1856]; Otterness 2004). Governor Burnet had secured the land from the Mohawks for settlement as well as to establish a buffer between French traders in Canada and English settlements along the Hudson and lower Mohawk. Palatine settlement at what is now Herkimer (also referred to as Burnetsfield) was the westernmost European-American settlement along the Mohawk River in the 1730s (Otterness 2004:142-145).

In 1722, the British built a trading post at Oswego (becoming Fort Oswego by 1727), and carried on considerable trade between Oswego and Albany through Oneida territory until the American Revolution, making it the most important British outpost west of the Hudson. As a result, securing the Carrying Place (or *Deo-wain-sta*, the place where a canoe is carried between two streams, as the Oneida called it) became a matter of great importance, and military outposts were subsequently erected to protect the

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route. Fort Williams (near Rome) would be established in 1746 and Fort Bull on Wood Creek at the Carry in 1755 (Lord 1993). Other British forts were constructed or begun during the hostilities with the French in the 1750s at or around the Oneida Carrying Place, as well as along the Mohawk River to the east. Fort Schuyler was established at what would become Utica in 1758 (see Figure 2.1).

During the French and Indian War, Native Americans allied with France conducted raids in the Mohawk Valley, with the Palatine settlements at the edge of the frontier bearing the brunt of the carnage. The area around Fort Herkimer was attacked twice. In November 1757, the settlers took refuge in the fort as the French and their allies attacked the settlement on the north side of the river: approximately 30 houses were abandoned, and gristmills and sawmills were burned. A second attack occurred the following spring, this time on the south side of the river. Many of the settlers again took refuge inside the fort, and those who did not reach the fort were either killed or scalped (Herkimer County Historical Society 1992:35). During the war, two separate movements of British forces, the first under the command of Lt. Colonel James Bradstreet (which captured Fort Frontenac on the north side of Lake Ontario in 1758) and the second under Brigadier General John Prideaux (which captured Fort Niagara in 1759), used the Mohawk River-Wood Creek route to reach the staging area for their advance to the site of their engagements with the French.

The initial settlement at what is now Utica was a military work built in 1758 at a fording place in the Mohawk River, which was constructed there during the French and Indian war. Designated Fort Schuyler (later referred to as “Old Fort Schuyler”), it was an earth embankment surrounded with palisades on the south bank of the river in what is now the eastern part of the city (Wager 1896:278; Bagg 1892:17). It was named for Colonel Peter Schuyler. Also constructed in 1758, Fort Stanwix was erected at the Carrying Place in what is now Rome. This fort marked the western boundary of legal British settlement from 1768 to 1783. With the French threat extinguished at the end of the French and Indian War, Fort Schuyler, like other frontier fortifications, fell into disrepair and was largely abandoned by 1768. With the return of peace, the migration of homesteaders into frontier and Haudenosaunee territory recommenced. This aggravated relations with the Native nations already living and hunting there. While no permanent settlements had been established in the lands south or west of German Flatts, the erection of forts and trading posts had caused uneasiness among the Haudenosaunee (Tooker 1978:434).

At Fort Stanwix, the Haudenosaunee signed the "Property Line Treaty of 1768" which ceded to the British all lands east of the Allegheny Mountains (including territory not actually under Haudenosaunee control), excepting reservations of Mohawks and others, for the purposes of settlement. The eastern half of Oneida County, including the project area, is east of the 1768 Property Line and its control was ceded to the British under the provisions of the treaty (Tooker 1978:434-435). Settlement was deterred by the growing animosity between the British and the colonists along the Atlantic coast. This hostility renewed the strategic importance of the area surrounding the Oneida Carrying Place and the Mohawk Valley. As a consequence, the colonials fortified the existing posts in the frontier, such as Fort Schuyler, and erected several new fortifications, such as Fort Dayton at what is now the Village of Herkimer in 1776 (Benton 2001 [1856]).

During the American Revolution, both the British and Americans enlisted the aid of individual Haudenosaunee nations in their battles in the frontier. Although the Confederacy itself maintained an official policy of neutrality, several of the nations (i.e., Mohawk, Onondaga, Cayuga, Seneca) allied with Great Britain and several (i.e., Oneida, Tuscarora) with the Americans. As part of their strategy to cripple the frontier economy by disrupting agricultural activities, the British enlisted their Haudenosaunee allies to participate in raids on isolated farming communities. Further, British Major General John Burgoyne saw control of the Mohawk Valley as an important element in his strategy to split New England from the rest of the rebelling colonies and snuff out the revolutionary fire. Part of his plan involved the advance of forces under the command of Lt. Colonel Barry St. Leger from Oswego through the Carry, destroying Fort Stanwix and the American defenses in the process, then down the Mohawk to join Burgoyne near Albany. Burgoyne was to make a clean sweep of everything from Lake Champlain south. The third component of the plan called for Sir Henry Clinton to advance north through the Hudson Valley with his forces from New York City. The confluence of these forces never materialized (Ellis 1977:38).

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Leaving Oswego on July 26, 1777, St. Leger's force of British Regulars, Hessian infantrymen, artillerymen, Tory Rangers, and as many as 1,000 Indians (led by Mohawk Chief Joseph Brant [Thayendanega]) besieged the refurbished Fort Stanwix (renamed Fort Schuyler after its refortification by the Patriots and, as a result the former fortification called Fort Schuyler at what is now Utica was referred to as "Old Fort Schuyler") beginning on August 2. Brigadier General Nicholas Herkimer commanding the Tryon County militia set off from Fort Dayton to relieve the siege. They were joined by approximately 60 Oneida at the Oneida village of Oriska near the confluence of Oriskany Creek and the Mohawk River (Keesler 2004; Gould 2000; Ellis 1977:38-39).

However, before Herkimer's troops reached Fort Stanwix, they were ambushed by a detachment of Rangers, local Tories, and allied Native Americans beginning on the morning of August 6. The spot of the ambush was dense forest on high, undulating ground west of the marshy Oriska Creek. The intensely fought Battle of Oriskany raged for approximately six hours including an approximately one-hour break when the field was engulfed by a downpour. No one really knows how many were killed in the battle. One estimate has the Patriot militia losing between 450 to 500 men, excluding prisoners. The Americans retreated with their wounded to Old Fort Schuyler. General Herkimer was one of the casualties. Although he survived the battle, Herkimer bled to death at home eleven days later after a surgeon botched the amputation of his wounded leg. The British lost an estimated 200 men, not including the more than 100 Native Americans who were killed. The actual number was never tabulated. The militia never reached the fort (Ellis 1977:39-41; Gould 2000).

During the battle, Colonel (later Major General) Peter Gansevoort heard the gunfire and dispatched a sortie under the direction of Colonel Marinus Willett to help Herkimer. This detachment raided and destroyed a nearby camp of Native Americans and Tories, which lured them away from the main battle. Without their allies, the British withdrew, leaving the Patriots with the bloody field. After the engagement, the Patriots retrieved the wounded and returned to their Mohawk Valley farms, leaving the dead on the field (Ellis 1977; Gould 2000; Keesler 2004). The siege of Fort Stanwix continued for an additional 16 days until St. Leger received word that Major General Benedict Arnold was marching up the Mohawk Valley with a large force. St. Leger retreated back to Canada on August 22, ending the siege (Ellis 1977:42-44; Gould 2000).

In the aftermath of the Battle of Oriskany, Britain's Haudenosaunee allies in retaliation destroyed the Oneida villages of Oriska and Oneida Castle and their nearby fields and killing many of their occupants (Keesler 2004; Campisi 1978:483). The battle should be considered a Patriot victory, despite the failure of the militia to reach Fort Stanwix and relieve the siege, since the engagement ultimately prevented St. Leger from reaching Albany to assist Burgoyne at the Battle of Saratoga, one of the most important Patriot victories during the Revolution (Cookinham 1912:27-39; Keesler 2004). After Oriskany fighting on the frontier consisted largely of terrorist raids by the British and their allies on non-military settlements in the Mohawk, Unadilla, and Cherry valleys. Col. Willet and his militia, headquartered at Fort Plain, fought a guerilla-style war with Loyalist forces in the area. Several skirmishes also occurred in the Mohawk Valley, including the Battle of Klock's Field (1780), Johnstown (1781), and the Tory raid of Currytown (1781). American forces evacuated to areas east, and all European-American settlements prior to 1784 were destroyed and the area was reputed to have returned to wilderness. Since the Patriots had renamed Fort Stanwix Fort Schuyler, the fort formerly called Fort Schuyler was referred to as Old Fort Schuyler. After the close of the war, frontier fortifications such as Fort Schuyler and Fort Stanwix fell into ruin by the late 1780s. (Durant 1878:369; Wager 1896: 512; Cookinham 1912:39).

Early Statehood Period. During the Revolution most of the individual Haudenosaunee nations had sided with the British, while the Oneida and many of the Tuscarora sided with the Patriots, as a result of the influence of Samuel Kirkland. After the war, "[t]he Americans and the Six Nations signed a treaty at Fort Schuyler [formerly Fort Stanwix] in 1784. By its terms all of the Iroquois tribes, except the Oneida and Tuscarora, lost most of their lands. Because of their service to the Americans, the Oneida and Tuscarora retained ownership of all their land" (Lenig 1977:29-30). Further, New York State prohibited the purchase of Indian land by individuals and voided all such purchases made without legislative approval after 1775. These gestures, however, did little to protect the Oneida, who sold present-day Broome and Chenango counties to the state for $15,500 in 1785. In a treaty signed between the Oneida and the State of New York in 1788 at Fort Schuyler (formerly called Fort Stanwix), the Oneida ceded to the state all their land

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east of Oneida Lake, except for the Oneida reservation (which was formally established as a result of this treaty). Initially comprising about 300,000 acres in what are now Oneida and Madison counties, the reservation was affirmed by the 1794 Treaty of Canandaigua. By the end of the 1830s, most Oneida had relocated to Wisconsin, leaving approximately 157 Oneida on their ancient territory as of 1845 (Durant 1878; Lenig 1977:30; Campisi 1978:484-485).

Although the first grant of land in the territory that would become Oneida County occurred with the Oriskany Patent in 1705, homesteading did not begin in earnest in the area until 1784 and the second Treaty of Fort Stanwix. The earliest settlement in what in now Utica occurred in 1773 at Deerfield Corners by Mark Damuth, Christian Reall, and George J. Weaver and their families. However, they fled their homes with during the British depredations a few years later. Settlement did not return until 1784. One of the Damuths settled at the old Fort Schuyler section of Utica in 1785 (Jones 1851:141-142; Greene 1924).

About the same time, in 1784, Revolutionary-war veteran Hugh White arrived from Connecticut to settle what became Whitestown. By 1787, European-American settlement west of what is now the City of Utica consisted of three log houses at Old Fort Schuyler (Utica), seven at Whitestown, three at Oriskany, five at Fort Stanwix, and three at Westmoreland (Webster 1977:219; Canfield and Clark 1909:87; Jones 1851:371). Shortly after the restoration of peace, the owners of the Oriskany Patent who had not sided with the British during the Revolution began the process of subdividing and developing their tract. (Those patentees who had sided with the British had their lands confiscated.)

Cosby's Manor was surveyed by John R. Bleeker in 1786. The subsequent map depicted three houses near the ford, and some improvements both a little farther east near the present city limits and a little farther westward; “otherwise the region was covered with an unbroken forest” (Wager 1896:278-279). These houses were identified as occupied by John Cunningham, Jacob Christian, and George Damuth. In 1787 settlement at what is now Utica consisted of “three log huts or shanties, near the old Fort” (Child 1869). Settlers of Utica before 1800 included Uriah Alverson, Philip Morey and his sons, Sylvanus, Richard, and Solomon, Francis Foster, Stephen Potter, Joseph Ballou, Jason Parker, John Cunningham, Jacob Crestman, Peter Smith, John House, Matthew Hubbell. Businesses established themselves near the river, since that was the primary means of travel and much of the surrounding area was swampy. John Post was the first merchant trading with the Indians as well as sources in Schenectady ca. 1790, a primary product was said to be ginseng (Child 1869). He also kept the first tavern in the town. Ca. 1794, Moses Bagg, a blacksmith, operated an early tavern in the eastern portion of the town.

Efforts soon began to improve the regional transportation systems to facilitate the movement of goods and people into and from the area. During the 1790s, river improvements, the erection of a bridge over the Mohawk River at Old Fort Schulyer, and funding for the extension of the Genesee Road through Old Fort Schuyler to Geneva (later referred to as the Seneca Turnpike) provided an economic jolt to the community (Child 1869; Bagg 1892:17-18). The importance of removing the obstacles in the Mohawk River to better inland navigation was recognized immediately. In 1792, the Western Inland Lock Navigation Company (WILNC) was incorporated by the New York Legislature to improve the route between Schenectady and the Oneida Carry near Fort Stanwix. “The directors of the company appointed a committee consisting of General Schuyler, Elkanah Watson and Goldsboro Banyar to examine the state of the Mohawk River to Fort Stanwix and across the portage to Wood Creek” (Wager 1896:216). WILNC constructed several canals along the Mohawk River beginning in 1797 (Shaw 1990; Lord 1993; Larkin 1977:32). By 1800, Utica had 70 buildings and Rome 50.

The Town of Whitestown was created from the Town of German Flats in 1788. Ten years later, in 1798, Oneida County was formed and Old Fort Schuyler was incorporated as the Village of Utica. Utica and Whitestown shared the role of county seat until 1854. At the time of its incorporation, Utica contained 50 houses with more than 200 people. By 1804, the village supported “four tanneries, two nail factories, two breweries, a hat factory, and a cabinet maker, watchmaker, potter, shoemaker, rope maker, besides other shops, stores, taverns, two churches, a school house, barns and other buildings” (Greene 1924). In 1805, Utica was still relatively compact with only Main, Whitesboro, Genesee, Hotel, and Seneca streets in use, although other streets had been planned. “Business found its way from the river as far up Whiteboro as

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Hotel street, as far up Genesee as the upper line of Broad, and a little way along Main; beyond these limits shops and stores were sparingly intermingled with private residences" (Bagg 1892:84).

As population spread westward and commerce increased along the Mohawk River, land roads proved insufficient to meet the needs of the expanding population. Further, after disappointing results along the western frontier during the War of 1812, a full water route to western New York was put into development. In July 1817 construction of the Erie Canal began at Rome. The route through Oneida County was location in and along the Mohawk River and the low swampy areas around it. The first trip in the canal was completed from Utica to Rome on October 22, 1819 (Bagg 1892:143, 222). The WILNC was liquidated in 1821 and its assets subsumed within the Erie Canal project. The Town of Utica was created from the Town of Whitestown in 1817. Utica was incorporated as a city in February 1832.

The canal connected Buffalo on Lake Erie with New York City on the Atlantic seaboard when it was completed in October 1825. Its route in Oneida County was along the south side of the Mohawk River and ran through what is now the City of Utica. Soon after completion, hamlets and villages sprang up along the route. The success of the canal was almost immediate and the volume of goods and people increased at such a pace that the canal had to be expanded in the 1840s and 1860s (Shaw 1990).

During the nineteenth century, the Erie Canal allowed for the growth of valley villages as the economical means of transportation supported both agricultural and commercial/industrial development. Prior to the opening of the Erie Canal, the Mohawk valley had been the most productive wheat granary in the nation. This changed dramatically when Genesee valley farmers were able to ship their products along the canal to Albany, which, at that time, was the wheat market center of the nation. As the nineteenth century progressed, Mohawk valley farmers concentrated their efforts on dairying and cheese production, which had been practiced to some extent even prior to canal completion. Re-envisioned at the end of the nineteenth century, the Erie Canal was reconstructed as the New York State or Erie Barge Canal between 1903 and 1917 (Wager 1896; McFee 1998).

With the success of the Erie Canal, other areas of the state clamored for a canal to link to the Erie. Authorized in February 1822, the Chenango Canal project connected the Susquehanna River at Binghamton to the Erie Canal at Utica at the western end of the current project area. Construction of the 97-mile canal began in July 1834 and was completed in October 1836. The importance of the Chenango Canal rested on its utility for bringing Pennsylvania coal north to the growing factories of Utica (Wager 1896:223). Construction of the Chenango canal spurred the development of the surrounding neighborhood. In proximity to the junction of the Erie and Chenango canals, three large factories were built between 1846 and 1848, including the Utica Steam Cotton Mills (on State Street). In addition to factories, dwelling were also erected. The Rome and Utica Plank Road opened in 1848 along the route that is now Whitesboro Street (McFee 1993:180-181).

However, the successes of canal movement encouraged competition from a developing technology—railroads. The construction of the Utica & Schenectady Railroad began in 1834 and the line became operational in September 1836. The Syracuse & Utica Railroad was completed in July 1839. Paralleling the Mohawk River on the south, the line was consolidated into the New York Central in 1853 as was the Utica & Schenectady Railroad. Its passenger service was subsumed by AMTRAK in 1971 and its freight service by Conrail in 1976 (Wager 1896: 225-226; Herkimer County Historical Society 1992:138, 141). This was the primary line in the county until the 1880s. In 1881, construction began on the New York, West Shore & Buffalo Railroad, which ran west from Utica. Declared bankrupt in 1884, the line was leased to the New York Central in 1885. It ceased operations in 1966 (Herkimer County Historical Society 1992:138, 142-144; Larkin 1977:34). Other railroad lines in the city included the Utica, Chenango & Susquehanna Valley Railroad (finished in 1870 and leased to the Delaware, Lackawanna & Western Railroad); the New York, Ontario & Western Railroad; and the Utica, Clinton & Binghamton Railroad (this line was leased to the New York & Oswego Midland Railroad, and later to the Delaware & Hudson Canal Co. in 1875) (Wager 1896:227-228).

Initial settlers to the Utica area comprised a mix of New Englanders, Dutch, German, and Welsh people. Later immigration brought in by the Erie Canal drawn by the need for labor for the construction of the

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Chenango Canal and the railroads included Irish and German workers, who later worked in Utica's mills, factories, and domestic service. Population of Utica increased from 2,972 in 1820 to 12,782 by 1840, and to 23,686 in 1865 (Child 1869).

During the nineteenth century Utica was a manufacturing center in the Mohawk Valley. Near both reliable transportation routes and fertile agricultural fields, Utica became a convenient location for the creation and distribution of goods and products. Although the lack of water power was initially a hindrance to larger-scale manufacturing, this was overcome by the completion of the Chenango Canal, which brought Pennsylvania coal to feed the steam-power needs of the city (Wager 1896:366). Early manufacturing operations included Ephraim Hart's foundry, which began in 1822 (it became Hart and Crouse by 1896); several grist mills along the Mohawk River in the 1820s; two antecedents of Central New York Pottery; and the Vulcan Works (founded in 1832 and became the Utica Steam Engine and Boiler Works in 1896). In addition, the Munson Brothers foundry, machine shops, and mill machinery factory was established in 1823 by Alfred Munson. The firm later became Hart and Munson, then Munson Bros. in 1868 (Wager 1896:367). A planing mill was established by Philo Curtis, which was making sashes, doors, and blinds by steam power by 1834. The firm passed through several hands and was called Charles C. Kellogg & Sons by 1896. Metcalf & Dering and Edward F. Downer & Sons were other lumber mills at the end of the nineteenth century.

Utica was a center for textile manufacturing, including oil cloth, beginning in 1832. Some notable nineteenth-century companies included James B. Martin; William Taylor & Co.; Rockwell, Rhodes, & Miller; Roberts, Butler & Co.; Owen, Pixley & Co., later H. D. Pixley & Son and Owens Bros.; Crouse & Brandegee; Utica Clothing Co.; Utica Steam Woolen Mills (1846), and Utica Steam Cotton Mill (1847). Successful firms also included the Globe Woolen Mills was established as the Utica Globe Mill Co. in 1847 and employed approximately 1,000 workers at its height. Most mills were located in West Utica in the neighborhood of the Chenango and Erie canals, which attracted numerous German and Irish immigrants to work and live. New textile mills opened during and after the Civil War, including Utica Steam Knitting Mill (1863) Oneita Knitting Mill (1878), Mohawk Valley Cotton Mill (1880), the Skenandoa Cotton Company (1881), and Utica Knitting Company (1890), among others. Some of these were opened in the east side of the clty. More than 11,000 workers were employed in Utica's textile mills at the end of the nineteenth century (Wager 1896:368-369; Pristera 2009:8, 10).

Iron makers, forges, and foundries were also quite successful and included Phoenix Iron Works (founded in 1852); Russel Wheeler & Son (1842), The Carton Furnace Company (1847), Irvin A. Williams & Co. (1851, maker of locomotive head lights); Utica Stream Gauge Company (1861); and Utica Pipe Foundry Company (1889). Other prominent companies included Utica Knitting Company (1863, reorganized 1891); Wild & Devereux (1874); the Mohawk Valley Cap Factory Company (1868); Empire Scotch Cap Factory (1887); Utica Burial Case Company (1890), as well as a numerous shoe manufacturers and breweries (Wager 1896:370).

Post-Civil War Period. The necessities of the Civil War ushered in a new era of industrialization, one geared toward greater concentration of manufacturing and heavy industry in northern industrial centers, facilitated by rail transportation. By 1869, the City of Utica was a nexus of numerous transportation routes. The Genesee turnpike, the Erie Canal, and the New York Central extended through it. It served as the northern terminus of the Utica, Chenango, & Susquehanna Valley and the Utica, Clinton & Binghamton railroad as well as the Chenango Canal. It was the southern terminus of the Utica & Black River Railroad. The city was serviced by several horse railroads as well as stages. In addition, it supported 30 churches, 11 banks, numerous manufacturing operations, producing textiles, steam engines, musical instruments, telegraphic materials, and other items (Child 1869). The notable companies at that time included, the Globe Woolen Mills, the Utica Burr Mill Stone Manufactory (Hart & Munson), the Wood & Mann Steam Engine Company, and the Utica Steam Gauge Company, in addition to some of textile mills noted above (Child 1869). The New York State Lunatic Asylum (Utica State Hospital; opened 1843, closed 1978; designated a National Historic Landmark in 1989) was west of the project area (Larkin 1977:35; Beers et al. 1874 [Figure 2.2]). The abundance of rail options as well as the more regular service resulted in the replacement of the Chenango Canal for shipping coal and freight. The Chenango Canal, west of the project area, closed in 1878. Rail transport and industrial jobs

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encouraged the arrival of numerous Italian and Polish immigrants after about 1870 (Canfield and Clark 1909; Wager 1896; Sanborn 1888).

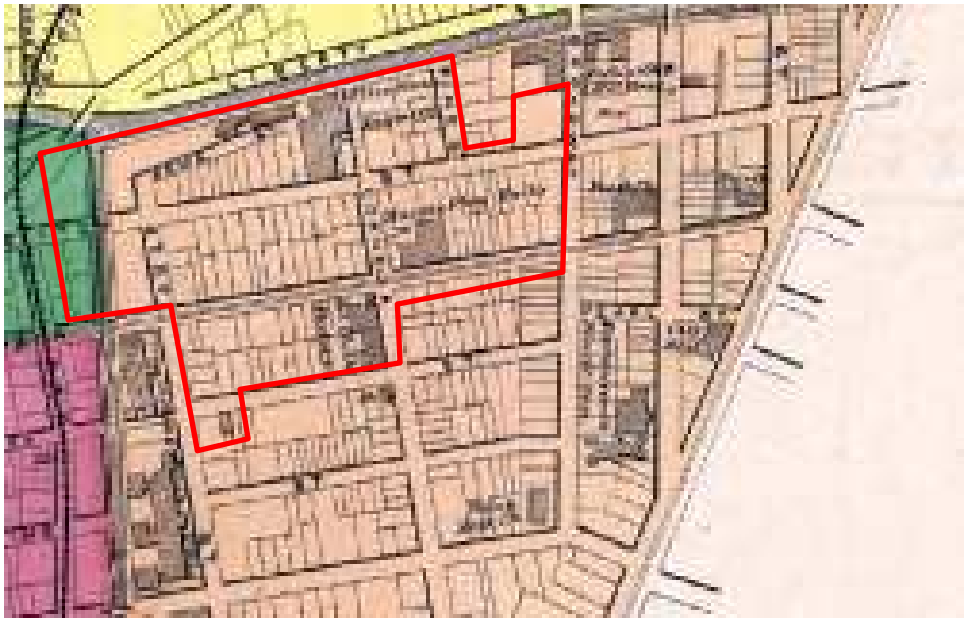

Figure 2.2. Approximate location of the project area in 1874 *(Beers et al. 1874).*

The economic situation of the communities encircling the City of Utica changed in the wake of growing industrialization and urbanization. Mercantile business formerly conducted in rural settlements outside the city was diverted to the city. As Wager noted, "one of the causes of this exodus from the country [to the city] is the changed condition of agricultural interests which have been brought about since the [Civil W]ar, largely through the competition of the products with the great West, and partly through the general depreciation of rural real estate values" (Wager 1896:199-200). Land devoted to farming decreased, while the productivity of that land rose, especially in the twentieth century. Between 1875 and 1969 the acreage being farmed decreased from 704,363 acres to 319,806 acres. Cattle raising and dairying became more profitable and began to replace grain production, with over 500,000 acres devoted to livestock in 1879. By 1900, Oneida County was rated first in the annual production of cheese and dairy products (Crisafulli 1977a).

Equally important to the shift in farm production was the trend toward more owner-farmers and less tenant farmers. Almost 75 percent of the farms in Oneida County were owner-operated by World War I. Moreover, improvements in mechanization and the introduction of new and larger farm machinery enabled farmers to consolidate and expand their acreage. As a result, marginal farmers were forced out of business and the number of farms declined, but the remaining farms more than doubled in size. Therefore, as the economy of the City of Utica became more industrial and commercially oriented, the countryside surrounding it became more rural as farms increased acreage and were owner-operated (Wager 1896:200, 532; Crisafulli 1977a:50-52, 1977b:103-106).

As a result of the increasing supply of workers, factories in Utica flourished between ca. 1890 and 1950. Textile mills and knitting factories were especially robust. Industry expansion included the emergence of Oneida Mills, Frisbie-Stansfield Knitting Company, and Utica Knitting Company as national leaders in the knit goods industry. Other large companies included the Mohawk Valley Cotton Mill which merged with the Utica Steam Cotton Company in 1901. The height of the Utica textile industry was 1910 when nearly two-thirds of the city's inhabitants worked in textile-related industries (Kirk et al. 2012; Pristera 2009:12-14).

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Transportation changes facilitated the industrial development as establishment of the textile industry emerged with the completion of the Erie and Chenango canal. Beginning in 1886 streets of the city began to be paved with asphalt, beginning with Rutger Street. In 1887, the Utica Electric Light Company began to provide street lighting, "starting in the business section, although lighting for residential districts…soon followed" (Morton 2010). The electric streetcar was introduced in the 1890s and an interurban electric line, Utica & Mohawk Valley, ran between Rome and Little Falls during the early twentieth century. The Utica Belt Line Railroad system ran along Lafayette, Columbia, and State streets (Larkin 1977:35; Beers et al. 1874; Century Map Company 1907).

With the closure of the Chenango canal, the northern end of the former canal was gradually turned into a reservoir for the Erie canal. The abandoned canal channel was ultimately filled, although it was still depicted as open in 1888 (Sanborn 1888, 1925). As noted the canal system was reimagined and modernized during the early twentieth century and the subsequent Barge Canal was completed in 1917 through Utica. Gradually filled, the former Erie Canal channel was leveled through the city by 1923 and became Oriskany Street. The North Genesee Arterial was completed in the 1970s (Morton 2010).

The textile industry began a slow decline after World War I as the industry was plagued by over supply and northern textile operations shifted work to mills in the South. While Utica supported more than 40 mills in 1910, only six survived in 1922. Further, transportation improvements like the trolley and later the automobile freed workers from living in proximity to their places of employments. This freedom resulted in workers, especially the better paid, seeking to find living arrangements in less crowded and noisy places and gave rise to suburban housing areas. By 1940 the city had a population of 100,518 (Pristera 2009:15-18).

After the war, General Electric opened a factory in Utica which expanded during the 1950s as the Cold War intensified. This factory helped offset the loss of textile jobs as GE employed more than 5,800 people at the close of the 1950s. During this period large infrastructure projects like the construction of the North-South Arterial (New York State Route [NY] 12), the East-West Arterial (NY 5S), and the Sauquoit Valley Arterial (NY 8) helped speed the development of residential suburbs and draw residents from the central city. In addition, the completion of the New York State Thruway (Interstate-90) north of the city in the mid-1950s helped commerce bypass the area. During the late 1950s and 1960s, urban renewal plans led to the demolition of numerous city buildings, which became vacant lots when proposed projects did not materialize. In 2006 structures in the area were demolished for a police support facility. A major economic development in the area during the twentieth century was the construction of the U.S. Air Force repair and maintenance depot, which served the entire northeastern section of the nation. This facility would develop into Griffiss Air Force Base, northeast of the City of Rome (Pristera 2009:20-21; Crisafulli 1977a:50-52, 1977b:105-112; Lehman 2016a, 2016b). The base closed in the late 1990s, although Rome Laboratories (now the Air Force Research Laboratory) continued to utilize buildings within the facility, which has become the Griffiss Business and Technology Park. The City of Utica had a population of 62,235 in 2010.

2.2 HISTORICAL MAP ANALYSIS.

Eleven historical maps and atlases were consulted for the project area (Rogerson et al. 1852; Beers et al. 1858 [Figure 2.3], 1874 [Figure 2.2]; Roe & Taylor 1868 [Figure 2.4]; Hopkins 1883 [Figure 2.5]; Sanborn 1884 [Figures 2.6], 1888 [Figure 2.7], 1925 [Figure 2.9], 1952 [Figure 2.10], 1986; and Century Map Company 1907 [Figure 2.8]). As expected for an intensely urban environment, the lots in the project area contain numerous buildings and structures. A selection of historical maps was used to prepare a list documenting the structures at each current address in the project area and details its development over time. The results of this review are presented in Table 2.1, which appears after the historical map figures.

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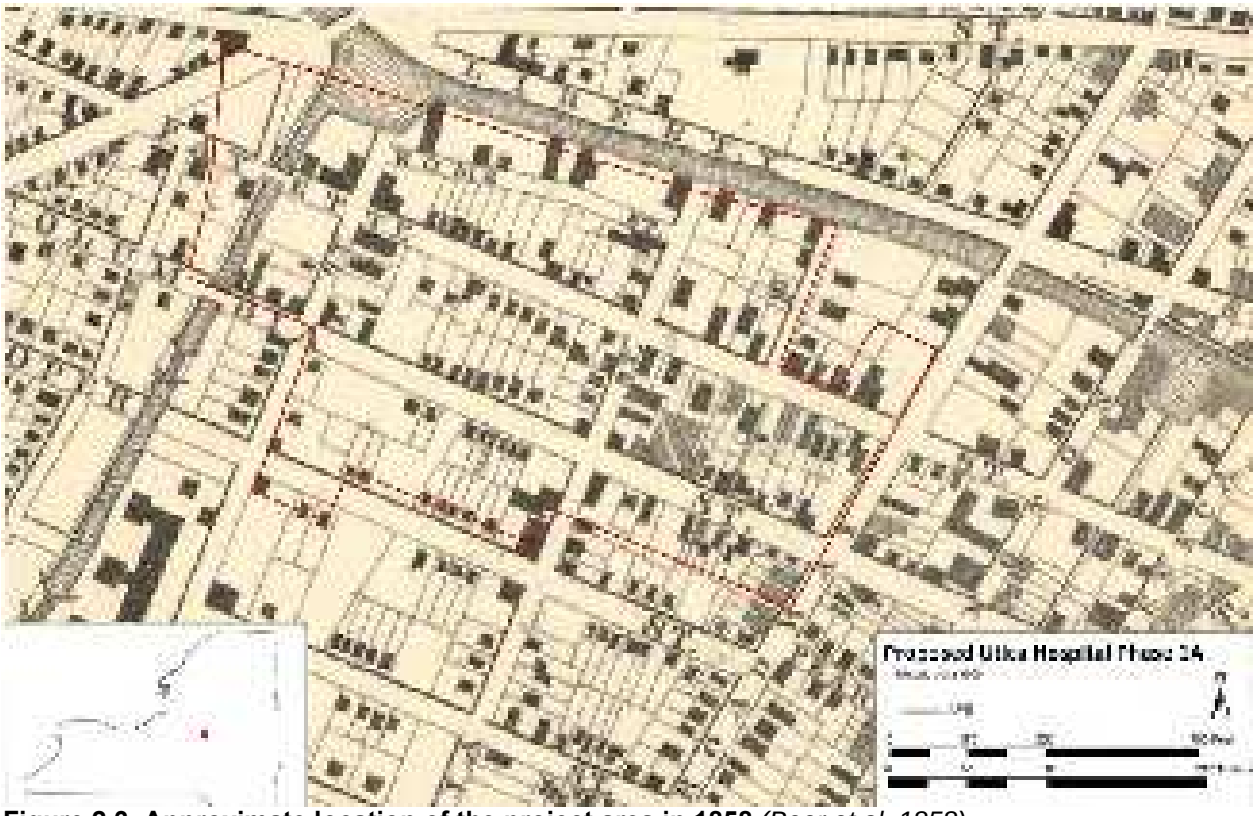

Figure 2.3. Approximate location of the project area in 1858 *(Beer et al. 1858).*

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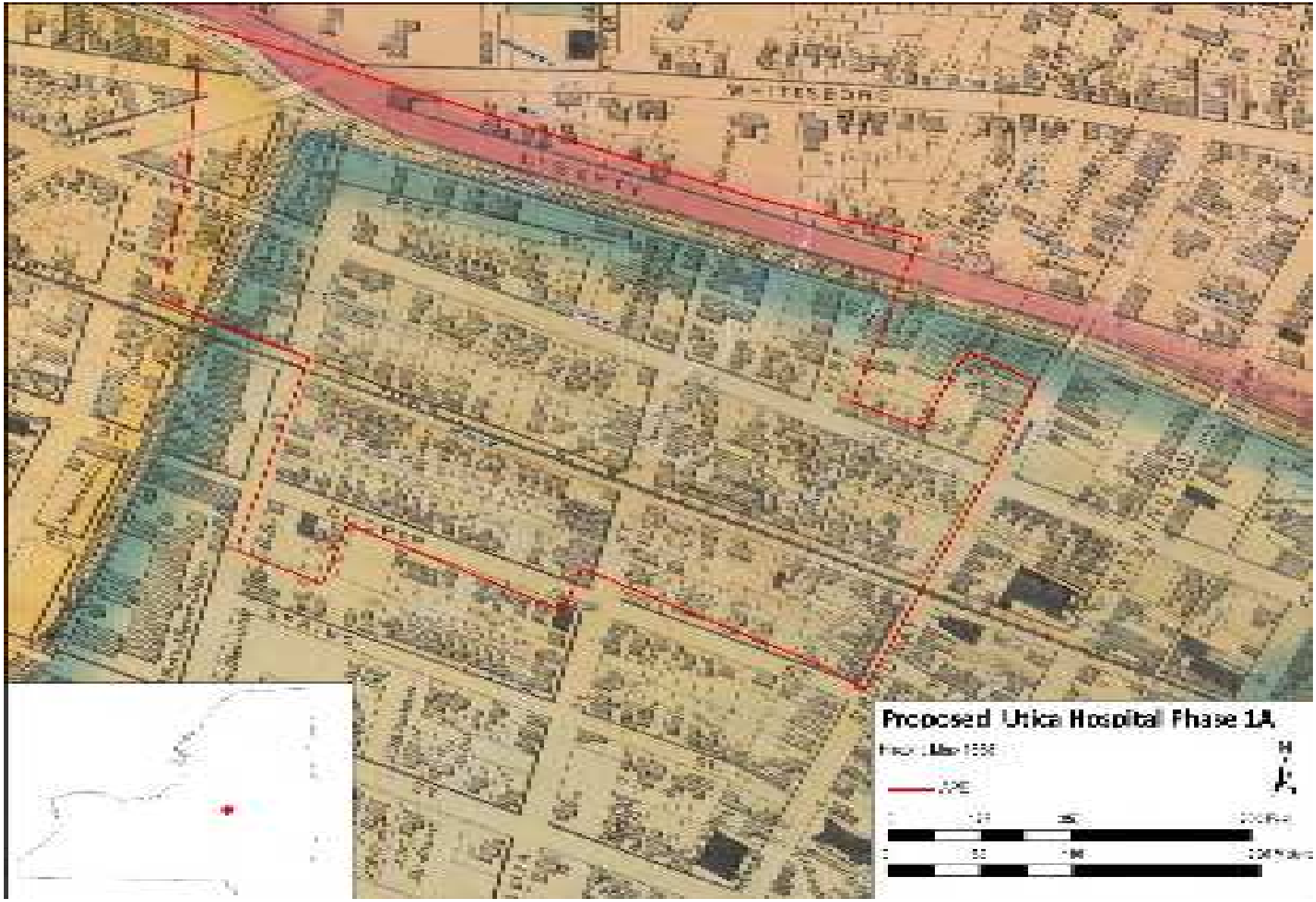

Figure 2.4. Approximate location of the project area in 1868 *(Roe & Taylor 1868).*

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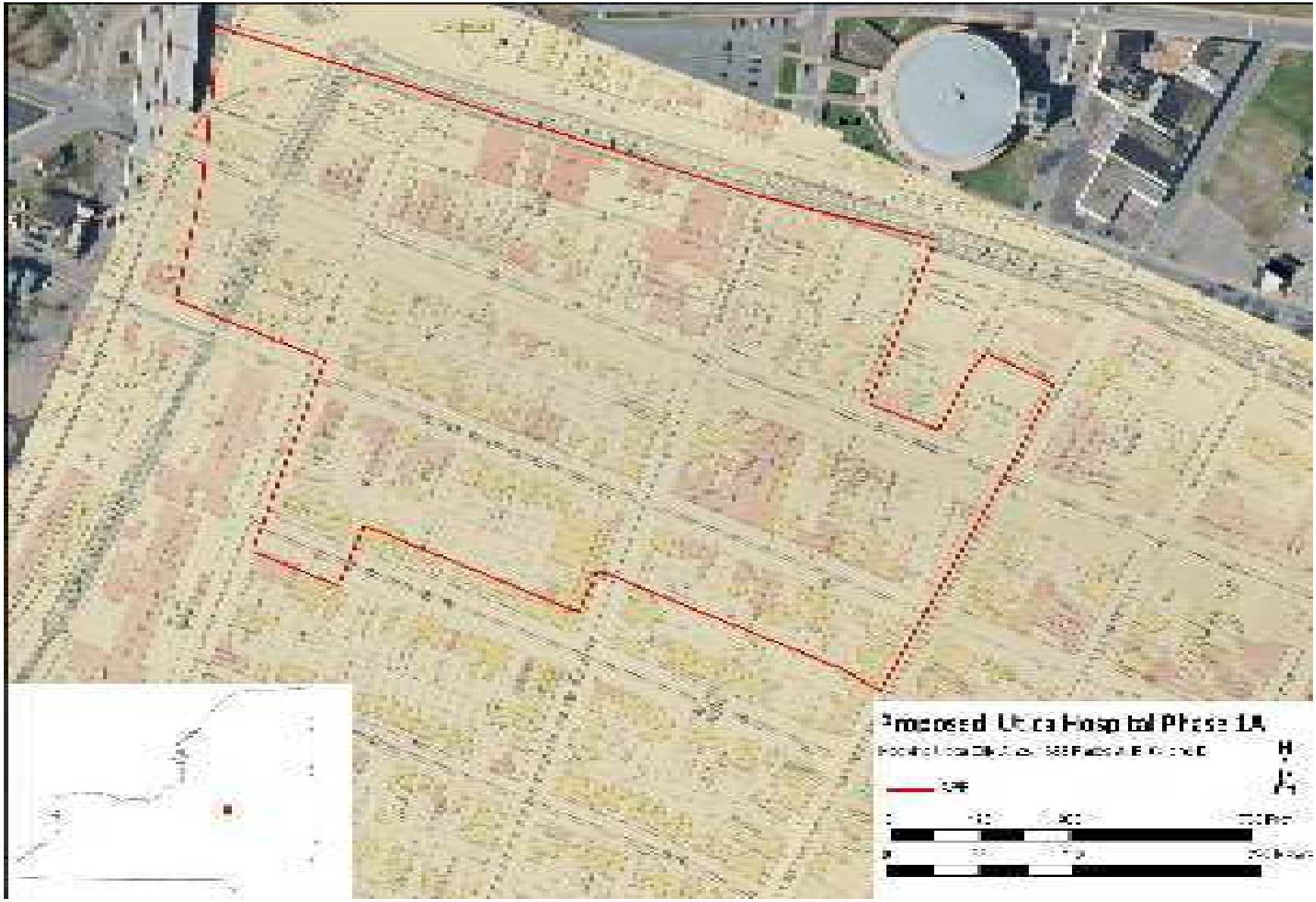

Figure 2.5. Approximate location of the project area in 1883 *(Hopkins 1883).*

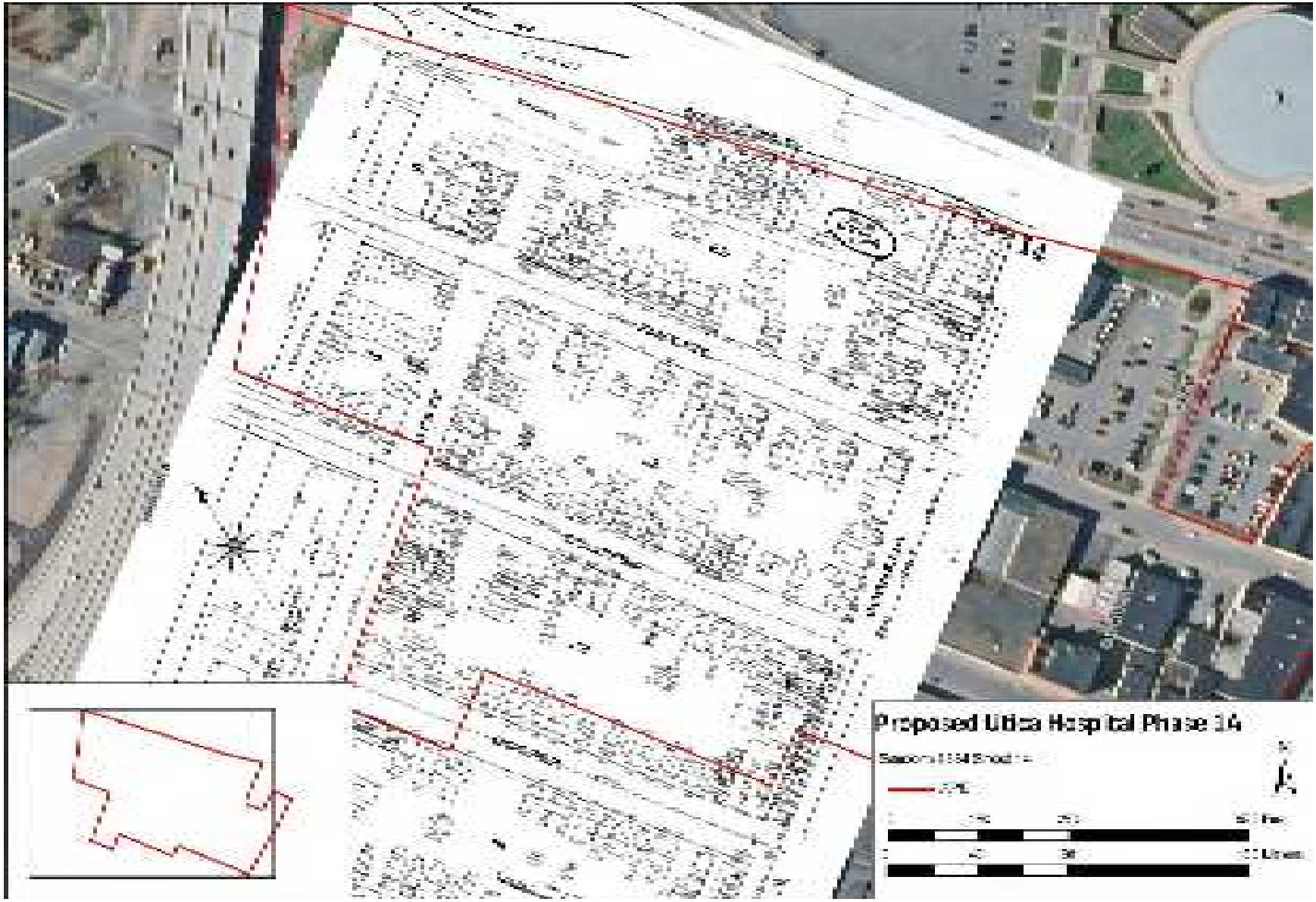

Figure 2.6A. Approximate location of the western portion of the project area in 1884 *(EDR 2016: Sanborn 1884 sheet 14).*

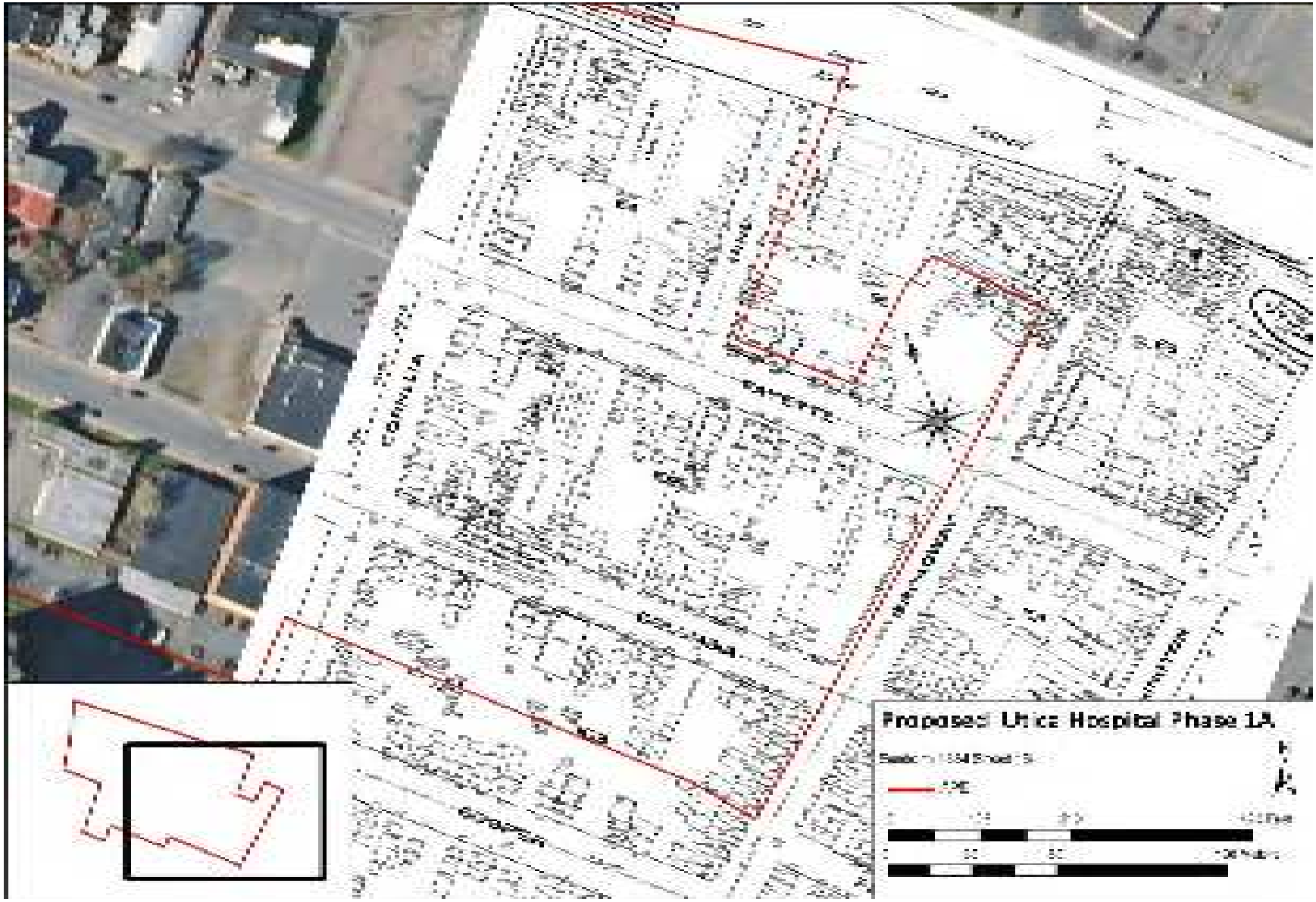

Figure 2.6B. Approximate location of the western portion of the project area in 1884 *(EDR 2016: Sanborn 1884 sheet 16).*

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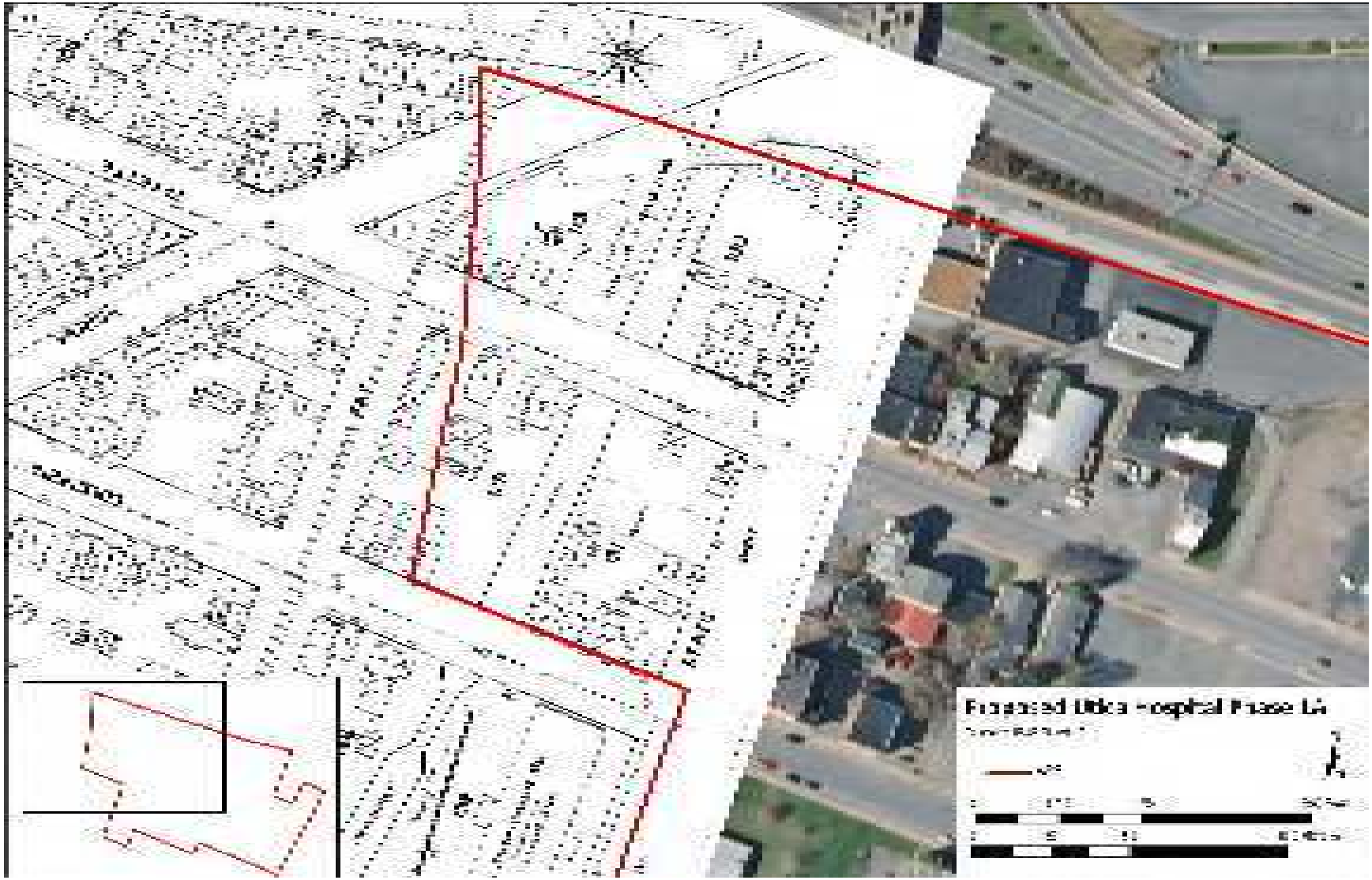

Figure 2.7A. Approximate location of the western portion of the project area in 1888 *(EDR 2016: Sanborn 1889 sheet 15).*

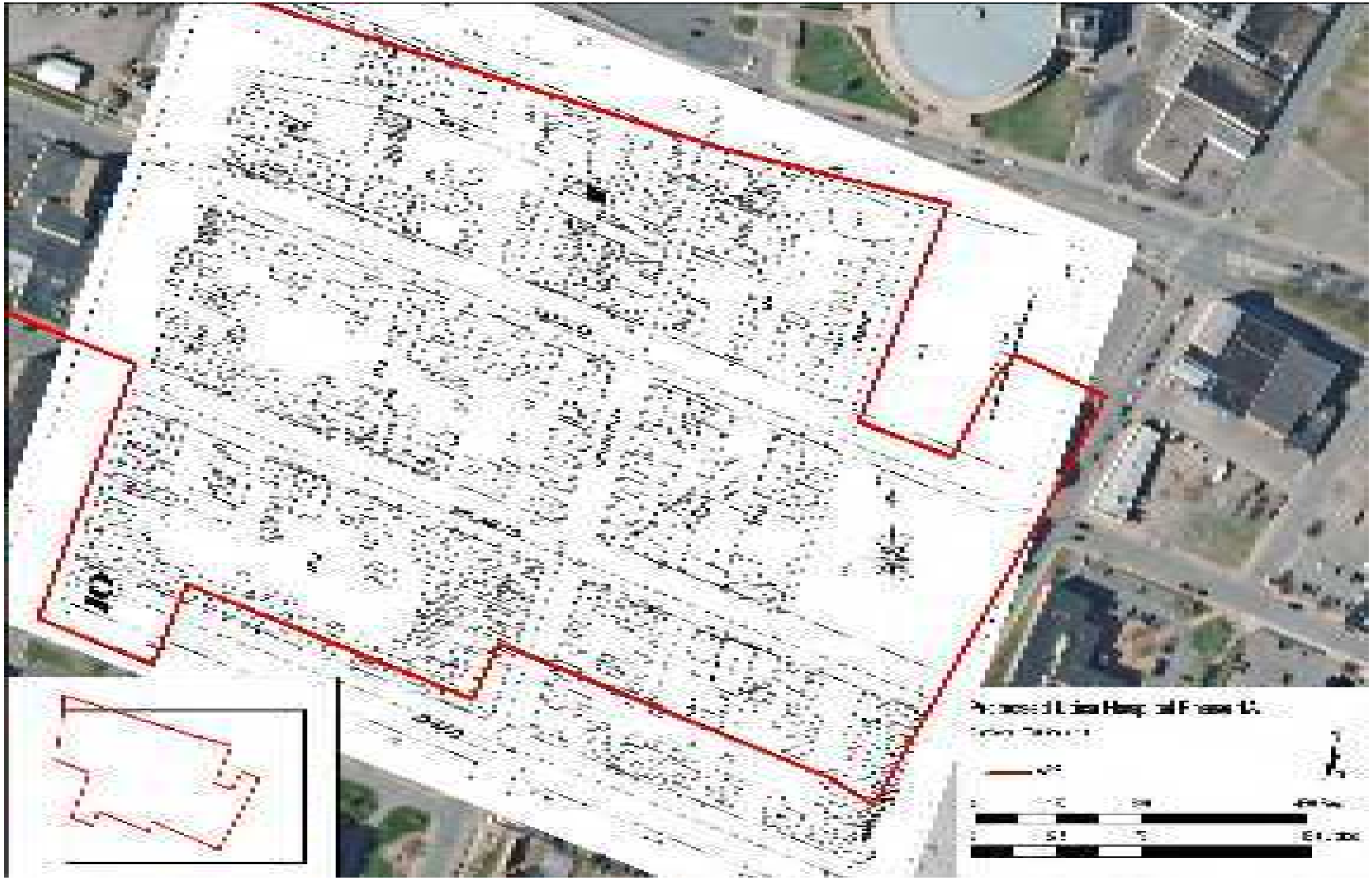

Figure 2.7B. Approximate location of the western portion of the project area in 1888 *(EDR 2016: Sanborn 1889 sheet 10).*

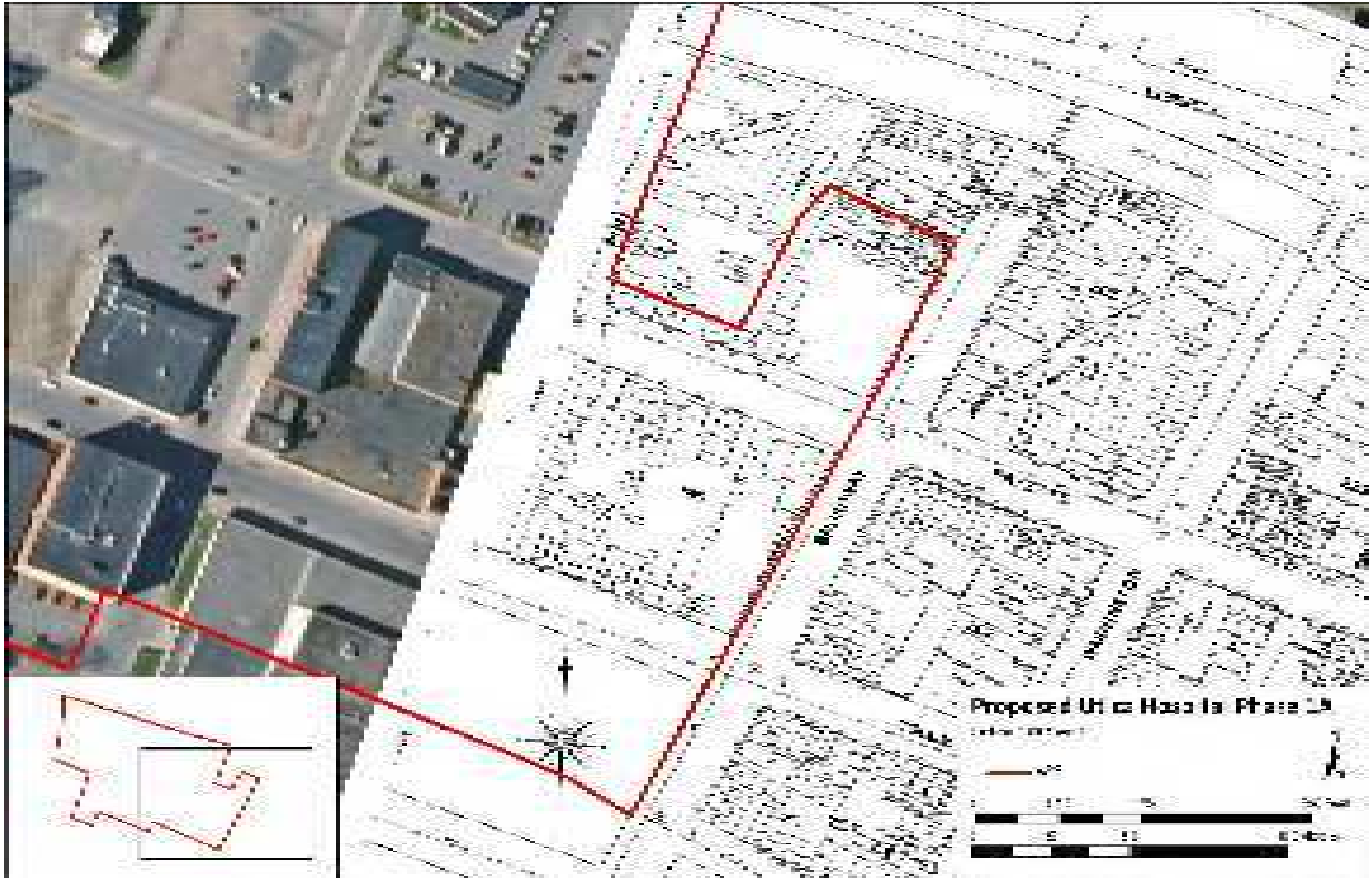

Figure 2.7C. Approximate location of the western portion of the project area in 1884 *(Sanborn 1889 sheet 9).*

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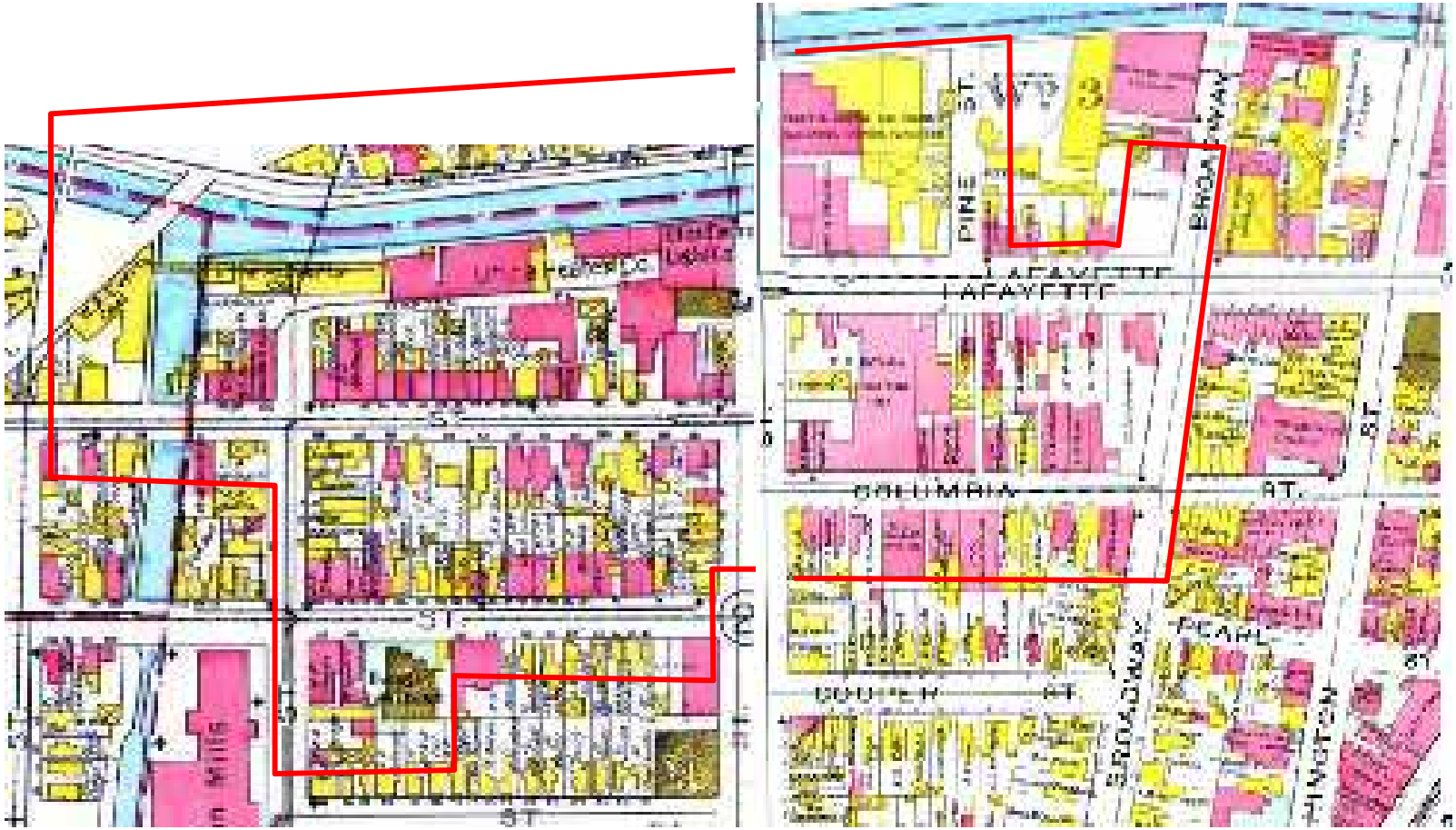

Figure 2.8. The approximate location of the project area (red outline) in 1907 *(Century Map Company 1907).*



Figure 2.9A. Approximate location of the western portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 24).*

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Figure 2.9B. Approximate location of the north central portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 15).*



Figure 2.9C. Approximate location of the south central portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 13).*

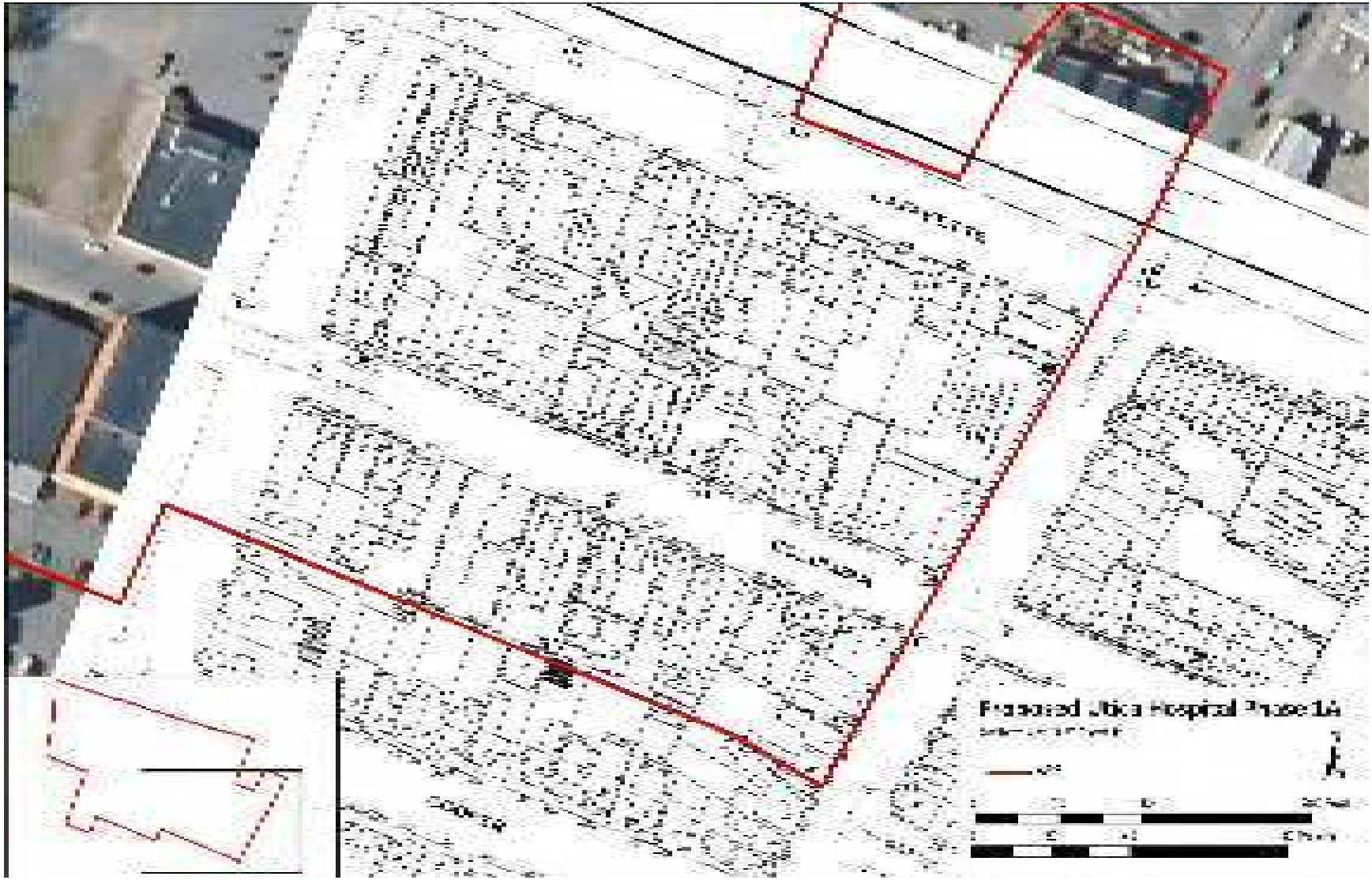

Figure 2.9D. Approximate location of the southeastern portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 14).*

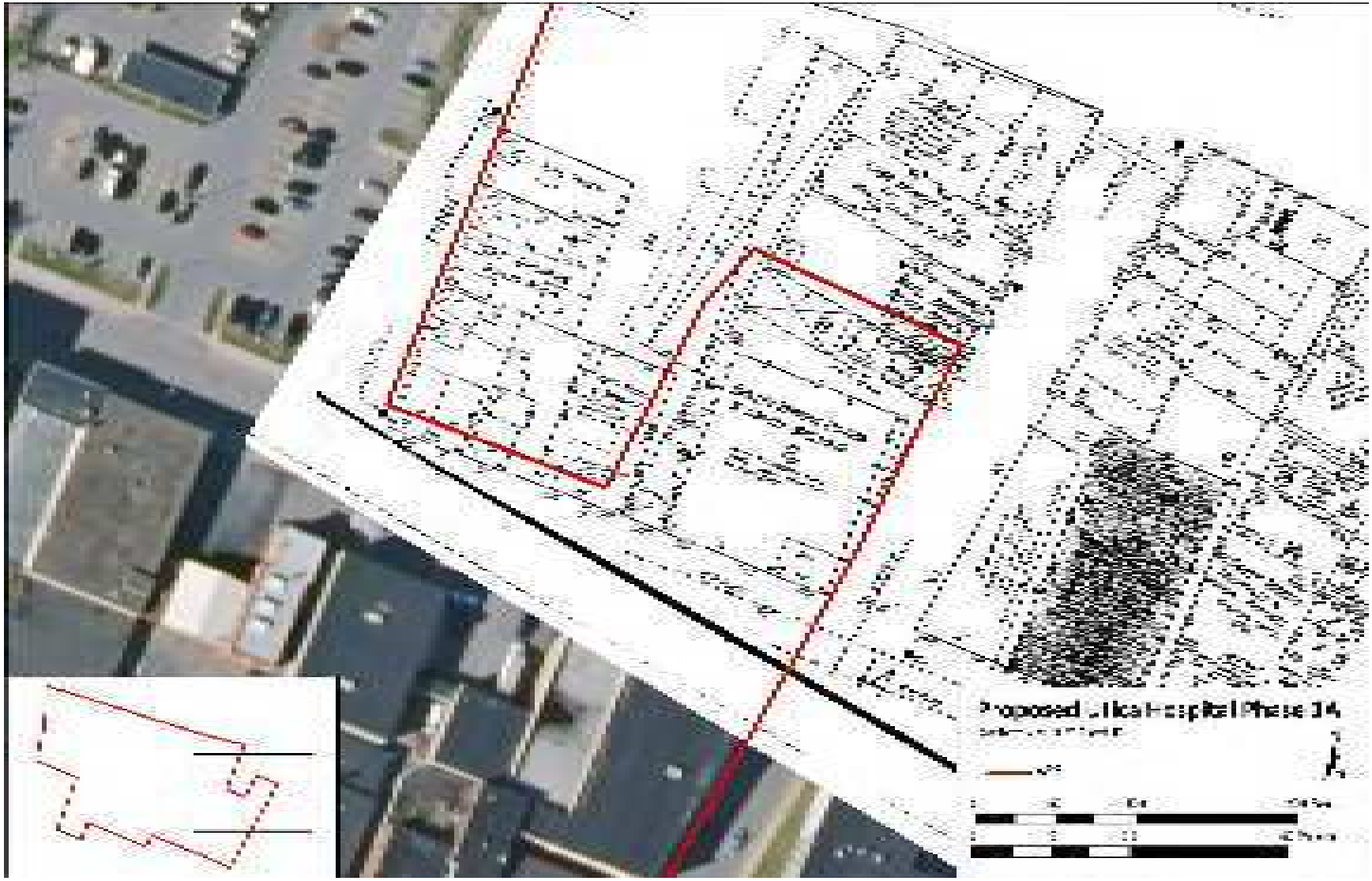

Figure 2.9E. Approximate location of the northeastern portion of the project area in 1925 *(EDR 2016: Sanborn 1925 sheet 16).*

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Figure 2.10A. Approximate location of the western portion of the project area in 1952 *(EDR 2016: Sanborn 1952).*

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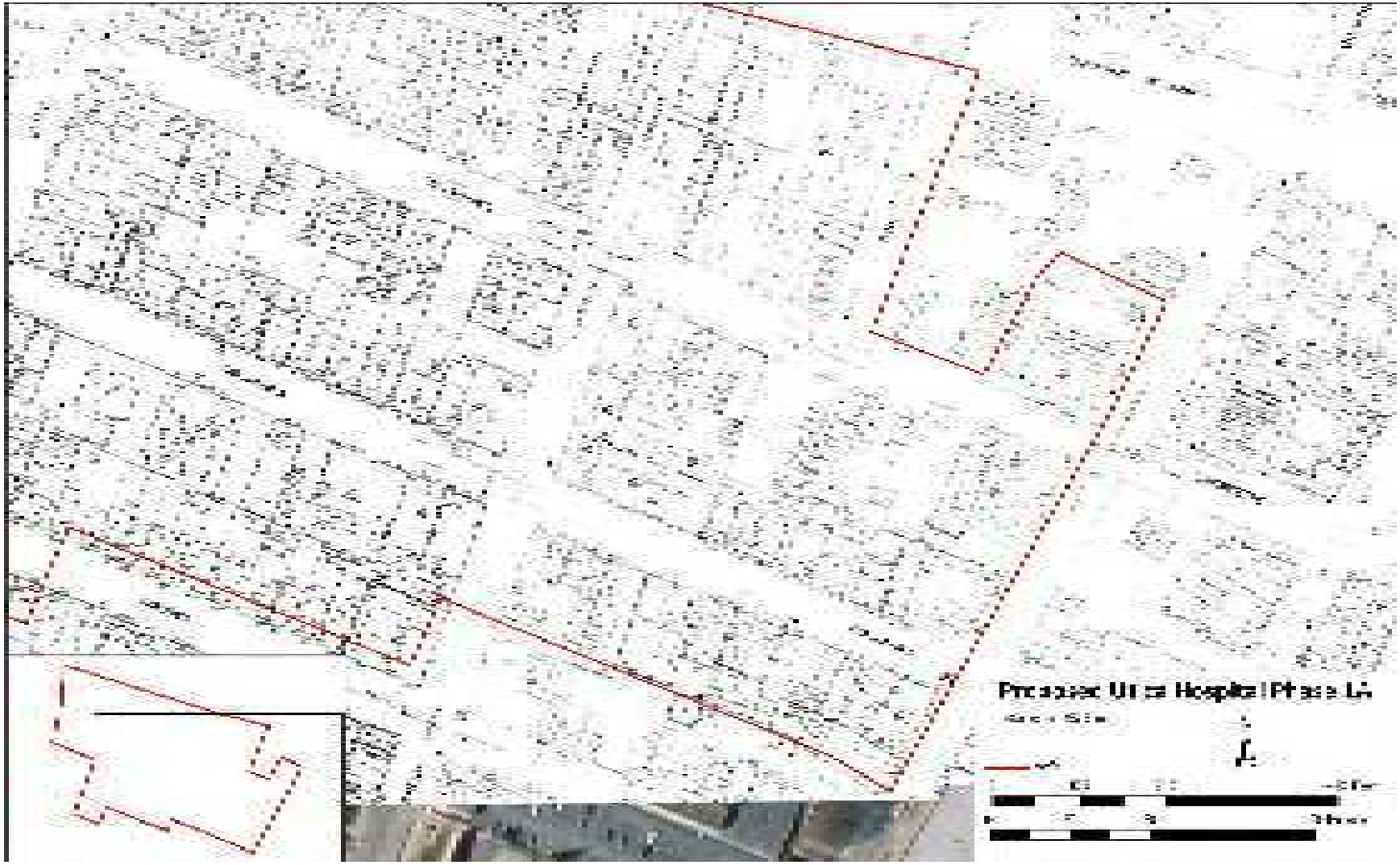

Figure 2.10B. Approximate location of the eastern portion of the project area in 1952 *(EDR 2016: Sanborn 1952).*

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Table 2.1. Map-Documented Structures in the APE.

Current Address	Alternate Address	1883	1884	1888	1925	1952
	512-514 Broadway				Saloon, 2-stories	Combined with 300-302 Columbia
	610 Broadway, 58 Broadway	58 Broadway	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	
608 Broadway	56 Broadway,	56 Broadway	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
Illegible	A. Broadway, 54 Broadway	54 Broadway	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Building Details Illegible
Illegible	52 Broadway, B. Broadway	52 Broadway	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Building Details Illegible
	50 Broadway		Dwelling, 2-stories	Dwelling, 2-stories		
412 Broadway	40 Broadway, H. Broadway,	40 Broadway	Vacant, 2-stories	Garage	NYS, 2-stories	Building Details Illegible
Carton Avenue	Rome Street, 98 ½ Carton, A. Carton, B. Carton	No Address, Rome St.	W.J. Carton Furnace Co, 1-2-stories	W.J. Carton Furnace Co, 1-2-stories	Foundry	Building Details Illegible
			43 Columbia, B&S, 2-stories	Saloon, 2-stories	301-303 Columbia, Saloon, 4-stories	Building Details Illegible
		17 Columbia	45 Columbia, Dwelling, 2-stories	Dwelling, 1 ½-stories	305 Columbia, Saloon, 4-stories	Saloon, 4-stories
307-309 Columbia	19 Columbia, 2418 Columbia, 307 Columbia	19 Columbia	Dwelling, 3 ½-stories		Saloon, 3-stories	Building Details Illegible, 3-stories
	19 Columbia, 2417 Columbia, 309 Columbia		Dwelling, 3 ½-stories		Saloon, 3-stories	
	19 Columbia, 2416 Columbia		Dwelling, 1-story			
311-313 Columbia					Saloon, 3 ½-stoires	Saloon, 3-stories
315 Columbia					Saloon, 3-stories	Saloon, 1-story
300-302 Columbia	300 Columbia				Saloon, 2-stories	Columbia, Saloon, 2-stories
	302 Columbia				Saloon, 2-stories	

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Current Address	Alternate Address	1883	1884	1888	1925	1952
304-306 Columbia	304 Columbia				Saloon, 2-stories	Columbia, Saloon, 2-stories
	18 Columbia, 2403 Columbia, B. Columbia, 306 Columbia	18 Columbia	Conservatory, 2-stories	Garage, 2-stories	Saloon, 2-stories	
308-310 Columbia	20 Columbia, A. Columbia	20 Columbia		Saloon, 2-stories	Columbia, Saloon, 3-stories	Saloon, 3-stories
	20 Columbia, 48 Columbia			Dwelling, 2-stories		
312-316 Columbia	22 Columbia, 2402 Columbia, 50 Columbia, 312 Columbia	22 Columbia	Vacant, 3-stories	Music, 3-stories	Saloon, 3-stories	Columbia, Saloon, 3-stories
	24 Columbia, 2401 Columbia, 52 Columbia, 316 Columbia	24 Columbia	Vacant, 3-stories	Fancy, 3-stories	Saloon 3-stories	
318 Columbia	26 Columbia, 54-56 Columbia, 56 Columbia, 318-320 Columbia	26 Columbia	Grocery, 3-stories	Grocery, 3-stories	Saloon, 3-stories	Saloon
320 Columbia						Saloon
322-324 Columbia	58 Columbia	No Address	Vacant, 3-stories	Tobacco, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	60 Columbia		3-stories	Grocery, 3-stories		
	60 ½ Columbia		Dwelling, 1 ½-stories	Dwelling, 1 ½-stories		
	21 Columbia, 53 Columbia, 319 Columbia	21 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 3-stories	
321 Columbia	23 Columbia, 55 Columbia, 321-323 Columbia	23 Columbia	B&S, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
323 Columbia	25 Columbia, 57 Columbia, 325 Columbia	25 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, Utica Manner choir Hall, Saloon, 3-stories	Saloon, Utica Manner choir Hall, Saloon, 3-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
325 Columbia	27 Columbia, 2412 Columbia, 59 Columbia	27 Columbia	Baptist Church, 1-story	Baptist Church, 1-story		Saloon, Utica Manner choir Hall, Saloon, 3-stories
327 Columbia	61-63 Columbia, 327-329 Columbia		Dwelling, 3-stories	Flats, 3-stories	Saloon, 3-stories	Restaurant, 3-stories
329 Columbia						Wall Papers & Paint, 3-stories
326 Columbia	30 Columbia, 62 Columbia,	30 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Saloon, 4-stories
328 Columbia	32 Columbia, 64 Columbia	32 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 4-stories	Saloon, 4-stories
Illegible	31 Columbia, 65 Columbia, B. Columbia	31 Columbia	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Saloon, 6-stories	Saloon, 6-stories
332 Columbia	34 Columbia, 66 Columbia	34 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 4-stories	Saloon, 4-stories
334 Columbia					Saloon, 4-stories	Saloon, 4-stories
Illegible	33 Columbia, 67 Columbia, 343 Columbia	33 Columbia	Building Details Illegible, 4-stories	Auction, 3-stories	Saloon, 4-stories	Saloon
	36 Columbia, 68 Columbia, 336-338 Columbia	36 Columbia	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 4-stories	
347 Columbia	35 Columbia, 69 Columbia, 347 Columbia	35 Columbia	Dwelling, 2-story	Dwelling, 2-stories	Saloon, 2-stories	Building Details Illegible
349 Columbia	37 Columbia, 71 Columbia	37 Columbia	Dwelling, 2-story	Dwelling, 2-stories	Saloon, 3-stories	Restaurant, 3-stories
351-353 Columbia	27 Cornelia, 73 Columbia	27 Cornelia	Building Details Illegible, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories
355-357 Columbia	27 Cornelia, 75 Columbia		Dwelling, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
340-366 Columbia	44 Columbia, 74 Columbia, 362-366 Columbia	44 Columbia	Saloon, 2 ½-stories	Dwelling, 2-stories	Saloon, 3 ½-stories	Bergers Department Store, 3-stories
	38-42 Columbia, J. Columbia, 358-360 Columbia	38-42 Columbia, Stove Works	Stove Foundry Russel Wheeler Son & Co, 4-stories	Stove Foundry Russel Wheeler Son & Co, 3 ½ -stories	Saloon, 3 ½-stories	
	38-42 Columbia, K. Columbia, 356 Columbia		Stove Foundry Russel Wheeler Son & Co, 3 ½ -stories	Stove Foundry Russel Wheeler Son & Co, 3-stories	Saloon, 3-stories	
	38-42 Columbia, K. Columbia, 354 Columbia				Saloon, 4-stories	
	38-42 Columbia, L. Columbia, 352 Columbia		Stove Foundry Russel, Wheeler, Son & Co, 3 ½ stories	Stove Foundry Russel, Wheeler, Son & Co, 3-stories	Saloon, 3-stories	
	38-42 Columbia, L. Columbia, 350 Columbia				Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 348 Columbia		Stove Foundry Russel Wheeler Son & Co, 3-stories	Stove Foundry Russel Wheeler Son & Co, 3-stories	Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 344-346 Columbia				Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 342 Columbia				Saloon, 3-stories	
	38-42 Columbia, M. Columbia, 340 Columbia				Saloon, 3-stories	

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Current Address	Alternate Address	1883	1884	1888	1925	1952
400-406 Columbia	20 Cornelia, 508 Cornelia	20 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
	22 Cornelia, 510 Cornelia	22 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	24 Cornelia, 400 Columbia	24 Cornelia	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 1 ½-stories	
	26 Cornelia, 404 Columbia		Dwelling, 2-stories	Saloon, 2-stories	Saloon, 1-story	
401-409 Columbia	A.,B.,C., Columbia, 75 Columbia, 401-403 Columbia	No address	Theo Pomeroy and Son Oil Clothing Factory, 2-stories	Office, 2-stories	Saloon, 4-stories	Furniture, 4-stories
	A.,B.,C., Columbia, 77 Columbia, 401-403 Columbia			Coal shed, 1-story		
	A.,B.,C., Columbia, 79 Columbia, 405-407 Columbia			Building Details Illegible, 1-story	Saloon, 4-stories	
	409 Columbia				Saloon, 4-stories	
408 Columbia	44 ½ Columbia, 78 Columbia	44 ½ Columbia	Dwelling, 2-stoires	Dwelling, 2-stoires	Saloon, 2-stories	Saloon, 3-stories
414 Columbia	46 Columbia, 80 Columbia	46 Columbia	Dwelling, 1 ½-stoires	Dwelling, 1 ½-stoires	Saloon, 3-stories	Saloon, 3-stories
416 Columbia					Saloon, 3-stories	Salon, 3-stories
418-422 Columbia	48 Columbia, 82 Columbia, 418 Columbia	48 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	Furniture, 2-stories
	48 Columbia, 82 Columbia, 420-422 Columbia				Saloon, 2-stories	
424 Columbia	82 ½ Columbia		Lewis Factory, 3-stories	Printing, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	84 Columbia			Saloon, 3-stories		

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Current Address	Alternate Address	1883	1884	1888	1925	1952
426 Columbia	86 Columbia			Saloon, 3-stories	Saloon, 3-stories	Restaurant, 3-stories
411-417 Columbia	41 Columbia, 81 Columbia	41 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Auto Sales, 4-stories	Clothing Factory, 4-stories
	43 Columbia, 83 Columbia	43 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories		
	45 Columbia, 85 Columbia	45 Columbia	Dwelling, 2 ½-stories	Dwelling, 2-stories		
	47 Columbia, 87 Columbia	47 Columbia	Dwelling, 1 1/1-stories	Dwelling, 1 1/1-stories		
428 Columbia	88 Columbia		Fancy, 2-stories	Saloon, 3-stories	Saloon, 3-stories	Furniture, 3-stories
	49 Columbia, 89 Columbia, 419 Columba	49 Columbia	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Saloon, 2-stories	
421-423 Columbia	421 Columbia				Saloon, 1-story	Auto Body Repair, 1-story
	51 Columbia, 91 Columbia, 423 Columbia	51 Columbia	Dwelling, 1 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	53 Columbia, 93 Columbia, 425 Columbia	53 Columbia	Dwelling, 2-stories	Dwelling, 2-stories	Clean/Pressing, 2-stories	
	427 Columbia				Saloon, 2-stories	
432 Columbia	90 Columbia			Saloon, 4-stories	Saloon, 4-stories	Saloon, 4-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
434-438 Columbia	52 Columbia, 92 Columbia, 434 Columbia	52 Columbia	Cigar Factory, 2 ½-stories	Chinese Laundry, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	94 Columbia, 438 Columbia		Building Details Illegible, 2 ½ stories	Saloon, 3-stories	Saloon, 3-stories	
431-437 Columbia	55 Columbia, 95 ½ Columbia, 95 Columbia, 431 Columbia	55 Columbia	Tenants, 3-stories	Dwelling, 3-stories	Tenants, 3-stories	Auto Sales and Service
	55 Columbia, 95 Columbia, 95 ½ Columbia, 433 Columbia		Tenants, 3-stories	Dwelling, 3-stories	Tenants, 3-stories	
	97 Columbia, 435-437 Columbia		Hardware, 3-stories	Saloon, 3-stories	Saloon, 3-stories	
440-442 Columbia	54 Columbia, 96 Columbia	54 Columbia	Dwelling, 2-stories	Dwelling, 1 ½-stories	Saloon, 4-stories	Saloon, 4-stories
444 Columbia	56 Columbia, 98 Columbia	56 Columbia	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
	57 Columbia, 99 Columbia	57 Columbia	Dwelling, 2-stories	Saloon, 2-stories		
No Address Listed	99 ½ Columbia	No Address	Lutheran Church of Redemption, 2-stories	EV. Lutheran Church of the Redeemer	EV. Lutheran Church of the Redeemer, 1-2 stories	Used Car Sales, 1-2 stories
446-448 Columbia	58 Columbia, 100 Columbia	58 Columbia	Tenants, 2-stories	Dwelling, 2-stories	Saloon, 3-stories	Saloon, 3-stories
450 Columbia	60 Columbia, 102 Columbia	60 Columbia	Tenants, 2-stories	Dwelling, 2-stories	Dwelling, 2-dwelling	Saloon, 2-stories
452 Columbia	62 Columbia, 104 Columbia	62 Columbia	Saloon, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories
454 Columbia					Saloon, 3-stories	Saloon, 3-stories
456 Columbia	64 Columbia, 106 Columbia	64 Columbia	Saloon, 2-stories	Saloon, 2-stories	Saloon, 3-stories	Saloon, 3-stories
458 Columbia	108 Columbia		Dye House, 2-stories	Dye House, 2-stories	Saloon/Dwelling, 2-stories	Saloon/Dwelling, 2-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
451-453 Columbia	109 Columbia	No Address	Building Details Illegible, 3-stories	Liquors, 3-stories	Saloon, 3-stories	Saloon, 3-stories
460 Columbia	66 Columbia, 110 Columbia	66 Columbia	Dwelling, 2-stories	Building Details Illegible, 2-stories	Saloon, 3-stories	Saloon, 3-stories
464 Columbia	68 Columbia, 110 1/6 Columbia, 112 Columbia	68 Columbia	Saloon, 1-story	Saloon, 1-story	Saloon, 3-stories	Saloon, 3-stories
466 Columbia	70 Columbia, 110 1/5 Columbia,	70 Columbia	Meat, 3 ½-stories	Saloon, 3-stories	Saloon, 4 stories	Building Details Illegible, 4-stories
468 Columbia	70 Columbia, 110 ¼ Columbia		Saloon, 3 ½-stories	Saloon, 3-stories	Saloon, 4 stories	Saloon, 4-stories
470 Columbia	70 Columbia, 110 1/3 Columbia		Grocery, 3 1/3-stories	Saloon, 3-stories	Drugs, 4 stories	Saloon, 4-stories
455 Columbia	69 Columbia, 111 Columbia	69 Columbia	Saloon, 3-stories	Liquors, 3-stories	Saloon, 3-stories	Saloon, 3-stories
457 Columbia	69 Columbia, 113 Columbia		Grocery, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
459 Columbia	69 Columbia, 113 ½ Columbia		B&S, 3-stories	Saloon, 3-stories	Saloon, 3-stories	Saloon, 3-stories
500-502 Columbia	8 State, 118 Columbia, 500 Columbia	8 State	Saloon, 2 ½-stories	Saloon, 2-stories (combined with 20 state)	Saloon, 3-stories	Restaurant, 3-stories
	8 State, 118 Columbia, 502 Columbia				Printing, 3-stories	
503 Columbia	3 State, 9 State	3 State	Dwelling, 1-story	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories
	72 Columbia, 120 Columbia, 504 Columbia	72 Columbia	Saloon, 3-stories	Dwelling, 3-stories	Dwelling, 3-stories	
506 Columbia	126 ¼ Columbia, 122 Columbia	No address	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Restaurant, 2-stories
508 Columbia	126 1/3 Columbia, 124 Columbia	No address	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
510 Columbia	126 Columbia	No address	Saloon, 2-stories	Saloon, 2-stories	Saloon, 2-stories	Saloon, 2-stories

Remove Watermark Wondershare PDFelement

Current Address	Alternate Address	1883	1884	1888	1925	1952
512-514 Columbia					Saloon, 3-stories	Saloon, 3-stories
516-518 Columbia	130 Columbia	No address	Tenants, 2-stories	Tenants, 2-stories	Saloon, 2-stories	Saloon, 2-stories
430 Cooper	50 Cooper	50 Cooper	Dwelling, 2-stories	Dwelling, 2-stories	Factory, 3-stories	Factory, 3-stories
434-436 Cooper	50 ½ Cooper, 52 Cooper	50 ½ Cooper	Tenants, 1 ½-2 stories	Dwelling, 2-stories	Dwelling, 1 ½-2 stories	Dwelling, 2-stories
438 Cooper	54 Cooper	No address	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
440 Cooper	56 Cooper	No address	Dwelling, 1 ½-stories	Dwelling, 2-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories
424-444 Cooper	58-60 Cooper, 58 Cooper, 442 Cooper	No address	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	Restaurant, 2-stories
	58-60 Cooper, 60 Cooper, 444 Cooper			Dwelling, 2-stories	Dwelling, 2-stories	
	15 Cornelia	15 Cornelia	Dwelling, 2-stories	Combined with 79 Columbia		
	17 Cornelia	17 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories		
504 Cornelia					Dwelling, 2-stories	Dwelling, 2-stories
	18 Cornelia, 506 Cornelia	18 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories	
	19 Cornelia	19 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories		
	21 Cornelia	21 Cornelia	Dwelling, 2-stories	Dwelling, 2-stories, combined with 74 Columbia		
301-305 Lafayette	41 Fayette, 55 Fayette	41 Fayette	Dwelling, 3-stories	Dwelling, 3-stories	Show Room, Garage, 2-stories	Auto Sales and Service, 2-stories
	43 Fayette, 55 Fayette	43 Fayette				

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Current Address	Alternate Address	1883	1884	1888	1925	1952
					300 Lafayette, Office, 2-stories	Office, 2-stories
302-306 Lafayette	302-304 Lafayette				Trolley Express Station NYS Railways, 1-story	Utica Transit Corp, 1-2 stories
	58 Lafayette, 306 Lafayette	No address	Dwelling, 2 ½-stories	Dwelling, 2-stories	Repair, 2-stories	
Illegible	45 Fayette, 57 Fayette, 307 Lafayette	45 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Restaurant, Bowling
Illegible	47 Fayette, 59 Fayette, 309 Lafayette	47 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Auto Sales, 2-stories	Auto Sales
311 Lafayette	49 Fayette, 61 Fayette	49 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
	51 Fayette, 63 Fayette, 313 Lafayette	51 Fayette	Dwelling, 2 1/2-stories	Dwelling, 2-stories	Rooming, 3-stories	
315 A. Lafayette	A. Lafayette				Saloon, 1-story	Restaurant , 1-story
315 Lafayette	53 Fayette, 65 Fayette	53 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	Restaurant, 2-stories
317 Lafayette		55 Fayette	67 Lafayette, Dwelling, 2-stories	Dwelling, 2-stories	, Office, Printing, 2-stories	Office, Printing, 2-stories
	57 Fayette, 69 Fayette, 319 Lafayette	57 Fayette	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	
	59 Fayette, 71 Fayette, 321 Lafayette	59 Fayette	Dwelling, 2 ½-stories	Dwelling, 2 ½-stories	Office, 2 ½-stories	
322 Lafayette	56 Fayette, 72 Fayette	56 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Battery Service & Electrical Repairs, 2-stories	Battery Service & Electrical Repairs, 2-stories
324 Lafayette	58 Fayette, 74 Fayette	58 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Auto Showroom, 1-story	Building Details Illegible

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Current Address	Alternate Address	1883	1884	1888	1925	1952
326-330 Lafayette	60 Fayette, 76 Fayette	60 Fayette	Dwelling, 2 1/2-stories	Dwelling, 2-stories	Auto Showroom, 2-stories	Building Details Illegible
332 Lafayette					Utica Plumbing Supply Co. Inc., Office, Ware House, 3-stories	Utica Plumbing Supply Co. Inc., 3-stories
334 Lafayette	64 Fayette, 76 ½ Fayette, 80 Lafayette	64 Fayette	German House, 2 ½-stories	Germania Hotel, 2 ½-stories	Utica Plumbing Supply Co. Inc. Ware Houses, 2-3 stories	Utica Plumbing Supply Co. Inc., 3-stories
323-325 Lafayette	61 Fayette, B. Fayette	61 Fayette	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Riding Hall, 2-stories	Bergers Department Store, 2-stories
327-329 Lafayette	A. Fayette		Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Stove Foundry Russel, Wheeler, Son & Co., 1-2 stories	Auto Sales and Service, 2-stories	Auto Parts, Sales, and Service, 2-stories
	65 Fayette, 77 Fayette, 331 Lafayette	65 Fayette	Dwelling, 2 ½-stories	Storage, 2-stories	Dwelling, 2-stories	
333-355 Lafayette	69 Fayette, 79 Fayette	69 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Ware House, 4-stories	Building Details Illegible, 4-stories
400-402 Lafayette	82 Fayette	No address	Dwelling, 2-stories	Dwelling, 2-stories	Electric Service Building, 3-stories	Electric Service Building, 3-stories
	84 Fayette	No address	Dwelling, 2-stories	Dwelling, 2-stories		

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Current Address	Alternate Address	1883	1884	1888	1925	1952
401 Lafayette	83 Fayette, 81 Fayette	No address	Dwelling, 2 ½-stories	Saloon, 2 ½-stories	Dwelling, 2-stories	Building Details Illegible, 2-stories
405 Lafayette					Saloon, 2-stories	Building Details Illegible, 2-stories
409 Lafayette	75 Fayette, 85 Fayette	75 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Office, storage, 2 ½-stories	Dwelling, office, storage, 2 ½-stories
404-406 Lafayette	86-88 Fayette	No address	Utica Steam Gauge Co., 1-2 stories	Utica Steam Gauge Co., 1-2 stories	Utica Gas & Electric Co., 2-stories	Niagara Mohawk Power Corporation, ?-stories
	77 Fayette, 87 Fayette, 413 Lafayette	77 Fayette	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2-stories	
417 Lafayette	79 Fayette, 89 Fayette	79 Fayette	Dwelling, 2-stoires	Dwelling, 2-stories	Dwelling, 2-stories	Auto Storage, 2-stories
419 Lafayette	81 Fayette, 91 Fayette	81 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Dry Cleaning & Pressing, 2-stories	Pressing, 2-stories
Illegible	92 ½ Fayette		Coal shed, 1-story	Shed, 1-story	Garage, storage, auto repairing, 1-2 stories	Garage, storage, auto repairing, 1-2 stories
	92 1/3 Fayette		Ice House, 1-story	Coal, 1-story		
416 Lafayette	74 Fayette, 92 Fayette	74 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	Saloon, 2-stories	Building description illegible
418 Lafayette					Saloon, 2-stories	Building description illegible
423 Lafayette	832 Fayette, 93 Fayette	83 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Finishing, 1-story
420-422 Lafayette	76 Fayette, 94 Fayette	76 Fayette	Coles Hotel, 2 ½-stories	Coles Hotel, 2-stories	Globe Hotel, 2-stories	Dwelling, 2-stories
425 Lafayette	85 Fayette, 95, Fayette	85 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Rectory, 2-stories	St. George's Hall, 1-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
Not Listed	87 Fayette, 97 Fayette	87 Fayette	Dwelling, 2-stories	Dwelling, 2-stories	St. George's Roman Catholic Church, 1-2-stories	St. George's Roman Catholic Church, 1-2-stories
424-428 Lafayette	78 Fayette, 96 Fayette, 424 Lafayette	78 Fayette	Tenants, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
	80 Fayette, 98 Fayette, 428 Lafayette	80 Fayette	Tenants, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	
431 Lafayette	89 Fayette, 99 Fayette	89 Fayette	Dwelling, 1 ½-stories	Dwelling, 3-stories	Dwelling, 2 ½-stories	Building Description Illegible, 1-story
430 Lafayette	82 Fayette, 100 Fayette	82 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Saloon, 2-stories	Saloon, 2-stories
435 Lafayette	91 Fayette, 101 Fayette	91 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, Ware House, 2-stories	Office, Ware House, 2-stories
432 Lafayette	84 Fayette, 102-104 Fayette, 102 Fayette	84 Fayette	Tenants, 2 ½ stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
434 Lafayette	86 Fayette, 102-104 Fayette, 104 Fayette	86 Fayette		Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
437 Lafayette	103 Fayette		Dwelling, 2 ½-stories	Dwelling, 3-stories	Dwelling, 3-stories	Dwelling, 3-stories
441 Lafayette	95 Fayette, 105 Fayette	95 Fayette	Tenants, 3-stories	Tenants, 2 ½ -stories	Dwelling, 2-stories	Dwelling, 2-stories
436 Lafayette	88 Fayette, 106 Fayette	88 Fayette	106 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Mission, 2-stories	Dwelling, 2-stories
443 Lafayette	97 Fayette, 107 Fayette	97 Fayette	107 Lafayette, Tenants, 3-stories	Tenants, 2 ½ -stories	Dwelling, 2-stories	Dwelling, 2-stories
438 Lafayette	90 Fayette, 108 Fayette	90 Fayette	108 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories

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Current Address	Alternate Address	1883	1884	1888	1925	1952
440 Lafayette	92 Fayette, 110 Fayette	92 Fayette	110 Lafayette, Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2-stories	Dwelling, 2-stories
445-447 Lafayette	99 Fayette, 109 Fayette, 445 Lafayette	99 Fayette	Saloon, 3-stories	Building Description Illegible, 2 ½-stories	Dwelling, 2-stories	Restaurant, 2-stories
	99 Fayette, 111 Fayette, 447 Lafayette		Building Description Illegible, 3-stories	Building Description Illegible, 2 ½-stories	Saloon, 2-stories	
442 Lafayette	94 Fayette, 112 Fayette	94 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 3-stories	Factory, 3-stories
	96 Fayette, 114 Fayette	96 Fayette	Dwelling, 2 ½-stories	Dwelling, 2-stories	444 Lafayette, Dwelling, 2-stories	Building Description Illegible
446-448 Lafayette	116-120 Fayette		P.J. Nelbach & Sons furniture, 2-stories	P.J. Nelbach & Sons furniture, 2-stories	Auto Sales, 2-stories	Auto Sales, 2-stories
452 Lafayette	100 Fayette, 122 Fayette	100 Fayette	Building Description Illegible, 2 ½-stories	Saloon, 2-stories	Saloon, 2-stories	Building Description Illegible
454 Lafayette	100 Fayette, 122 ½ Fayette, 124 Fayette		Saloon, 2 ½-stories	Saloon, 2-stories	Saloon, 2-stories	Building Description Illegible
500-506 Lafayette	102-108 Fayette, 126 Fayette, 106-128 Fayette, 500-504 Lafayette	102-108 Fayette, Weiss & Beare Furniture	Weiss and Co. Furniture, 3-stories	Lafayette, Weiss and Co. Furniture, 3-stories	Auto Top Factory, 3-stories	Building Description Illegible
	102-108 Fayette, 128 Fayette, 126-128 Fayette, 506 Lafayette		Saloon, 3-stories		Garage, 3-storeis	
508 Lafayette	102-108 Fayette, 130 Fayette		Saloon, 3-stories	Saloon, 3-stories	Taxi Garage, 3-stories	Saloon, 3-stories
510-512 Lafayette	102-108 Fayette, 132 Fayette		Saloon, 3-stories	Saloon, 3-stories	Auto Repair, 3-stories, Dwelling, 2-stories	Auto Topping

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Current Address	Alternate Address	1883	1884	1888	1925	1952
509 Lafayette					Garage Manufacturer Auto Truck Body, 1 ½-stories	Garage
	D. Fayette, 522 Lafayette		Garage, 2-stories	Garage, 2-stories	Lumber storage, 2-stories	
	134 Fayette, D Lafayette	No Address	W.A. Everts Coal and Lumber Yard	Wood Shed, 1-story	Machine Storage, 1 ½-stories	
517-519 Lafayette	109-111 Fayette, 135-137 Fayette	109-111 Fayette, Hotel	Chenango House, 2 ½-stories	Chenango House, 2 ½-stories	Auto Show Room, 2 ½-stories	Saloon, 2 ½-stories
521 Lafayette	139 Fayette			Dwelling, 2 ½-stories	F., 3-stories	Factory, 3-stories
514 Lafayette					Cleaning and Dyeing, 1-story	Building Description Illegible
501 Lafayette	A. Fayette, B. Fayette, C. Lafayette	No address	A Lafayette, Shed, 2-stories	B Lafayette, Shed, 2-stories	C Lafayette, Garage, 2-stories	Building Description Illegible
	B. Fayette, A. Fayette		B Lafayette, Office, 1-story	A Lafayette, Office, 1-story	501 Lafayette, Relator Representative, 1-story	
Not Listed	302 Pine, A. Pine		Garage, 2-stories	garage, 2-stories	Westinghouse Electric & Mfg. Co. Ware House	Building Description Illegible
	303-304 Pine, B. Pine	No Address	Dwelling, 1-2 stories	Office, 2-stories		
	350 Pine, C. Pine	No Address	305 Pine, Garage, 2 ½-stories	Garage, 2-stories		
	306-308 Pine, D. Pine	No Address	H. Gilbert Hart & Co. Utica Foundry, 1-2 stories	H. Gilbert Hart & Co. Utica Hot Air Furnaces, 1-2 stories		
		No Address				
505-507 State	5 State, 11-13 State	5 State	C. Weiss & Co. Furniture, 2-stories	C. Weiss & Co. Furniture, 2-stories	Weiss Factory, 2-stories	Building Description Illegible

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Current Address	Alternate Address	1883	1884	1888	1925	1952
509 State	7 State, 15 State	7 State	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories	Dwelling, 1 ½-stories
510 State	16 State	No Address	Dwelling, 2 ½-stories	Dwelling, 2-stories	Dwelling, 2 ½-stories	Dwelling, 2-stories
	512-514 State				Printing, 3-stories	
	8 State, 20 State	8 State	Dwelling, 2-stories	(Combined with 118 Columbia)		
508 State	20 ½ State, 18 State		Black smith, 1-story	Black smith, 2 ½-stories	Dwelling, 2 ½-stories	Saloon
504 State	20 1/3 State, 18 ½ State,	St. Street Coal Yard	Coal Shed, 1-story	Coal shed, 1-story	Auto Storage, 2-stories	Building Description Illegible
613 State	A. State			Garage, 1-story	Dwelling, 3-stories	Dwelling 3-stories
	19 State, A. State, B. State	19 State	E Patterson's Wagon Shop, paint shop, ?-stories	Garage, 1-story		
609 State	B State, C State	No Address	E Patterson's Wagon Shop, black smith, 2-stories	E Patterson's Wagon Shop, black smith/paint shop/woodwork, 1-story	Plumbers Shop, 2-stories	Saloon, 2-stories
Not Listed	D State, 607 State		Meat, 3-stories	Vacant, 3-stories	Building Details Illegible, 3-stories	Building Details Illegible, 3-stories
	D State, 603-605 State				Paints, 3-stories	

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3.0 Architectural Summary

The Project APE is situated on the west side of the City of Utica's central business district on Upper Genesee Street. The study area is bound to the north by the former Erie Canal bed, which is now Oriskany Street West. This section of the city has been continuously occupied since the completion of the Erie Canal in 1825 (see historical maps in Section 2.2). Lafayette (or La Fayette on early maps) and Columbia streets are the two primary streets in the Project APE, both of which extend west from Genesee Street to beyond the western end of the study area. The study area is in the City of Utica's Scenic and Historic Preservation District and the Erie Canal-East section of the Erie Canalway National Heritage Corridor that includes the canalway between Albany and Rome.[1] Construction of the Erie Canal and later the Chenango Canal at the west end of the study area spurred the development of the surrounding neighborhood. In the 1920s, the Erie Canal was abandoned and gradually filled in. Oriskany Street (the East-West Arterial) was constructed on top of the former canal path.

The study area contains extant architectural resources associated with the Erie Canal era that date from ca. 1835 through the turn-of-the-twentieth century. The types of buildings represented include brick, three-story residences constructed in the Greek Revival and Italianate styles on Lafayette Street, remaining industrial buildings constructed as part of larger industrial works on the canal at Carton Avenue and mid-to-late nineteenth century and early twentieth century commercial/mixed-use buildings designed in the popular architectural styles of the period (Italianate; Romanesque Revival, Queen Anne, Neoclassical Revival; Early Twentieth Century Commercial). Extant commercial buildings share brick construction and range from one to four stories. Several buildings were modified with mid-century storefronts. The Utica Turn Hall/Utica Turn Verein at 506 Columbia is an example of a former social and athletic club for German immigrants that was active from roughly 1868 to 1919 (Mason 2017).

Columbia and Lafayette streets were flourishing urban corridors containing blocks lined with a variety of commercial, transportation, religious, social, recreation, and cultural buildings. Sanborn Fire Insurance maps dating from the 1880s through 1986 document the historic development of the study area as well as changes in building functions (see Table 2.1). Introduction of the Utica Belt Line Railroad trolley system in 1890 provided transportation to the city's central business district. The trolley ran along Lafayette, Columbia, and State streets. The city's transportation network expanded regionally with the establishment of the Utica & Mohawk Valley in 1901, which unified all city and interurban street car lines. A vestige of this former transportation system in the study area is an interurban trolley garage that was constructed on the southwest corner of Lafayette Street and Broadway in 1908. By 1925, the study area included several automobile-related businesses such included service stations, dealerships with showrooms, and auto part stores. With the rising popularity and reliance on the automobile, and the introduction of bus transportation, interurban streetcars were discontinued in Utica in 1941.

During the second half of the twentieth century, urban renewal projects resulted in the razing of large tracts in and adjacent to the study area. Most of the buildings on the south side of Columbia Street, between Broadway and State Street were razed. New construction on these blocks occurred during the 1960s and 1970s. During the 1960s, a new St. George's Roman Catholic Church complex was constructed at 425-429 Lafayette Street. Additional significant demolition occurred along Lafayette Street in ca. 2005-2006 for the construction of a new police facility on the block bound by Cornelia, Oriskany, and Broadway.[2] Other recent physical changes in the study area include a façade enhancement initiative which obscured the original facades and window openings of several commercial buildings. The block bound by Columbia, Cornelia, Lafayette, and Broadway represents the only cohesive urban block in the study area which mostly retains buildings constructed from ca. mid-nineteenth century through the early twentieth century. This block includes the former Berger's Department Store building, Jones Building,

[1] Scenic and Historic Preservation District Map (2004), City of Utica Department of Urban and Economic Development, online, http://www.cityofutica.com/departments/urban-and-economic-development/boards/scenic-and-historic-preservation-district/index. Note, the current map available on the City of Utica's website has not been revised to reflect changes since 2004.

[2] Pre-demolition and demolition photographs of are available online, City of Utica, Department of Assessment, http://cityofutica.sdgnys.com/index.aspx.

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Haberer Building, Charles H. Childs & Co. Building, and an Italianate building converted for commercial use (Metzers). However, neglect and vacancy over the years have resulted in the physical decline of the three buildings on the block (Jones, Haberer, Berger's buildings).

3.1 PREVIOUSLY IDENTIFIED HISTORIC ARCHITECTURAL RESOURCES

Panamerican utilized the OPRHP's CRIS to identify and review all previously inventoried historic resources and historic districts located in, adjacent to, and near the study area. The results of the CRIS search for State/National Registers-Listed and -Eligible (NRL and NRE) resources are enumerated in Table 4.1 (see map in Appendix B). Four existing NRE architectural resources are in the Project APE: 440 Lafayette Street (USN 06540.001491); 442 Lafayette Street (USN 06540.001490); 444 Lafayette Street (USN 06540.001489); and 506 Columbia Street (shares address with 509 Lafayette St (USN 06540.001555]). One historic district is partially in the Project APE, the NRL Downtown Historic District Utica. Seven historic districts are within approximately one mile of the Project APE (Table 3.1). NYS OPRHP staff provided additional information on the recently nominated NRL Downtown Historic District Utica.

Table 3.1. Historic Districts within approximately one mile of the project area.

OPRHP #	District Name	Distance to APE ft (m)	Time Period	Current S/NRHP Eligibility Status
06540.001910	Mohawk Valley Psychiatric Center Historic District	3,064 (934)	Historic	Undetermined
06540.001883	Globe Woolen Company Mills	1,546 (471)	Historic	Listed
06540.001874	Rutger-Steuben Park Historic District	1,269 (387)	Historic	Listed
06540.001876	Lower Genesee Street Historic District	825 (282)	Historic	Listed
06540.001996	Bagg's Square East Historic District	1,512 (461)	Historic	Undetermined
06540.001988	East Utica Little Italy Historic District	3,927 (1,197)	Historic	Eligible
00104.000641	New York State Barge Canal Historic District	2,693 (821)	Historic	Listed
06540.002058	Downtown Genesee Street Historic District	Partially in the APE	Historic	Listed

Previous cultural resource surveys were conducted adjacent to or in the vicinity of the Project APE for NYS Department of Transportation projects. In 2008, a large-scale cultural reconnaissance study was completed for the proposed extensive improvements and alterations to the North-South Arterial, which borders the west boundary of the study area (Kirk et al. 2008). Architectural reconnaissance survey was conducted in the western portion of the study area on Lafayette, State, Oriskany and Columbia streets at that time. In 2016, a section of the Project APE was previously inventoried as part of a cultural resources investigation conducted in 2016 for the NYS Department of Transportation Carrington and Hohman 2016). This earlier study included buildings on City of Utica parcels on the south side of Oriskany Street West, between Cornelia St and Broadway.

3.2 DOWNTOWN GENESEE STREET HISTORIC DISTRICT[3]

The NRL Downtown Genesee Street Historic District (USN 06540.002058) is partially within and adjacent to the southern portion of the Project APE along Columbia Street (see Photographs 3.1-3.5). The 87.35-

[3] Information on the NRL Upper Genesee Street Historic District and building descriptions were extracted from data available in CRIS (see USN 06540.002058 in CRIS). Note, the district is also referred as the Downtown Genesee Street Historic District.

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acre historic district is centered on the City of Utica's central business district along Upper Genesee Street and encompasses 100 properties. The Upper Genesee Street Historic District has an irregular (although generally cruciform) shape, and is roughly bordered by Oriskany Street (the former Erie Canal bed) to the north, Park Avenue and John Street on the east, South Street, at the south, and State Street, on the west.

Three buildings in the Project APE are NRE and contributing resources to the Upper Genesee Street Historic District:

- 301 Columbia Street (USN 06540.002010)
- 608 Broadway (Building section in APE at 335 Columbia Street per parcel data [USN 6540.002007])
- 401-407 Columbia Street (USN 6540.002011)

The historic district's period of significance spans from 1825 to 1972 and includes all of the standing structures within Utica's central business district, exclusive of a few newer structures or additions made to older buildings. Collectively, these buildings "…reflect the zenith of the commercial prosperity of the City of Utica (between c. 1875 to 1930), the subsequent changes to the city wrought by the advent of car culture (1930 to 1958), and large-scale interventions undertaken during the Urban Renewal period (1958-1972)." The period of significance ends in 1972, and coincides with the end of the Urban Renewal program in the City of Utica with the completion of Kennedy Towers and the New York State Office Building. Kennedy Towers is adjacent to properties in the Project APE on the south side of Columbia Street between State and Cornelia streets.

The Downtown Genesee Street Historic District is significant under NRHP Criterion A for its association with the commercial and institutional growth of the City of Utica, and under NRHP Criterion C for Architecture (CRIS 2018). Its period of significance (1825-1972) incorporates the rise and subsequent fall of Utica as a regional commercial and transshipment hub for central New York State and the related rise and fall of the city's industries. The standing structures within the district demonstrate the linkage between Utica's advantageous location on the principal east-west transportation routes and the late-nineteenth century commercial expansion of the city. The district is significant for its architecture. Structures within the district embody the distinctive characteristics of commercial, institutional, and (to a lesser extent) residential structures of the period 1825 to 1972. Their designs reflect popular period architectural styles and aesthetics, and utilize characteristic construction technologies for the region. Greek Revival, Rundbogenstil (Round-arch style), Richardson Romanesque, Classical Revival, Art Deco, Moderne, International and other styles are represented. Construction techniques range from traditional braced framing (used in the oldest structures) to steel and concrete framing for buildings constructed near the end of the period of significance.

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Photograph 3.1. View along Columbia Street from east of Broadway showing the section of the Downtown Genesee Street Historic District between Broadway and Cornelia Street, facing west *(Panamerican 2018).*



Photograph 3.2. View along Cornelia Street from the Downtown Genesee Street Historic District south of Columbia Street, facing north toward the proposed the Project (401 Broadway at left and 608 Broadway/335 Columbia Street at right) *(Panamerican 2018).*

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Photograph 3.3. Contributing building at 301 Columbia Street (USN 06540.002010) to the NRL Downtown Genesee Street Historic District, facing southwest *(Panamerican 2018).*



Photograph 3.4. Contributing building at 608 Broadway (building section in APE at 335 Columbia Street per parcel data [USN 6540.002007]) to the Downtown Genesee Street Historic District, facing southeast *(Panamerican 2018).*

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Photograph 3.5. Contributing building at 401 Columbia Street (USN 06540.002011) to the Downtown Genesee Street Historic District, facing southwest *(Panamerican 2018).*

Contributing Buildings adjacent to the Project APE:

Kennedy Plaza Apartments at 2 Kennedy Plaza was constructed in 1969-1972. The complex consists of three contributing buildings. Originally known by the name of "State Street Houses," this complex of three buildings, two of five stories and one 17-stories in height, were designed by Ulrich Franzen & Associates, a nationally-known architectural firm located in New York, and most closely associated with "brutalism," a late modern architectural style. The complex was renovated in 2011. Each of the buildings is faced with prefabricated panels of rectangular form. The horizontal joints follow the floor levels and extend uninterrupted around each building. Fenestration is chiefly located in corner insets or within recesses which articulate each structure into sub-units. Balconies are inset between stepbacks on the five-story buildings; those on the 17-story tower are located at corners and between setbacks. Railings are of simple form with metal balusters. These balconies constitute the chief decorative feature of each building, which are otherwise without ornament. Dark colored panels demark a formal base for each building, and are used to emphasize principal vertical elements (typically, elevator shafts and fire stairs). The complex occupies a stepped landscape featuring stairs leading down from Court Street, retaining walls, and formal plantings. Three surface parking areas located to the northeast, northwest and south of the buildings, are also located on the property. The northeast parking lot and north lawn are adjacent to the Project APE.

3.3 EXISTING INDIVIDUAL NRE RESOURCES IN THE PROJECT APE

Four existing S/NRHP-eligible architectural resources are in the Project APE. At present, no photographs or descriptive building information is available for these four resources in CRIS. The row of three, ca. 1835-1845, buildings on Lafayette Street represent the oldest extant structures in the Project APE. Note, the three resources in the NRL Upper Genesee Street Historic District that are located in the Project APE are identified in CRIS as individual NRE resources (see Section 3.2).

- Utica Turn Hall/Utica Turn Verein, 506 Columbia Street (shares address with 509 Lafayette Street [USN 06540.001555])

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- c. 1835 L. Snyder House (1907), 440 Lafayette Street (USN 06540.001491)
- c. 1835 S Isele House (1907), 442 Lafayette Street (USN 06540.001490)
- c. 1840 C. & AJ Eichmeyer House (1907), 444 Lafayette Street (USN 06540.001489)



Photograph 3.6. Utica Turn Hall/Utica Turn Verein at 506 Columbia Street (shares address with 509 Lafayette Street), facing southwest *(Panamerican 2018).*



Photograph 3.7. L. Snyder House (ca. 1835) at 440 Lafayette Street, facing northwest *(Panamerican 2018).*

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Photograph 3.8. Isele House (ca. 1835) at 442 Lafayette Street, facing north *(Panamerican 2018).*



Photograph 3.9. C. & AJ Eichmeyer House (ca. 1845) at 444 Lafayette St, facing north.

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3.4 INDIVIDUAL NRE RESOURCES ADJACENT TO THE PROJECT APE

The City of Utica Police Department Building at 413 Oriskany Street West (1924; Bagg & Newkirk, architects) is an existing individual NRE resource adjacent to the Project APE. It is located on the east side of Pine Street, which is now a pedestrian walkway. Open parking lots surround the building to the south.

Note, the NRE Utica Memorial Auditorium (400 Oriskany Street West; built in 1959) stands on the north side of Oriskany Street at Cornelia Steeet, opposite the Project APE. The auditorium is recognized by the American Society of Civil Engineers as a National Historic Civil Engineering Landmark.

3.5 INDIVIDUAL RESOURCES WITH "NOT ELIGIBLE" S/NRHP STATUS IN PROJECT APE

Six individual standing structures in the Project APE were previously determined not eligible for listing in the S/NRHP (CRIS 2018). One other property at 502-506 Lafayette Street (USN 06540.001565) has a USN building point and S/NRHP determination of not eligible. This parcel consists of a paved lot with a metal chain-linked perimeter fence.

- Commercial, 1-story (ABC ChemDry), 432 Lafayette Street (USN 06540.001552)
- Commercial, 2-story (UAP Engine Rebuilders), 446 Lafayette Street (USN 06540.001551)
- Commercial, 1-story (Urbank's) 501 Lafayette Street (USN 06540.001564)
- Commercial, 1-story (REB Demolitions), 510-512 Lafayette Street (USN 06540.001546)
- Commercial, 1-story, 401 State Street (USN 06540.001547)
- Commercial, 1-story (Maugeri's Auto) 402 State Street (USN 06540.001545)

3.6 INDIVIDUAL RESOURCES WITH "UNDETERMINED" S/NRHP STATUS IN PROJECT APE

Two individual standing structures located in the Project APE have not been evaluated for the S/NRHP and at present are identified with an "undetermined" status in CRIS: the Former Interurban Trolley Garage, 300-306 Lafayette Street (USN 06540.000101); and Utica Heater (Central NY Supply) 418 Lafayette Street (USN 06540.000554/ 06540.001553).[4] Two other unevaluated resources identified in CRIS have been demolished: Hart & Crouse (Utica Plumbing) formerly at 332-334 Lafayette Street (USN 06540.000079) and Utica Steam Gauge/Salvation Army formerly at 400-406 Lafayette Street (USN 06540.000553).

[4] Two USNs are assigned to the standing structure at 418 Lafayette Street in CRIS. The USN building point for 418 Lafayette Street (USN 06540.000554) is identified in the correct location in CRIS. A 1978 OPRHP Building Inventory Form was completed for the former Utica Heater (Central NY Supply) at 418 Lafayette Street. The other USN (06540.001553) has the associated street address of 418-424 Lafayette Street and a determination of not eligible for listing in the S/NRHP. The USN building point for 418-424 Lafayette Street is located on the east side of Carton Street and there is no other available property information in CRIS.

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4.0 Results

Forty-nine (49) architectural resources were identified in the Project APE; 43 buildings older than 50 years of age and six buildings less than 50 years of age (see Table 4.1). Three contributing resources to the State/National Register-Listed Downtown Genesee Street Historic District are located in the Project APE: 301 Columbia Street (USN 06540.002010); 608 Broadway (Building section in APE at 335 Columbia Street per parcel data [USN 6540.002007]); and 401-407 Columbia Street (USN 6540.002011). Four existing NRE architectural resources are in the Project APE: 440 Lafayette Street (USN 06540.001491); 442 Lafayette Street (USN 06540.001490); and 444 Lafayette Street (USN 06540.001489); and 506 Columbia Street (shares address with 509 Lafayette Street (USN 06540.001555]). The survey documented thirty-four (34) resources that are not presently in the NYS OPRHP historic resource database (CRIS). The inventory of documented buildings is presented in Appendix A. The locations of all documented buildings are identified on the survey map at the end of this section (Figure 4.1).

Table 4.1 Inventory List of Architectural Resources

	OPRHP USN	Resource Name	Address	Year built (circa)	Current S/NRHP Status
1		Fulmer Building	300-306 Columbia Street	ca. 1915-1924	None; not in CRIS
2	06540.002010	Early 20th-century commercial building, brick, 4-story (Utica Paint Co. Building)	301 Columbia Street	ca. 1900	Eligible (I); contributing to NRL Downtown Genesee Street Historic District
3		Neoclassical Revival commercial building, brick, 3-story	308-310 Columbia Street	ca. 1915-1924	None; not in CRIS
4		Italianate (modified) commercial building, brick, 3-story	312-316 Columbia Street	ca. 1850s; mid-1930s; 1960s	None; not in CRIS
5		Early 20th-century Commercial Style (modified); 1-story, brick)	318-320 Columbia Street	ca. 1925	None; not in CRIS
6		Haberer Building	326-334 Columbia Street	1890s	None; not in CRIS
7	06540.002007	Kennedy Parking Garage (Broadway) and Mohawk Hospital Equipment, Inc. (Columbia Street)	608 Broadway (Building section in APE at 335 Columbia Street per parcel data)	1964-1970	Eligible (I); contributing to NRL Downtown Genesee Street Historic District
8		Jones Building	336 Columbia Street	1890s	None; not in CRIS
9		Art Deco, 1-story commercial building (Berger's/ Norm Seakan TV & Appliances)	338-358 Columbia Street	1944	None; not in CRIS
10		Italianate and Art Deco commercial building, 3-story (Berger's Department Store)	360-362 Columbia Street	mid-late 19th century; 1944	None; not in CRIS
11	6540.002011	Columbia Place	401-407 Columbia Street	c. 1900; c. 1910; c. 1920	Eligible (I); contributing to NRL Downtown Genesee Street Historic District
12		Salvation Army	406 Columbia Street	1953	None; not in CRIS

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Table 4.1 Inventory List of Architectural Resources					
	OPRHP USN	**Resource Name**	**Address**	**Year built (circa)**	**Current S/NRHP Status**
13		ca. 1990, 1-story office building (Danovitz Center for Equality)	409 Columbia Street	ca. 1971-1972	None; not in CRIS
14		ca. late 1970s commercial building, 1-story	411 Columbia Street	ca. late 1970s	None; not in CRIS
15		Commercial: 1-story, brick	430-432 Columbia Street	ca. 1880s	None; not in CRIS
16		Italianate commercial building, 3-story, brick (Turning Point Church)	436-438 Columbia Street	pre-1888	None; not in CRIS
17		Commercial building, 3-story, brick (Pete's Auto Parts)	452-454 Columbia Street	early 20th century (ca. 1910)	None; not in CRIS
18		Carriage House, brick	456 Columbia Street	ca. 1890s	None; not in CRIS
19		Italianate, 2-story, brick	458 Columbia Street	mid-19th century (ca. 1850)	None; not in CRIS
20		Witzenberger Building	460-464 Columbia St	ca. 1890s; 1960s	None; not in CRIS
21		Early 20th century, mixed-use, 3-story (500 Columbia Street, LLC)	500-504 Columbia Street	ca. 1910s	None; not in CRIS
22	06540.001555	Utica Turn Hall/Utica Turn Verein	506 Columbia Street (shares address with 509 Lafayette Street)	ca. 1889-1898	Eligible (I)
23	06540.000101	Former Interurban Trolley Garage	300-306 Lafayette Street	1908	Undetermined
24		Commercial, 2-story, early 20th century (Clemente Novelties Inc.)	303-309 Lafayette Street	ca. 1907-1925	None; not in CRIS
25		Commercial, storage building (2002)	313 Lafayette Street	2002	None; not in CRIS
26		Italianate, commercial, 2-story, brick, ca. 1850 (Metzler Printing)	317 Lafayette Street	ca. 1850	None; not in CRIS
27		Commercial, 2-story, ca. 1947 (Dacobe)	319-325 Lafayette Street	1947	None; not in CRIS
28		Commercial, 2-story, early 20th century (Fisher Auto Parts)	327-331 Lafayette Street	ca. 1907-1925	None; not in CRIS
29		Childs Building	333 Lafayette Street	1909	None; not in CRIS
30	06540.000554	Utica Heater (Central NY Supply)	418 Lafayette Street	1906	Undetermined
31		Mid-century church and hall (formerly St. George's Roman Catholic Church & John Bosco House)	425-429 Lafayette Street	1960s	None; not in CRIS
32		Concrete block garage, 1-story	431 Lafayette Street	ca. 1907-1950	None; not in CRIS

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Table 4.1 Inventory List of Architectural Resources					
	OPRHP USN	**Resource Name**	**Address**	**Year built (circa)**	**Current S/NRHP Status**
33	06540.001552	Commercial, 1-story (ABC ChemDry)	432 Lafayette Street	ca. 1907-1950; late 1970s	Not Eligible
34		Brick warehouse, 2-story, early 20th century	433-435 Lafayette Street	early 20th century	None; not in CRIS
35		Italianate residence w/ carriage house	437 Lafayette Street	ca. 1840s	None; not in CRIS
36	06540.001491	c. 1835 L. Snyder House (1907)	440 Lafayette Street	ca. 1835	Eligible
37	06540.001490	c. 1835 S. Isele House (1907)	442 Lafayette Street	ca. 1835	Eligible
38	06540.001489	c. 1840 C. & AJ Eichmeyer House (1907)	444 Lafayette Street	ca. 1840	Eligible
39	06540.001551	Commercial, 2-story (UAP Engine Rebuilders)	446 Lafayette Street	ca. 1880	Not Eligible (I)
40	06540.001564	Commercial, 1-story Urbank's	501 Lafayette Street	ca. 1925-1950	Not Eligible (I)
41	06540.001546	Commercial, 1-story (REB Demolitions)	510-512 Lafayette Street	ca. 1925-1950	Not Eligible (I)
42		Commercial, 2-story (Park Outdoor Advertising of NY)	524 Lafayette Street	ca. 1951-1952	None; not in CRIS
42		Utica Police Fleet Maintenance	413 Oriskany Street West (334 Lafayette Street)	2005	None; not in CRIS
44		Enterprise	525-527 Oriskany Street West	1971	None; not in CRIS
45		Wood & Mann Engine Works (Schmalz)	529 Oriskany Street West	ca 1855	None; not in CRIS
46	06540.001547	Commercial, 1-story	401 State Street	ca. 1952-1969	Not Eligible (I)
47	06540.001545	Commercial, 1-story (Maugeri's Auto)	402 State Street	ca. 1960	Not Eligible (I)
48		Commercial, storage (Urbank's Warehouse)	505-507 State Street	ca. mid-1940s	None; not in CRIS
49		Commercial (office building), ca. 1980	601 State Street (Columbia Street 318.41-2-37)	ca. 1980	None; not in CRIS

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Figure 4.1. Inventory Map of Architectural Resources

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Appendix A. Annotated List of Properties

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Property Name: Fulmer Building		USN:
Address: 300-306 Columbia Street	S/NRHP Status: None; not in CRIS	
Date: ca. 1915-1924	Style: Early 20th c. Commercial	Stories: 2
Exterior siding: EIFS, brick	Roof: not visible	Plan: rectangular
Foundation: n/a	Sash: 1/1 DHS, fixed, display	Outbuildings: none
Alterations: EIFS on street frontages; all storefronts modified.		

Physical Summary: Located on northwest corner of Columbia Street and Broadway. Building originally had four storefronts on Columbia Street and one on Broadway.

A 2-story, brick, two-part commercial block. Street frontages were refaced with EIFS (pre-2008). The Columbia Street façade (south) has a central, paired recessed entrance and a recessed entrance in the east bay of the west storefront. Storefront level windows include display and single fixed lights. The second floor of the south façade has four paired wood 1/1 DHS windows and corner windows. It has a parapet wall with corner pier accents and a stone name panel ("Fulmer") in the central gabled parapet. Original green & white ceramic tiles in storefront vestibule of one storefront. Identification of original stylistic details (i.e., storefronts, lintels with keystones, etc.) requires further research (historic photograph review).

First documented on 1925 Sanborn map. (Not in 1910 or 1913 city directories)



Facing northwest



Facing northeast

Remove Watermark Wondershare PDFelement

Property Name: Early 20th c. commercial building, brick, 4-story (Utica Paint Co. Building)	USN: 06540.002010
Address: 301 Columbia Street	Current S/NRHP Status: Eligible; contributing resource to Downtown Genesee Street Historic District

Physical Summary:
301 Columbia Street was constructed in ca. 1900 (former Utica Paint Co.). It is a four-story brick commercial block of rectangular plan and with a flat roof, seven bays wide on Columbia Street and nine bays long on its Broadway face. The Columbia Street elevation is subdivided into three broad bays by pilasters; this treatment returns along part of the Broadway façade. The first-floor storefront was remodeled (c. 1970) and presently consists of large brick piers flanking a recessed entrance and display windows set within anodized aluminum panels. The upper floors have undivided double-hung sash with brick arched lintels with double keystones. Sills connect the windows and are interrupted by the pilasters. A stamped metal Neoclassical cornice with dentils extends along both street fronts of the building.



Facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Neoclassical Revival commercial building, brick, 3-story (Teasers)		**USN:**
Address: 308-310 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: ca. 1915-ca.1924	**Style:** Neoclassical Revival	**Stories:** 3
Exterior siding: brick, simulated stone	**Roof:** not visible	**Plan:** rectangular
Foundation: n/a	**Sash:** 1/1 DHS	**Outbuildings:** none
Alterations: Storefront modified, replacement windows		

Physical Summary: Located on north side of Columbia Street between Broadway and Sayres Alley. This block contains a row of four commercial buildings dating from the mid-19th c. to early 20th c.

The building is a 3-story, brick, two-part commercial block with Neoclassical Revival-inspired details on the upper stories It has a single storefront with recessed entry and entrance to the upper floors in the west bay. The storefront was refaced with a simulated rubble stone exterior, now painted black. Stylistic details of the upper stories include: two-story corner pilasters; a single round arch window with keystone and tabs, one single and two tripartite windows openings with brick soldier course and keystone; stone lintels; entablature, and denticulated cornice. Identification of original storefront details requires further research (historic photograph review).

First documented on 1925 Sanborn map.



Facing north

Remove Watermark Wondershare PDFelement

Property Name: Italianate (modified) commercial building, brick, 3 stories (formerly Morehouse Appliances)		**USN:**
Address: 312-316 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: ca. 1850s; mid1930s; 1960s	**Style:** Italianate	**Stories:** 3
Exterior siding: brick, simulated stone	**Roof:** not visible	**Plan:** rectangular
Foundation: stone	**Sash:** 1/1 DHS	**Outbuildings:** none
Alterations: Storefront modified, replacement windows		

Physical Summary: Located on north side of Columbia Street between Broadway and Sayres Alley. This block contains a row of four commercial buildings dating from the mid-19th c. to early 20th.c.

The building is a detached 3-story, brick, two-part commercial block originally constructed in the Italianate style. The original 19th c.-era storefronts and entrance to the upper stories were modified into a single Art Deco storefront in the mid-1930s. At present, the storefront retains its mid-1930s central recessed entry. EIFS was applied to the storefront's large display windows and bulkheads sometime after August 2011; new storefront window openings were created at that time. Porcelain enamel panels remain over the storefront frieze and 2nd floor. They were removed from the 3rd floor, exposing the original façade and window openings. Italianate stylistic details include: segmental arched windows; hood moulds; and wood cornice with single wood brackets and dentil blocks. An Art Deco-style projecting neon sign is in fair condition ("ghost" letters for "Morehouse" on sign. The ca. 1930s sign panel above storefront is minimally visible intact beneath the porcelain enamel panels. It has a 1-story concrete block rear addition.

A structure is documented at this general location on the 1858 map. Sanborn maps: 1884, vacant, "occupied by Museum at present"(#2401-2402 Columbia); 1888, fancy shop & music; 1899, tin shop & store; 1925 to 1986, store. Henry D. Morehouse established Morehouse Appliances in 1894 (identified on 1907 Century Atlas map). He was a tradesman with skills as a tinsmith and blacksmith. Morehouse expanded into stove pipe, and selling coal and wood burning stoves. In later years other products offered included ice boxes, manufactured gas-burning stoves, and gas & electric-powered wringer washers. Morehouse remained at its location on Columbia Street for nearly a century. The company relocated to New Hartford, NY, in 1991 (see Morehouse Appliances, https://www.morehousellc.com/about-us.html).

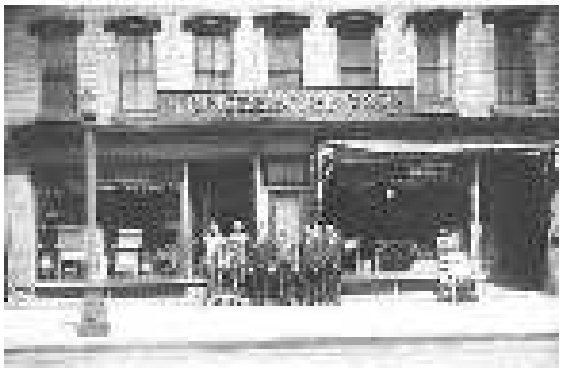


Facing north

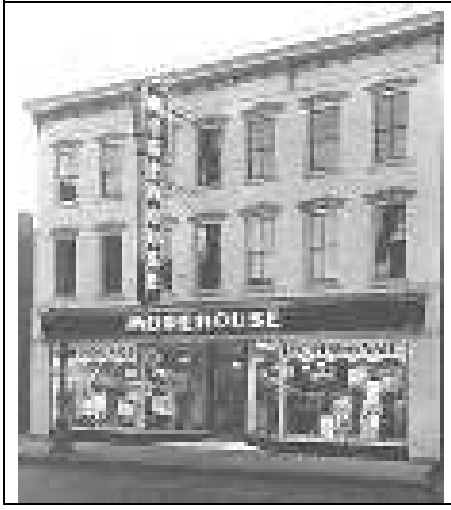
Remove Watermark Wondershare PDFelement



312-316 Columbia Street, facing northeast.



ca. 1928 (*Reproduced from Morehouse Appliances, https://www.morehousellc.com/about-us.html*)





August 2011 (*Google streetview 2018*)

ca. 1936 (*Reproduced from Morehouse Appliances, https://www.morehousellc.com/about-us.html*)

Remove Watermark Wondershare PDFelement

Property Name: Early 20th C. Commercial Style (modified); 1-story, brick (Dataflow)		**USN:**
Address: 318-320 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: ca. 1925	**Style:** Early 20th c. commercial	**Stories:** 1
Exterior siding: EIFS, brick	**Roof:** gable	**Plan:** rectangular
Foundation: n/a	**Sash:** 1/1 DHS, fixed, display	**Outbuildings:** none
Alterations: EIFS on street frontages; all storefronts modified.		

Physical Summary: Located on north side of Columbia Street between Broadway and Sayres Alley. This block contains a row of four commercial buildings dating from the mid-19th c. to early 20th.c.

A detached, 1-story, early 20th-c Commercial Style building with original parapet brickwork detail intact. The original two storefronts (1950 Sanborn) were converted into a single store by 1970. The building was refaced with EIFS (pre-2008). The storefront has a recessed entrance in the east bay, and five window openings. A brick chimney is on the northwest corner of the roof. It has a rear one-story concrete block addition.

Sanborn maps: 1950, two stores; 1970 single store



Facing northeast

Remove Watermark Wondershare PDFelement

Property Name: Haberer Building		USN:
Address: 326-334 Columbia Street	S/NRHP Status: None; not in CRIS	
Date: ca. 1890s	Style: Romanesque Revival	Stories: 4
Exterior siding: brick	Roof: flat	Plan: rectangular
Foundation: n/a	Sash: 1/1 DHS, display	Outbuildings: none
Alterations: storefronts modified.		

Physical Summary: Located on the northwest corner of Columbia Street and Sayres Alley. An attached row building with the Jones Building on the west side. Building is presently vacant.

The building is a 4-story, brick, two-part commercial block constructed in the Romanesque Revival Style. The five-bay-wide south façade originally featured four storefronts with a central entrance to the upper floors. In the 1960s, the storefronts were modified and the two eastern storefronts were unified into a single storefront. Full-height brick pilasters divide the bays of the upper floors. The central bay has a single window openings and the storefront bays have paired windows that are round arch on the 2nd floor, segmental arched on the 3rd floor, and trabeated on the 4th. Decorative accents include sandstone sills, brick arch moulds, soldier course lintels, string courses, corbeled brick cornice, and name panel in the cornice of the central bay, "HABERER." The mid-20th c. glass and aluminum storefronts retain a few of their original materials and components such as display windows, angled front, and display boxes. Five single window openings punctuate each of the upper levels on the east side. The building is presently in poor-fair condition.

Possible architect: Frederick Hamilton Gouge

Sanborn maps: 1899-1952, four stores; 1970 three stores.



Facing northwest

Remove Watermark Wondershare PDFelement



326-334 Columbia Street, facing north



326-334 Columbia Street, facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Kennedy Parking Garage (Broadway) and Mohawk Hospital Equipment, Inc. (Columbia Street)	**USN:** 06540.002007
Address: 301 Columbia Street	**Current S/NRHP Status:** Eligible; contributing resource to Downtown Genesee Street Historic District

Note: building identified at 608 Broadway in CRIS (National Register Nomination address). Current parcel data – 301 Columbia Street

Physical Summary: 608 Broadway and 335 Columbia Street were built during 1964-1970 as part of a larger urban renewal municipal complex. The Columbia Street elevation (identified as 335 Columbia Street) was to be the site of commercial storefronts (CRIS 2018). The original storefronts appear to remain intact, under panels which cover portions of the facade. This was the largest project attempted by Utica's Urban Renewal Agency that was to rely on private investment as well. The attached flat-roofed poured concrete two-level parking garage (608 Broadway) is the base of a proposed hotel or office building begun under the auspices of Urban Renewal as part of Center City Mall, but never completed. Its banked site results in the first-floor level being partially buried under the adjacent Edward A. Hanna Park, at the south. The rectangular tower that was proposed to sit on the parking garage base was never completed, although its outline can be discerned in the column bases that pierce the roof.



Facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Jones Building		USN:
Address: 336 Columbia Street	S/NRHP Status: None; not in CRIS	
Date: ca. 1890s	Style: Romanesque Revival	Stories: 4
Exterior siding: brick	Roof: flat	Plan: rectangular
Foundation: n/a	Sash: 1/1 DHS, display	Outbuildings: none
Alterations: storefront modified.		

Physical Summary: Located on the northwest corner of Columbia Street and Sayres Alley. An attached row building with the Haberer Building on the east side. Building is presently vacant.

The building is a 4-story, brick, two-part commercial block constructed in the Romanesque Revival Style. It has a single storefront (modified in mid-20th c.), which is presently in poor condition and mostly boarded up. The original entrance to the upper floors is in the west (not visible). Corbeled brick pilasters divide the three-bay-wide upper block. Each of the upper floors has three single windows with sandstone keystones. The 2nd floor roundhead window openings have brick arches with sandstone springers and decorative continuous brick lintel. Window openings on the 3rd and 4th floors are segmental and are presently have wood board infill. The roofline features a corbelled cornice and parapet with a sandstone name panel in the central bay, "JONES." It has a 1-story concrete block, rear addition.
The building is in poor condition. Sections of the roof have collapsed and undermined the lower floors. Piles of building debris were noted on the first floor.

Possible architect: Frederick Hamilton Gouge

Sanborn maps: 1899, saloon; 1925-1986, single store.



Facing north

Remove Watermark Wondershare PDFelement



Facing northeast



Facing south

Remove Watermark Wondershare PDFelement

Property Name: Art Deco, 1-story commercial building (Berger's/ Norm Seakan TV & Appliances)		**USN:**
Address: 338-358 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: 1944	**Style:** Art Deco	**Stories:** 1
Exterior siding: brick, ceramic panels	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:** display	**Outbuildings:** none
Alterations: storefront modified.		

Physical Summary: Located on the north side of Columbia Street between Cornelia Street & Sayres Alley. An attached row building with 360-362 Columbia Street (part of former Berger's Department Store). Building is presently vacant.

A 1-story, Art Deco-inspired commercial building with steel frame and concrete block curtain walls. The south façade has a World War II-era paneled storefront that is unified with the storefront at 360-362 Columbia Street to the west. The storefront has yellow brick bulkheads, a single entrance bay, ten display window bays covered with wood panels at present, and four light sconces. Some panels are missing from the parapet.

Sanborn maps: 1950, Berger's Dept Store (built 1944); 1970-1986, NYS Manpower Training Center Utica Board of Education.
The building was part of Berger's Department Store. Harris Berger founded the store on Whitesboro Street, later relocating it to Columbia Street. The Bergers assumed control of the company after their father's death in 1941. By 1950, the store had 150 employees and 25 departments. Berger's was one of downtown Utica's largest department stores, growing from a 450 sq ft store to 80,000 sq ft (*Utica Observer Dispatch*, "Berger's Has No Plans to Relocate," April 27, 1966).



Facing northeast

Remove Watermark Wondershare PDFelement



338-358 Columbia Street, facing northwest

Remove Watermark Wondershare PDFelement

Property Name: Italianate and Art Deco commercial building, 3-story (Berger's Department Store)		**USN:**
Address: 338-358 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: late 19th c., 1944	**Style:** Art Deco	**Stories:** 3; 2
Exterior siding: brick, ceramic panels	**Roof:** flat	**Plan:** rectangular
Foundation: n/a	**Sash:** display	**Outbuildings:** none
Alterations: storefront modified,		

Physical Summary: Located on the northeast corner of Columbia & Cornelia streets. An attached row building with 338-358 Columbia Street (part of former Berger's Department Store). Building is presently vacant.

The original building was constructed as a 3.5-story Italianate=style commercial block with 2-story wing on north side. It has an Art Deco paneled storefront with 338-358 Columbia Street (Berger's Department Store; Linn Kinne architect, ca. 1930s). The original half-story and cornice were removed. The 2nd-story windows were filled in with block glass. Upper floors and rear block were refaced with EIFS (pre-2008). Window openings in end bays of 3rd floor south facade removed/covered. Storefront windows boarded up.

Brick building at location on 1893 and 1907 maps.

Sanborn maps: 1899, 3.5-story, saloon; 1925, 3.5-story, single store; 1950, Berger's Dept Store (built 1944); 1970-1986, NYS Manpower Training Center Utica Board of Education. The building was part of Berger's Department Store. Harris Berger founded the store on Whitesboro Street, later relocating it to Columbia Street. The Bergers assumed control of the company after their father's death in 1941. By the 1950, the store had 150 employees and 25 departments. Berger's was one of downtown Utica's largest department stores, growing from a 450 sq ft store to 80,000 sq ft (*Utica Observer Dispatch*, "Berger's Has No Plans to Relocate," April 27, 1966)



Facing northeast

Remove Watermark Wondershare PDFelement



338-358 Columbia Street, facing east.



1950 Sanborn map showing the Bergers Dept Store with frontages on Columbia, Cornelia, & Lafafayette streets.

Remove Watermark Wondershare PDFelement

Property Name: Columbia Place	USN: 6540.002011
Address: 401 Columbia St	Current S/NRHP Status: Eligible; contributing resource to Downtown Genesee Street Historic District

Physical Summary: 401 Columbia Street was built in ca. 1900 (c. 1910; c. 1920; early 21st-c. alterations). It is a four-story brick commercial block, of rectangular plan with a flat roof. The Columbia Street elevation is divided into six bays, each having paired sash set between brick pilasters. This treatment extends, in modified form, along three bays of the Cornelia Street elevation. The pilasters are faced with stone at the first-floor level, below a narrow-bracketed entablature with cornice. Between the first floor pilasters, original storefronts have been infilled with brick and fixed sash windows. The majority of the upper-story windows in the building was replaced with smaller metal-frame sash, or at present boarded over; however, the original openings are visible and restorable. Windows have simple metal lintels and stone sills. An entablature, consisting of a stone architrave with large dentils, a brick frieze and a modillioned cornice, extends along the full length of both street elevations. The west half of the building constitutes an early addition and replicates all of the details found in the earlier portion of the building. A three-bay wide addition constructed at the south end of the building c. 1920 also replicates the detailing of the c. 1900 portion of the building.



Facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Salvation Army		**USN:**
Address: 406 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: 1953	**Style:** No style	**Stories:** 1
Exterior siding: brick, concrete	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:** replacement	**Outbuildings:** none
Alterations: storefront modified, window openings altered		

Physical Summary: Located on a 1.37-acre parcel on the northwest corner of Columbia & Cornelia streets. It has a large parking lot on the north half of the parcel. Undeveloped land borders the building on the west.

A mid-20th c., 1-story commercial building with steel frame, concrete floors, concrete block walls, and EIFS exterior (pre-2008) on south, east and north sides. One-story wing on northwest corner. The main entrance is on the north side of the building.

Sanborn maps: 1925-1986, store.



Facing southwest

Remove Watermark Wondershare PDFelement



406 Columbia Street, facing northwest



406 Columbia Street, facing east-northeast

Remove Watermark Wondershare PDFelement

Property Name: ca. 1990, one-story office building (Danovitz Center for Equality)		USN:
Address: 409 Columbia Street	S/NRHP Status: None; not in CRIS	
Date: ca. 1971-1972 (on 1973 Sanborn map)	Style: No style	Stories: 1
Exterior siding: brick, metal	Roof: gable	Plan: rectangular
Foundation: concrete	Sash:	Outbuildings: none



Facing south

Property Name: ca. late 1970s, commercial building, 1-story (O'Brien Plumbing & Heating Supply)		USN:
Address: 411 Columbia Street	S/NRHP Status: None; not in CRIS	
Date: ca. late 1970s	Style: No style	Stories: 1
Exterior siding: brick, concrete	Roof: flat	Plan: rectangular
Foundation: concrete	Sash: replacement	Outbuildings: none



Facing southwest

Significance: The building does not meet S/NRHP criteria for individual eligibility (less than 50yrs).

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 1-story		**USN:**
Address: 430-432 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: ca. 1880s	**Style:** Queen Anne	**Stories:** 1
Exterior siding: brick, wood	**Roof:** flat	**Plan:** rectangular
Foundation: stone	**Sash:** 1960s storefront display	**Outbuildings:** none
Alterations: display windows		

Physical Summary: Located on the north side of Columbia Street between Cornelia and State streets. Vacant lots to the west.

A detached, brick, one-part commercial block. The south façade consists of a single 24'-wide storefront with wooden corner pilasters, wooden bulkheads, and mid-20th c. storefront windows. It has a recessed entrance in the east bay with wood panel and single light door, and transom. The cornice has end brackets and dentil blocks. It has an ornamental terracotta brick parapet with three brick panels, bracketed brick pilasters, molded cornice, and a stylized palmette accent panel. A single door and window opening are on the east side. It has one interior brick chimney.

Sanborn maps: A 4-story, 38' tall building documented at this location on 1888-1925 maps. The 1950 map first recorded a 1-story, 13'-tall building (store) at 432 Columbia. 1970-1986 Sanborn maps, restaurant.



Facing north



430-432 Columbia Street, facing west

Remove Watermark Wondershare PDFelement

Property Name: Italianate commercial building, 3 story, brick (Turning Point Church)		**USN:**
Address: 436-438 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: pre-1888	**Style:** Early 20th c. commercial	**Stories:** 3
Exterior siding: brick, wood	**Roof:** shed	**Plan:** rectangular
Foundation: stone	**Sash:** replacement	**Outbuildings:** none
Alterations: storefront		

Physical Summary: Located on the north side of Columbia Street between Cornelia and State streets.

A detached, 3-story, brick, two-part commercial block originally constructed in the Italianate style. The storefront has a central modified entrance with double-leaf metal and glass doors and 3/4 sidelights, brick pilasters, display and 1/1 DHS windows, brick bulkheads, and unadorned frieze with simple pent-type cornice. The upper floors have five, single segmental arch windows with stone sills. It has an intact Italianate, wooden cornice with paired brackets and dentil blocks. The west side has four window openings. It has four interior brick chimneys and a one-story, concrete block rear addition (post-1950).

A Building is depicted at the general location on 1858 map and 1873 birds-eye-view; unknown if it's the extant building on the parcel today. Note, Italianate style popular from 1840 to 1885.
Sanborn maps: 1888, saloon & "Chinese" laundry and Pigeon Hotel in rear wing; 1899-1925, two stores; 1950, single store; 1970, two stores; 1986, office.



Facing north



Facing northeast

Remove Watermark Wondershare PDFelement

Property Name: Commercial building, 3-story, brick (Pete's Auto Parts)		USN:
Address: 452-454 Columbia Street	S/NRHP Status: None; not in CRIS	
Date: early 20th c. (ca. 1910)	Style: Early 20th c. commercial	Stories: 3
Exterior siding: brick	Roof: shed	Plan: rectangular
Foundation: stone	Sash: replacement	Outbuildings: none
Alterations: storefront		

Physical Summary: Located on the north side of Columbia Street between Cornelia and State streets.

A detached, 3-story, brick, two-part commercial block. The original two storefronts were modified into a single storefront and resurfaced with a simulated stone exterior. It has single entrance doors in the end bays and a row of four windows. The upper block is 3 x 1 x 3 divided by full-height pilasters with stone capitals. Each floor has six segmental arch windows with brick, soldier course, stone keystones and stone sills. The central bay has decorative brick panels. The roofline is accented by brick corbel table and projecting cornice with dentil blocks. The west and east sides have seven segmental arch windows with stone sills. It has four interior brick chimneys a one-story rear addition.

A frame building is identified at general location on 1907 map.
Sanborn maps: 1925-1986, two stores.



452-454 Columbia Street, facing northwest



Facing northeast

Remove Watermark Wondershare PDFelement

Property Name: Carriage House, brick		USN:
Address: 456 Columbia Steeet	S/NRHP Status: None; not in CRIS	
Date: ca. 1890s	Style: vernacular	Stories: 2
Exterior siding: brick	Roof: gable	Plan: rectangular
Foundation: n/a	Sash: replacement	Outbuildings: none
Alterations:		

Physical Summary: Located on the north side of Columbia Street between Cornelia and State streets. The original main building on the parcel was demolished by 1973.

A brick, two story building with side gabled roof and gabled wall dormer on south façade. Bay with roll door added to south façade (post-2009). Openings on south façade covered with particle board panels.

Not on 1889 Sanborn map. Carriage House on 1907 map.

Sanborn maps: on 1925-1970, 2-story auto garage. Not depicted on the 1973-1986 maps.



Facing north

Remove Watermark Wondershare PDFelement

Property Name: Italianate, 2-story, brick		**USN:**
Address: 456 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: mid-19th c. (ca. 1850)	**Style:** Italianate	**Stories:** 2
Exterior siding: brick	**Roof:** shed	**Plan:** rectangular
Foundation: stone	**Sash:** replacement	**Outbuildings:** none
Alterations: storefront		

Physical Summary: Located on the north side of Columbia Street between Cornelia and State streets. The original main building on the parcel was demolished by 1973.

A brick, 2-story mixed-use building with Italianate stylistic details and two 2-story rear additions. The storefront has been modified. It has a central recessed entrance and the display windows are filled in with wood panel and replacement windows. Bulkheads were refaced with simulated stone. A single entrance door (replacement) to upper floor is in the west bay. The 2nd floor has three window openings with replacement DHS sash, stone sills and decorative pediment hoods with brackets. It has a projecting cornice with paired end brackets, two single brackets, and dentil blocks. The main block has two window openings on the east side and two interior brick chimneys.

1853 & 1858 maps: a structure depicted in the general area of current building, but not verified if 458 Columbia. Based on the 1873 birds-eye view & 1883 Hopkins map.

Sanborn maps: 1899, store & dwelling and storage; 1925-1986, store & 2 dwellings.



Facing north

Remove Watermark Wondershare PDFelement



456 Columbia Street, facing west-northwest

Remove Watermark Wondershare PDFelement

Property Name: Witzenberger Building		USN:
Address: 460-464 Columbia Street	S/NRHP Status: None; not in CRIS	
Date: ca. 1890s; 1960s	Style:	Stories: 3.5
Exterior siding: brick	Roof: shed	Plan: rectangular
Foundation: stone	Sash: replacement	Outbuildings: none
Alterations: storefront		

Physical Summary: Located on the north side of Columbia Street between Cornelia and State streets. The original main building on the parcel was demolished by 1973.

A 3.5-story, brick, two-part commercial block with Late Victorian commercial-style elements. It has with two storefronts and central entrance (all modified). The south façade is divided into three bays (3 x 1 x 3 windows) by full-height brick pilasters; at the storefront level each has four rusticated stone blocks. West storefront has an entrance in the west bay, a single display window and bulkhead refaced simulated stone. Central entrance bay has a replacement door and transom filled in block glass. East storefront has a recessed central entrance, angled display windows, and simulated stone exterior. The 2nd floor has segmental arch window openings with stone sills and brick soldier course lintels. Third floor windows have stone sills and rusticated stone lintels. Other details include string courses, corbelled brick cornice, and a name panel "WITZENBERGER." The south roof slope features a gabled wall dormer with decorative brickwork and single window, two gabled dormers with single window, slate roof tiles, and end walls. The west wall has no openings. Window/door openings on the 1st floor of the north side are modified (filled in with wood panel & new windows, new doors). It has four interior brick chimneys and two shed dormers on the rear slope (north side).

Not on 1883 Hopkins map or 1888 Sanborn.

Sanborn maps: 1899, store with liquor storage & saloon; 1925-1986, two stores



Facing northeast

Remove Watermark Wondershare PDFelement



460-464 Columbia Street, facing north



460-464 Columbia Street, facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Early 20th c., mixed-use, 3-story (500 Columbia Street, LLC)		**USN:**
Address: 500-504 Columbia Street	**S/NRHP Status:** None; not in CRIS	
Date: ca. 1910s	**Style:** early 20th c. commercial	**Stories:** 3
Exterior siding: brick	**Roof:** flat	**Plan:** rectangular
Foundation: n/a	**Sash:** display, 3/3 DHS, and replacement DHS	**Outbuildings:** none
Alterations: storefront, 1-story addition (ca. late 20th c.)		

Physical Summary: Located on the northwest corner of Columbia and State streets.

A 3-story, brick mixed use building. It was originally constructed with three storefronts. The largest storefront has a canted corner entrance with single column. The corner storefront and the west storefront were modified in the ca. late 20th c. and refaced with wood panel sidings with new fixed widows; the transom remains intact. The east side has a single storefront with large display window and a single door entrance to the upper levels. Brick pilasters divide the storefront bays. The original continuous l storefront cornice is intact. The upper floors have three 2-story polygonal oriels with brackets and a continuous cornice with single decorative brackets. Upper floor windows on the east side are single and paired, segmental arch (2nd fl) and flat (3rd fl.) with stone lintels. A 1-story restaurant addition is on the west side.

Not on 1907 Century Atlas Map.

Sanborn maps: Not on 1899; 1925, printing store; 1950 two restaurants & one store; 1970-1986, restaurant



Facing northwest

Remove Watermark Wondershare PDFelement



500-504 Columbia Street, facing west

Property Name: Utica Turn Hall/Utica Turn Verein	**USN:** 06540.001555
Address: 506 Columbia Street (shares address with 509 Lafayette Street)	**Current S/NRHP Status:** Previously determined Eligible



Facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Former Interurban Trolley Garage		**USN:** 06540.000101
Address: 300-306 Lafayette Street	**Current S/NRHP Status:** Undetermined	
Date: 1908	**Style:** Early 20th c. commercial	**Stories:** 2
Exterior siding: brick with EIFS	**Roof:** flat, gable	**Plan:** rectangular
Foundation: concrete	**Sash:** 1/1 DHS	**Outbuildings:** none

Alterations: office windows filled in on 1st floor and entrance altered (pre- 2008). Refaced with EIFS by 2011

Physical Summary: Located on southwest corner of Lafayette Street and Broadway. All buildings to the west and north were demolished. The north side of the parcel has a perimeter fence. Stone pavers are exposed along the east side of the building.

The building was originally constructed as an interurban trolley garage. It consist of a 2-story, brick block, fronting Lafayette Street which contains the office and four garage bay openings and a rear, 1-story brick garage wing perpendicular to the main block with three gabled roofs skylights and parapets with clay tile coping at the north end. Office in southeast corner of the building. Window openings have stone sills; original lintels are not visible. Three garage bay doors and transoms on the south side were refaced with EIFS and no longer functional. The corbelled cornice and brick frieze panels are covered with EIFS. A 1-story, brick garage bay wing with flat roof is on the west side. The east side of the rear block has three filled-in bays, a single entrance door, garage bay and roll door with 8 wood panels & 12 lights, and overhanging eaves with wooden knee brackets. A 1-story concrete block addition is attached to the north side of the Broadway frontage. The north side has a single garage bay and a paired garage bays doors. The building has wooden trusses on steel columns and girders, and concrete floor.

Not on 1907 Century Map.

Sanborn maps: 1925, Trolley Express Station-NY State Railways; 1950, Utica Transit Corp-Lafayette St Garage (capacity 37 buses); 1970-1986, Auto Service Station.



Facing northwest

Remove Watermark Wondershare PDFelement



300-306 Lafayette Street, facing southwest



300-306 Lafayette Street, north side, facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 2-story, early 20th c. (Clemente Novelties Inc.)		**USN:**
Address: 303-309 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: built between 1907-1925	**Style:** early 20th c. commercial.	**Stories:** 2
Exterior siding: brick with EIFS	**Roof:** flat	**Plan:** rectangular
Foundation: n/a	**Sash:** display	**Outbuildings:** none
Alterations: refaced with EIFS, storefront, 2nd floor windows obscured		

Physical Summary: Located on southwest corner of Lafayette Street and Broadway.

A two-story, brick commercial building refaced with EIFS (pre-2008). It was originally constructed in the early 20th-c. Commercial Style; remaining stylistic elements visible at present include the canted corner and outline of the parapet. The original storefront windows were replaced and the window bays on the 2nd floor were refaced with EIFS. It has steel joist construction and steel posts, concrete floors, frame roof, and interior ramp for cars to 2nd floor.

Not on 1907 Century Map.

Sanborn maps: 1925, automobile showroom & garage (capacity of 150 cars); 1950-1986, auto sales & service



Facing southwest

Remove Watermark Wondershare PDFelement



303-309 Lafayette Street, facing northwest



303-309 Lafayette Street, facing south. West side of main block at left. #313 Lafayette Street at right.

Remove Watermark Wondershare PDFelement

Property Name: Commercial, storage building, 2002		**USN:**
Address: 303-309 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: 2002	**Style:** No style	**Stories:** 1
Exterior siding:	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:** none	**Outbuildings:** none
Alterations:		
Physical Summary: Located on the east side of the commercial complex at 303-309 Lafayette Street (Clemente Novelties Inc.).		



Facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Italianate, commercial, 2 story, brick (Metzler Printing)		**USN:**
Address: 317 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. 1850	**Style:** early 20th c. Commercial	**Stories:** 2
Exterior siding: brick	**Roof:** flat	**Plan:** rectangular
Foundation: stone	**Sash:** replacement	**Outbuildings:** none
Alterations: roof, window openings filled in w/ brick, entrance		

Physical Summary: Located on south side of Lafayette Street, on the west side of Sayres Alley.

A 2-story, brick Italianate building originally constructed as a residence and converted for commercial use. The north façade of the main block is three-bays wide with an altered side-hall entrance and concrete replacement stoop in the east bay; two basement windows with stone lintels; 1st floor windows have brick soldier course lintels; and 2nd floor windows are filled in with wood panels and feature hood molds. The building has wide-overhanging eaves with paired scroll-cut brackets. Window openings on the side elevations have stone sills and brick soldier course lintels. On the east side two 1st floor window openings and two basement windows are filled in with brick, one 1st floor window opening is partially filled in with brick, and one basement window is covered by a wood panel. The west side has two window openings. The building is depicted on historic maps with a frame rear addition which was later replaced with a two-story, brick commercial block with tile brick faced walls. Original industrial-type window sash on the rear block was replaced. The 1st floor on the east side has two single door entrances, one double leaf door entrance (all doors are metal); and five window openings. Five window openings are on the 2nd floor of the east side. The two–bay wide south façade has four window openings.

A structure is depicted at this location on the 1852 & 1858 maps. Associated with E. Miellam (sp?) on 1883 map.

Sanborn maps: 1884 & 1888, dwelling w/ 1.5 story rear addition (#675 Fayette); 1925-1986, printing office & two story printing factory



Facing south

Remove Watermark Wondershare PDFelement



317 Lafayette Street, facing southeast



317 Lafayette Street, facing nothwest

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 2-story, ca. 1947 (Dacobe)		**USN:**
Address: 319-325 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. 1947	**Style:** Post World-War II commercial	**Stories:** 2
Exterior siding: brick, EIFS	**Roof:** flat	**Plan:** rectangular
Foundation: stone	**Sash:** replacement	**Outbuildings:** none
Alterations: north façade-refaced with EIFS, storefront		

Physical Summary: Located on south side of Lafayette Street between Sayres Alley and Cornelia Street. It has a parking lot on the east side.

A 2-story, brick two commercial building with north façade refaced with EIFS (pre-2008). It has modified storefront with central entrance, two piers, and angled display windows. The original upper floor windows were either refaced with EIFS or removed. It has fire-proof construction with steel frame, concrete floors and roof and 12" brick curtain walls. Two entrances are on the east side and all of the windows on the east side were filled in with brick. A corrugated metal wing is attached to the east side of the main block.

Sanborn maps: 1925, National Guard Troop G. NY Riding Hall was located on the site (demolished); 1950; 2-story brick building (built 1947), attached to north side of Berger's Department Store.



Facing south

Remove Watermark Wondershare PDFelement



319-325 Lafayette Street, facing southwest



319-325 Lafayette Street, facing south

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 2-story, early 20th c. (Fisher Auto Parts)		**USN:**
Address: 327-331 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: early 20th c. (ca. 1907-1925)	**Style:** early 20th c. commercial	**Stories:** 2
Exterior siding: brick	**Roof:** flat, gable	**Plan:** rectangular
Foundation: stone, concrete	**Sash:** replacement	**Outbuildings:** none
Alterations: north façade-refaced with EIFS, storefront, windows with brick infill		

Physical Summary: Located on south side of Lafayette Street between Sayres Alley and Cornelia Street.

A 2-story, brick, two-part commercial block with glazed white brick façade (north). It has a modified storefront with off-center entrance, replacement display windows, and wood panel siding. The upper floor has four segmental-arch windows and a wood cornice. A faded wall sign, "ghost sign," is on the west side. The rear of the building is a two-story block that originally had skylights with wired glass in metal sash (covered with roofing material at present [?]). Window openings on the east side are filled in with brick. A single entrance door to the rear of the building is on the east side. A concrete block garage with flat roof is attached to the east side of the building.

Sanborn maps: 1925-1986, Auto Sales, Parts & Service.



Facing south



Facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Childs Building (Charles H. Childs & Co. Building)		**USN:**
Address: 333 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. 1909	**Style:**	**Stories:** 4
Exterior siding: brick, EIFS	**Roof:** flat	**Plan:** rectangular
Foundation: stone	**Sash:** replacement	**Outbuildings:** none
Alterations: north façade-refaced with EIFS, storefront		

Physical Summary: Located on southeast corner of Lafayette and Cornelia streets.

A 4-story, brick, two-part commercial block with two street frontages. The north façade has a modified storefront with EIFS exterior, recessed central entry, replacement entranceway, and new window openings. Storefront extends to the west side and has a single window opening. All window openings on the upper floors of the building are covered at present; unknown if original sash is intact. The upper part of the north façade is three bays wide and features paired windows with continuous lintels and sills divided by 3-story brick pilasters. A stone name panel, "CHILDS," is located on the spandrel of the central bay on the 4th floor. The building retains its original cornice and dentil blocks. The first floor of the west side has seven single window openings that are filled in with brick, a single entrance, and a storefront covered with wood panels (unknown if display window & entrance are intact). The upper portion of the west side has symmetrical fenestration; twenty single window openings per floor with stone sills and alternating brick and stone lintels (1st floor has same treatment). A steel fire escape is attached to the west side. The roof has a stairway/elevator bulkhead and a single interior brick chimney.

Sanborn maps: 1899, 2-story dwelling on the site (demolished); 1925, Dairymen's League Cooperative Association Inc. Warehouse, Auto Sales & Service Station on 1st floor; 1950, part of Berger's Department Store complex, 1970-1986, Berger's complex identified as NYS Manpower Training Center-Utica Board of Education. See "Hidden History: The Buckmobile, http://www.cnyhomepage.com/news/hidden-history-the-buckmobile/795267865.

The building was constructed by C.H. Childs Company, which sold carriages, bicycles, and vehicle chassis. Built as a factory and showroom, the Childs Building is historically associated with the commercial development history of downtown Utica. During the late 19th c., then known as the J.M. Childs Company, the company had a factory down the street on the northwest corner of Lafayette and Seneca streets (Utica Hotel site [see 1883 Hopkins map]). At that location, the company produced farm tools, wagons, carriages, bicycles, and automotive coachwork for over 60 years.



Facing southeast

Remove Watermark Wondershare PDFelement



333 Lafayette Street, facing southwest



333 Lafayette Street, facing east

Remove Watermark Wondershare PDFelement

Property Name: Utica Heater (Central NY Supply)		**USN:** 06540.000554 / 06540.001553
Address: 418 Lafayette Street	**Current S/NRHP Status:** Undetermined/ Not Eligible	
Date: ca. 1906	**Style:** industrial, vernacular	**Stories:** 2
Exterior siding: brick	**Roof:** flat, shed	**Plan:** L-shape
Foundation: stone	**Sash:** 8/8, 1/1 DHS, display	**Outbuildings:** none
Alterations: north façade-refaced with EIFS, storefront		

Physical Summary: Located on northwest corner of Lafayette Street and Carton Avenue. The Erie Canal was located immediately the north of the building (Oriskany Street West). Undeveloped lots are on the south and west side of the property.

The building consists of a 2-story, brick, two-part commercial block with modified storefront and an attached L-shaped building that housed a former garage and mattress factory. The storefront was modified in ca. late 20 c. It has an entrance in the west bay, simulated stone facing, and replacement display windows. The east side of the commercial block has five segmental window openings with stone sills, four of with are covered with wood panels. A narrow 2-story bay with shed roof connects the two buildings.

The Carton Avenue façade (north): 11-bays wide and divided by brick pilasters. It has symmetrical fenestration; all window openings on the north side have stone sill and brick soldier course lintels. First floor has three segmental arch bays with replacement doors and seven window openings (filled in with wood panel at present). Second floor has nine single windows with 8/8 DHS and two bays with replacement door. The north side of the building has a painted wall sign on the 2nd floor spandrel for "Central NY Supply Co. Inc." and another wall sign consists of painted letters arranged vertically on the brick pilasters in the following sequence for "Gross – Bedding – Co.- Mattresses." The west side of the Carton Avenue block has six bays and similar arrangement and type of fenestration. A single entrance door is on the west side. The east side of the Carton Avenue block is twelve bays long with similar arrangement and type of fenestration. All windows covered with wood panel, except for one on the 2nd floor). A single bay door is on the east side. The south side of the Carton Avenue block is nine-bays wide and has similar fenestration as the north side. It has a modern entrance with metal and glass double leaf doors.

1883 Hopkins Map: two buildings on the property, owned by Mrs. Pond; 1884 & 1899 Sanborn map; Cole's Hotel (demolished); 1907 Century Map: extant building first documented, brick office building & brick building fronting Carton Avenue (bldgs. Detached at that time), Utica Heater Company on the north side of Carton Avenue; 2920 City Directory, Utica Heater Co. located at 92 Lafayette Street; 1925 Sanborn, store fronting Lafayette and Tailor Made Underwear & Mattress Factory (Gross Mattress Company) on current parcel; 1950-1986, Plumbing supplies. (Note, the 1978 NYS OPRHP Inventory Form incorrectly identified the hotel depicted on the 1899 Sanborn Map as the current building fronting Lafayette Street; the hotel was demolished and its location is not on the parcel associated with #418 Lafayette Street.



Facing north

Remove Watermark Wondershare PDFelement



418 Lafayette Street, facing west-northwest



418 Lafayette Street, facing southwest





418 Lafayette Street, facing southwest (north side at left); facing southeast (west side at right)



1907 map

Remove Watermark Wondershare PDFelement

Property Name: Mid-20th-c. church & hall (formerly St. George's Roman Catholic Church & John Bosco House)		**USN:**
Address: 425-429 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. 1960s	**Style:**	**Stories:** 2
Exterior siding: brick	**Roof:** gable	**Plan:** rectangular
Foundation: concrete	**Sash:**	**Outbuildings:** none
Alterations:		

Physical Summary: Located on south side of Lafayette Street between Cornelia & State streets. Vacant lots to the east.

Church: 1-story, concrete block construction with simulated stone exterior. The north façade has a center, enclosed entry bay with double leaf doors, concrete stoop, and gabled roof. It has wide overhanging eaves and paired window openings (awning) at the roof line. A 25'-tall steeple is on the east side and a 1-story, gabled roof addition is attached to the south side. The south side of the main block has a cruciform window in the gable end and a single door entrance.

Hall: 1-story with basement, mixed brick veneer, and gabled roof. A metal entrance porch is on the west side. The north side has a basement entrance in the east bay. Single window openings (awning) at the roof line. It has brick interior chimney on the east slope.

Sanborn maps: 1925, St. George's Roman Catholic Church (frame, 1-2 story) & St. Georges Hall (brick, 2 story); 1970, current church and hall buildings on map.



Facing southeast

Remove Watermark Wondershare PDFelement



425-429 Lafayette Street, facing southeast



425-429 Lafayette Street, facing southwest



425-429 Lafayette Street, facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Concrete block garage, 1-story		**USN:**
Address: 431 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: built between 1925-1950	**Style:** No style	**Stories:** 1
Exterior siding: concrete block	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:** n/a	**Outbuildings:** none
Alterations:		

Physical Summary: Located on south side of Lafayette Street between State Street and Carton Avenue.

A 1-story, concrete block building with two bays.

Not on 1907 map.

Sanborn maps: not on 1925; 1950-1986, 4-car garage.



Facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 1-story (ABC ChemDry)		**USN:**
Address: 432 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. late 1970s storefront block; warehouses built between 1925-1950	**Style:** No style	**Stories:** 1
Exterior siding: brick veneer, concrete block, metal	**Roof:** flat, round, gable	**Plan:** rectangular
Foundation: concrete	**Sash:** n/a	**Outbuildings:** none
Alterations:		

Physical Summary: Located on north side of Lafayette Street between State Street and Carton Avenue.

A 1-story, concrete block building with storefront and two, 1-story warehouse wings with frontages on Carton Avenue. East warehouse has a round roof and two garage bays. West warehouse has a single garage bay and gabled roof.

Sanborn maps: 1950, two warehouses used for beer case storage & auto garage. Warehouse blocks on 1970-1986 maps; Font storefront/office not on 1970 or 1973 maps. First appears on 1986 map.

Significance: The building does not meet S/NRHP criteria for individual eligibility.



Facing north



Facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Brick warehouse, 2-story, early 20th c.		**USN:**
Address: 433-435 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: built between 1907-1925	**Style:** No style	**Stories:** 2
Exterior siding:	**Roof:** flat, round, gable	**Plan:** rectangular
Foundation: concrete	**Sash:** n/a	**Outbuildings**: none
Alterations: Office building demolished, façade added		

Physical Summary: Located on south side of Lafayette Street between State Street and Carton Avenue. It is attached to the 1-story warehouse on the east at 431 Lafayette Street.

A 2-story, brick warehouse originally constructed as part of a complex. The attached office building on the north side was demolished post-1986. The north façade has a single bay door and single entrance door.

Not on 1907 map.

Sanborn maps: 1925, warehouse attached to a 2-story dwelling; 1950-1986, office and warehouse



Facing south

Remove Watermark Wondershare PDFelement

Property Name: Italianate residence w/ carriage house		**USN:**
Address: 437 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. 1840s	**Style:** No style	**Stories:** 1
Exterior siding: brick	**Roof:** hip	**Plan:** rectangular
Foundation: stone	**Sash:** 1/1 DHS	**Outbuildings:** 1
Alterations: concrete stoop		

Physical Summary: Located on south side of Lafayette Street, just east of State Street. Vacant lot on west side.

A 2.5-story, brick Italianate residential building with low-pitched hipped roof. The north façade has a side-hall entrance with small entry porch in the east bay with an Italianate enframement, bracketed canopy with dentil blocks, and original double-leaf wood panel and single light doors. Other details: a full-height polygonal bay on façade, single window openings with brick soldier course and stone keystone and stone sills, stone beltcourse, attic windows with 4-lights, and cornice with brackets. An interior brick chimney is on the east slope. It has an attached, 2-story, brick rear wing with entry porch on the north side (missing original supports). An interior brick chimney is on the west slope. It has a detached 2-story, 2-bay-wide outbuilding (carriage house) with double-leaf wood panel (3) and glass (8 lights) doors, hay door, and corrugated metal exterior siding.

Building at location on 1852, 1858 & 1868 maps. 1883 Hopkins map: C. Weiss; 1907 Century Atlas, different owner-name not legible.

Sanborn maps: 1884-1986. An L-shaped, frame outbuilding on the 1899 map. Current outbuilding on 1925 map as warehouse and garage with two attached 1-story buildings to the east that were demolished by 1970.



Facing north

Remove Watermark Wondershare PDFelement



437 Lafayette Street, facing east



437 Lafayette Street, facing south-southeast

Remove Watermark Wondershare PDFelement

Property Name: L. Snyder House (ca. 1835)	USN: 06540.001491
Address: 440 Lafayette Street	Current S/NRHP Status: Previously determined Eligible



Facing northwest

Remove Watermark Wondershare PDFelement

Property Name: Isele House (ca. 1835)	USN: 06540.001490
Address: 442 Lafayette Street	Current S/NRHP Status: Previously determined Eligible



Facing north

Remove Watermark Wondershare PDFelement

Property Name: C. & AJ Eichmeyer House (ca. 1845)	USN: 06540.001489
Address: 442 Lafayette Street	Current S/NRHP Status: Previously determined Eligible



Facing north-northwest

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 2-story (UAP Engine Rebuilders)		**USN:** 06540.001551
Address: 446 Lafayette Street	**Current S/NRHP Status:** Previously determined Not Eligible (individual)	
Date: ca. 1880	**Style:**	**Stories:** 2
Exterior siding: brick	**Roof:**	**Plan:** rectangular
Foundation: stone	**Sash:** 1/1 DHS	**Outbuildings:** none
Alterations: storefront		
1884 Sanborn-:P.J,. Nelbach & Sons		



Facing northeast



Facing north

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 1-story (Urbank's)		**USN:** 06540.001564
Address: 501 Lafayette Street	**Current S/NRHP Status:** Previously determined Not Eligible (individual)	
Date: built between 1925-1950	**Style:**	**Stories:** 1
Exterior siding: wood	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:** 1/1 DHS	**Outbuildings:** none
Alterations:		



Facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 1-story (REB Demolitions)		**USN:** 06540.001546
Address: 510-512 Lafayette Street	**Current S/NRHP Status:** Previously determined Not Eligible (individual)	
Date: built between 1925-1950	**Style:**	**Stories:** 1
Exterior siding: wood	**Roof:** shed	**Plan:** rectangular
Foundation: concrete	**Sash:**	**Outbuildings:** none
Alterations:		



Facing northwest

Remove Watermark Wondershare PDFelement

Property Name: Commercial, 2-story (Park Outdoor Advertising of NY)		**USN:**
Address: 524 Lafayette Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. 1951-1952	**Style:**	**Stories:** 1
Exterior siding: brick	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:** replacement	**Outbuildings:** none
Alterations: two 2nd floor window openings on east side filled in with brick; addition on east side		
Physical Summary: Located on parcel bound by Oriskany Street West and Lafayette Street. Two buildings on parcel 1) 2-story brick commercial; 2) 1970, galvanized metal shed. A two-story, brick commercial office block with an attached 1-story garage. Sanborns: 1950-1986, Park Outdoor Advertising Co.		



Facing east-northeast



Facing northwest

Remove Watermark Wondershare PDFelement

Property Name: Utica Police Fleet Maintenance		USN:
Address: 413 Oriskany Street West (334 Lafayette Street)	Current S/NRHP Status: None; not in CRIS	
Date: 2005		



facing southeast

Property Name: Commercial, 1-story (Enterprise)		USN:
Address: 525-527 Oriskany Street West	Current S/NRHP Status: None; not in CRIS	
Date: 1971	Style: Mid-century Modern	Stories: 1
Exterior siding: concrete block	Roof: shed	Plan: rectangular
Foundation: concrete	Sash: fixed	Outbuildings: none
Alterations: 1-story concrete rear addition-single bay		



facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Wood & Mann Engine Works (Schmalz Mechanical Contractors)		**USN:**
Address: 529 Oriskany Street West	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. 1855	**Style:** mid-19th c. industrial vernacular	**Stories:** 2
Exterior siding: brick, EIFS	**Roof:** shed	**Plan:** rectangular
Foundation: stone	**Sash:** 6/6 DHS; 1/1 DHS replacement	**Outbuildings**: none
Alterations: exterior siding, window openings; 1-story addition on north side removed by 1950		

Physical Summary: Located on south side Oriskany Street West, along the former Erie Canal alignment. The property has frontage on Carton Avenue. The building was originally part of a larger complex.

A 2-story, brick industrial/commercial building with street frontages on the north and south and a 2-story block on the east side. The 1st floor window openings on the north side have been modified (partially filled in). A single entrance door is on the north side. The upper floor windows openings are segmental arch; 3 of 9 are covered with EIFS. Two of seven windows openings are not covered in EIFS at present. Though in fair condition, the south façade on Carton Avenue retains much of its original materials: brick exterior, 6/6 DHS wood sash, double leaf wood and glass doors, stone lintels. The first floor of the main block has two entry bays, a single entrance door in the west bays and 5 segmental arch window openings. A hay door and 8 segmental arch window openings are on the 2nd floor. The south façade of the east block has four, tall narrow segmental arch openings on the 1st floor and two segmental arch window opening that are presently covered with wood panels.

Building at approximate location on 1858 & 1868 maps. 1883 Hopkins map: Wood & Mann Engine Works; 1907 Century Atlas, Utica Heater Co.

Sanborn maps: 1884-1888, J.C. Carton Furnace Co.; 1899, International Heater Co. Carton Plant; 1925, E.G. Munson Foundry, Pattern & Machine Shop; 1950-1986, plumbing & heating



facing southwest

Remove Watermark Wondershare PDFelement



529 Oriskany Street West, facing northwest



529 Oriskany Street West, facing northeast

Remove Watermark Wondershare PDFelement

Property Name: Commercial building, 1-story		**USN:** 06540.001547
Address: 401 State Street	**Current S/NRHP Status:** Previously determined Not Eligible (individual)	
Date: ca. 1952-1969	**Style:** No style	**Stories:** 1
Exterior siding: EIFS	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:**	**Outbuildings:** none
Alterations: exterior siding, window openings; 1-story addition on north side removed by 1950		
Physical Summary: Located on corner of Oriskany Street West, State Street, and Carton Avenueon the former Erie Canal alignment. A 1-story commercial building with concrete block construction originally built as a filling station. Sanborn maps: not the filling station on 1952 map; extant building on 1970 map.		



facing southeast

Remove Watermark Wondershare PDFelement

Property Name: Commercial building, 1-story (Maugeri's Auto)		**USN:** 06540.001545
Address: 402 State Street	**Current S/NRHP Status:** Not Eligible (individual)	
Date: ca. 1960	**Style:** No style	**Stories:** 1
Exterior siding:	**Roof:** gable, flat	**Plan:** rectangular
Foundation: concrete	**Sash:**	**Outbuildings:** none
Alterations: exterior siding, window openings; 1-story addition on north side removed by 1950		
Physical Summary: Located on corner of Oriskany Street West and State Street on the former Erie Canal alignment. A 1-story commercial building with concrete block construction. Sanborn maps: 1970 map.		



facing southwest

Remove Watermark Wondershare PDFelement

Property Name: Commercial, storage building (Urbank's Warehouse)		**USN:**
Address: 505-507 State Street	**Current S/NRHP Status:** None; not in CRIS	
Date: ca. mid-1940s	**Style:**	**Stories:** 1
Exterior siding: brick, EIFS	**Roof:** flat	**Plan:** rectangular
Foundation: concrete	**Sash:**	**Outbuildings:** none
Alterations: window openings filled in on side elevations, new garage doors, EIFS on west façade		

Physical Summary: Located on the east side of State Street between Lafayette and Columbia streets. Vacant lots to the north and south.

A 1-story, brick commercial building originally built as an auto repair shop. It has two garage bays and a single door entrance with pent canopies, and a stepped parapet on the west façade.

Sanborn maps: 1950-1986, auto repair shop



facing east



facing northeast

Remove Watermark Wondershare PDFelement

Property Name: Commercial (office building)		USN:
Address: 601 State Street (Columbia Street-318.41-2-37)	Current S/NRHP Status: None; not in CRIS	
Date: ca. 1980	Style: No style	Stories: 1



facing southeast

Remove Watermark Wondershare PDFelement

SHPO Correspondence

Remove Watermark Wondershare PDFelement

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

October 6, 2016

Mr. Steve Eckler
O'Brien & Gere
333 West Washington St
Syracuse, NY 13202

Re: DOH
Proposed Utica Hospital
Utica, Oneida County, NY
16PR06600

Dear Mr. Eckler:

Thank you for requesting the comments of the New York State Historic Preservation Office (OPRHP). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based on available information, your project is located in an archaeologically sensitive area. Because of the size of the proposed project, the hypothesized intersection of the Erie and Chenango Canals within your project area, the presence of a previously identified archaeological site (06540.001655), and the potential for cultural resource deposits to be intact within the subject parcels, OPRHP recommends that a Phase IA Archaeological Survey is warranted for all portions of the project that will involve ground disturbance. A Phase IA survey is a literature search and sensitivity study, designed to systematically assess the significance of, and overall sensitivity for cultural resources within your project area's Area of Potential Effect (APE). This study will subsequently be used to make recommendations regarding whether or not any further, subsurface investigations are warranted.

If you consider portions of the project area to be disturbed, documentation of the disturbance will need to be reviewed by OPRHP. Examples of disturbance include mining activities and multiple episodes of building construction and demolition. Documentation of ground disturbance should include a description of the disturbance with confirming evidence. Confirmation can include current photographs and/or older photographs of the project area which illustrate the disturbance (approximately keyed to a project area map), past maps or site plans that

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accurately record previous disturbances, or current soil borings that verify past disruptions to the land. It should also be noted that the previous demolition of historic buildings does not negate the presence of Historic or even Precontact archaeological sites in the yards of these now absent structures.

The OPRHP can provide standards for conducting cultural resource investigations upon request. Cultural resource surveys and survey reports that meet these standards will be accepted and approved by the OPRHP.

Our office does not conduct cultural resources surveys. A 36 CFR 61 qualified archaeologist should be retained to undertake the Phase I survey. Many archaeological consulting firms advertise their availability in the yellow pages. The services of qualified archaeologists can also be obtained by contacting local, regional, or statewide professional archaeological organizations. Archaeology surveys can be expected to vary in cost per mile of right-of-way or by the number of acres impacted. We encourage you to contact a number of consulting firms and compare examples of each firm's work to obtain the best product.

Please also be aware that a Section 233 permit from the New York State Education Department (SED) may be necessary before any archaeological survey activities are conducted on State-owned land. If any portion of the project includes the lands of New York State you should contact the SED before initiating survey activities. The SED contact is Michael Lucas and he can be reached at (518) 486-2015. Section 233 permits are not required for projects on private land.

If further correspondence is required regarding this project, please refer to the project number (PR) noted above. If you have any questions, I can be reached at 518-268-2218 or via email at Josalyn.Ferguson@parks.ny.gov.

Sincerely,



Josalyn Ferguson (B.A., M.A.)
Historic Preservation Specialist/Archaeology *via e-mail only*

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NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

June 18, 2018

Mr. Steve Eckler
O'Brien & Gere
333 West Washington St
Syracuse, NY 13202

Re: DOH
Proposed Utica Hospital/Mohawk Valley Health Systems
Utica, Oneida County, NY
16PR06600

Dear Mr. Eckler:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the report prepared by Panamerican Consultants, Inc. entitled "Phase IA Archaeological Investigation for the Proposed Mohawk Valley Health System Utica Hospital, City of Utica, Oneida County, New York" (Hanley et al. April 2016), in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and it's implementing regulations (6NYCRR Part 617).

Based upon information available to our office and the review of the above-mentioned report, the OPRHP offers the following recommendations:

1. We concur with the recommendation that the 442 Lafayette Street Historic Site (USN 06540.001655/NYSM 12153) be subject to a Phase II Site Examination.

2. We further recommend Phase IB subsurface testing be conducted in relation to the following:

    a. Due to the potential of sections of the Chenango Canal and associated Huntington Basin remaining intact within the project's Area of Potential Effect (APE) (possibly deeply), we recommend testing within the following parcel addresses:

        i. *Chenango Canal:* 318-333 Oriskany St., 402 Oriskany St., 514-524 Lafayette St., 506 Columbia St., and depending on the degree of disturbance related to recent arterial construction, possibly 509 Lafayette St.;

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Division for Historic Preservation
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ii. *Huntington Basin:* 401 & 402 State St., and the section of State Street between these addresses;

b. 437 Lafayette Street;

c. 458 Columbia Street;

d. Witzenberer Building, 460-464 State Street;

e. 450-454 State Street. A foundation associated with a structure on this property was previously partially exposed during some sidewalk related impacts.

The OPRHP welcomes the opportunity to discuss the proposed archaeological investigations prior to fieldwork with the appropriate cultural resource firm, and provide additional information about our concerns for potential archaeological resources at these locations.

Finally, please verify all state and/or federal agencies involved in this project, from which permits, permissions and/or funding are being sought, and provide the OPRHP with the appropriate contact names and addresses, including email, for each involved agency.

If further correspondence is required regarding this project, please refer to the project number (PR) noted above. If you have any questions, I can be reached at 518-268-2218 or via email at Josalyn.Ferguson@parks.ny.gov.

Sincerely,



Josalyn Ferguson (B.A., M.A.)
Historic Preservation Specialist/Archaeology *via e-mail only*

c.c. Brian Thomas, City of Utica
c.c. Chirsty Rosenbarker, O'Brien & Gere
c.c. Christine Longiaru, Panamerican Consultants
c.c. Robert Hanley, Panamerican Consultations
c.c. Charles Vandrei, DEC

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NEW YORK STATE OF OPPORTUNITY. Parks, Recreation and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

July 17, 2018

Mr. Steve Eckler
O'Brien & Gere
333 West Washington St
Syracuse, NY 13202
(via email)

Re: DOH/DEC/SEQRA
Proposed Utica Hospital/Mohawk Valley Health Systems/New Construction
Columbia St., Oriskany St. W., State St. and Broadway (vic), Utica, Oneida County
16PR06600

Dear Mr. Eckler:

Thank you for your ongoing consultation with the Division for Historic Preservation regarding this undertaking. We continue to review the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/ Archaeological resources.

Most recently we have received and reviewed the Phase IA Architectural Inventory Report prepared by Panamerican Consultants (May 2018). Based upon this review, we have determined that your project area includes a portion of the Downtown Genesee Street Historic District, which is listed in the New York State and National Registers of Historic Places. The project area also includes 10 other buildings, which have been found by this office to be eligible for inclusion in the registers. A full list of the identified resources is appended to this letter.

At this time, we are also evaluating information that is being provided from the ongoing archaeological investigations at the project area. Additional comments regarding potential impacts to archaeological sites will be provided once all archaeological investigations are completed.

In reviewing the recently submitted project materials, it appears that at least 2 contributing buildings within the listed historic district and 10 eligible historic resources may be demolished as part of this undertaking. Based on these proposed demolitions we have determined that the project as designed will have an Adverse Impact on historic resource as defined in 9 NYCRR Part 428.7(a)(b)(c).

As a result of this determination, we would request that the project sponsor undertake an assessment of alternatives that might avoid or lessen the adverse impacts associated with the proposed demolition of historic buildings. This assessment should include an exploration of alternatives that might:

- Save in place and adaptively repurpose some of the historic structures.
- Relocate one or more key buildings out of the project area for adaptive reuse.

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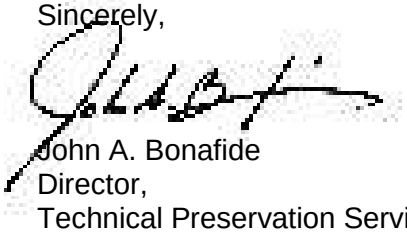
If you should have any questions regarding my comments, I can be reached at (518) 268-2166 or john.bonafide@parks.ny.gov.

Sincerely,



John A. Bonafide
Director,
Technical Preservation Services Bureau
Agency Historic Preservation Officer

att: Historic Resources List

cc: NY CRIS Contact List

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List of Historic Resources

SHPO USN	Address	Property Name	Determination of Eligibility
06540.002010	301 Columbia Street **NR Listed in the Downtown Genesee Street Historic District**	Brick Commercial	Date of construction: c. 1900; storefront remodeled c. 1970. Description: A four-story brick commercial block of rectangular plan and with a flat roof, seven bays wide on Columbia Street and nine bays long on its Broadway face. The Columbia Street elevation is subdivided into three broad bays by pilasters; this treatment returns along part of the Broadway façade. The first-floor storefront was remodeled (c. 1970) and presently consists of large brick piers flanking a recessed entrance and display windows set within anodized aluminum panels. The upper floors have undivided double-hung sash with brick arched lintels with double keystones. Sills connect the windows and are interrupted by the pilasters. A stamped metal neoclassical cornice with dentils extends along both street fronts of the building. History: In 1907 this structure was occupied by A. W. Blackburn.
06540.002095	326-334 Columbia Street	Haberer Building	The Haberer Building is eligible for the State and National Registers of Historic Places under Criterion A as examples of the continuing commercial development of the city of Utica at the end of the nineteenth century. They are also eligible under Criterion C, Architecture, as examples of late-nineteenth--century large Romanesque Revival commercial buildings at the western edge of the city's commercial district. The Haberer Building was constructed with four commercial storefronts with a center entrance and three stories of non-commercial uses above. It is attributed to Utica architect Frederick Hamilton Gouge, who was born in 1845 in rural Oneida County. Gouge received a bachelor of arts degree from Hamilton College in 1870 and spent one year working in civil engineering before joining William H. Miller, an architect in Ithaca, New York. He moved to Utica in 1876 and established his architecture practice there and remained in Utica until his death in 1927. The building is constructed in the Romanesque Revival style executed in brick, and is four stories in height. The façade is divided into five bays separated by three-story brick pilasters. The center bay has a single window with a stone lintel on the second story, a brick-arched window on the third, and a flat-arched window with brick vouissoirs on the fourth. Above that is a slightly raised parapet that may have lost brick finials at the tops of the pilasters. Symmetrical bays of paired windows flank the center with round-arched windows on the second story, segmentally-arched windows with brick voussoirs on the third, and flat-arched windows with brick voussoirs on the fourth. Above the fourth-story windows is corbelled brick in each of the bays. The storefronts have been altered but the remainder of the façade is substantially intact. The eastern elevation has no opening son the first story but five windows on each of the upper stories. Although deteriorated, the building retains integrity of design, materials, and craftsmanship. **Sources:** 1. Henry J. Cookinham (1912). History of Oneida County, New York: From 1700 to the present time of some of its prominent men and pioneers. The S. J. Clarke Publishing Company. 2. Daniel E. Wager (1896). "Oneida County, New York Biographies From Our County and Its People, Part III: Family Sketches". The Boston Historical Company. p. 136.
06540.002096	336 Columbia Street	Jones Building	The Jones Building was constructed as a three-bay mixed-use building with one commercial storefront and three stories of non-commercial uses above in a style similar to the Haberer Building. Although there is no information about commercial tenants, it also was constructed in the Romanesque Revival style executed in brick, and is four stories in height. The façade is divided into three bays with a single window in each bay. The second story has round-arched windows connected by terra cotta decoration and stone keystones; third and fourth-story windows have segmental arches with stone keystones and in the center bay of the top story is a corbelled brick frame. Within that frame is a stone panel with the lettering "JONES", and a slightly raised parapet wall with brick corbelling that matches the remainder of the parapet. The first-story storefront is currently boarded up but appears to contain few if any historic features. Although deteriorated, the building retains integrity of design, materials and craftsmanship. **Sources:** 1. Henry J. Cookinham (1912). History of Oneida County, New York: From 1700 to the present time of some of its prominent men and pioneers. The S. J. Clarke Publishing Company. 2. Daniel E. Wager (1896). "Oneida County, New York Biographies From Our County and Its People, Part III: Family Sketches". The Boston Historical Company. p. 136.
06540.002011	401 Columbia Street **NR Listed in the Downtown Genesee Street Historic District**	Brick Commercial	Date of construction: c. 1900; c. 1910; c. 1920; early 21st century alterations. Description: A four story brick commercial block, of rectangular plan with a flat roof. The Columbia Street elevation is divided into six bays, each having paired sash set between brick pilasters. This treatment extends, in modified form, along three bays of the Cornelia Street elevation. The pilasters are faced with stone at the first-floor level, below a narrow-bracketed entablature with cornice. Between the first floor pilasters, original storefronts have been infilled with brick and fixed sash windows. The majority of the upper-story windows in the building have been replaced with smaller metal-frame sash, or are boarded over; however, the original openings are visible and restorable. Windows have simple metal lintels and stone sills. An entablature, consisting of a stone architrave with large dentils, a brick frieze and a modillioned cornice, extends along the full length of both street elevations. The west half of the building constitutes an early addition and replicates all of the details found in the earlier portion of the building. A three-bay wide addition constructed at the south end of the building c. 1920 also replicates the detailing of the c. 1900 portion of the building.
06540.002107	460-464 Columbia Street	Witzenberger Building	The Witzenberger Building is eligible for the State and National Registers of Historic Places under Criterion C, Architecture, as an example of a late-nineteenth-century brick commercial/residential building that retains its upper stories and the basic layout of the first-story storefront configuration with the center door providing access to the residential floors above. This 3.5-story brick two-part commercial mixed-use building has two storefronts and a center entrance to the upper stories. The south façade is divided into three bays, with a glass-block window in the center bay (above the center entrance door) and three windows in the flanking symmetrical bays. The first story bay divisions are marked by rusticated stone blocks and modified storefronts. Second-story windows have segmentally-arched windows with brick voussoirs and stone sills. Third-story windows have stone lintels and sills, above which is a corbelled brick cornice with a name panel spelling "WITZENBERGER" above the center bay. The top story has a gabled parapet with a square window and flanking that, above the wider bays, are single dormers punctuating a mansard roof. The west wall is blank where an earlier building stood, and the rea wall has three brick stories with a mix of windows and doors in each half of the building. Four tall chimneys puncture the roofline. Above the first story, the building retains a high degree of architectural integrity.
06540.000101	300 Lafayette Street	Former Utica & Mohawk Valley Railway Car Barn/Electric Express/Girrard Chevrolet Service Garage	The former Utica & Mohawk Valley Railway car barn at 300-306 Lafayette Street in Utica, Oneida County, is eligible for the State and National Registers of Historic Places under Criterion A, Transportation, for its connection with the history of electric transit in the western Mohawk Valley. Built in 1908, it is also eligible under Criterion C, Architecture, as an example of a building type specifically designed to house both the offices of the transit company and for the storage of electric trolley cars. It served as a trolley barn from 1908 until to the end of electric streetcar service in Utica in 1941 and as a bus garage until some time in the 1950s. Fixed-rail transportation in Utica began around the time of the Civil War, and in 1886, the Utica Belt Line Company was organized to obtain control of all street railroads in Utica. Electricity was substituted for horse cars before the turn of the twentieth century, and in 1901, all city and suburban streetcar lines serving Utica were unified into the Utica and Mohawk Valley Railway. In 1907, the Rome City Street Railway was acquired and a double-track interurban line was completed between Rome and Little Falls to the east, by way of Utica. In 1912, the Utica & Mohawk Valley Railway and the Oneida Railway merged with New York State Railways with its headquarters in Utica. At its peak, the Utica lines operated 17 routes with more than 100 cars, but in 1941, all electric lines in Utica ceased operations and were replaced with gas-powered buses. In 1948, the Utica Transit Corporation was organized and used this building as a bus garage for several years after that. It later became an auto repair garage. The brick building is comprised of two major components: at the street corner is a small two-story office building with four windows on the Lafayette Street side on the second story only and three windows on the Broadway elevation on both stories. There are undecorated corner pilasters and between them is a corbelled brick cornice and brick paneled parapet wall, now partly covered.

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			300 Lafayette St. Continued The first story of the Lafayette Street elevation was altered, probably around the time the building ceased to serve its original function. First-floor windows on the Lafayette Street elevation were eliminated but their historic voussoirs were left in place; second story windows remain intact. On the Broadway elevation, first-floor windows have been infilled, but their openings remain; on the second floor, windows remain intact. The brick pilasters serve to visually separate the office function from the garage function on both Lafayette and Broadway elevations. West of the corner office along Lafayette Street is a colossal one-story garage with pilasters dividing the long Lafayette Street elevation into sections: the section closest to the office is approximately the same width, as is the western section, but the western section has been divided in half by another pilaster. Garage opening heights have been changed, but the original rhythm of the openings and façade divisions has not. At the far west is a one-story garage visible on the Sanborn Insurance Map of 1950. Hidden behind the tall parapet wall of the Lafayette Street elevation are three gabled roofs set adjacent to each other. This wing is only visible on the Broadway side where a wide bracketed overhang runs the length of this wing along the street. There are three large windows along the Broadway elevation and garage doors on the north (rear). The brick gables are terminated with heavy terra cotta parapet caps. The roof appears to have once contained skylights that have since been roofed over. The original post-and-beam construction of the open garage area remained intact as late as the 1970s. Despite exterior alteration, 300-306 Lafayette may be the only remaining building in Utica that illustrates the history of electrical street railway service in the city.
06540.02114	333 Lafayette Street	Childs Building	Childs Building (Charles H. Childs & Co. Building) 333 Lafayette St 1909 The Childs Building is eligible for the State and National Registers of Historic Places under Criterion A as an example of the continuing industrial development of the city of Utica into the twentieth century. It is also eligible under Criterion C, Architecture, as an example of an early-twentieth-century large masonry industrial/commercial building. The building was constructed in 1909 by the C.H. Childs Company, which sold carriages, bicycles, and vehicle chassis. Built as a factory and showroom, the company had a factory nearby before this building was constructed and once produced farm tools, wagons, carriages, bicycles, and automotive coachwork at the earlier location for over 60 years. The building is a four-story brick two-part commercial/industrial block with frontages on two streets. The north façade has a modified storefront with a non-historic exterior wall cladding system There is a recessed central replacement entry and new window openings and wraps the first bay of the west side. All upper story windows are boarded up except for a few on the second story, so it is not known whether historic window sash exist. A stone panel with the name “CHILDS” is placed above the third story windows. All windows are trimmed with cast stone lintels and sills on the north elevation. Contrasting stone and brick voussoirs cap windows on the twelve bays of the west elevation and the eight bays of a matching extension marked by a vertical separation in the brick. The extension has a secondary cornice above the first story and brick piers relating to the upper-story bay division. The openings in this elevation are covered with vertical non-historic material.
06540.002119	437 Lafayette Street		437 Lafayette Street in Utica, Oneida County, is eligible for the State and National Registers under Criterion C, architecture, as a substantially intact Italianate style residence from the middle of the nineteenth century. It is located in an area just west of downtown Utica near the site of the junction of the former Erie and Chenango Canals, which brought unprecedented prosperity to Utica, causing a boom in both industrial and residential development in the city. Once one of the most common residential building types in Utica, today this is the only remaining Italianate residential building in the immediate vicinity. The brick building is two-and-one-half stories tall on a low stone basement. The façade is divided into two bays with a double-door entry in the west bay with pilasters supporting a bracketed hood and a three-sided bay window in the east bay with brick segmentally arched windows with keystones. Above the second story are flat-headed windows situated immediately beneath the wood bracketed cornice. The wood bracketed cornice continues along the east elevation of the main block and behind that is a lower two-story block that does not include the half-story at the front. Window configurations are the same as on the front except that the brick arches do not include keystones. A large industrial building that appears to be an older brick structure with a modern sheet-metal front borders the building on the east. The west elevation is similar to the east except for the presence of a porch (partially altered) where the main block intersects the rear. There is a detached 2-story, 2-bay-wide outbuilding (carriage house) with double-leaf wood panel (3) and glass (8 lights) doors, hay door, and corrugated metal exterior siding on the southwest corner of the property. Despite its deterioration, the building retains a high degree of architectural integrity.
06540.001489	440 Lafayette Street	L. Snyder House	The adjacent brick buildings at 440, 442 and 444 Lafayette Street are eligible for the National Register of Historic Places under Criterion C, Architecture, as rare survivors of canal-era residential buildings from the earliest period of Utica’s development along the Erie Canal and the lateral Chenango Canal. The three simple Greek Revival-inspired buildings are situated just a short distance east of the Chenango Canal (now covered by the arterial highway of NY Routes 5, 8 and 12) and one block south of Oriskany Street, the former location of the Erie Canal. The Chenango Canal opened in 1837 and connected the Erie Canal one block northwest of this location with the Susquehanna River at Binghamton, nearly 100 miles to the south. The canals ushered in a period of great prosperity in Utica that saw significant residential, commercial and industrial development adjacent to the canals. They are surviving residential buildings in a neighborhood that later evolved to become the western edge of the central business district of Utica. Industrial buildings were located along both the Erie and Chenango canals north and west of this former residential district and later scattered along Lafayette, Columbia, and perpendicular streets. A railroad was constructed near the canal and this eventually replaced the canal as the major transportation route to the south after it closed in 1878. Maps made between the middle of the nineteenth century and into the 1950s illustrate the gradual replacement of residential buildings by industrial buildings as well as the installation of commercial uses in the first stories of some former residences. After the 1950s, large areas in the neighborhood were stripped of buildings altogether, leaving the area with large open spaces between buildings of all types. In addition, in some cases, modern infill has replaced earlier buildings. 444 Lafayette is similar in age, materials and scale to its neighbors at 440 and 442 but is a two-story flat-roofed building with three bays, a high stone basement but an altered doorway and surround. A simple brick frieze cornice with brick dentils and a wood overhang remain. Window openings are filled with non-historic 1/1 sash.
06540.001490	442 Lafayette Street	S. Isele House	
06540.001491	444 Lafayette Street	C & A Eichmeyer House	

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06540.001555	509 Lafayette Street	Utica Turn Hall/Utica Turnverein	The former Turnverein Hall is eligible for the National and State Registers of Historic Places under Criterion A, Social History, for its association with the history of German immigration to Utica in the second half of the nineteenth century. It is also eligible under Criterion C, Architecture, as a rare example of the rundbogenstil (German Romanesque) in Utica. It was built in 1894 by the German-American community as a gymnasium and social hall. "The Turnverein movement was the most important secular organization in German immigrant communities in the United States. It was founded by Friedrich Ludwig Jahn and involved a systematic approach to gymnastics intended to prepare Germans physically and mentally to combat the conquering French. The Turnplatz, or gymnastic field, included places for long jumping, high jumping, pole vaulting, as well as gymnastic equipment such as the balance beam, horse, ladders and parallel bars. The Utica Turnverien was established in 1854 and Turner societies in New York State formed the Amerikanischer Turnerbund, or American Gymnastic Union in the 1860s. The Utica Turnverein was formally reorganized in 1882 and in 1894 the membership constructed this Turn-Halle. These clubs built spacious halls that functioned as centers of nineteenth-century community life, housing gymnasiums, bowling alleys, ballrooms, theaters, and saloons. Most Turnvereins also had benevolent, intellectual, and social goals, including caring for the needy, establishing schools, and providing entertainment. Turner societies were proponents [of] German language instruction and physical education in public schools as well as function as German-American social clubs." Source: DOT Survey (PIN 2134.41), NY 5/8/12 arterial, 2008. This building served the as Utica Turnverein until 1922, and by 1925, it was being used as an auto and truck body shop. The brick building is a one-and-one-half-story, front-gabled building originally used as a gymnasium. It rests on a cut stone foundation and the roof is asphalt. The rundbogenstil became popular in Germany in the second quarter of the nineteenth century and in the middle of the nineteenth century in the United States, likely for its historical associations. The gable end (north) has a tri-partite window located above the central double doors which are flanked by two small round windows. The east façade has five large windows in bays marked by brick pilasters. A modern brick warehouse has been added to the west and south sides of the building.

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NEW YORK STATE OF OPPORTUNITY | Parks, Recreation and Historic Preservation

AUG 30 2018

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

August 27, 2018

Sir/Madam
Resource Center for Independent Living
139 Columbia St
Attn: Zyla McCormick
Utica, NY 13502

Re: Downtown Genesee Street Historic District
401-407 Columbia St
Utica NY 13502
Oneida County

Dear Sir/Madam

I am pleased to inform you that the above referenced property was listed August 24, 2018 on the National Register of Historic Places. As you may know, the National Register is the nation's official list of properties worthy of preservation. Listing on the National Register recognizes the importance of these properties to the history of our country and provides them with a measure of protection. *In addition, owners of income producing properties may qualify for federal and/or state income tax benefits. Homeowners in qualifying census tracts may qualify for state income tax benefits for approved work.* Properties owned by municipalities and not-for-profit organizations are eligible to apply for state historic preservation matching grants.

If you would like more information about any of these programs, please contact your field representative, in this case, Kath LaFrank, at the Division for Historic Preservation (518) 268-2185. The Division maintains a continuing interest in all registered properties and will be happy to answer any questions you may have.

Sincerely,

R. Daniel Mackay
Deputy Commissioner for Historic Preservation and
Deputy State Historic Preservation Officer

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August 16, 2018

Mr. John A. Bonafide, Director
New York State Office of Parks, Recreation & Historic Preservation
Division of Historic Preservation, Technical Preservation Services Bureau
P.O. Box 189
Waterford, NY 12188-0189

RE: DOH/DEC/SEQRA – Proposed Utica Hospital/MVHS/New Construction (16 PR06600)
Mohawk Valley Health System – Integrated Health Campus

FILE: 30780/67677

Dear **Mr. Bonafide**:

Thank you for your correspondence dated July 17th in support of our on-going, project-related consultation with the Division of Historic Preservation. The information provided in your correspondence relative to the Phase IA Architectural Inventory Report, as well as the prior correspondence relative to the Phase IA Archaeological Investigation[1], help establish an important baseline from which to assess potential impacts as we move forward with project planning, including compliance with the State Environmental Quality Review Act (SEQRA).[2]

As you may be aware, the Mohawk Valley Health System (MVHS) is coordinating with local and state decision-makers and stakeholders to consolidate multiple, existing, licensed health care facilities into an integrated system of care, within the largest population center in Oneida County; an objective which is consistent with the New York State Department of Health (NYSDOH)-approved Certificate of Need.

Consequently, MVHS, in conjunction with its community partners, is seeking to construct the Integrated Health Campus (IHC) within the specified downtown location — 25± acres of property in an area of Utica that is designated as a Federal "Historically Underutilized Business" ("HUB") Zone.[3] While the primary project objective is to provide improved healthcare to the residents of the Mohawk Valley region, a secondary objective is to leverage this transformative once-in-a-lifetime project to become a catalyst for ongoing and future economic development of the region. The Oneida County Health Care Facility Transformation Program, a law enacted by the New York State Legislature in 2015, provides capital funding ($300 million) "in support of projects located in the largest population center in Oneida County that consolidate multiple licensed health care facilities into an integrated system of care."

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[1] Correspondence dated June 18, 2018 from Josalyn Ferguson, Historic Preservation Specialist/Archaeology.
[2] The Utica City Planning Board, as SEQRA Lead Agency, is performing a coordinated SEQRA review including preparation of an Environmental Impact Statement (EIS).
[3] HUBZone means a historically underutilized business zone, which is an area located within one or more: (1) Qualified census tracts; (2) Qualified non-metropolitan counties; (3) Lands within the external boundaries of an Indian reservation; (4) Qualified base closure areas; (5) Re-designated areas; or (6) Qualified disaster areas.

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Implementing the project within the proposed downtown project area requires consolidation of properties within the project footprint under MVHS ownership. Consequently, MVHS is working with its community partners to acquire parcels through negotiations with existing property owners, with positive results. While MVHS continues to negotiate with remaining property owners, it is understood that full control of the project area may require the use of eminent domain.

In conformance with SEQRA requirements, we continue to evaluate project-related impacts associated with implementation of the project, including potential impacts on cultural and historic resources. The need to provide your office with additional information to facilitate compliance with the National and State Historic Preservation Acts is also understood.

We are currently assessing potential project-related impacts on cultural resources and evaluating potential project changes and/or mitigation to minimize or eliminate those impacts. It is our intent to provide you with our findings so that we can continue our dialogue toward impact resolution. It is our understanding that such resolution will be codified in a "Letter of Resolution" (LOR), agreed upon by involved parties, and addressing significant adverse impacts and a consensus-based mitigation plan. We also understand that development of the LOR will be based on our compilation and provision, and your subsequent review, of information relative to those considerations.

The type of information your office is requesting on targeted properties will require on-site evaluations, which are currently limited by the Team's inability to access all the sites within the project footprint. While MVHS continues its efforts to obtain full site control, it is important to note that eminent domain procedures cannot be initiated until the City of Utica Planning Board, as SEQRA Lead Agency, has completed its coordinated SEQRA efforts (*i.e.*, issuance of SEQRA Findings).

We are reaching out to you in response to your recent phone conversation with our cultural resource consultant, Mike Cinquino (Panamerican Consultants, Inc.), to identify and obtain consensus on a path forward to obtain an acceptable LOR; a process that accounts for the current site accessibility restrictions, the need to provide for an adequate SEQRA review, and which accounts for a balancing of needs between cultural resource sensitivities and regional healthcare objectives. For the purposes of SEQRA, we would like to work toward a written "pre-agreement" with your office relative to an acceptable path forward.

We are available to meet with you in person or by conference call at your convenience. Please advise. I can be reached at (315) 956-6421 or steve.eckler@obg.com. Thanks for your continued diligence on this important regional project.

Very truly yours,
O'BRIEN & GERE ENGINEERS, INC.



Steven M. Eckler
Senior Managing Scientist

cc: Sharon Palmer - MVHS
Mike Cinquino – Panamerican
Eric Lints – Hammes
Mike Solak - Hammes
Paul Romano – OBG

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Traffic Impact Study

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Mohawk Valley Health System

Utica, New York

Integrated Health Campus Traffic Impact Study

Prepared by:
C&S Companies

October 2018

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Executive Summary

This traffic impact study (TIS) evaluates the potential transportation impacts to the highway system from the Integrated Health Campus (IHC) Project, a hospital and medical office building development, proposed by the Mohawk Valley Health System (MVHS) in the City of Utica, New York anticipated to be completed in 2022. This project is expected to include a 688,000 square foot (SF) hospital building with 373 beds and 2,400 employees, an 80,000 SF medical office building, a central utility plant, heliport, a 1,550 space parking garage, and numerous surface parking facilities.

The MVHS IHC will be bound by New York State (NYS) Route 5S (Oriskany Street) to the north, Broadway to the east, NYS Route 5/8/12 to the West, and Columbia Street/City Hall/Kennedy Apartments to the south. For the purposes of the TIS, the study area incorporates all the intersections to be analyzed and defines the limits of any additional evaluations such as on-street parking impacts or accident analyses. Study area limits were defined based on discussions with the New York State Department of Transportation (NYSDOT) Region 2 and includes the following intersections:

1. NYS Route 5/8/12 NB off-ramp at Court Street
2. State Street & NYS Routes 5/8/12 off/on-ramp
3. State Street & Lafayette Street
4. State Street & Columbia Street
5. State Street & Court Street
6. Cornelia Street & Oriskany Street
7. Cornelia Street & Lafayette Street
8. Cornelia Street & Columbia Street
9. Cornelia Street & Court Street
10. Broadway & Oriskany/Liberty Street
11. Broadway & Lafayette Street
12. Broadway & Columbia Street
13. Broadway & Court Street
14. Washington Street & Liberty Street
15. Washington Street & Oriskany Street
16. Washington Street & Lafayette Street
17. Seneca Street & Liberty Street
18. Seneca Street & Oriskany Street
19. Seneca Street & Lafayette Street
20. Genesee Street & Liberty Street
21. Genesee Street & Oriskany Street
22. Genesee Street & Lafayette/Bleecker Street
23. Genesee Street & Columbia/Elizabeth Street
24. Genesee Street SB off-ramp & Whitesboro Street
25. Genesee Street & Blandina Street
26. Genesee Street & Bank Place
27. Genesee Street & Court Street

Intersection turning movement counts were collected during typical AM (7am – 9 am) and PM (4pm – 6pm) peak hours at the study intersections on July 18th and 19th, 2018. While peak hours for individual intersections varied, the overall study peak hours were determined to be from 7:45am – 8:45am and 4pm – 5pm.

A capacity analysis was performed using SYNCHRO 10 for the study area using the existing condition traffic volumes with existing roadway and intersection geometry information. Each of the study intersections operate at a LOS C or better during the peak hours. There are a few movements at some intersections that operate at a LOS E or F as noted below:

- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (96.2 sec)
- 17 – Seneca Street & Liberty Street (AM)
  - Northbound LT/THRU/RT = LOS E (38.2 sec)

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The future no-build condition includes the proposed geometric, traffic control, and traffic distribution changes for NYS Route 5S that are currently being constructed as well as a growth of existing traffic to account for other unknown development in the area through 2022. Provided by the NYSDOT, a 1% growth rate is used to estimate no-build condition volumes for 2022. Information regarding the proposed expansion of the AUD including the NEXUS Center is not available at this time and cannot be included in the analysis for this study.

Each of the study intersections operate at a LOS C or better during the peak hours for the future no-build condition except for intersection 4 – State Street & Lafayette Street during the PM peak hour which changed from an average intersection LOS C (30.1 sec) to a LOS D (43.8 sec). There are a few movements at some intersections that were noted at a LOS E or F for the future no-build condition as noted below:

- 3 – State Street & Lafayette Street (PM)
  - Northbound THRU/RT = LOS F (84.1 sec) previously LOS D (52.2 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (55.0) previously LOS D (42.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (63.0) previously LOS D (44.4 sec)
- 10 – Broadway & Oriskany/Liberty Street (PM)
  - Southbound LT = LOS E (58.5 sec) previously did not exist as a dedicated movement
- 20/21 – Oriskany Street & Genesee Street (AM)
  - Northbound L = LOS E (56.6 sec) previously did not exist as a dedicated movement

The future build condition includes the additional traffic anticipated to be generated due to the proposed development and any changes in traffic patterns associated with building access, roadway closures, or access to proposed parking facilities:

- On-site parking totals 1,830 spaces in the following facilities:
  - Parking garage on the property bound by State Street, Lafayette Street, Cornelia Street, and NYS Route 5S – contains 1,550 total spaces, 500 of which will be dedicated to City use. Access will be on Cornelia Street and State Street. It is assumed all public patients and visitors to the hospital will park here along with some employees.
  - Two employee surface parking lots: 219 space facility just west of State Street and north of Lafayette Street with access on State Street and a 107 space facility just west of State Street between Lafayette Street and Columbia Street with access on Columbia Street
  - Surface parking lot with 375 spaces adjacent to the medical office building with access on State Street and Cornelia Street
  - Emergency Department surface parking between the main hospital building and State Street with a total of 79 spaces with access on Columbia Street and State Street as well as direct access to the garage
- A pedestrian walkway and access to the emergency department entrance will replace Lafayette Street between Cornelia Street and State Street.
- Lafayette Street from Broadway to Cornelia Street will become the main entrance to the IHC
- Cornelia Street from Columbia Street to Oriskany will be abandoned by the City
- Cornelia Street from Lafayette Street to Oriskany Street will lead to the main entrance to the hospital and provide an access to a new public parking garage
- Carton Avenue, Sayre Alley, and Pine Street will be abandoned by the City

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Using the Institute of Engineers (ITE), Parking Generation Manual, 3rd Edition, the anticipated parking demand associated with the proposed MVHS IHC was estimated for comparison to the proposed parking supply. Land use codes 610 – Hospital and 720 – Medical-Dental Office were used to estimate the anticipated peak (weekday) parking demand. Based on this evaluation, the proposed development plan provides adequate parking for its patients, staff, and visitors.

	Proposed Supply	Anticipated Peak Demand	Estimated Surplus
Hospital	1,455	1,440	15
Medical Office Building	375	283	92
Total	1,830	1,723	107

The 10th Edition of ITE's Trip Generation Manual was used to estimate the traffic that will be generated by the proposed development during the typical weekday AM and PM peak hours. Using the same land use codes and variables (hospital employees and SF of medical office building), the trip generation for the proposed project is shown below:

	AM Peak Hour			PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Hospital	476	176	652	185	500	685
Medical Office Building	143	40	183	76	197	273
Total	619	216	835	261	697	958

As part of the analysis included for the NYS Route 5S project, an initial trip generation and distribution for the proposed MVHS IHC project was developed to be incorporated in their future conditions modeling. A letter memo was developed by GTS Consulting in March 2016 that used initial development assumptions and data provided by the MVHS regarding employee and patient zip code information to determine peak hour regional distributions. While the project information has changed since that memo was developed that significantly changes trip generation estimates, the employee and patient information and routing assumptions are still valid. Therefore, the regional distribution from that memo was used for this analysis.

The local distribution of project-generated trips within the study area is based on the most logical routing to/from the larger/busier highways and roadways to/from each individual parking facility access. The number of trips allocated to/from each parking location is based on the size of the facility and on the following assumptions:

- All hospital related trips are routed to/from the garage, employee parking lots, and the emergency department parking based on the regional distribution, proportion of number of spaces available at each facility (i.e., the garage would see the most trips, then the larger employee lot, the smaller employee lot, and the emergency department parking would have the least number of trips assigned to it), and the most direct route to/from each access point
- The trips generated by the medical office building are directed to/from the parking lot adjacent to the building

When compared to the future no-build scenario analysis results, all of the study intersections operate at LOS C or better in the future build condition except for intersection 3 – State Street & Lafayette

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Street/ Emergency Department Access (average intersection LOS F (85.6 sec) previously LOS D (43.8 sec)) and 6 – Cornelia Street & Oriskany Street (average intersection LOS D (42.4 sec) previously LOS C (21.8 sec)), both during the PM peak hour. The following movements are expected to operate at a LOS E or F:

- 3 – State Street & Lafayette Street/ED Access (PM)
  - Northbound THRU/RT = LOS F (101.4 sec) previously LOS F (84.1 sec) when Lafayette Street continued eastbound through State Street
  - Southbound THRU/RT = LOS F (91.9 sec) previously LOS B (19.5 sec)
- 5 – State Street & Court Street (PM)
  - Northbound LT = LOS E (63.9 sec) previously LOS C (22.1 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northbound LT/THRU/RT = LOS E (72.2) previously LOS D (53.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (176.3) previously LOS E (63.9 sec)
- 10 – Broadway & Oriskany/Liberty Street (AM)
  - Southbound LT = LOS E (55.9 sec) previously D (52.7 sec)
- 20/21 – Oriskany Street & Genesee Street (PM)
  - Northbound THRU = LOS E (74.1 sec) previously D (52.8 sec)

There is expected to be some delay during the PM peak hour for vehicles exiting the new parking garage onto State Street (LOS F (79.2 sec)). It is not anticipated that this delay, internal to the garage, will impact operations of the adjacent roadways.

Additional modeling scenarios were developed to determine what mitigation measures would be required to improve operations to future no-build scenario operations or better. There will be no recommended changes to mitigate the LOS F with 79.2 seconds of delay expected for traffic exiting the garage during the PM peak hour. It is assumed that these delays (only noted during the PM peak hour) will not warrant a signal at the intersection of State Street and the garage/proposed employee parking lot. The delays during the PM peak hour at intersection 6 – Cornelia Street and Oriskany Street cannot be completely mitigated with signal timing changes, but the delays are lessened. The installation of a left turn lane was considered, but did not provide a significant improvement to the LOS compared to the anticipated costs and impacts to the soon to be reconstructed Oriskany Street (NYS Route 5S). The intersection is expected to operate overall at a LOS C during the AM peak hour and at a LOS D during the PM peak hour.

Based on these analyses, it was determined that the proposed development will not have a significant adverse impact on the adjacent transportation network with the following mitigation measures implemented beyond what is expected as part of the development plan for the project:

- Ensure adequate pedestrian facilities are available from each proposed parking area to the access points of the main hospital building
- Optimize signal timings at the following intersections:
  - 3 – State Street & Lafayette Street/Emergency Department Access (PM)
  - 5 – State Street & Court Street (PM)
  - 6 – Cornelia Street & Oriskany Street (AM & PM)
  - 10 – Broadway & Oriskany/Liberty Street (AM)
  - 20/21 – Oriskany Street & Genesee Street (PM)

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Section 1—Introduction

1.1 Project Description

This traffic impact study (TIS) evaluates the potential transportation impacts to the highway system from the Integrated Health Campus (IHC) Project, a hospital and medical office building development, proposed by the Mohawk Valley Health System (MVHS) in the City of Utica, New York. This project is expected to include a 688,000 square foot (SF) hospital building with 373 beds and 2,400 employees, an 80,000 SF medical office building, a central utility plant, heliport, a 1,550 space parking garage, and numerous surface parking facilities.

The MVHS IHC will be bound by New York State (NYS) Route 5S (Oriskany Street) to the north, Broadway to the east, NYS Route 8 to the West, and Columbia Street/City Hall/Kennedy Apartments to the south. The proposed site is approximately 25 acres just south of the Utica Memorial Auditorium near the City's urban core, the proposed "U" District, Brewer District, Bagg's Square, and Utica Harbor Point. A location map of the site is included as **Figure 1.1**.

1.2 Study Area

For the purposes of the TIS, the study area incorporates all the intersections to be analyzed and defines the limits of any additional evaluations such as on-street parking impacts or accident analyses. Study area limits were defined based on discussions with the New York State Department of Transportation (NYSDOT) Region 2 and includes the following intersections (see **Figure 1.2**):

1. NYS Route 5/8/12 NB off-ramp at Court Street
2. State Street & NYS Routes 5/8/12 off/on-ramp
3. State Street & Lafayette Street
4. State Street & Columbia Street
5. State Street & Court Street
6. Cornelia Street & Oriskany Street
7. Cornelia Street & Lafayette Street
8. Cornelia Street & Columbia Street
9. Cornelia Street & Court Street
10. Broadway & Oriskany/Liberty Street
11. Broadway & Lafayette Street
12. Broadway & Columbia Street
13. Broadway & Court Street
14. Washington Street & Liberty Street
15. Washington Street & Oriskany Street
16. Washington Street & Lafayette Street
17. Seneca Street & Liberty Street
18. Seneca Street & Oriskany Street
19. Seneca Street & Lafayette Street
20. Genesee Street & Liberty Street
21. Genesee Street & Oriskany Street
22. Genesee Street & Lafayette/Bleecker Street
23. Genesee Street & Columbia/Elizabeth Street
24. Genesee Street SB off-ramp & Whitesboro Street
25. Genesee Street & Blandina Street
26. Genesee Street & Bank Place
27. Genesee Street & Court Street

See Section 2.1 for more detailed roadway network information.

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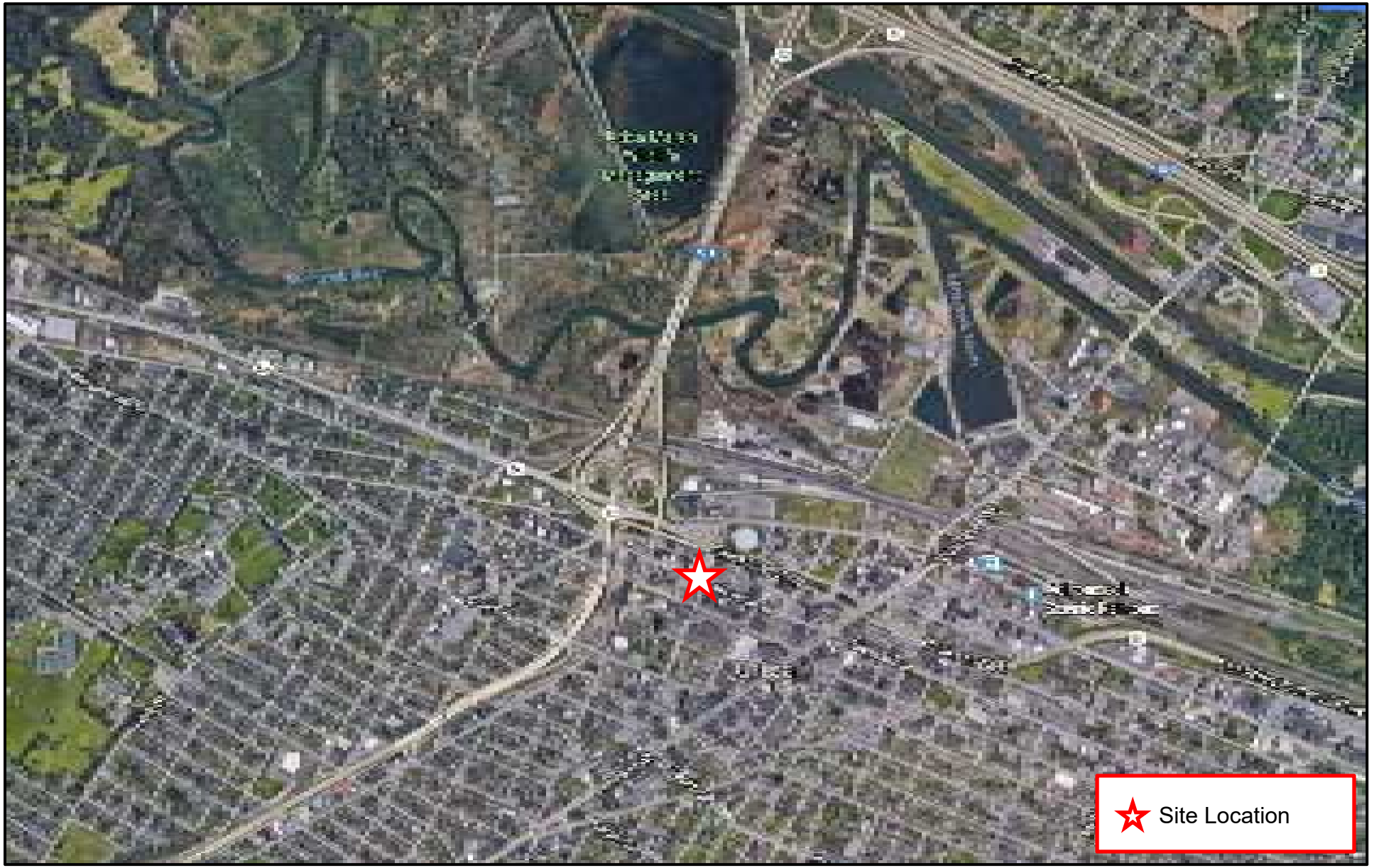

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

PROJECT LOCATION MAP

(AERIAL FROM GOOGLE MAPS 2018)

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FIGURE

1.1

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MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

STUDY AREA INTERSECTIONS

(AERIAL FROM GOOGLE EARTH, IMAGERY DATE 10/2/17)

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FIGURE 1.2

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1.3 Methodology

The methodology used to determine the impacts of the traffic generated by the proposed development was discussed and approved with the NYSDOT, Region 2. Several traffic conditions or scenarios were established and considered for the study intersections. The traffic conditions considered in this report are as follows:

- Existing (2018) traffic conditions during the typical AM and PM peak commuter periods
- Future (2022) no-build traffic conditions during the typical AM and PM peak commuter periods
- Future (2022) build traffic conditions during the typical AM and PM peak commuter periods
- Future (2022) mitigated traffic conditions during the typical AM and PM peak commuter periods, if necessary

The no-build condition includes the proposed geometric and traffic control changes for NYS Route 5S that are currently being constructed as well as a growth of existing traffic to account for other unknown development in the area through 2022. Provided by the NYSDOT, a 1% growth rate is used to estimate no-build condition volumes for 2022.

The future build condition includes the additional traffic anticipated to be generated due to the proposed development and any changes in traffic patterns associated with building access, roadway closures, or access to proposed parking facilities. Based on the results of the analysis of traffic operations for the future build condition, the mitigated condition contains any changes to lane configurations, signal timing and phasing, or any other changes to the roadway network or proposed development plan necessary to mitigate impacts to traffic operations.

Adjacent to the proposed site to the north, the Utica Memorial Auditorium (the AUD) is a multi-purpose arena and home to the Utica Comets of the American Hockey League. A planned expansion to the AUD including the proposed NEXUS Center will include additional game fields, lockers rooms, office space, classroom space, retail, food and beverage services, and other training space. The NEXUS Center is expected to be developed to the east of the AUD up to Broadway. Based on conversations with the NYSDOT and the Upper Mohawk Valley Memorial Auditorium Authority (August 2018), current events at the AUD typically do not impact commuter peak periods and there is not enough detailed information available regarding the AUD expansion and NEXUS Center to include potential impacts in this TIS. Therefore, traffic generated during AUD events or potential traffic generated by the AUD expansion and NEXUS Center are not included in this study.

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The effect of the IHC Project on the adjacent roadway network was measured by comparing the operations of the study intersections to operations that are typically considered acceptable. The study intersections were analyzed using SYNCHRO 10[1], a computer program that implements the methods presented in the Highway Capacity Manual**.** SYNCHRO determines the level of service (LOS), which is defined in terms of delay, as well as anticipated queue lengths.

The LOS for both signalized and unsignalized intersections are defined in terms of control delay. Control delay is a measure of the total travel time lost and includes slowing delay, stopped delay, queue move-up time, and start-up lost time. LOS thresholds are defined as average delay in seconds per vehicles over a fifteen-minute analysis period and range from LOS A to F for both signalized and unsignalized intersections. An overall intersection LOS D or better is generally considered acceptable at a signalized intersection. An overall intersection LOS E or better is generally considered acceptable at an unsignalized intersection. The following table provides a summary of the LOS thresholds as defined in the HCM 2010.

Table 1.1—Intersection Level of Service Criteria

Level of Service (LOS)	Signalized Intersections	Unsignalized Intersections
	Delay (sec)	Delay (sec)
A	0-10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	over 80	over 50

Source: HCM 2010, Chapters 18/19

The TIS also includes an accident history for the study area and a parking supply and demand analysis associated with the proposed development.

[1] SYNCHRO 10, Traffic Signal Coordination Software, Version 10.1, Trafficware LLC, Albany, California, 1993-2017.

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Section 2—Existing Conditions

2.1 Roadway Network

Intersections

The study area includes the following 27 intersections, as shown in Figure 1.2:

NYS Route 5/8/12 NB off-ramp with:

- Court Street

State Street with:

- Court Street
- Columbia Street
- Lafayette Street
- NYS Routes 5/8/12 off/on-ramp

Cornelia Street with:

- Court Street
- Columbia Street
- Lafayette Street
- Oriskany Street

Broadway with:

- Court Street
- Columbia Street
- Lafayette Street
- Oriskany/Liberty Streets

Washington Street with:

- Lafayette Street
- Oriskany/Liberty Streets

Seneca Street with:

- Lafayette Street
- Oriskany/Liberty Streets

Genesee Street with:

- Court Street/Hopper Street
- Bank Place
- Washington Lane/Blandina Street
- Columbia Street/Elizabeth Street
- Lafayette Street/Bleecker Street
- Oriskany/Liberty Streets
- Whitesboro Street (Genesee St SB off-ramp)

Figure 2.1 shows the existing lane configurations and traffic control for each of the study intersections.

Roadways:

Information for the following roadway and intersection characteristics was provided by C&S Engineers, Inc. via a field visit, desktop analysis in Google Maps, and the New York State Department of Transportation (NYSDOT) Functional Class Viewer. Centro bus routes that operate along any study area roadways are also noted.

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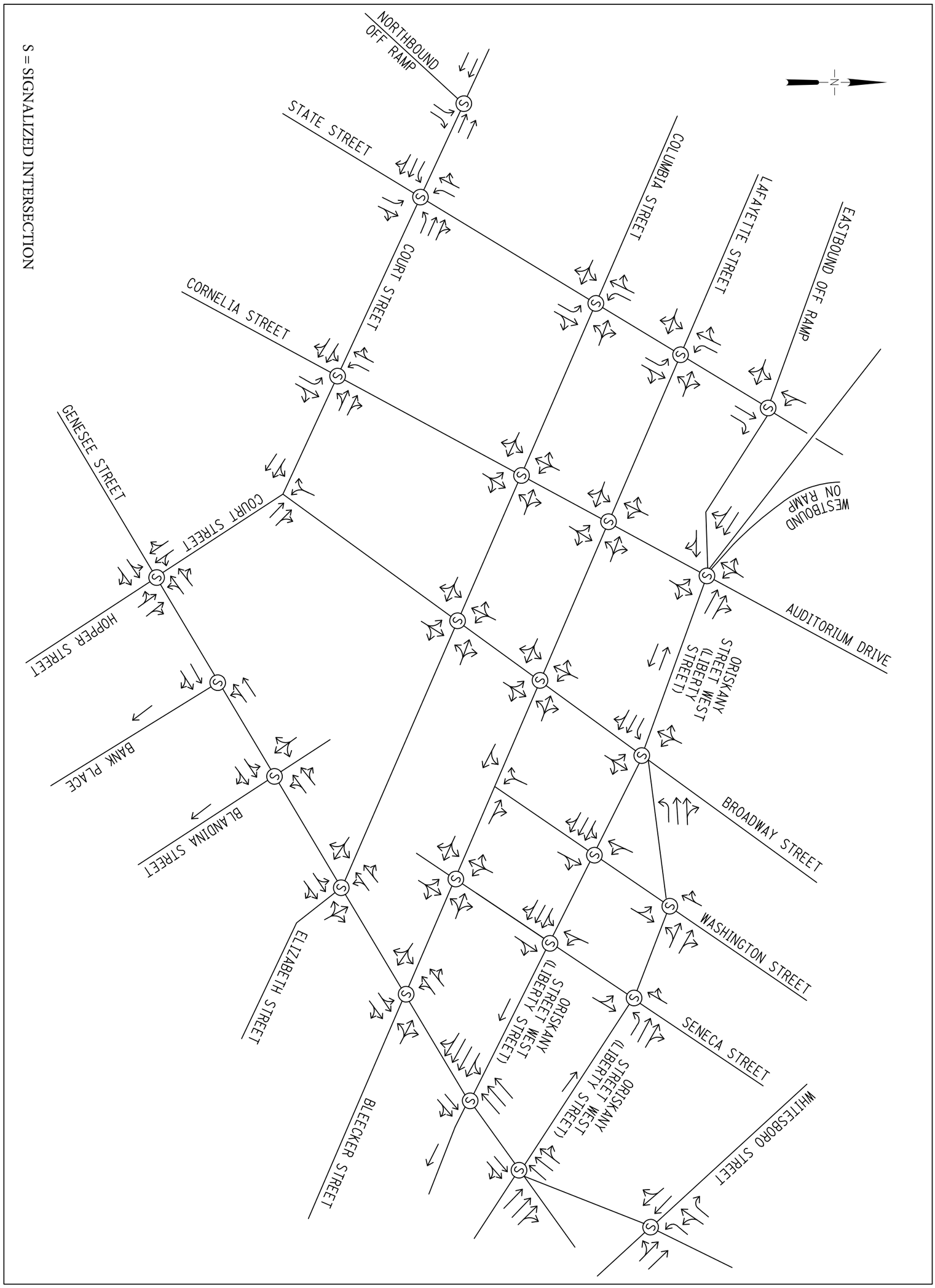

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

EXISTING (2018) LANE CONFIGURATIONS/TRAFFIC CONTROL

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FIGURE 2.1

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Although there are no designated bike lanes anywhere throughout the study area, the majority of roadways do have sidewalks. Within the study area, sidewalks are missing from the following road segments:

- West side of State Street between Oriskany St. and Lafayette Street
- East side of Cornelia Street between the entrance to the Kennedy Parking Garage and the Utica City Hall building
- West side of Broadway between Oriskany Street and Lafayette Street

Roadways within the study area are summarized as follows:

Bank Place is an urban local street situated at the eastern edge of the study area. It is a one-way road running southeast from Genesee Street to outside of the study area onto Union Street. Curb cut buffered parking is provided on the southern side of Bank Place.

Blandina Street is an urban local street situated on the eastern edge of the study area that becomes Washington Lane at its intersection with Genesee Street. This one-lane road runs southeast from Genesee Street towards Charlotte Street (located outside of the study area). Street parking is available on both sides of the street.

Bleecker Street is an urban major collector. This two-way roadway has one travel lane in each direction and runs east/west. This roadway becomes Lafayette Street west of Genesee Street and eventually becomes County Road 241 to the east when outside of city limits. On-street parking is available on both sides of the street within the study area and this street contains bus stops for the Centro UT 12 and UT 14 bus lines outside of the study area.

Broadway is a two-way urban local street. It has one travel lane in each direction and runs northeast/southwest, terminating at Court Street and Whitesboro Street (outside of the study area). Broadway provides direct access to NYS Route 5S, an urban arterial.

Columbia Street is an urban major collector. It runs southeast/northwest from Whitesboro Street and Genesee Street (both outside of the study area). It is a two-way roadway with one travel lane in either direction. On-street parking is available on both sides of the street and has bus stops for the Centro UT 20, UT 11, and UT 111 bus lines.

Cornelia Street is a two-way urban street that cuts through the center of the study area. It runs southwest/northeast and terminates at Oriskany Street and Mandeville Street (both outside of the study area). On-street parking is available on portions of the street.

Court Street is an urban minor arterial. Within the study area, it is a two-way street with two travel lanes in each direction. This street terminates at Whitesboro Street (outside of the study area) and Genesee Street, east of which it becomes Hopper Street. Within the study area, there are no bus lines on this street or on-street parking.

Elizabeth Street is an urban major collector that becomes Columbia Street west of Genesee Street. Elizabeth Street runs southeast/northwest, terminating at Genesee Street

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and Nichols Street (outside of the study area). It is a two-way road with a travel lane in both directions. There is on-street parking available on both sides of the street and the street is serviced by the Centro UT 12 bus line outside of the study area.

Genesee Street is an urban principal arterial. It has two travel lanes that run northeast through the study area and feeds into Oriskany Street (an urban arterial) after which it becomes North Genesee Street and feeds into I-790/I-90 (principal arterial-interstates) north of the study area. It also has two travel lanes that run southwest through the study area towards NYS Route 8 (a principal arterial expressway) and eventually terminates at NYS Route 12/Seneca Turnpike (a principal arterial) and Highway 5 (a principal arterial expressway) outside of the study area. There is on-street parking on both sides of the street throughout the study area. Centro bus lines that service this street include UT 15, UT 22, UT 24, UT 40, and UT 31.

Hopper Street is an urban minor arterial. It has two travel lanes in either direction and runs northwest/southeast, connecting Steuben Park (outside of the study area) to Genesee Street. West of Genesee Street, Hopper Street becomes Court Street. On-street parking is available on both sides of Hopper Street and it is serviced by the Centro bus line UT 22 outside of the study area.

Lafayette Street is an urban major collector. It becomes Bleecker Street east of Genesee Street and also terminates at Whitesboro Street (west of the study area). It is a two-way street with one travel lane in each direction. There is on-street parking available on both sides of the street. Centro bus stops on this street are for the following routes: UT 11, UT 20, and UT 111 lines.

NYS Route 5S is also known as Oriskany Street West, Oriskany Street East, and Liberty Street. Oriskany Street West begins in Yorkville and ends at the Genesee Street Intersection. Oriskany Street East begins at the Genesee Street Intersection and ends at the Broad Street Intersection. Liberty Street begins adjacent to the northern portion of Genesee Street and extends to Broadway along the one-way westbound portion of NYS Route 5S (Oriskany Street West). Although this street is not located in the study area, it is located directly to its north and runs east/west, so many of the streets running north/south in the study area do feed into it. It is an urban principal arterial and contains two travel lanes in each direction with a dividing barrier.

NYS Routes 5/8/12 (also known as the North-South Arterial) is located on an elevated roadway west of the study area. It is an urban principal arterial other running north/south that connects to Oriskany Street/NYS Route 5S and eventually I-790 and I-90 (all north of the study area). This road has two travel lanes in both directions with a dividing barrier.

Sayer Alley is a one-way local alley that connects Lafayette Street with Columbia Street. It has a bi-directional single travel lane.

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Seneca Street is a two-way urban local street that dead-ends mid-block south of Lafayette Street to provide on-street parking to local businesses. North of Lafayette Street, Seneca Street is a two-way urban street with on-street parking available on both sides. This portion of the street provides access to Oriskany Street outside of the study area before becoming Water Street. It has one travel lane in each direction.

State Street is an urban minor arterial. It runs along the western edge of the study area and terminates outside of the study area on Genesee Street to the south and Oriskany Street to the north where it provides the only direct access to I-790 and I-90 via NYS Routes 5/8/12 since the northbound access at Court Street was eliminated. Within the study area, it has two travel lines in each direction. On-street parking is only available on the 700-block of the street.

Washington Street is an urban local street located in the northern portion of the study area. This two-way street has one travel lane in each direction to provide access from Lafayette Street to Oriskany Street. It terminates to the north of the study area on Whitesboro Street. Within the study area, parking is available on the western side of the street.

Washington Lane is a two-way, one-block urban local street. East of Genesee Street, Washington Lane becomes Blandina Street. At its termination to the west, it becomes Washington Street. Washington Lane mainly provides access to the Washington Street Parking Garage and does not have on-street parking available.

2.2 Traffic Volumes

Intersection turning movement counts were collected during typical AM (7am – 9 am) and PM (4pm – 6pm) peak commuter travel periods at the study intersections on July 18th and 19th, 2018. While peak hours for individual intersections varied, the overall study peak hours were determined to be from 7:45am – 8:45am and 4pm – 5pm. Typically, traffic volume data is collected when local schools are in session. Since these counts were conducted in July, the data was compared to counts collected for the NYS Route 5S project to determine if they should be adjusted. Based on the comparisons and what is known of the recent traffic volume trends, it was determined that an adjustment to the July volumes was not necessary. The existing AM and PM peak hour volumes for the study area intersections are shown on **Figure 2.2**.

The highest pedestrian volumes were noted along the Genesee Street intersections as well as Columbia Street at Cornelia Street and State Street. There were very few bicyclists observed during the peak hours. The existing AM and PM peak hour pedestrian volumes for the study area intersections are shown on **Figure 2.3**. The crossing volumes that are circled indicate the lack of pedestrian accommodations at that crossing location.

The existing turning movement count data sheets are included in **Appendix A**.

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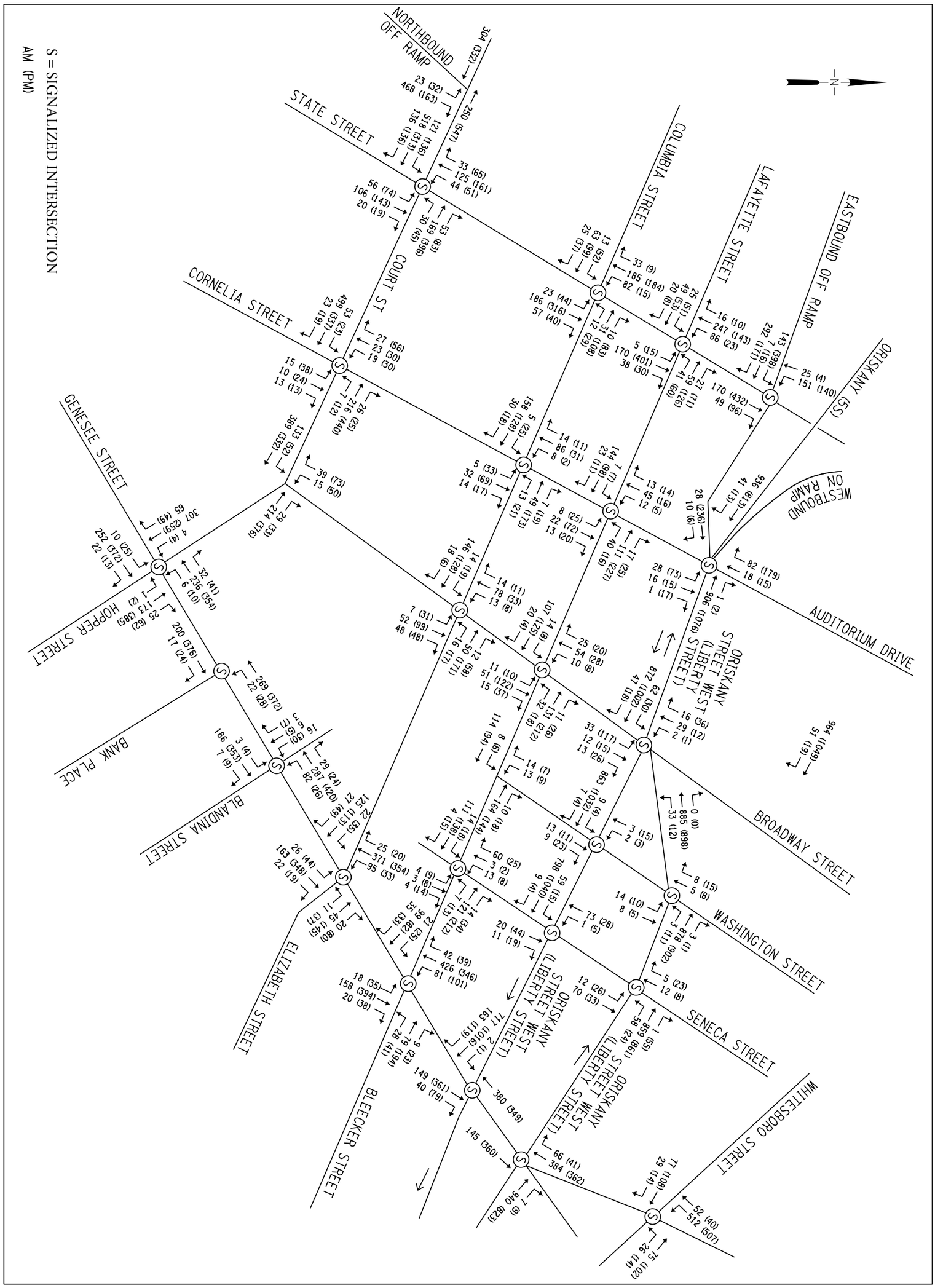

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

EXISTING (2018) PEAK HOUR VOLUMES

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FIGURE 2.2

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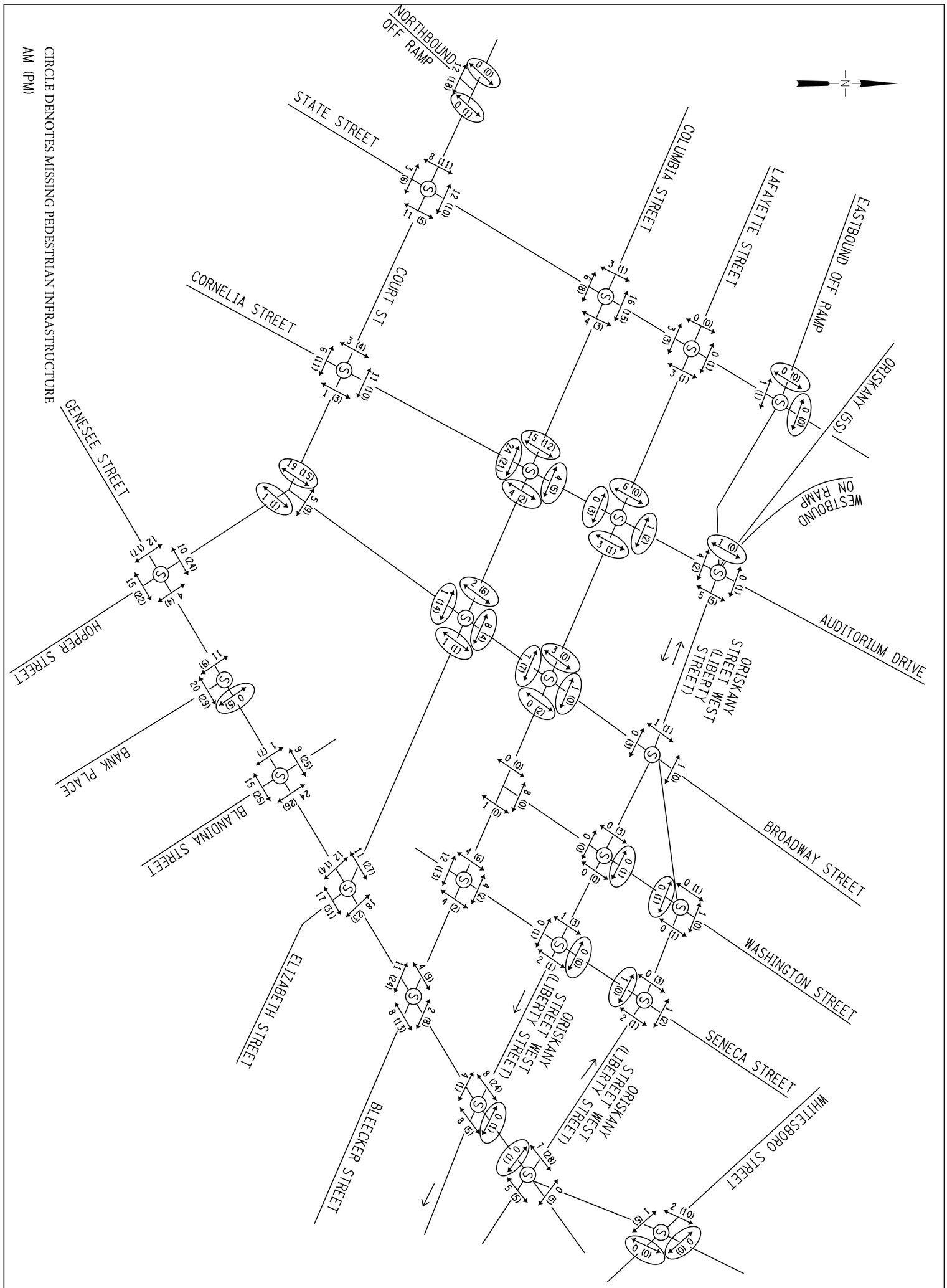

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

EXISTING (2018) PEAK HOUR PEDESTRIAN VOLUMES

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FIGURE 2.3

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2.3 Level of Service Analysis

A capacity analysis was performed for the study area using the existing condition traffic volumes with existing roadway and intersection geometry information. Starting on page 2-15, **Table 2.1** shows the existing condition level of service (LOS), delay in seconds, volume to capacity ratio, and 95th percentile queues[2] for each lane group of each study intersection.

Each of the study intersections operate at a LOS C or better during the peak hours. There are a few movements at some intersections that operate at a LOS E or F as noted below:

- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (96.2 sec)
- 17 – Seneca Street & Liberty Street (AM)
  - Northbound LT/THRU/RT = LOS E (38.2 sec)

The existing condition model reports are included in **Appendix B**.

[2] "The **95th-percentile queue** is defined to be the queue length that has only a 5% probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience."
https://www.hcmguide.com/Case1/popup_terms/95_percentile_queue.htm

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Table 2.1—Existing Capacity Analysis Results

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
1 - NB Off-Ramp & Court Street							
Eastbound	THRU	A (7.6)	0.17	57	A (5.4)	0.16	44
Westbound	THRU	A (8.7)	0.27	104	A (5.4)	0.19	47
Northbound	LT	B (15.0)	0.03	10	C (22.9)	0.05	17
	RT	C (24.2)	0.68	139	C (25.8)	0.32	67
Average Intersection LOS (delay in sec)			*B (15.4)*			*A (9.0)*	
2 - State Street & On/Off-Ramp							
Eastbound	LT/THRU/RT	A (8.2)	0.61	88	C (30.5)	0.89	#281
Northbound	THRU	A (6.4)	0.27	33	B (11.2)	0.65	m115
	RT	A (1.3)	0.09	0	A (2.4)	0.15	m1
Southbound	LT/THRU	B (13.6)	0.47	71	C (27.7)	0.64	#98
Average Intersection LOS (delay in sec)			*A (8.6)*			*C (21.4)*	
3 - State Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (6.9)	0.11	38	A (8.4)	0.15	51
Westbound	LT/THRU/RT	A (7.2)	0.15	50	A (9.0)	0.31	103
Northbound	LT	B (19.2)	0.02	9	B (19.4)	0.05	19
	THRU/RT	C (22.3)	0.40	142	D (52.2)	0.81	#369
Southbound	LT	C (23.5)	0.29	m61	C (24.7)	0.23	m10
	THRU/RT	C (27.4)	0.47	207	C (20.9)	0.29	m63
Average Intersection LOS (delay in sec)			*B (19.8)*			*C (30.1)*	
4 - State Street & Columbia Street							
Eastbound	LT/THRU/RT	B (15.3)	0.39	46	B (17.0)	0.57	77
Westbound	LT/THRU/RT	B (13.7)	0.23	29	B (14.4)	0.58	76
Northbound	LT	A (4.7)	0.03	10	A (8.1)	0.09	24
	THRU/RT	A (4.8)	0.23	57	B (10.0)	0.45	142
Southbound	LT	A (5.2)	0.12	26	A (8.0)	0.04	12
	THRU/RT	A (4.8)	0.20	53	A (8.2)	0.24	75
Average Intersection LOS (delay in sec)			*A (7.0)*			*B (11.8)*	
5 - State Street & Court Street							
Eastbound	LT	B (10.8)	0.23	62	B (11.9)	0.33	68
	THRU/RT	B (17.6)	0.46	195	B (13.8)	0.32	117
Westbound	LT	B (10.2)	0.10	21	B (10.0)	0.10	28
	THRU/RT	B (14.2)	0.19	61	B (19.3)	0.40	145
Northbound	LT	C (20.1)	0.15	51	C (21.7)	0.23	65
	THRU/RT	B (18.7)	0.22	88	C (20.1)	0.28	114
Southbound	LT	B (19.5)	0.11	41	B (20.0)	0.14	47
	THRU/RT	B (19.2)	0.28	107	C (20.5)	0.38	151
Average Intersection LOS (delay in sec)			*B (16.8)*			*B (17.3)*	
6 - Cornelia Street & Oriskany Street							
Eastbound	THRU/RT	A (7.7)	0.45	220	C (21.6)	0.59	300
Westbound	THRU/RT	A (4.7)	0.37	149	B (10.7)	0.47	336
Northbound	LT/THRU/RT	D (48.1)	0.45	57	**F (96.2)**	0.91	#156
Southbound	LT/THRU/RT	B (18.9)	0.51	51	C (22.7)	0.6	116
Northeast bound	THRU/RT	D (42.4)	0.33	50	D (44.4)	0.76	197
Average Intersection LOS (delay in sec)			*A (8.4)*			*C (22.3)*	
7 - Cornelia Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (9.2)	0.23	65	A (8.6)	0.15	44
Westbound	LT/THRU/RT	A (9.7)	0.25	66	B (10.7)	0.35	99
Northbound	LT/THRU/RT	A (9.3)	0.08	24	B (11.2)	0.20	52
Southbound	LT/THRU/RT	B (10.7)	0.14	36	A (8.7)	0.06	19
Average Intersection LOS (delay in sec)			*A (9.6)*			*B (10.2)*	
8 - Cornelia Street & Columbia Street							
Eastbound	LT/THRU/RT	B (11.7)	0.30	82	B (12.3)	0.31	74
Westbound	LT/THRU/RT	B (10.3)	0.12	34	B (13.3)	0.38	92
Northbound	LT/THRU/RT	A (8.5)	0.09	25	B (10.7)	0.21	51
Southbound	LT/THRU/RT	B (10.1)	0.17	48	A (8.8)	0.08	22
Average Intersection LOS (delay in sec)			*B (10.7)*			*B (12.1)*	
9 - Cornelia Street & Court Street							
Eastbound	LT/THRU/RT	B (19.2)	0.54	157	B (16.8)	0.37	99
Westbound	LT/THRU/RT	B (14.6)	0.23	64	B (17.7)	0.45	124
Northbound	LT	A (8.8)	0.02	12	A (9.2)	0.07	23
	THRU/RT	A (5.9)	0.03	13	A (6.6)	0.05	18
Southbound	LT	A (8.9)	0.03	14	A (9.1)	0.05	19
	THRU/RT	A (5.5)	0.07	21	A (4.5)	0.11	26
Average Intersection LOS (delay in sec)			*B (16.5)*			*B (15.3)*	

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Table 2.1—Existing Capacity Analysis Results cont.

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (1.7)	0.14	2	A (1.6)	0.08	m4
	THRU/RT	A (6.5)	0.46	289	A (5.6)	0.57	90
Westbound	LT	A (4.4)	0.03	m19	A (7.0)	0.01	m11
	THRU/RT	A (8.7)	0.38	266	A (9.5)	0.42	263
Northbound	LT/THRU/RT	A (7.9)	0.30	21	C (32.0)	0.69	103
Southbound	LT/THRU/RT	C (31.0)	0.30	49	B (15.9)	0.22	36
Average Intersection LOS (delay in sec)			*A (7.9)*			*A (9.3)*	
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (7.9)	0.19	52	A (9.1)	0.22	53
Westbound	LT/THRU/RT	A (9.3)	0.25	68	B (10.9)	0.40	97
Northbound	LT/THRU/RT	B (12.9)	0.16	43	B (16.1)	0.39	86
Southbound	LT/THRU/RT	B (12.2)	0.19	46	B (10.9)	0.14	30
Average Intersection LOS (delay in sec)			*A (10.0)*			*B (11.9)*	
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.4)	0.22	51	A (6.7)	0.21	45
Westbound	LT/THRU/RT	A (7.8)	0.10	45	A (6.8)	0.33	63
Northbound	LT/THRU/RT	B (11.0)	0.24	44	B (17.0)	0.46	83
Southbound	LT/THRU/RT	B (15.0)	0.26	57	B (13.0)	0.14	30
Average Intersection LOS (delay in sec)			*A (9.6)*			*B (10.2)*	
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.119	20	a (8.6)	0.058	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (12.7)	0.117	20	c (16.3)	0.32	40
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
14 - Washington Street & Liberty Street							
Westbound	LT/THRU/RT	C (25.6)	0.55	333	C (25.9)	0.50	338
Northbound	LT/THRU	A (7.1)	0.06	m5	A (6.5)	0.03	m4
Southbound	THRU/RT	B (12.8)	0.04	12	B (10.3)	0.05	18
Average Intersection LOS (delay in sec)			*C (25.0)*			*C (25.2)*	
15 - Washington Street & Oriskany Street							
Eastbound	LT/THRU/RT	C (30.5)	0.65	87	D (35.5)	0.66	160
Northbound	THRU/RT	B (14.2)	0.05	21	A (9.5)	0.07	21
Southbound	LT/THRU	B (17.6)	0.01	m6	C (22.4)	0.03	m18
Average Intersection LOS (delay in sec)			*C (30.0)*			*C (34.4)*	
16 - Washington Street & Lafayette Street							
Eastbound	LT/THRU	a (7.7)	0.006	0	a (7.7)	0.006	0
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	a (9.9)	0.038	20	b (10.3)	0.029	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
17 - Seneca Street & Liberty Street							
Westbound	LT	n/a	n/a	n/a	n/a	n/a	n/a
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	LT/THRU	**e (38.2)**	0.484	60	c (21.6)	0.229	20
Southbound	THRU/RT	c (22.8)	0.092	20	b (14.8)	0.084	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
18 - Seneca Street & Oriskany Street							
Eastbound	LT/THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	THRU/RT	c (19.1)	0.119	20	d (25.7)	0.279	40
Southbound	LT/THRU	d (28.2)	0.348	40	d (25.6)	0.167	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.01	0	a (7.8)	0.015	0
Westbound	LT/THRU/RT	a (7.4)	0.005	0	a (7.6)	0.01	0
Northbound	LT/THRU/RT	b (10.4)	0.017	20	b (11.4)	0.057	20
Southbound	LT/THRU/RT	a (9.8)	0.095	20	b (10.8)	0.058	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
20 - Genesee Street & Liberty Street							
Westbound	THRU/RT	B (12.2)	0.40	172	B (10.3)	0.32	129
Northbound	THRU	A (6.5)	0.15	8	B (12.8)	0.45	35
Southbound	THRU/RT	B (14.3)	0.48	39	A (3.8)	0.36	8
Southwest bound	THRU/RT	C (34.4)	0.60	133	C (34.1)	0.54	124
Average Intersection LOS (delay in sec)			*B (16.9)*			*B (13.8)*	

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Table 2.1—Existing Capacity Analysis Results cont.

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
21 - Genesee Street & Oriskany Street							
Eastbound	THRU/RT	C (24.3)	0.29	158	C (20.0)	0.37	179
Northbound	THRU	B (14.7)	0.20	44	C (23.3)	0.48	124
Southbound	THRU	A (6.2)	0.42	12	A (6.6)	0.41	12
Average Intersection LOS (delay in sec)			*B (18.3)*			*B (18.3)*	
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	D (37.3)	0.46	161	B (19.7)	0.34	95
Westbound	LT/THRU/RT	D (36.9)	0.36	127	C (28.6)	0.62	188
Northbound	LT/THRU/RT	B (14.4)	0.11	65	A (3.3)	0.32	35
Southbound	LT/THRU/RT	B (10.5)	0.33	124	B (10.0)	0.40	97
Average Intersection LOS (delay in sec)			*B (18.4)*			*B (12.3)*	
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	D (37.3)	0.48	185	B (15.9)	0.34	110
Westbound	LT/THRU/RT	C (28.1)	0.23	77	B (16.9)	0.44	145
Northbound	LT/THRU/RT	B (10.3)	0.16	62	B (17.7)	0.39	147
Southbound	LT/THRU/RT	B (10.2)	0.36	103	B (10.5)	0.36	53
Average Intersection LOS (delay in sec)			*B (16.6)*			*B (15.0)*	
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	B (10.2)	0.12	26	A (9.9)	0.12	27
Northwest bound	LT	B (13.8)	0.06	22	B (11.6)	0.03	13
	THRU	B (13.9)	0.17	48	B (11.8)	0.18	52
Southwest bound	LT	A (7.9)	0.53	225	A (7.8)	0.48	216
	THRU/RT	A (4.8)	0.06	23	A (5.5)	0.04	20
Average Intersection LOS (delay in sec)			*A (8.8)*			*A (8.6)*	
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	D (49.2)	0.24	45	C (30.5)	0.27	46
Northeast bound	LT/THRU/RT	A (1.3)	0.08	16	A (7.3)	0.15	102
Southwest bound	LT/THRU/RT	A (4.4)	0.18	97	A (1.0)	0.19	17
Average Intersection LOS (delay in sec)			*A (5.2)*			*A (5.0)*	
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.0)	0.07	0	A (0.1)	0.13	0
Southwest bound	LT/THRU/RT	A (0.1)	0.10	0	A (0.1)	0.13	0
Average Intersection LOS (delay in sec)			*A (0.1)*			*A (0.1)*	
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	C (33.9)	0.46	165	B (12.3)	0.23	71
Northwest bound	LT/THRU/RT	C (30.6)	0.24	90	B (13.8)	0.33	105
Northeast bound	LT/THRU/RT	A (8.7)	0.16	62	B (15.5)	0.35	106
Southwest bound	LT/THRU/RT	A (8.2)	0.16	77	A (7.7)	0.34	50
Average Intersection LOS (delay in sec)			*C (20.8)*			*B (12.4)*	

X - signalized intersection LOS
x- unsignalized intersection LOS
n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal
- 95th % volume exceeds capacity, queue may be longer

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2.4 Accident Analysis

According to data extracted from the NYSDOT Accident Location Information System (ALIS) for Oneida County, New York for the period between March 1, 2015 and February 28, 2018, there have been 75 vehicular accidents reported within the study area, not including NYS Route 5S since that was analyzed separately by the NYSDOT. Accident occurrence by street location during this period are summarized in **Table 2.2**.

Table 2.2—Accident Occurrence

Street	# of Accidents	% of Total
Bleecker St.	2	2.67%
Broadway	2	2.67%
Columbia St.	4	5.33%
Cornelia St.	4	5.33%
Court St.	12	16.00%
Devereux St.	3	4.00%
Elizabeth St.	3	4.00%
Genesee St.	17	22.67%
Hopper St.	4	5.33%
Kennedy Plz.	2	2.67%
Lafayette St.	6	8.00%
Seneca St.	3	4.00%
NYS Route 5S	1	1.33%
State St.	9	12.00%
Washington St.	3	4.00%
Total	**75**	**100.00%**

Source: NYSDOT ALIS, Oneida County for 3/1/15-2/28/18.
Compiled by C&S Engineers, Inc.

Of the accidents presented, approximately 23% occurred during inclement weather conditions (rain, snow, sleet, hail, or freezing rain) and approximately 17% occurred during non-daylight conditions (dusk or dark road/lighted conditions). In addition, 76% of these accidents occurred on roads that were straight and level, as opposed to those that occurred on curved or graded roads. Overall, this is indicative that the majority of accidents that occurred within the study area were under weather and visibility conditions not conducive to vehicular accidents.

As indicated by the NYSDOT ALIS data, 69% of the accidents reported in the study area occurred at intersections. Of the accidents that occurred at intersections, 64% occurred in the same exact geographic location as another reported accident. Intersection "hot spots" where accidents have occurred more than once are indicated in **Figure 2.4**.

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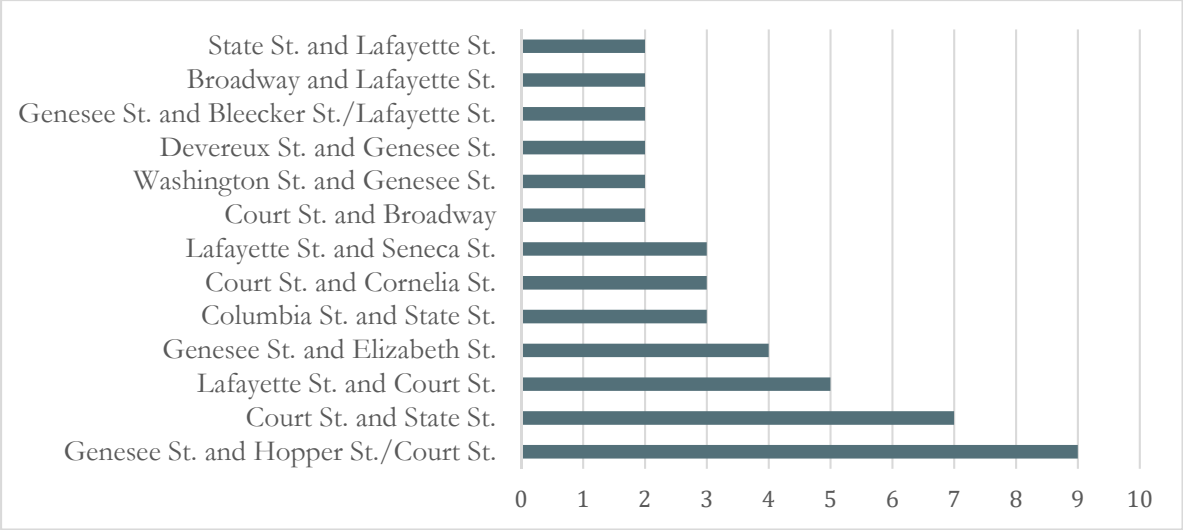
Figure 2.4—Intersection Hot Spots

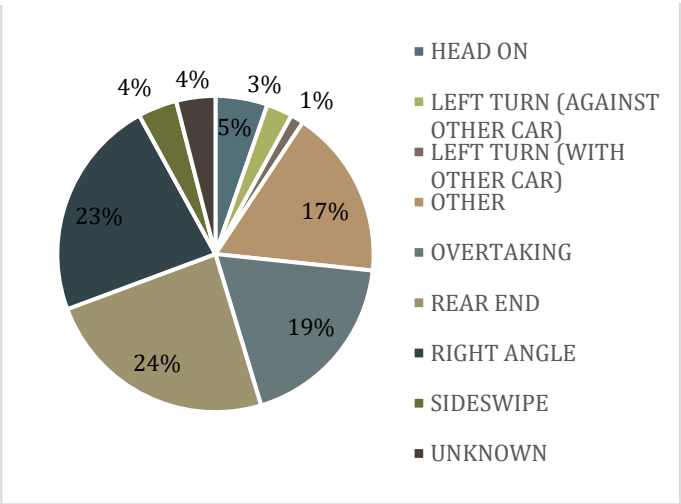


Source: NYSDOT ALIS, Oneida County for 3/1/15-2/28/18. Compiled by C&S Engineers, Inc.

Accident data was also analyzed by collision type. As indicated by **Figure 2.5**, approximately 24% of recorded accidents were rear ends, 23% were collisions from right angles, and 19% were collisions from overtaking. The cause of 17% of collisions were from other causes.

Traffic control types were associated by collision type. For rear end collisions, 50% occurred in association to traffic lights and 39% occurred when there was no traffic control type present. The remaining rear end collisions occurred at stop signs and flashing lights. Right angle collisions followed similar trends, with 53% occurring at traffic lights, 35% under no traffic control type, and the remaining from stop signs and flashing lights.

Figure 2.5—Percent of Accidents by Type



Source: NYSDOT ALIS, Oneida County for 3/1/15-2/28/18. Compiled by C&S Engineers, Inc.

Accident type information was also associated with the NYSDOT ALIS data. A majority (88%) of accidents documented were from collisions with other vehicles. Three (4%) of accidents were collisions with pedestrians and occurred under traffic signal control conditions. Six accidents (8%) occurred from collisions with fixed objects, fire hydrants, and guide rails. No accidents were reported with bicyclists.

Overall, this data also indicates that vehicle accidents are less likely to occur on the weekend than on a weekday. In addition, 89% of accidents within the study area have resulted in zero

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injuries (18 resulted in an injury). No accidents within the study area for this set of data have resulted in fatalities.

A Highway Design Final Design Report for NYS Route 5S completed in 2017 for the NYSDOT includes a review of accident data for the segment of NYS Route 5S within the study area. This report indicated that locations within the City of Utica such as Broad Street, Genesee Street, and John Street have historically appeared on the NYSDOT's High Accident Location (HAL) listing for the years 2008, 2009, and 2010. This indicates that these streets have exhibited statistically higher accident rates than expected for roads with similar characteristics. Since the main objectives of the NYS Route 5S project are to 'reduce the potential for vehicle conflicts and reduce the overall accidents within the project limits' and to 'improve pedestrian and bicyclist safety, access, and mobility using complete streets strategies', it is assumed that the proposed design of that corridor will address the potential for future accidents at these locations.

See **Appendix C** for the ALIS data summarized in this section.

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Section 3—Future No-Build Condition

3.1 NYS Route 5S Project

The NYSDOT is currently reconstructing NYS Route 5S from just west of Broadway to 1st Street with pavement overlays to Broad Street. As part of this project, the outside travel lane in both the eastbound and westbound directions will be eliminated. A cycle track will be added between Broadway and John Street, in the vicinity of this development's study area. The wide median on NYS Route 5S will be eliminated and the westbound lanes will be realigned to the south to be closer to the eastbound lanes. Liberty Street will be separated from the mainline and terminated at Seneca Street and a roundabout will be constructed at the intersection of John Street and Broad Street, outside of the study area. See **Appendix D** for a copy of the proposed reconstruction plans for NYS Route 5S from the Final Design Report dated June 2017.

Since this project is expected to be complete in October of 2019 and the MVHS IHC is expected to be complete in 2022, the changes to NYS Route 5S and the study area intersections due to this project are incorporated into the future no-build condition for the purposes of this study.

3.2 Future No-Build Volumes

The MVHS IHC is expected to be complete in 2022. Based on guidance from the NYSDOT, a compound growth rate of 1% was applied to the existing 2018 volumes for four years to derive the 2022 future no-build condition volumes that account for any unknown development that may occur in the area.

When the NYS Route 5S project was being evaluated, much higher traffic volumes were assumed to be associated with the MVHS IHC project to be conservative in the analysis since more detailed information was not available at that time. Therefore, the volumes as noted in the NYS Route 5S Final Design Report were not used as part of this analysis, but the rerouting/redistribution of traffic along NYS Route 5S due to geometric/traffic control changes was considered as the future no-build condition volumes were developed. As stated previously, information regarding the proposed expansion of the AUD including the NEXUS Center is not available at this time and therefore was not included in the analysis for this study.

The future no-build AM and PM peak hour volumes for the study area intersections are shown on **Figure 3.1**.

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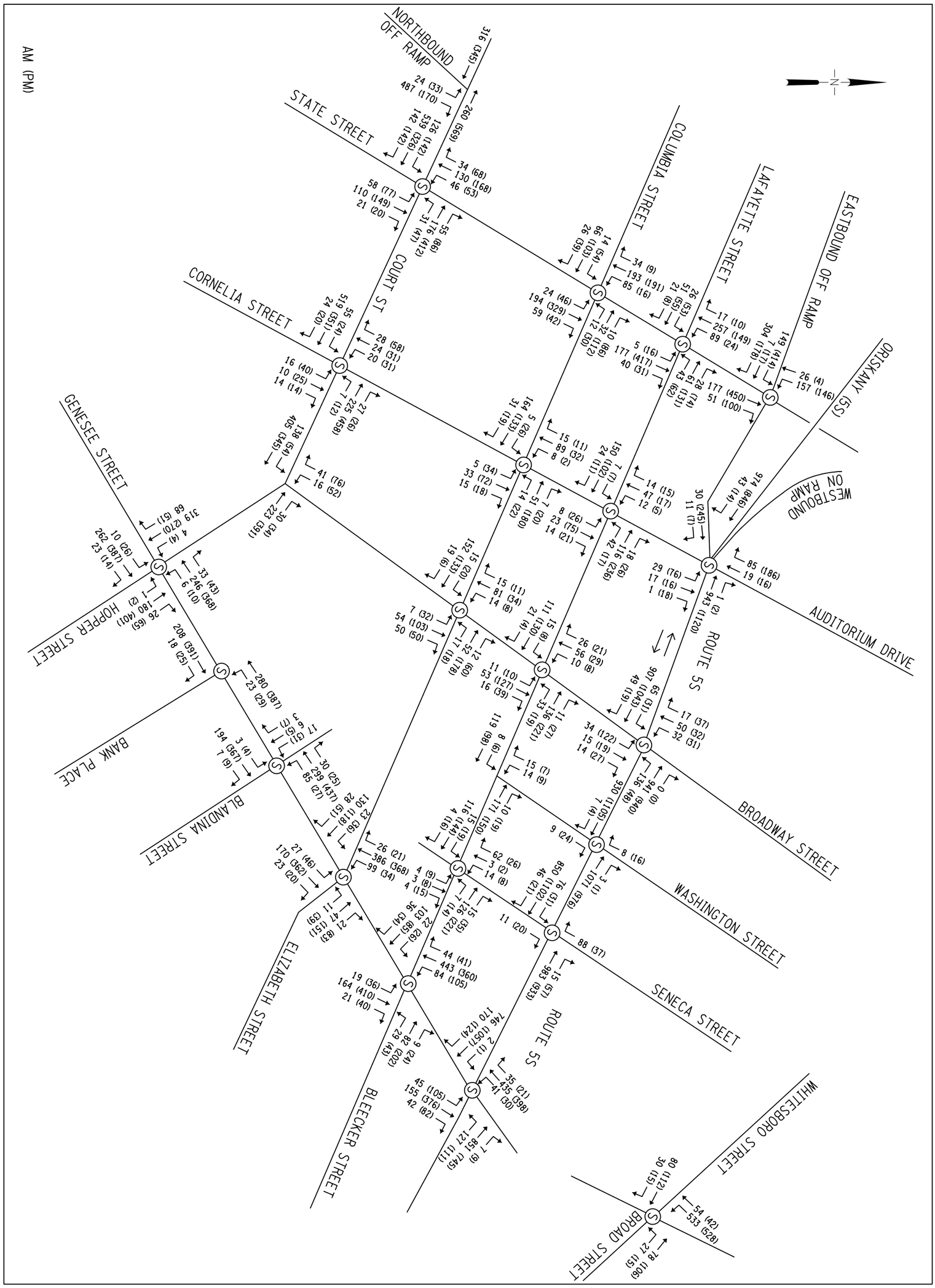

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FUTURE NO BUILD (2022) PEAK HOUR VOLUMES

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FIGURE 3.1

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3.3 Future No-Build Analysis

A capacity analysis was performed for the study area using the future no-build condition traffic volumes with the proposed NYS Route 5S roadway changes and existing roadway and intersection geometry information for the remainder of the study area. Starting on page 3-7, **Table 3.1** shows the AM and PM peak hour future no-build condition level of service (LOS), delay in seconds, volume to capacity ratio, and 95th percentile queues[3] for each lane group of each study intersection.

Each of the study intersections operate at a LOS C or better during the peak hours except for intersection 4 – State Street & Lafayette Street during the PM peak hour which changed from an average intersection LOS C (30.1 sec) to a LOS D (43.8 sec). There are a few movements at some intersections that were noted at a LOS E or F for the future no-build condition as noted below:

- 3 – State Street & Lafayette Street (PM)
  - Northbound THRU/RT = LOS F (84.1 sec) previously LOS D (52.2 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (55.0) previously LOS D (42.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (63.0) previously LOS D (44.4 sec)
- 10 – Broadway & Oriskany/Liberty Street (PM)
  - Southbound LT = LOS E (58.5 sec) previously did not exist as a dedicated movement
- 20/21 – Oriskany Street & Genesee Street (AM)
  - Northbound L = LOS E (56.6 sec) previously did not exist as a dedicated movement

The operations for a number of movements improved compared to the existing condition scenario due to the changes associated with the NYS Route 5S project. For example, the northbound movement at intersection 6 – Cornelia Street & Oriskany Street improved during the PM peak hour to a LOS E.

The future no-build condition model reports are included in **Appendix B**.

[3] "The **95th-percentile queue** is defined to be the queue length that has only a 5% probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience."
https://www.hcmguide.com/Case1/popup_terms/95_percentile_queue.htm

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Table 3.1—Future No-Build Capacity Analysis Results

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
1 - NB Off-Ramp & Court Street							
Eastbound	THRU	A (3.9)	0.15	35	A (7.6)	0.20	54
Westbound	THRU	A (4.6)	0.23	66	B (13.4)	0.61	237
Northbound	LT	B (18.3)	0.05	11	B (16.2)	0.04	14
	RT	A (6.0)	0.63	35	A (3.8)	0.20	21
Average Intersection LOS (delay in sec)			*A (5.3)*			*B (10.2)*	
2 - State Street & On/Off-Ramp							
Eastbound	LT/THRU/RT	A (8.1)	0.61	92	D (35.5)	0.93	#297
Northbound	THRU	A (6.2)	0.27	33	B (11.4)	0.67	m134
	RT	A (1.3)	0.09	0	A (3.0)	0.16	m5
Southbound	LT/THRU	B (12.9)	0.44	71	D (37.6)	0.74	#108
Average Intersection LOS (delay in sec)			*A (8.3)*			*C (25.0)*	
3 - State Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (6.8)	0.11	39	A (8.5)	0.16	53
Westbound	LT/THRU/RT	A (7.3)	0.15	52	A (9.2)	0.32	108
Northbound	LT	B (19.2)	0.02	9	B (19.5)	0.05	21
	THRU/RT	C (22.4)	0.40	146	**F (84.1)**	0.84	#391
Southbound	LT	C (24.2)	0.31	m67	C (24.4)	0.27	m9
	THRU/RT	C (28.5)	0.5	216	B (19.5)	0.30	m56
Average Intersection LOS (delay in sec)			*C (20.3)*			*D (43.8)*	
4 - State Street & Columbia Street							
Eastbound	LT/THRU/RT	A (7.0)	0.14	36	B (16.9)	0.57	80
Westbound	LT/THRU/RT	A (7.1)	0.08	23	B (14.3)	0.58	79
Northbound	LT	B (11.2)	0.07	17	A (8.5)	0.10	25
	THRU/RT	B (12.7)	0.41	100	B (10.7)	0.48	153
Southbound	LT	B (13.5)	0.25	46	A (8.4)	0.04	12
	THRU/RT	B (12.8)	0.37	93	A (8.7)	0.25	79
Average Intersection LOS (delay in sec)			*B (11.6)*			*B (12.1)*	
5 - State Street & Court Street							
Eastbound	LT	A (8.3)	0.26	41	B (12.2)	0.35	71
	THRU/RT	B (14.8)	0.62	124	B (14.0)	0.33	123
Westbound	LT	A (7.2)	0.11	14	B (10.1)	0.11	28
	THRU/RT	A (9.2)	0.21	39	B (19.6)	0.41	152
Northbound	LT	B (12.6)	0.16	33	C (22.1)	0.25	69
	THRU/RT	B (11.1)	0.23	55	C (20.3)	0.29	119
Southbound	LT	B (12.1)	0.12	28	C (20.1)	0.15	49
	THRU/RT	B (11.3)	0.29	65	C (20.7)	0.40	158
Average Intersection LOS (delay in sec)			*B (12.3)*			*B (17.5)*	
6 - Cornelia Street & Oriskany Street							
Eastbound	THRU/RT	A (8.2)	0.45	269	C (26.7)	0.61	361
Average Intersection LOS (delay in sec)		A (3.3)	0.37	122	A (4.4)	0.50	108
Northbound	LT/THRU/RT	D (53.4)	0.42	69	E (63.9)	0.72	#185
Southbound	LT/THRU/RT	B (19.1)	0.47	63	C (23.3)	0.53	149
Northeast bound	THRU/RT	**E (55.0)**	0.38	65	**E (63.0)**	0.84	272
Average Intersection LOS (delay in sec)			*A (8.4)*			*C (21.8)*	
7 - Cornelia Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (9.2)	0.24	67	A (8.6)	0.15	46
Westbound	LT/THRU/RT	A (9.7)	0.25	67	B (10.9)	0.36	104
Northbound	LT/THRU/RT	A (9.3)	0.08	24	B (11.3)	0.20	54
Southbound	LT/THRU/RT	B (10.5)	0.12	36	A (8.0)	0.07	m13
Average Intersection LOS (delay in sec)			*A (9.6)*			*B (10.3)*	
8 – Cornelia Street & Columbia Street							
Eastbound	LT/THRU/RT	B (11.4)	0.28	85	B (12.5)	0.33	77
	THRU/RT	-	-	-	-	-	-
Westbound	LT/THRU/RT	B (10.1)	0.11	36	B (13.6)	0.40	96
	LT/THRU	-	-	-	-	-	-
Northbound	LT/THRU/RT	A (8.4)	0.08	26	B (10.7)	0.22	53
	LT/RT	-	-	-	-	-	-
Southbound	LT/THRU/RT	A (10.0)	0.16	50	A (8.8)	0.08	22
Average Intersection LOS (delay in sec)			*B (10.4)*			*B (12.2)*	

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Table 3.1—Future No-Build Capacity Analysis Results cont.

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
9 - Cornelia Street & Court Street							
Eastbound	LT/THRU/RT	B (19.4)	0.55	161	B (17.0)	0.39	103
Westbound	LT/THRU/RT	B (14.6)	0.23	65	B (17.9)	0.46	130
Northbound	LT	A (8.8)	0.03	12	A (9.2)	0.07	24
	THRU/RT	A (5.8)	0.03	13	A (6.6)	0.05	19
Southbound	LT	A (8.9)	0.03	14	A (9.1)	0.05	20
	THRU/RT	A (5.4)	0.06	21	A (4.4)	0.11	27
Average Intersection LOS (delay in sec)			*B (16.7)*			*B (15.5)*	
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (4.0)	0.19	10	A (1.4)	0.10	m4
	THRU/RT	A (5.3)	0.46	270	A (4.0)	0.54	104
Westbound	LT	B (12.6)	0.37	89	B (17.2)	0.18	40
	THRU/RT	B (14.9)	0.42	367	C (23.7)	0.47	442
Northbound	LT	D (37.0)	0.21	47	D (41.9)	0.51	127
	THRU/RT	B (18.1)	0.08	23	B (17.0)	0.14	40
Southbound	LT	D (52.7)	0.33	55	**E (58.5)**	0.36	55
	THRU/RT	D (48.5)	0.49	84	D (36.9)	0.49	72
Average Intersection LOS (delay in sec)			*B (12.3)*			*B (16.1)*	
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (7.6)	0.18	52	A (9.2)	0.22	55
Westbound	LT/THRU/RT	A (8.7)	0.22	66	B (11.1)	0.42	102
Northbound	LT/THRU/RT	B (12.3)	0.14	43	B (16.4)	0.41	89
Southbound	LT/THRU/RT	B (11.4)	0.16	46	B (10.9)	0.14	30
Average Intersection LOS (delay in sec)			*A (9.4)*			*B (12.1)*	
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.2)	0.20	53	A (6.8)	0.22	47
Westbound	LT/THRU/RT	A (5.4)	0.09	26	A (7.0)	0.35	66
Northbound	LT/THRU/RT	B (10.4)	0.22	48	B (17.4)	0.48	87
Southbound	LT/THRU/RT	B (14.6)	0.23	59	B (13.0)	0.15	30
Average Intersection LOS (delay in sec)			*A (8.9)*			*B (10.4)*	
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.117	20	a (8.2)	0.117	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (12.3)	0.112	20	a (8.2)	0.117	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
14 / 15 - Oriskany Street & Washington Street							
Eastbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.2)	0.01	1	a (9.3)	0.03	2
Southbound	RT	b (10.4)	0.01	1	b (10.3)	0.03	2
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
16 - Washington Street - Lafayette Street							
Eastbound	LT/THRU	a (7.6)	0.006	0	A (0.5)	0.01	0
Westbound	THRU/RT	n/a	n/a	n/a	A (0.0)	0.11	0
Southbound	LT/RT	b (10.1)	0.043	20	A (9.8)	0.02	2
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
17 / 18 - Oriskany Street & Seneca Street							
Eastbound	LT	b (11.5)	0.14	12	b (10.3)	0.05	4
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.6)	0.02	1	b (10.7)	0.03	3
Southbound	RT	b (10.7)	0.14	12	b (10.1)	0.05	4
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.011	0	a (7.5)	0.011	0
Westbound	LT/THRU/RT	a (7.5)	0.005	20	a (7.5)	0.005	0
Northbound	LT/THRU/RT	b (10.6)	0.018	20	b (10.6)	0.018	20
Southbound	LT/THRU/RT	a (9.9)	0.105	20	a (9.9)	0.11	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	

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Table 3.1—Future No-Build Capacity Analysis Results cont.

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
20 / 21 - Oriskany Street & Genesee Street							
Eastbound	LT	A (3.0)	0.01	m1	A (5.0)	0.00	m1
	THRU/RT	A (9.8)	0.57	340	B (15.5)	0.77	227
Westbound	LT	B (17.8)	0.42	62	D (37.7)	0.53	#89
	THRU/RT	B (11.6)	0.44	296	B (17.1)	0.40	303
Northbound	LT	**E (56.6)**	0.54	66	D (37.2)	0.47	110
	THRU	D (43.2)	0.64	188	D (52.8)	0.87	409
Southbound	LT	D (37.3)	0.28	55	D (38.8)	0.34	45
	THRU/RT	D (44.4)	0.75	209	C (31.0)	0.41	160
Average Intersection LOS (delay in sec)			*C (20.6)*			*C (25.3)*	
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	C (35.0)	0.46	152	B (15.1)	0.31	80
Westbound	LT/THRU/RT	C (34.9)	0.37	122	C (21.9)	0.57	163
Northbound	LT/THRU/RT	A (10.0)	0.13	48	A (9.6)	0.33	87
Southbound	LT/THRU/RT	A (7.1)	0.31	96	B (11.2)	0.42	101
Average Intersection LOS (delay in sec)			*B (15.1)*			*B (13.2)*	
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	D (35.3)	0.49	168	B (16.1)	0.36	116
Westbound	LT/THRU/RT	C (25.6)	0.21	74	B (17.3)	0.46	152
Northbound	LT/THRU/RT	A (7.5)	0.16	56	B (17.1)	0.40	152
Southbound	LT/THRU/RT	A (9.0)	0.33	105	B (16.1)	0.38	111
Average Intersection LOS (delay in sec)			*B (14.8)*			*B (16.7)*	
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	A (7.7)	0.12	20	A (9.3)	0.18	24
Northwest bound	LT	B (10.2)	0.08	17	B (10.9)	0.04	12
	THRU	B (10.4)	0.16	37	B (13.2)	0.28	#57
Southwest bound	LT	A (9.9)	0.45	132	A (4.1)	0.31	32
	LT/THRU	A (9.9)	0.45	132	A (3.0)	0.18	15
Average Intersection LOS (delay in sec)			*A (9.6)*			*A (5.8)*	
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	C (32.1)	0.07	39	C (30.5)	0.27	46
Northeast bound	LT/THRU/RT	A (6.2)	0.1	38	A (7.4)	0.15	106
Southwest bound	LT/THRU/RT	A (7.1)	0.23	77	A (1.1)	0.20	19
Average Intersection LOS (delay in sec)			*A (7.8)*			*A (5.1)*	
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.2)	0.08	0	A (0.1)	0.13	0
Southwest bound	LT/THRU/RT	A (0.3)	0.12	0	A (0.1)	0.14	0
Average Intersection LOS (delay in sec)			*A (0.2)*			*A (0.1)*	
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	D (35.4)	0.51	176	B (12.4)	0.24	74
Northwest bound	LT/THRU/RT	C (31.5)	0.27	95	B (14.0)	0.35	110
Northeast bound	LT/THRU/RT	A (7.6)	0.15	58	B (15.7)	0.36	111
Southwest bound	LT/THRU/RT	A (7.3)	0.15	55	A (8.4)	0.35	55
Average Intersection LOS (delay in sec)			*C (20.9)*			*B (12.7)*	

X - signalized intersection LOS

x- unsignalized intersection LOS

n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal

- 95th % volume exceeds capacity, queue may be longer

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Section 4—Future Build Condition

4.1 Proposed Development

The MVHS IHC project is expected to include a 688,000 square foot (SF) hospital building with 373 beds and 2,400 employees, an 80,000 SF medical office building, a central utility plant, heliport, a 1,550 space parking garage, and numerous surface parking facilities.

- The main hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and 7-story bed tower.
- The central energy plant building will be located along the south side of Columbia Street between Cornelia Street and Broadway
- The medical office building is located at the southwest corner of the intersection of Columbia Street and Cornelia Street
- On-site parking totals 1,830 spaces in the following facilities (see **Figure 4.1**):
    - Parking garage on the property bound by State Street, Lafayette Street, Cornelia Street, and NYS Route 5S – contains 1,550 total spaces, 500 of which will be dedicated to City use. Access will be on Cornelia Street and State Street. It is assumed all public patients and visitors to the hospital will park here along with some employees.
    - Two employee surface parking lots: 219 space facility just west of State Street and north of Lafayette Street with access on State Street and a 107 space facility just west of State Street between Lafayette Street and Columbia Street with access on Columbia Street
    - Surface parking lot with 375 spaces adjacent to the medical office building with access on State Street and Cornelia Street
    - Emergency Department surface parking between the main hospital building and State Street with a total of 79 spaces with access on Columbia Street and State Street as well as direct access to the garage
- A pedestrian walkway and access to the emergency department entrance will replace Lafayette Street between Cornelia Street and State Street.
- The heliport will be located west of the hospital building, adjacent to the emergency department ambulance entrance and north of Columbia Street.

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MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

PROPOSED PARKING FACILITIES

(AERIAL FROM GOOGLE MAPS 2018)

NOT TO SCALE

FIGURE

4.1

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To accommodate the proposed development, the project will involve the acquisition of properties and modifications to existing public and private utility infrastructure. The following roadways will be closed as part of the proposed project:

- Lafayette Street from State Street to Broadway will be abandoned by the City
- Lafayette Street from Broadway to Cornelia Street will become the main entrance to the IHC
- Cornelia Street from Columbia Street to Oriskany will be abandoned by the City
- Cornelia Street from Lafayette Street to Oriskany Street will lead to the main entrance to the hospital and provide an access to a new public parking garage
- Carton Avenue, Sayre Alley, and Pine Street will be abandoned by the City

4.2 Parking Generation

Using the Institute of Engineers (ITE), Parking Generation Manual, 3rd Edition, the anticipated parking supply and demand associated with the proposed MVHS IHC was estimated. Land use codes 610 – Hospital and 720 – Medical-Dental Office were used to estimate the parking supply needed and anticipated peak (weekday) parking demand. Based on the anticipated number of employees for the hospital and size of the medical office building, the parking supply and demand is estimated as shown in the table below:

Table 4.1—Parking Supply and Demand

ITE Land Use Code	Description	Unit	Urban Supply/ Unit	Urban Peak Demand/ Unit	MVHS Unit	Urban Supply	Urban Peak Demand
610	Hospital	Employees	0.72	0.6	2,400	1,728	1,440
720	Medical-Dental Office	GFA (kSF)[1]	3.9	3.53	80	312	283
					Totals	2,040	1,723

1: GFA – gross floor area, kSF – thousands of square feet

While the calculation for the hospital is based on the total number of employees, it takes into account all parking demand associated with the land use such as patients, visitors, as well as staff in an urban setting. This analysis indicates that hospitals with 2,400 employees along with an 80,000 SF medical office building typically provide approximately 2,000 parking spaces to accommodate their demand. The peak demand for the development is estimated at just over 1,700 spaces for a typical weekday.

The proposed development includes a total of 1,830 spaces. While it is less than ITE indicates is typically provided at similar facilities, it is more than is anticipated to be needed for their peak demand. **Table 4.2** shows how the proposed parking supply and estimated

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demand compare for the MVHS IHC development. Based on this analysis, the hospital could consider allocating some hospital employees to the parking lot adjacent to the medical office building to more equally distribute demand amongst the MVHS IHC facilities.

Table 4.2—Parking Summary

	Proposed Supply	Anticipated Peak Demand	Estimated Surplus
Hospital	1,455	1,440	15
Medical Office Building	375	283	92
Total	1,830	1,723	107

Parking generation information is included in **Appendix E**.

4.3 Trip Generation

The 10th Edition of ITE's Trip Generation Manual was used to estimate the traffic that will be generated by the proposed development during the typical weekday AM and PM peak hours. Using the same land use codes and variables (hospital employees and SF of medical office building), the trip generation for the proposed project is shown below:

Table 4.3—Trip Generation

			AM Peak Hour			PM Peak Hour		
ITE Land Use Code	Description	Unit	Entering	Exiting	Total	Entering	Exiting	Total
610	Hospital	Employees	476	176	652	185	500	685
720	Medical-Dental Office	GFA (kSF)[1]	143	40	183	76	197	273
		Totals	619	216	835	261	697	958

1: GFA – gross floor area, kSF – thousands of square feet

The proposed project includes the acquisition of a number of parcels within the study area. These properties currently, or have in the recent past, generate traffic in the study area that will be removed when the properties are acquired. To be conservative, and since detailed information regarding all of the uses is not available, the current traffic associated with these properties is not credited in this analysis.

Trip generation information is included in **Appendix E**.

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4.4 Trip Distribution

As part of the analysis included for the NYS Route 5S project, an initial trip generation and distribution for the proposed MVHS IHC project was developed to be incorporated in their future conditions modeling. A letter memo was developed by GTS Consulting in March 2016 that used initial development assumptions and data provided by the MVHS regarding employee and patient zip code information to determine peak hour regional distributions (see **Appendix E**). While the project information has changed since that memo was developed that significantly changes trip generation estimates, the employee and patient information and routing assumptions are still valid. Therefore, the regional distribution from that memo was used for this analysis. **Figure 4.2** shows the regional trip distribution to the study area.

The local distribution of project-generated trips within the study area is based on the most logical routing to/from the larger/busier highways and roadways to/from each individual parking facility access. The number of trips allocated to/from each parking location is based on the size of the facility and on the following assumptions:

- All hospital related trips are routed to/from the garage, employee parking lots, and the emergency department parking based on the regional distribution, proportion of number of spaces available at each facility (i.e., the garage would see the most trips, then the larger employee lot, the smaller employee lot, and the emergency department parking would have the least number of trips assigned to it), and the most direct route to/from each access point
- The trips generated by the medical office building are directed to/from the parking lot adjacent to the building

The future AM and PM peak hour trips associated with the proposed development are shown in **Figures 4.3 and 4.4**, respectively.

4.5 Future Build Volumes

The estimated AM and PM trips generated by the proposed project were added to the future no-build volumes (see Figure 3.1) to create the future build conditions volumes. The future build condition volumes also incorporate any traffic rerouting/redistribution based on anticipated road closures associated with the proposed development. This rerouting/ redistribution throughout the study area intersections was based on assumed traffic patterns.

The future build condition volumes for the AM and PM peak hours are shown in **Figure 4.5**.

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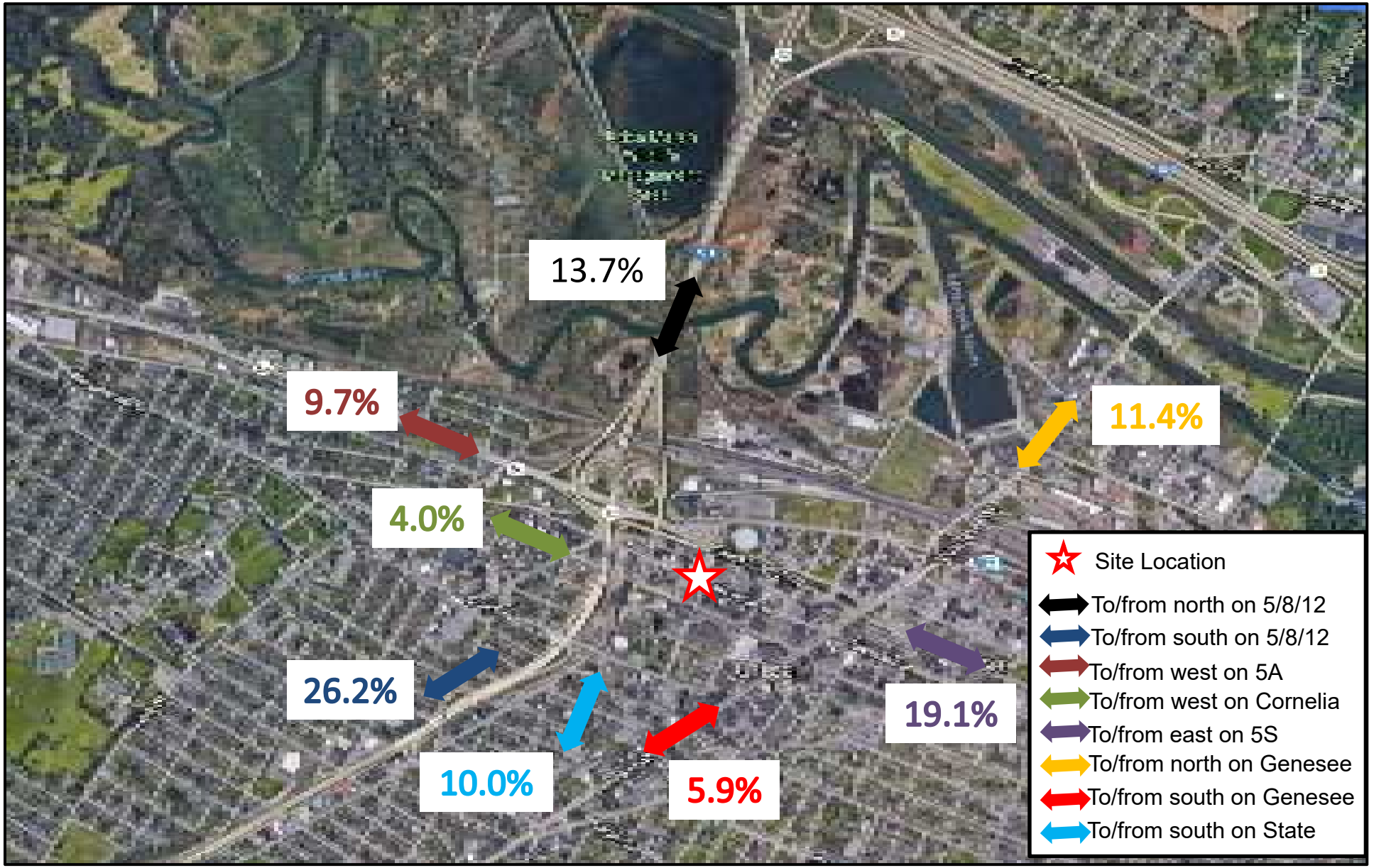

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

REGIONAL TRIP DISTRIBUTION

(AERIAL FROM GOOGLE MAPS 2018)

NOT TO SCALE

FIGURE

4.2

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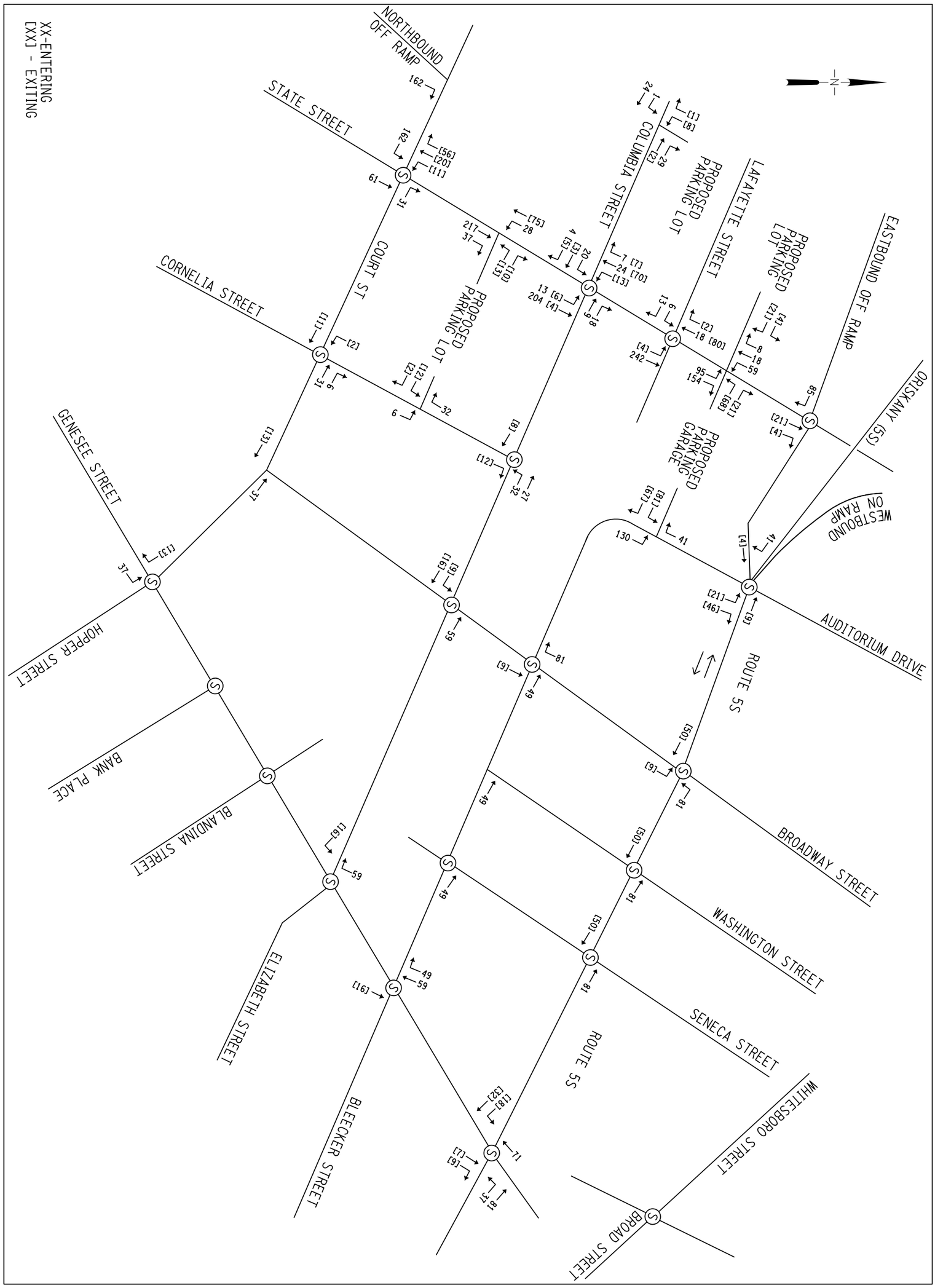

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

TRIP DISTRIBUTION AM PEAK HOUR VOLUMES

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FIGURE 4.3

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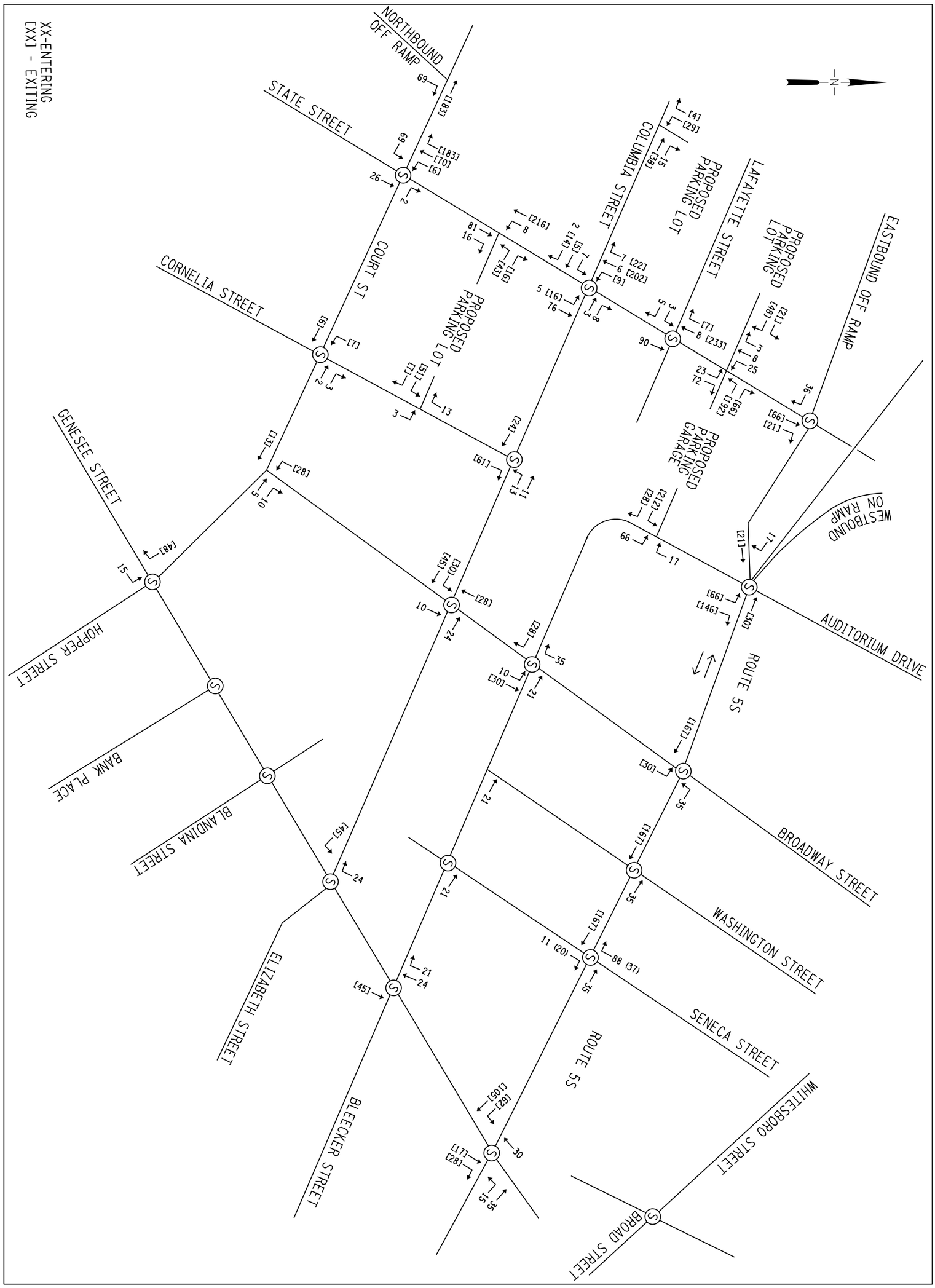

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

TRIP DISTRIBUTION PM PEAK HOUR VOLUMES

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FIGURE 4.4

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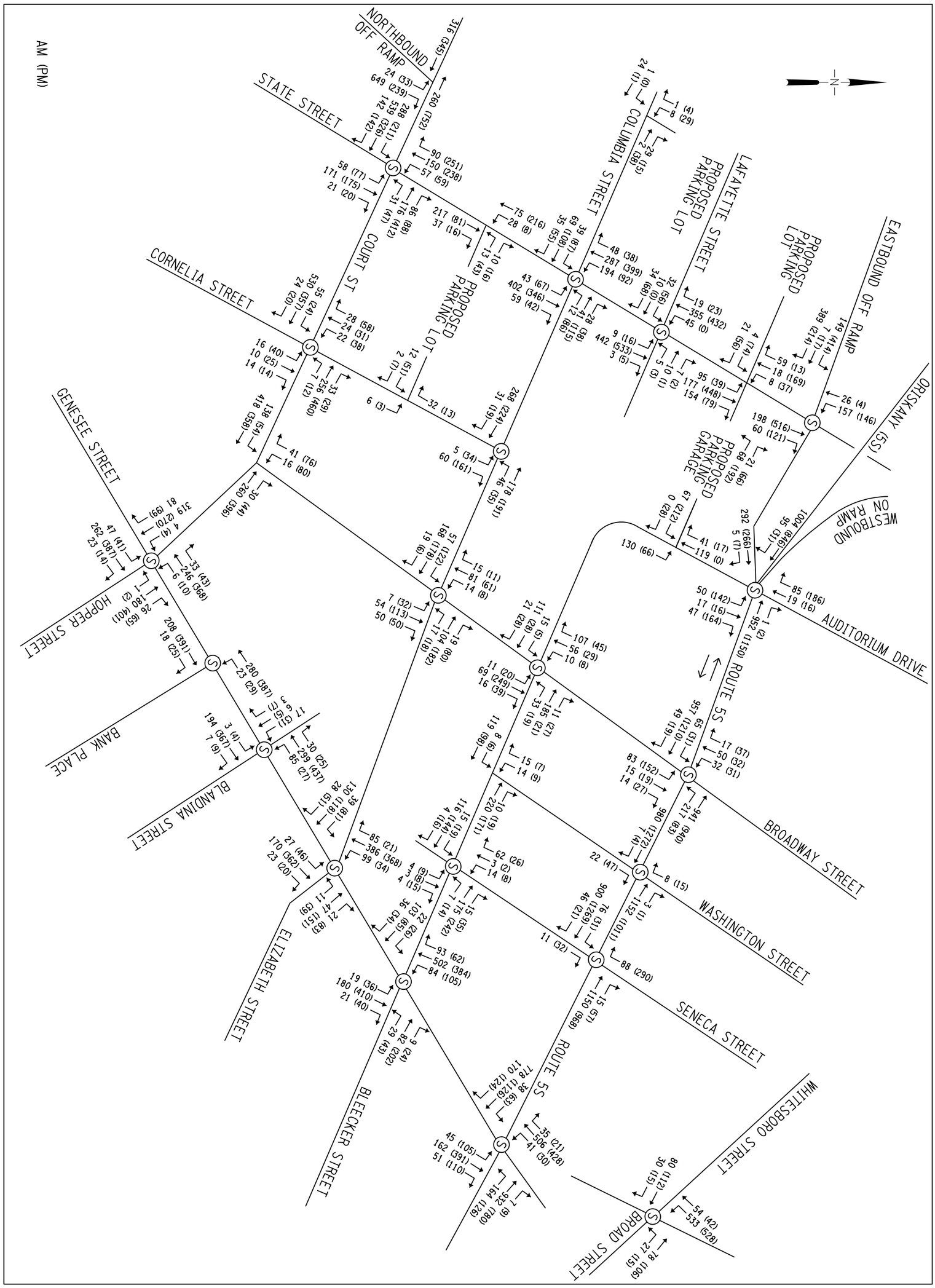

MOHAWK VALLEY HEALTH SYSTEM

TRAFFIC IMPACT STUDY

FUTURE BUILD (2022) PEAK HOUR VOLUMES

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FIGURE 4.5

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4.6 Future Build Analysis

A capacity analysis was performed for the study area using the future build condition traffic volumes. Starting on page 4-19, **Tables 4.4 and 4.5** shows the AM and PM peak hour future condition level of service (LOS), delay in seconds, volume to capacity ratio, and 95th percentile queues[4] for each lane group of each study intersection.

When compared to the future no-build scenario analysis results, all of the study intersections operate at LOS C or better except for intersection 3 – State Street & Lafayette Street/Emergency Department Access (average intersection LOS F (85.6 sec) previously LOS D (43.8 sec)) and 6 – Cornelia Street & Oriskany Street (average intersection LOS D (42.4 sec) previously LOS C (21.8 sec)), both during the PM peak hour.

The following movements are expected to operate at a LOS E or F:

- 3 – State Street & Lafayette Street/ED Access (PM)
  - Northbound THRU/RT = LOS F (101.4 sec) previously LOS F (84.1 sec) when Lafayette Street continued eastbound through State Street
  - Southbound THRU/RT = LOS F (91.9 sec) previously LOS B (19.5 sec)
- 5 – State Street & Court Street (PM)
  - Northbound LT = LOS E (63.9 sec) previously LOS C (22.1 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northbound LT/THRU/RT = LOS E (72.2) previously LOS D (53.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (176.3) previously LOS E (63.9 sec)
- 10 – Broadway & Oriskany/Liberty Street (AM)
  - Southbound LT = LOS E (55.9 sec) previously D (52.7 sec)
- 20/21 – Oriskany Street & Genesee Street (PM)
  - Northbound THRU = LOS E (74.1 sec) previously D (52.8 sec)

There is expected to be some delay during the PM peak hour for vehicles exiting the new parking garage onto State Street (LOS F (79.2 sec)). It is not anticipated that this delay, internal to the garage, will impact operations of the adjacent roadways.

The future build condition model reports are included in **Appendix B**.

[4] "The **95th-percentile queue** is defined to be the queue length that has only a 5% probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience."
https://www.hcmguide.com/Case1/popup_terms/95_percentile_queue.htm

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Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
1 - NB Off-Ramp & Court Street							
Eastbound	THRU	A (3.9)	0.15	35	A (8.6)	0.24	44
Westbound	THRU	A (4.6)	0.23	66	B (10.4)	0.38	83
Northbound	LT	B (18.3)	0.05	11	A (7.3)	0.02	6
	RT	A (6.0)	0.63	35	A (2.7)	0.47	30
Average Intersection LOS (delay in sec)			*A (5.3)*			*A (5.9)*	
2 - State Street & On/Off-Ramp							
Eastbound	LT/THRU/RT	A (8.1)	0.61	92	A (9.0)	0.68	#112
Northbound	THRU	A (6.2)	0.27	33	A (9.9)	0.30	65
	RT	A (1.3)	0.09	0	A (3.4)	0.10	15
Southbound	LT/THRU	B (12.9)	0.44	71	B (13.1)	0.45	72
Average Intersection LOS (delay in sec)			*A (8.3)*			*A (9.6)*	
101 - State Street @ Proposed Parking Lot/Garage Access							
Eastbound	LT/THRU/RT	Intersection is not applicable under 'No-Build' scenario			a (9.2)	0.031	20
Westbound	LT/THRU/RT				b (14.9)	0.21	20
Northbound	LT/THRU/RT				a (7.6)	0.068	20
Southbound	LT/THRU/RT				a (8.0)	0.007	0
Average Intersection LOS (delay in sec)						*n/a*	
3 - State Street & Lafayette Street/ED Access							
Average Intersection LOS (delay in sec)		A (6.8)	0.11	39	A (8.8)	0.16	33
Westbound	LT/THRU/RT	A (7.3)	0.15	52	A (10.0)	0.04	15
Northbound	LT	B (19.2)	0.02	9	A (4.2)	0.02	m2
	THRU/RT	C (22.4)	0.40	146	A (6.4)	0.51	66
Southbound	LT	C (24.2)	0.31	m67	A (7.6)	0.51	21
	THRU/RT	C (28.5)	0.5	216	B (10.1)	0.51	118
Average Intersection LOS (delay in sec)			*C (20.3)*			*A (8.1)*	
4 - State Street & Columbia Street							
Eastbound	LT/THRU/RT	A (7.0)	0.14	36	B (12.7)	0.30	63
Westbound	LT/THRU/RT	A (7.1)	0.08	23	B (15.7)	0.17	58
Northbound	LT	B (11.2)	0.07	17	A (7.0)	0.10	19
	THRU/RT	B (12.7)	0.41	100	B (10.4)	0.53	151
Southbound	LT	B (13.5)	0.25	46	B (11.5)	0.57	#41
	THRU/RT	B (12.8)	0.37	93	A (5.4)	0.39	50
Average Intersection LOS (delay in sec)			*B (11.6)*			*A (9.7)*	
102 - Columbia Street & Proposed Parking Lot							
Eastbound	LT/THRU	Intersection is not applicable under 'No-Build' scenario			a (7.3)	0.001	0
Westbound	THRU/RT				n/a	n/a	n/a
Southbound	LT/RT				a (8.7)	0.01	0
Average Intersection LOS (delay in sec)						*n/a*	
103 - State Street & Proposed Parking Lot							
Westbound	LT/RT	Intersection is not applicable under 'No-Build' scenario			b (10.5)	0.037	20
Northbound	THRU/RT				n/a	n/a	n/a
Southbound	THRU/LT				a (7.9)	0.024	20
Average Intersection LOS (delay in sec)						*n/a*	
5 - State Street & Court Street							
Eastbound	LT	A (8.3)	0.26	41	B (15.1)	0.62	#91
	THRU/RT	B (14.8)	0.62	124	B (14.8)	0.62	124
Westbound	LT	A (7.2)	0.11	14	A (7.2)	0.11	14
	THRU/RT	A (9.2)	0.21	39	A (8.3)	0.24	40
Northbound	LT	B (12.6)	0.16	33	B (13.2)	0.19	34
	THRU/RT	B (11.1)	0.23	55	B (13.1)	0.34	81
Southbound	LT	B (12.1)	0.12	28	B (12.7)	0.16	33
	THRU/RT	B (11.3)	0.29	65	B (11.4)	0.41	86
Average Intersection LOS (delay in sec)			*B (12.3)*			*B (13.0)*	
6 - Cornelia Street & Oriskany Street							
Eastbound	THRU/RT	A (8.2)	0.45	269	C (25.9)	0.72	483
Westbound	THRU/RT	A (3.3)	0.37	122	A (5.1)	0.39	236
Northbound	LT/THRU/RT	D (53.4)	0.42	69	**E (72.2)**	0.77	142
Southbound	LT/THRU/RT	B (19.1)	0.47	63	B (16.2)	0.41	61
Northeast bound	THRU/RT	E (55.0)	0.38	65	E (60.3)	0.87	#329
Average Intersection LOS (delay in sec)			*A (8.4)*			*C (23.8)*	

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Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour cont.

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
104 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No-Build' scenario			b (13.0)	0.14	20
Northbound	LT/THRU				a (7.9)	0.101	20
Southbound	THRU/RT				n/a	n/a	n/a
Average Intersection LOS (delay in sec)					*n/a*		
7 - Cornelia Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (9.2)	0.24	67	Intersection is not applicable under 'Future Build' scenario		
Westbound	LT/THRU/RT	A (9.7)	0.25	67			
Northbound	LT/THRU/RT	A (9.3)	0.08	24			
Southbound	LT/THRU/RT	B (10.5)	0.12	36			
Average Intersection LOS (delay in sec)		*A (9.6)*					
8 - Cornelia Street & Columbia Street							
Eastbound	LT/THRU/RT	B (11.4)	0.28	85	-	-	-
	THRU/RT	-	-	-	B (13.9)	0.34	141
Westbound	LT/THRU/RT	B (10.1)	0.11	36	-	-	-
	LT/THRU	-	-	-	A (8.2)	0.29	71
Northbound	LT/THRU/RT	A (8.4)	0.08	26	-	-	-
	LT/RT	-	-	-	A (5.1)	0.12	21
Southbound	LT/THRU/RT	A (10.0)	0.16	50	-	-	-
Average Intersection LOS (delay in sec)		*B (10.4)*			*B (10.8)*		
105 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No-Build' scenario			a (8.7)	0.015	0
Northbound	LT/THRU				a (7.3)	0.004	0
Southbound	THRU/RT				n/a	n/a	n/a
Average Intersection LOS (delay in sec)					*n/a*		
9 - Cornelia Street & Court Street							
Eastbound	LT/THRU/RT	B (19.4)	0.55	161	B (19.6)	0.57	165
Westbound	LT/THRU/RT	B (14.6)	0.23	65	B (14.9)	0.26	74
Northbound	LT	A (8.8)	0.03	12	A (8.8)	0.03	12
	THRU/RT	A (5.8)	0.03	13	A (5.8)	0.03	13
Southbound	LT	A (8.9)	0.03	14	A (8.9)	0.03	16
	THRU/RT	A (5.4)	0.06	21	A (5.4)	0.06	21
Average Intersection LOS (delay in sec)		*B (16.7)*			*B (16.8)*		
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (4.0)	0.19	10	A (3.3)	0.18	m12
	THRU/RT	A (5.3)	0.46	270	A (7.0)	0.53	124
Westbound	LT	B (12.6)	0.37	89	C (20.2)	0.63	53
	THRU/RT	B (14.9)	0.42	367	C (23.8)	0.46	350
Northbound	LT	D (37.0)	0.21	47	D (41.2)	0.42	99
	THRU/RT	B (18.1)	0.08	23	C (21.8)	0.10	35
Southbound	LT	D (52.7)	0.33	55	**E (55.9)**	0.36	57
	THRU/RT	D (48.5)	0.49	84	D (52.0)	0.52	87
Average Intersection LOS (delay in sec)		*B (12.3)*			*B (17.8)*		
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (7.6)	0.18	52	A (7.6)	0.18	52
Westbound	LT/THRU/RT	A (8.7)	0.22	66	A (9.3)	0.28	84
Northbound	LT/THRU/RT	B (12.3)	0.14	43	B (12.8)	0.17	51
Southbound	LT/THRU/RT	B (11.4)	0.16	46	A (7.6)	0.29	56
Average Intersection LOS (delay in sec)		*A (9.4)*			*A (9.0)*		
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.2)	0.20	53	A (7.1)	0.28	73
Westbound	LT/THRU/RT	A (5.4)	0.09	26	A (5.6)	0.16	40
Northbound	LT/THRU/RT	B (10.4)	0.22	48	B (10.4)	0.22	48
Southbound	LT/THRU/RT	B (14.6)	0.23	59	B (14.6)	0.23	59
Average Intersection LOS (delay in sec)		*A (8.9)*			*A (8.8)*		
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.117	20	a (8.3)	0.121	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (12.3)	0.112	20	b (12.8)	0.119	20
Average Intersection LOS (delay in sec)		*n/a*			*n/a*		

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Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour cont.

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
14 / 15 - Oriskany Street & Washington Street							
Eastbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.2)	0.01	1	a (9.3)	0.03	2
Southbound	RT	b (10.4)	0.01	1	b (10.0)	0.01	1
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
16 - Washington Street - Lafayette Street							
Eastbound	LT/THRU	a (7.6)	0.006	0	a (7.8)	0.007	0
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (10.1)	0.043	20	b (10.5)	0.046	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
17 / 18 - Oriskany Street & Seneca Street							
Eastbound	LT	b (11.5)	0.14	12	b (12.9)	0.17	15
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.6)	0.02	1	a (9.3)	0.02	1
Southbound	RT	b (10.7)	0.14	12	b (10.0)	0.14	12
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.011	0	a (7.7)	0.012	0
Westbound	LT/THRU/RT	a (7.5)	0.005	20	a (7.5)	0.005	0
Northbound	LT/THRU/RT	b (10.6)	0.018	20	b (11.0)	0.019	20
Southbound	LT/THRU/RT	a (9.9)	0.105	20	b (10.3)	0.113	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
20 / 21 - Oriskany Street & Genesee Street							
Eastbound	LT	A (3.0)	0.01	m1	A (3.9)	0.15	m5
	THRU/RT	A (9.8)	0.57	340	A (9.7)	0.63	107
Westbound	LT	B (17.8)	0.42	62	C (29.1)	0.58	#88
	THRU/RT	B (11.6)	0.44	296	B (18.0)	0.55	350
Northbound	LT	E (56.6)	0.54	66	E (56.1)	0.55	66
	THRU	D (43.2)	0.64	188	D (39.1)	0.61	191
Southbound	LT	D (37.3)	0.28	55	C (33.8)	0.24	53
	THRU/RT	D (44.4)	0.75	209	D (42.6)	0.76	232
Average Intersection LOS (delay in sec)			*C (20.6)*			*C (22.6)*	
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	C (35.0)	0.46	152	C (35.0)	0.46	152
Westbound	LT/THRU/RT	C (34.9)	0.37	122	C (34.9)	0.37	122
Northbound	LT/THRU/RT	A (10.0)	0.13	48	B (10.3)	0.14	52
Southbound	LT/THRU/RT	A (7.1)	0.31	96	A (7.4)	0.37	115
Average Intersection LOS (delay in sec)			*B (15.1)*			*B (14.5)*	
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	D (35.3)	0.49	168	D (37.5)	0.55	185
Westbound	LT/THRU/RT	C (25.6)	0.21	74	C (25.6)	0.21	74
Northbound	LT/THRU/RT	A (7.5)	0.16	56	A (7.5)	0.16	56
Southbound	LT/THRU/RT	A (9.0)	0.33	105	A (8.9)	0.37	114
Average Intersection LOS (delay in sec)			*B (14.8)*			*B (15.1)*	
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	A (7.7)	0.12	20	A (7.7)	0.12	20
Northwest bound	LT	B (10.2)	0.08	17	B (10.2)	0.08	17
	THRU	B (10.4)	0.16	37	B (10.4)	0.16	37
Southwest bound	LT	A (9.9)	0.45	132	A (9.9)	0.45	132
	LT/THRU	A (9.9)	0.45	132	A (9.9)	0.45	132
Average Intersection LOS (delay in sec)			*A (9.6)*			*A (9.6)*	
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	C (32.1)	0.07	39	C (32.1)	0.07	39
Northeast bound	LT/THRU/RT	A (6.2)	0.1	38	A (6.2)	0.1	38
Southwest bound	LT/THRU/RT	A (7.1)	0.23	77	A (7.1)	0.23	77
Average Intersection LOS (delay in sec)			*A (7.8)*			*A (7.8)*	
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.2)	0.08	0	A (0.2)	0.08	0
Southwest bound	LT/THRU/RT	A (0.3)	0.12	0	A (0.3)	0.12	0
Average Intersection LOS (delay in sec)			*A (0.2)*			*A (0.2)*	

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Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour cont.

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	D (35.4)	0.51	176	D (35.3)	0.52	181
Northwest bound	LT/THRU/RT	C (31.5)	0.27	95	C (31.5)	0.27	95
Northeast bound	LT/THRU/RT	A (7.6)	0.15	58	A (7.9)	0.19	67
Southwest bound	LT/THRU/RT	A (7.3)	0.15	55	A (7.3)	0.15	55
Average Intersection LOS (delay in sec)			*C (20.9)*			*C (20.8)*	

X - signalized intersection LOS

x- unsignalized intersection LOS

n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal

- 95th % volume exceeds capacity, queue may be longer

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Table 4.5—Future Build Capacity Analysis Results: PM Peak Hour

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
1 - NB Off-Ramp & Court Street							
Eastbound	THRU	A (7.6)	0.20	54	A (3.3)	0.15	32
Westbound	THRU	B (13.4)	0.61	237	A (8.2)	0.64	230
Northbound	LT	B (16.2)	0.04	14	C (21.3)	0.09	17
	RT	A (3.8)	0.20	21	A (6.7)	0.47	30
Average Intersection LOS (delay in sec)			*B (10.2)*			*A (7.0)*	
2 - State Street & On/Off-Ramp							
Eastbound	LT/THRU/RT	D (35.5)	0.93	#297	C (29.8)	0.88	#408
Northbound	THRU	B (11.4)	0.67	m134	C (23.2)	0.64	226
	RT	A (3.0)	0.16	m5	A (3.3)	0.18	26
Southbound	LT/THRU	D (37.6)	0.74	#108	D (37.0)	0.72	#139
Average Intersection LOS (delay in sec)			*C (25.0)*			*C (26.0)*	
101 - State Street @ Proposed Parking Lot/Garage Access							
Eastbound	LT/THRU/RT	Intersection is not applicable under 'No Build' scenario			c (16.6)	0.314	40
Westbound	LT/THRU/RT				**f (79.2)**	0.951	40
Northbound	LT/THRU/RT				a (7.7)	0.031	20
Southbound	LT/THRU/RT				a (8.8)	0.04	20
Average Intersection LOS (delay in sec)						*n/a*	
3 - State Street & Lafayette Street/ED Access							
Eastbound	LT/THRU/RT	A (8.5)	0.16	53	A (4.6)	0.15	38
Westbound	LT/THRU/RT	A (9.2)	0.32	108	A (6.8)	0.01	6
Northbound	LT	B (19.5)	0.05	21	C (26.0)	0.19	24
	THRU/RT	F (84.1)	0.84	#391	**F (101.4)**	1.01	#511
Southbound	LT	C (24.4)	0.27	m9	A (0.0)	0.00	0
	THRU/RT	B (19.5)	0.30	m56	**F (91.9)**	-	#396
Average Intersection LOS (delay in sec)			*D (43.8)*			***F (85.6)***	
4 - State Street & Columbia Street							
Eastbound	LT/THRU/RT	B (16.9)	0.57	80	C (20.7)	0.69	109
Westbound	LT/THRU/RT	B (14.3)	0.58	79	C (20.8)	0.68	106
Northbound	LT	A (8.5)	0.10	25	B (12.3)	0.25	41
	THRU/RT	B (10.7)	0.48	153	B (12.6)	0.53	169
Southbound	LT	A (8.4)	0.04	12	B (12.6)	0.30	52
	THRU/RT	A (8.7)	0.25	79	B (14.3)	0.58	196
Average Intersection LOS (delay in sec)			*B (12.1)*			*B (15.8)*	
102 - Columbia Street & Proposed Parking Lot							
Eastbound	LT/THRU	Intersection is not applicable under 'No Build' scenario			a (0.0)	0.00	0
Westbound	THRU/RT				n/a	n/a	n/a
Southbound	LT/RT				a (8.9)	0.037	20
Average Intersection LOS (delay in sec)						*n/a*	
103 - State Street & Proposed Parking Lot							
Westbound	LT/RT	Intersection is not applicable under 'No Build' scenario			b (10.7)	0.091	20
Northbound	THRU/RT				n/a	n/a	n/a
Southbound	THRU/LT				a (7.4)	0.006	0
Average Intersection LOS (delay in sec)						*n/a*	
5 - State Street & Court Street							
Eastbound	LT	B (12.2)	0.35	71	B (14.7)	0.52	103
	THRU/RT	B (14.0)	0.33	123	B (14.0)	0.33	123
Westbound	LT	B (10.1)	0.11	28	B (10.1)	0.11	28
	THRU/RT	B (19.6)	0.41	152	C (20.1)	0.42	152
Northbound	LT	C (22.1)	0.25	69	**E (63.9)**	0.74	#123
	THRU/RT	C (20.3)	0.29	119	C (21.2)	0.33	137
Southbound	LT	C (20.1)	0.15	49	C (20.6)	0.18	54
	THRU/RT	C (20.7)	0.40	158	C (34.1)	0.82	#406
Average Intersection LOS (delay in sec)			*B (17.5)*			*C (23.0)*	
6 - Cornelia Street & Oriskany Street							
Eastbound	THRU/RT	C (26.7)	0.61	361	C (34.8)	0.76	366
Westbound	THRU/RT	A (4.4)	0.50	108	A (9.2)	0.57	221
Northbound	LT/THRU/RT	E (63.9)	0.72	#185	**F (176.3)**	1.25	#561
Southbound	LT/THRU/RT	C (23.3)	0.53	149	C (21.9)	0.43	156
Northeast bound	THRU/RT	E (63.0)	0.84	272	E (63.8)	0.86	#300
Average Intersection LOS (delay in sec)			*C (21.8)*			*D (42.4)*	

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4.5—Future Build Capacity Analysis Results: PM Peak Hour cont.

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
104 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No Build' scenario			b (11.4)	0.045	20
Northbound	LT/THRU				a (7.4)	0.316	20
Southbound	THRU/RT				n/a	n/a	n/a
Average Intersection LOS (delay in sec)					*n/a*		
7 - Cornelia Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (8.6)	0.15	46	Intersection is not applicable under 'Future Build' scenario		
Westbound	LT/THRU/RT	B (10.9)	0.36	104			
Northbound	LT/THRU/RT	B (11.3)	0.20	54			
Southbound	LT/THRU/RT	A (8.0)	0.07	m13			
Average Intersection LOS (delay in sec)		*B (10.3)*					
8 - Cornelia Street & Columbia Street							
Eastbound	LT/THRU/RT	B (12.5)	0.33	77	-	-	-
	THRU/RT	-	-	-	A (8.3)	0.34	71
Westbound	LT/THRU/RT	B (13.6)	0.40	96	-	-	-
	LT/THRU	-	-	-	A (8.8)	0.35	70
Northbound	LT/THRU/RT	B (10.7)	0.22	53	-	-	-
	LT/RT	-	-	-	A (5.9)	0.38	33
Southbound	LT/THRU/RT	A (8.8)	0.08	22	-	-	-
Average Intersection LOS (delay in sec)		*B (12.2)*			*A (7.8)*		
105 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No Build' scenario			a (8.8)	0.062	20
Northbound	LT/THRU				a (7.2)	0.002	0
Southbound	THRU/RT				n/a	n/a	n/a
Average Intersection LOS (delay in sec)					*n/a*		
9 - Cornelia Street & Court Street							
Eastbound	LT/THRU/RT	B (17.0)	0.39	103	B (17.1)	0.39	105
Westbound	LT/THRU/RT	B (17.9)	0.46	130	B (18.0)	0.47	131
Northbound	LT	A (9.2)	0.07	24	A (9.2)	0.07	24
	THRU/RT	A (6.6)	0.05	19	A (6.6)	0.05	19
Southbound	LT	A (9.1)	0.05	20	A (9.2)	0.06	23
	THRU/RT	A (4.4)	0.11	27	A (4.4)	0.11	27
Average Intersection LOS (delay in sec)		*B (15.5)*			*B (15.6)*		
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (1.4)	0.10	m4	A (4.2)	0.09	m6
	THRU/RT	A (4.0)	0.54	104	A (7.7)	0.63	m186
Westbound	LT	B (17.2)	0.18	40	C (20.2)	0.39	31
	THRU/RT	C (23.7)	0.47	442	C (26.9)	0.49	369
Northbound	LT	D (41.9)	0.51	127	D (47.2)	0.62	167
	THRU/RT	B (17.0)	0.14	40	B (17.9)	0.14	43
Southbound	LT	E (58.5)	0.36	55	E (62.0)	0.39	57
	THRU/RT	D (36.9)	0.49	72	D (39.7)	0.52	74
Average Intersection LOS (delay in sec)		*B (16.1)*			*B (19.1)*		
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (9.2)	0.22	55	A (5.4)	0.10	21
Westbound	LT/THRU/RT	B (11.1)	0.42	102	A (5.9)	0.12	23
Northbound	LT/THRU/RT	B (16.4)	0.41	89	C (26.2)	0.71	171
Southbound	LT/THRU/RT	B (10.9)	0.14	30	A (9.0)	0.20	34
Average Intersection LOS (delay in sec)		*B (12.1)*			*B (18.4)*		
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.8)	0.22	47	B (11.5)	0.55	105
Westbound	LT/THRU/RT	A (7.0)	0.35	66	A (7.1)	0.38	70
Northbound	LT/THRU/RT	B (17.4)	0.48	87	B (18.3)	0.51	93
Southbound	LT/THRU/RT	B (13.0)	0.15	30	B (14.4)	0.21	43
Average Intersection LOS (delay in sec)		*B (10.4)*			*B (11.9)*		
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.117	20	a (8.7)	0.063	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	a (8.2)	0.117	20	c (22.0)	0.475	60
Average Intersection LOS (delay in sec)		*n/a*			*n/a*		

Table 4.5—Future Build Capacity Analysis Results: PM Peak Hour cont.

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
14 / 15 - Oriskany Street & Washington Street							
Eastbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.3)	0.03	2	a (9.8)	0.07	5
Southbound	RT	b (10.3)	0.03	2	b (10.2)	0.02	2
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
16 - Washington Street - Lafayette Street							
Eastbound	LT/THRU	A (0.5)	0.01	0	a (7.7)	0.005	0
Westbound	THRU/RT	A (0.0)	0.11	0	n/a	n/a	n/a
Southbound	LT/RT	A (9.8)	0.02	2	b (10.0)	0.024	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
17 / 18 - Oriskany Street & Seneca Street							
Eastbound	LT	b (10.3)	0.05	4	b (10.3)	0.05	4
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	b (10.7)	0.03	3	b (11.2)	0.06	5
Southbound	RT	b (10.1)	0.05	4	b (11.5)	0.36	42
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.011	0	a (7.9)	0.016	20
Westbound	LT/THRU/RT	a (7.5)	0.005	0	a (7.6)	0.011	0
Northbound	LT/THRU/RT	b (10.6)	0.018	20	b (11.8)	0.061	20
Southbound	LT/THRU/RT	a (9.9)	0.11	20	b (11.1)	0.062	20
Average Intersection LOS (delay in sec)			*n/a*			*n/a*	
20 / 21 - Oriskany Street & Genesee Street							
Eastbound	LT	A (5.0)	0.00	m1	A (5.3)	0.16	m7
	THRU/RT	B (15.5)	0.77	227	C (20.5)	0.88	#605
Westbound	LT	D (37.7)	0.53	#89	D (50.6)	0.66	#125
	THRU/RT	B (17.1)	0.40	303	C (30.1)	0.59	313
Northbound	LT	D (37.2)	0.47	110	D (35.6)	0.46	112
	THRU	D (52.8)	0.87	409	**E (74.1)**	0.90	#493
Southbound	LT	D (38.8)	0.34	45	D (41.7)	0.37	47
	THRU/RT	C (31.0)	0.41	160	C (29.7)	0.41	172
Average Intersection LOS (delay in sec)			*C (25.3)*			*C (33.5)*	
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	B (15.1)	0.31	80	B (15.1)	0.31	80
Westbound	LT/THRU/RT	C (21.9)	0.57	163	C (21.9)	0.57	163
Northbound	LT/THRU/RT	A (9.6)	0.33	87	A (9.6)	0.33	87
Southbound	LT/THRU/RT	B (11.2)	0.42	101	B (11.4)	0.45	110
Average Intersection LOS (delay in sec)			*B (13.2)*			*B (13.2)*	
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	B (16.1)	0.36	116	B (19.5)	0.50	153
Westbound	LT/THRU/RT	B (17.3)	0.46	152	B (17.4)	0.47	153
Northbound	LT/THRU/RT	B (17.1)	0.40	152	B (16.3)	0.40	152
Southbound	LT/THRU	B (16.1)	0.38	111	B (16.1)	0.38	111
Average Intersection LOS (delay in sec)			*B (16.7)*			*B (17.0)*	
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	A (9.3)	0.18	24	A (9.3)	0.18	24
Northwest bound	LT	B (10.9)	0.04	12	B (10.9)	0.04	12
	THRU	B (13.2)	0.28	#57	B (13.2)	0.28	#57
Southwest bound	LT	A (4.1)	0.31	32	A (4.1)	0.31	32
	LT/THRU	A (3.0)	0.18	15	A (3.0)	0.18	15
Average Intersection LOS (delay in sec)			*A (5.8)*			*A (5.8)*	
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	C (30.5)	0.27	46	C (30.5)	0.27	46
Northeast bound	LT/THRU/RT	A (7.4)	0.15	106	A (7.3)	0.15	107
Southwest bound	LT/THRU/RT	A (1.1)	0.20	19	A (1.1)	0.20	17
Average Intersection LOS (delay in sec)			*A (5.1)*			*A (5.1)*	

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Table 4.5—Future Build Capacity Analysis Results: PM Peak Hour cont.

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.1)	0.13	0	A (0.1)	0.13	0
Southwest bound	LT/THRU/RT	A (0.1)	0.14	0	A (0.1)	0.14	0
Average Intersection LOS (delay in sec)			*A (0.1)*			*A (0.1)*	
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	B (12.4)	0.24	74	B (11.1)	0.28	76
Northwest bound	LT/THRU/RT	B (14.0)	0.35	110	B (14.0)	0.35	110
Northeast bound	LT/THRU/RT	B (15.7)	0.36	111	B (16.1)	0.39	116
Southwest bound	LT/THRU/RT	A (8.4)	0.35	55	A (8.5)	0.35	56
Average Intersection LOS (delay in sec)			*B (12.7)*			*B (12.5)*	

X - signalized intersection LOS

x- unsignalized intersection LOS

n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal

- 95th % volume exceeds capacity, queue may be longer

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4.7 Mitigation

Additional modeling scenarios were developed to determine what mitigation measures would be required to improve operations to future no-build scenario operations or better. The focus of this analysis was on the intersections that are expected to operate at an average intersection LOS D or worse and those intersections that have a movement at a LOS E or F.

There will be no recommended changes to mitigate the LOS F with 79.2 seconds of delay expected for traffic exiting the garage during the PM peak hour. It is assumed that these delays (only noted during the PM peak hour) will not warrant a signal at the intersection of State Street and the garage/proposed employee parking lot. As stated previously, it is not anticipated that this delay, internal to the garage, will impact operations of the adjacent roadways.

For the other intersections/movements, signal timing changes improve the individual movements from a LOS E or F to an acceptable LOS. **Table 4.6 and 4.7** show the future no-build, build, and mitigation scenario analysis results for the AM and PM peak hours of the intersections noted with decreased LOS in Section 4.6.

The delays during the PM peak hour at intersection 6 – Cornelia Street and Oriskany Street cannot be completely mitigated with signal timing changes, but the delays of the most impacted movements are lessened. The installation of a left turn lane was considered, but did not provide a significant improvement to the LOS compared to the anticipated costs and impacts to the soon to be reconstructed Oriskany Street (NYS Route 5S). The intersection is expected to operate overall at a LOS C during the AM peak hour and at a LOS D during the PM peak hour. Since the proposed development reconfigures the portion of Cornelia Street between Lafayette Street and Oriskany Street mainly as a hospital access roadway, it is not anticipated that the general public will use this roadway as a route to Oriskany Street or NYS 5/8/12. Therefore, similar to the delays noted at the garage exit onto State Street, the delays for the northbound movement of Cornelia Street at Oriskany Street are not expected to impact operations of the adjacent roadway network.

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Table 4.6—Mitigation Analysis Results: AM Peak Hour

		No-Build			Future Build			Future Mitigation		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
6 - Cornelia Street & Oriskany Street										
Eastbound	THRU/RT	A (8.2)	0.45	269	C (25.9)	0.72	483	C (25.1)	0.84	#354
Westbound	THRU/RT	A (3.3)	0.37	122	A (5.1)	0.39	236	A (9.1)	0.40	190
Northbound	LT/THRU/RT	D (53.4)	0.42	69	**E (72.2)**	0.77	142	D (47.6)	0.7	#115
Southbound	LT/THRU/RT	B (19.1)	0.47	63	B (16.2)	0.41	61	A (8.6)	0.37	34
Northeast bound	THRU/RT	E (55.0)	0.38	65	E (60.3)	0.87	#329	D (47.1)	0.87	#238
Average Intersection LOS (delay in sec)			*A (8.4)*			*C (23.8)*			*C (22.1)*	
10 - Broadway & Oriskany/Liberty Street										
Eastbound	LT	A (4.0)	0.19	10	A (3.3)	0.18	m12	A (8.0)	0.22	m10
	THRU/RT	A (5.3)	0.46	270	A (7.0)	0.53	124	C (24.4)	0.74	m#258
Westbound	LT	B (12.6)	0.37	89	C (20.2)	0.63	53	C (34.1)	0.73	#147
	THRU/RT	B (14.9)	0.42	367	C (23.8)	0.46	350	B (15.7)	0.56	#248
Northbound	LT	D (37.0)	0.21	47	D (41.2)	0.42	99	C (21.9)	0.32	64
	THRU/RT	B (18.1)	0.08	23	C (21.8)	0.10	35	B (13.7)	0.07	25
Southbound	LT	D (52.7)	0.33	55	**E (55.9)**	0.36	57	C (28.9)	0.23	36
	THRU/RT	D (48.5)	0.49	84	D (52.0)	0.52	87	C (26.3)	0.38	54
Average Intersection LOS (delay in sec)			*B (12.3)*			*B (17.8)*			*C (21.4)*	

Table 4.7—Mitigation Analysis Results: PM Peak Hour

		No-Build			Future Build			Future Mitigation		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
3 - State Street & Lafayette Street/ED Access										
Eastbound	LT/THRU/RT	A (8.5)	0.16	53	A (4.6)	0.15	38	B (12.1)	0.27	65
Westbound	LT/THRU/RT	A (9.2)	0.32	108	A (6.8)	0.01	6	B (17.3)	0.01	10
Northbound	LT	B (19.5)	0.05	21	C (26.0)	0.19	24	A (7.6)	0.04	12
	THRU/RT	F (84.1)	0.84	#391	**F (101.4)**	1.01	#511	C (20.6)	0.55	254
Southbound	LT	C (24.4)	0.27	m9	A (0.0)	0.00	0	A (0.0)	0.00	0
	THRU/RT	B (19.5)	0.30	m56	**F (91.9)**	-	#396	B (16.4)	0.47	199
Average Intersection LOS (delay in sec)			*D (43.8)*			***F (85.6)***			*B (17.8)*	
5 - State Street & Court Street										
Eastbound	LT	B (12.2)	0.35	71	B (14.7)	0.52	103	B (18.0)	0.61	94
	THRU/RT	B (14.0)	0.33	123	B (14.0)	0.33	123	B (12.7)	0.38	101
Westbound	LT	B (10.1)	0.11	28	B (10.1)	0.11	28	B (10.5)	0.14	26
	THRU/RT	B (19.6)	0.41	152	C (20.1)	0.42	152	C (20.1)	0.53	133
Northbound	LT	C (22.1)	0.25	69	**E (63.9)**	0.74	#123	C (27.9)	0.5	#80
	THRU/RT	C (20.3)	0.29	119	C (21.2)	0.33	137	B (14.7)	0.3	101
Southbound	LT	C (20.1)	0.15	49	C (20.6)	0.18	54	B (14.3)	0.15	41
	THRU/RT	C (20.7)	0.40	158	C (34.1)	0.82	#406	C (21.9)	0.74	#274
Average Intersection LOS (delay in sec)			*B (17.5)*			*C (23.0)*			*B (18.0)*	
6 - Cornelia Street & Oriskany Street										
Eastbound	THRU/RT	C (26.7)	0.61	361	C (34.8)	0.76	366	D (40.9)	0.94	#356
Westbound	THRU/RT	A (4.4)	0.50	108	A (9.2)	0.57	221	B (13.4)	0.64	269
Northbound	LT/THRU/RT	E (63.9)	0.72	#185	**F (176.3)**	1.25	#561	**F (116.9)**	1	#365
Southbound	LT/THRU/RT	C (23.3)	0.53	149	C (21.9)	0.43	156	B (15.0)	0.4	109
Northeast bound	THRU/RT	E (63.0)	0.84	272	E (63.8)	0.86	#300	E (75.0)	0.96	#303
Average Intersection LOS (delay in sec)			*C (21.8)*			*D (42.4)*			*D (39.8)*	
20 / 21 - Oriskany Street & Genesee Street										
Eastbound	LT	A (5.0)	0.00	m1	A (5.3)	0.16	m7	B (16.5)	0.17	45
	THRU/RT	B (15.5)	0.77	227	C (20.5)	0.88	#605	D (40.3)	0.91	#651
Westbound	LT	D (37.7)	0.53	#89	D (50.6)	0.66	#125	D (47.0)	0.64	#114
	THRU/RT	B (17.1)	0.40	303	C (30.1)	0.59	313	C (28.7)	0.58	301
Northbound	LT	D (37.2)	0.47	110	D (35.6)	0.46	112	C (32.3)	0.44	103
	THRU	D (52.8)	0.87	409	**E (74.1)**	0.90	#493	D (53.8)	0.87	424
Southbound	LT	D (38.8)	0.34	45	D (41.7)	0.37	47	C (34.8)	0.33	43
	THRU/RT	C (31.0)	0.41	160	C (29.7)	0.41	172	C (27.4)	0.4	157
Average Intersection LOS (delay in sec)			*C (25.3)*			*C (33.5)*			*D (37.4)*	

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Section 5—Recommendations and Conclusions

This traffic impact study evaluates the potential transportation impacts to the adjacent transportation system from the proposed MVHS IHC development. The analysis included an evaluation of existing conditions, future no-build conditions, future build conditions, and the development of recommendations to mitigate adverse impacts to study area intersection operations. Based on these analyses, it was determined that the proposed development will not have a significant adverse impact on the adjacent transportation network with the following mitigation measures implemented beyond what is expected as part of the development plan for the project:

- Ensure adequate pedestrian facilities are available from each proposed parking area to the access points of the main hospital building
- Optimize signal timings at the following intersections:
    - 3 – State Street & Lafayette Street/Emergency Department Access (PM)
    - 5 – State Street & Court Street (PM)
    - 6 – Cornelia Street & Oriskany Street (AM & PM)
    - 10 – Broadway & Oriskany/Liberty Street (AM)
    - 20/21 – Oriskany Street & Genesee Street (PM)

The study also evaluated the proposed parking included in the development plan and compared it to anticipated peak period demands. Based on this evaluation, the proposed development plan provides adequate parking for its patients, staff, and visitors.

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Appendix A

Traffic Data

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Utica, NY
NB Off Ramp/Court St
Wednesday, July 18, 2018
Location: 43.101475, -75.240782

Count Name: 1. NB Off Ramp & Court St
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Court St Westbound					NB OFF Ramp Northbound						Court St Eastbound						Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	
7:00 AM	30	0	0	0	30	43	0	5	0	2	48	0	0	30	0	0	30	108
7:15 AM	39	0	0	0	39	63	0	4	0	3	67	0	0	40	0	0	40	146
7:30 AM	42	0	0	0	42	65	0	4	0	5	69	0	0	45	0	0	45	156
7:45 AM	61	0	0	0	61	131	0	7	0	1	138	0	0	87	0	0	87	286
Hourly Total	172	0	0	0	172	302	0	20	0	11	322	0	0	202	0	0	202	696
8:00 AM	71	0	0	0	71	105	0	6	0	2	111	0	0	67	0	0	67	249
8:15 AM	58	0	0	0	58	134	1	5	0	3	140	0	0	84	0	0	84	282
8:30 AM	60	0	0	0	60	97	0	5	0	6	102	0	0	66	0	0	66	228
8:45 AM	73	0	0	0	73	84	2	9	0	2	95	0	0	71	0	0	71	239
Hourly Total	262	0	0	0	262	420	3	25	0	13	448	0	0	288	0	0	288	998
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	157	0	0	0	157	37	3	10	0	6	50	0	0	91	0	0	91	298
4:15 PM	113	0	0	0	113	44	1	7	0	3	52	0	0	91	0	0	91	256
4:30 PM	152	0	0	0	152	40	2	10	0	2	52	0	0	84	0	0	84	288
4:45 PM	125	0	0	1	125	31	5	5	0	7	41	0	0	66	0	0	66	232
Hourly Total	547	0	0	1	547	152	11	32	0	18	195	0	0	332	0	0	332	1074
5:00 PM	135	0	0	0	135	35	0	8	0	13	43	0	0	82	0	0	82	260
5:15 PM	92	0	0	0	92	40	1	9	0	6	50	0	0	89	0	0	89	231
5:30 PM	68	0	0	0	68	40	1	4	0	4	45	0	0	54	0	0	54	167
5:45 PM	85	0	0	0	85	38	0	14	0	3	52	0	0	60	0	0	60	197
Hourly Total	380	0	0	0	380	153	2	35	0	26	190	0	0	285	0	0	285	855
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	1361	0	0	1	1361	1027	16	112	0	68	1155	0	0	1108	0	0	1108	3624
Approach %	100.0	0.0	0.0	-	-	88.9	1.4	9.7	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	37.6	0.0	0.0	-	37.6	28.3	0.4	3.1	0.0	-	31.9	0.0	0.0	30.6	0.0	-	30.6	-
Lights	1339	0	0	-	1339	1019	16	110	0	-	1145	0	0	1078	0	-	1078	3562
% Lights	98.4	-	-	-	98.4	99.2	100.0	98.2	-	-	99.1	-	-	97.3	-	-	97.3	98.3
Buses	7	0	0	-	7	4	0	1	0	-	5	0	0	10	0	-	10	22
% Buses	0.5	-	-	-	0.5	0.4	0.0	0.9	-	-	0.4	-	-	0.9	-	-	0.9	0.6
Trucks	11	0	0	-	11	4	0	1	0	-	5	0	0	17	0	-	17	33
% Trucks	0.8	-	-	-	0.8	0.4	0.0	0.9	-	-	0.4	-	-	1.5	-	-	1.5	0.9
Bicycles on Road	4	0	0	-	4	0	0	0	0	-	0	0	0	3	0	-	3	7
% Bicycles on Road	0.3	-	-	-	0.3	0.0	0.0	0.0	-	-	0.0	-	-	0.3	-	-	0.3	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	16.2	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	-	57	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	83.8	-	-	-	-	-	-	-	-

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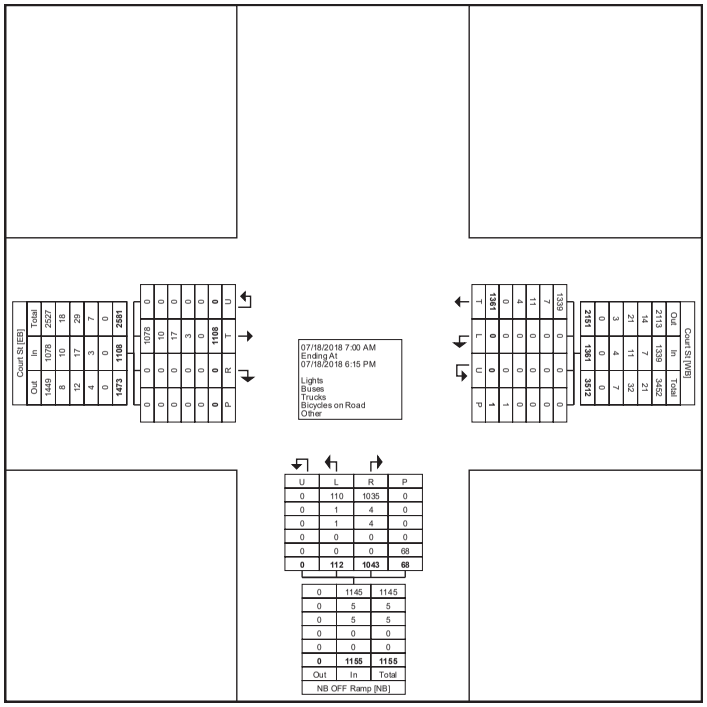
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 2



Turning Movement Data Plot

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Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Court St Westbound					NB OFF Ramp Northbound						Court St Eastbound						Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	
7:45 AM	61	0	0	0	61	131	0	7	0	1	138	0	0	87	0	0	87	286
8:00 AM	71	0	0	0	71	105	0	6	0	2	111	0	0	67	0	0	67	249
8:15 AM	58	0	0	0	58	134	1	5	0	3	140	0	0	84	0	0	84	282
8:30 AM	60	0	0	0	60	97	0	5	0	6	102	0	0	66	0	0	66	228
Total	250	0	0	0	250	467	1	23	0	12	491	0	0	304	0	0	304	1045
Approach %	100.0	0.0	0.0	-	-	95.1	0.2	4.7	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	23.9	0.0	0.0	-	23.9	44.7	0.1	2.2	0.0	-	47.0	0.0	0.0	29.1	0.0	-	29.1	-
PHF	0.880	0.000	0.000	-	0.880	0.871	0.250	0.821	0.000	-	0.877	0.000	0.000	0.874	0.000	-	0.874	0.913
Lights	241	0	0	-	241	464	1	22	0	-	487	0	0	297	0	-	297	1025
% Lights	96.4	-	-	-	96.4	99.4	100.0	95.7	-	-	99.2	-	-	97.7	-	-	97.7	98.1
Buses	3	0	0	-	3	2	0	1	0	-	3	0	0	2	0	-	2	8
% Buses	1.2	-	-	-	1.2	0.4	0.0	4.3	-	-	0.6	-	-	0.7	-	-	0.7	0.8
Trucks	3	0	0	-	3	1	0	0	0	-	1	0	0	5	0	-	5	9
% Trucks	1.2	-	-	-	1.2	0.2	0.0	0.0	-	-	0.2	-	-	1.6	-	-	1.6	0.9
Bicycles on Road	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	1.2	-	-	-	1.2	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	8.3	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	91.7	-	-	-	-	-	-	-	-

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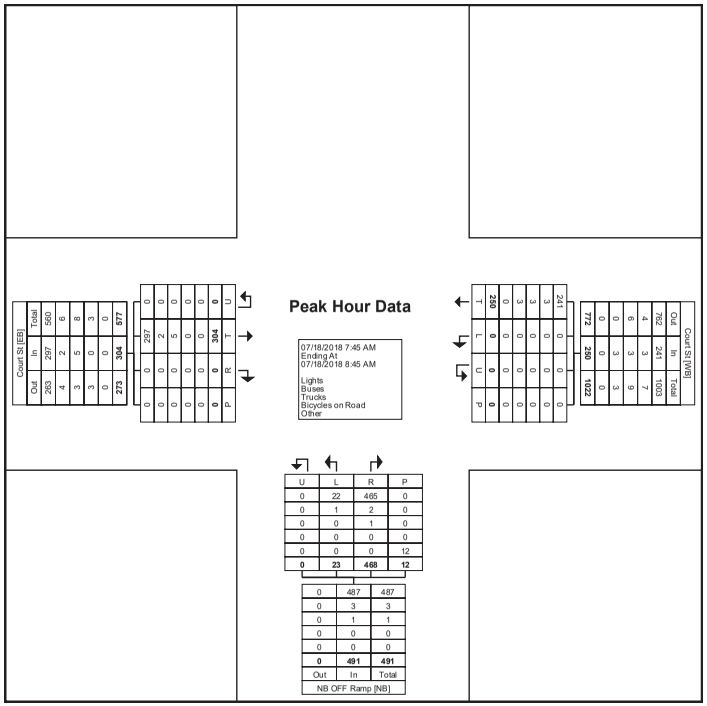

Turning Movement Peak Hour Data Plot (7:45 AM)

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NB Off Ramp/Court St
Wednesday, July 18, 2018
Location: 43.101475, -75.240782

Count Name: 1. NB Off Ramp & Court St
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Court St Westbound					NB OFF Ramp Northbound						Court St Eastbound						Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	
4:00 PM	157	0	0	0	157	37	3	10	0	6	50	0	0	91	0	0	91	298
4:15 PM	113	0	0	0	113	44	1	7	0	3	52	0	0	91	0	0	91	256
4:30 PM	152	0	0	0	152	40	2	10	0	2	52	0	0	84	0	0	84	288
4:45 PM	125	0	0	1	125	31	5	5	0	7	41	0	0	66	0	0	66	232
Total	547	0	0	1	547	152	11	32	0	18	195	0	0	332	0	0	332	1074
Approach %	100.0	0.0	0.0	-	-	77.9	5.6	16.4	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	50.9	0.0	0.0	-	50.9	14.2	1.0	3.0	0.0	-	18.2	0.0	0.0	30.9	0.0	-	30.9	-
PHF	0.871	0.000	0.000	-	0.871	0.864	0.550	0.800	0.000	-	0.938	0.000	0.000	0.912	0.000	-	0.912	0.901
Lights	545	0	0	-	545	148	11	32	0	-	191	0	0	327	0	-	327	1063
% Lights	99.6	-	-	-	99.6	97.4	100.0	100.0	-	-	97.9	-	-	98.5	-	-	98.5	99.0
Buses	1	0	0	-	1	2	0	0	0	-	2	0	0	2	0	-	2	5
% Buses	0.2	-	-	-	0.2	1.3	0.0	0.0	-	-	1.0	-	-	0.6	-	-	0.6	0.5
Trucks	1	0	0	-	1	2	0	0	0	-	2	0	0	3	0	-	3	6
% Trucks	0.2	-	-	-	0.2	1.3	0.0	0.0	-	-	1.0	-	-	0.9	-	-	0.9	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	11.1	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	-	16	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	88.9	-	-	-	-	-	-	-	-

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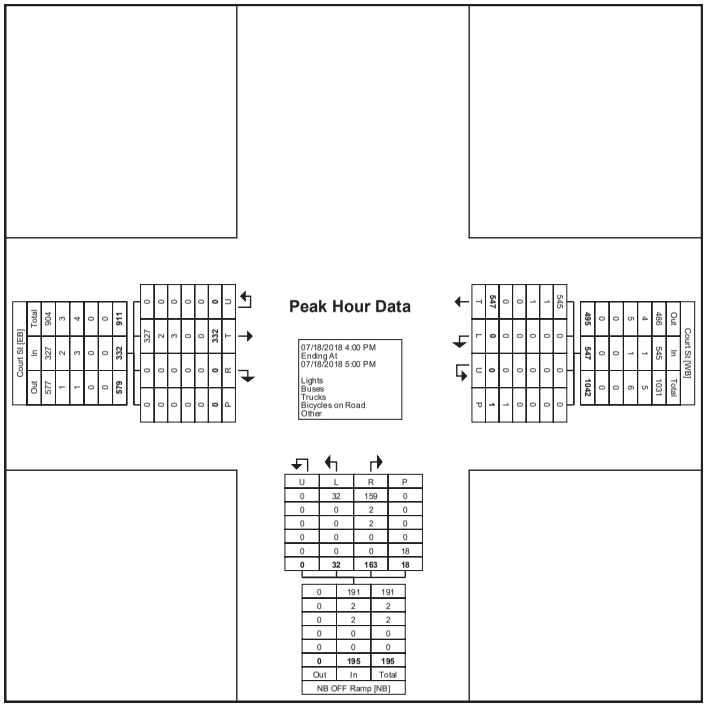

Turning Movement Peak Hour Data Plot (4:00 PM)

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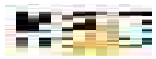

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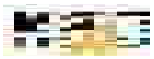
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 7



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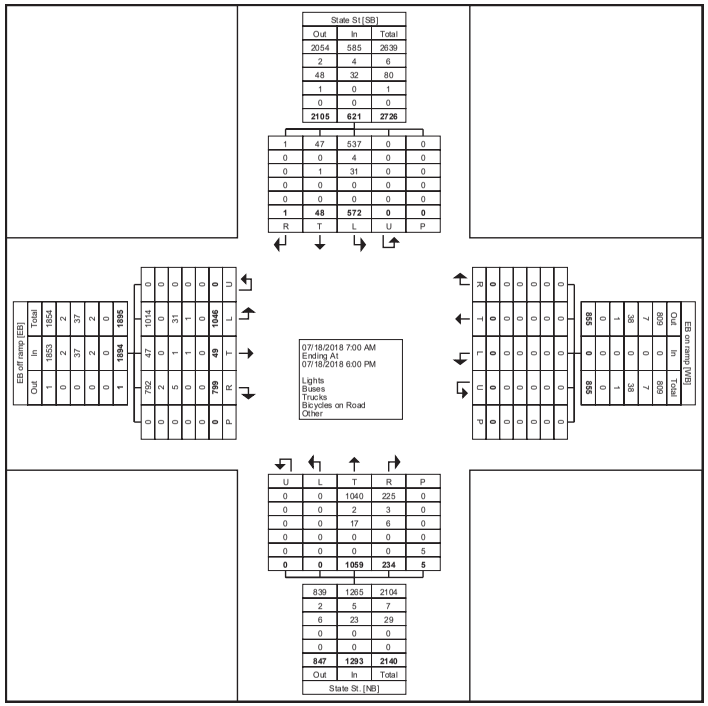
Utica, NY
State St/EB Off Ramp
Wednesday, July 18, 2018
Location: 43.105088, -75.237254

Count Name: 2. State St. and EB off-ramp
Site Code: Utica,NY
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	State St Southbound						EB on ramp Westbound						State St. Northbound						EB off ramp Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	0	0	35	0	0	35	0	0	0	0	0	0	5	26	0	0	0	31	29	1	27	0	0	57	123
7:15 AM	1	2	43	0	0	46	0	0	0	0	0	0	11	28	0	0	0	39	45	5	25	0	0	75	160
7:30 AM	0	8	48	0	0	56	0	0	0	0	0	0	6	32	0	0	0	38	53	5	33	0	0	91	185
7:45 AM	0	3	49	0	0	52	0	0	0	0	0	0	17	42	0	0	0	59	90	6	30	0	0	126	237
Hourly Total	1	13	175	0	0	189	0	0	0	0	0	0	39	128	0	0	0	167	217	17	115	0	0	349	705
8:00 AM	0	2	32	0	0	34	0	0	0	0	0	0	14	52	0	0	0	66	79	0	38	0	0	117	217
8:15 AM	0	8	35	0	0	43	0	0	0	0	0	0	8	35	0	0	1	43	70	1	33	0	0	104	190
8:30 AM	0	12	35	0	0	47	0	0	0	0	0	0	10	41	0	0	0	51	53	0	42	0	0	95	193
8:45 AM	0	4	28	0	0	32	0	0	0	0	0	0	12	47	0	0	1	59	66	1	42	0	0	109	200
Hourly Total	0	26	130	0	0	156	0	0	0	0	0	0	44	175	0	0	2	219	268	2	155	0	0	425	800
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	40	0	0	41	0	0	0	0	0	0	21	125	0	0	0	146	36	1	95	0	0	132	319
4:15 PM	0	0	35	0	0	35	0	0	0	0	0	0	26	79	0	0	0	105	37	7	105	0	0	149	289
4:30 PM	0	2	37	0	0	39	0	0	0	0	0	0	18	135	0	0	0	153	49	6	95	0	0	150	342
4:45 PM	0	1	28	0	0	29	0	0	0	0	0	0	31	93	0	0	1	124	49	2	103	0	0	154	307
Hourly Total	0	4	140	0	0	144	0	0	0	0	0	0	96	432	0	0	1	528	171	16	398	0	0	585	1257
5:00 PM	0	1	31	0	0	32	0	0	0	0	0	0	20	120	0	0	2	140	30	4	107	0	0	141	313
5:15 PM	0	0	42	0	0	42	0	0	0	0	0	0	15	89	0	0	0	104	35	5	107	0	0	147	293
5:30 PM	0	1	40	0	0	41	0	0	0	0	0	0	10	64	0	0	0	74	40	2	82	0	0	124	239
5:45 PM	0	3	14	0	0	17	0	0	0	0	0	0	10	51	0	0	0	61	38	3	82	0	0	123	201
Hourly Total	0	5	127	0	0	132	0	0	0	0	0	0	55	324	0	0	2	379	143	14	378	0	0	535	1046
Grand Total	1	48	572	0	0	621	0	0	0	0	0	0	234	1059	0	0	5	1293	799	49	1046	0	0	1894	3808
Approach %	0.2	7.7	92.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	18.1	81.9	0.0	0.0	-	-	42.2	2.6	55.2	0.0	-	-	-
Total %	0.0	1.3	15.0	0.0	-	16.3	0.0	0.0	0.0	0.0	-	0.0	6.1	27.8	0.0	0.0	-	34.0	21.0	1.3	27.5	0.0	-	49.7	-
Lights	1	47	537	0	-	585	0	0	0	0	-	0	225	1040	0	0	-	1265	792	47	1014	0	-	1853	3703
% Lights	100.0	97.9	93.9	-	-	94.2	-	-	-	-	-	-	96.2	98.2	-	-	-	97.8	99.1	95.9	96.9	-	-	97.8	97.2
Buses	0	0	4	0	-	4	0	0	0	0	-	0	3	2	0	0	-	5	2	0	0	0	-	2	11
% Buses	0.0	0.0	0.7	-	-	0.6	-	-	-	-	-	-	1.3	0.2	-	-	-	0.4	0.3	0.0	0.0	-	-	0.1	0.3
Trucks	0	1	31	0	-	32	0	0	0	0	-	0	6	17	0	0	-	23	5	1	31	0	-	37	92
% Trucks	0.0	2.1	5.4	-	-	5.2	-	-	-	-	-	-	2.6	1.6	-	-	-	1.8	0.6	2.0	3.0	-	-	2.0	2.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	2
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0	2.0	0.1	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-	-	-	-	-	-	-

Remove Watermark
Wondershare PDFelement

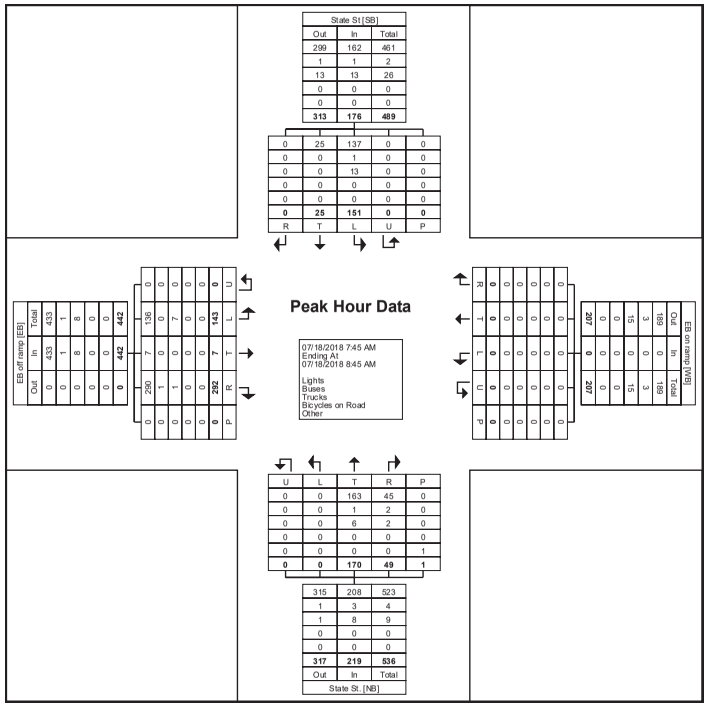


Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

Start Time	State St Southbound						EB on ramp Westbound						State St. Northbound						EB off ramp Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	0	3	49	0	0	52	0	0	0	0	0	0	17	42	0	0	0	59	90	6	30	0	0	126	237
8:00 AM	0	2	32	0	0	34	0	0	0	0	0	0	14	52	0	0	0	66	79	0	38	0	0	117	217
8:15 AM	0	8	35	0	0	43	0	0	0	0	0	0	8	35	0	0	1	43	70	1	33	0	0	104	190
8:30 AM	0	12	35	0	0	47	0	0	0	0	0	0	10	41	0	0	0	51	53	0	42	0	0	95	193
Total	0	25	151	0	0	176	0	0	0	0	0	0	49	170	0	0	1	219	292	7	143	0	0	442	837
Approach %	0.0	14.2	85.8	0.0	-	-	0.0	0.0	0.0	0.0	-	-	22.4	77.6	0.0	0.0	-	-	66.1	1.6	32.4	0.0	-	-	-
Total %	0.0	3.0	18.0	0.0	-	21.0	0.0	0.0	0.0	0.0	-	0.0	5.9	20.3	0.0	0.0	-	26.2	34.9	0.8	17.1	0.0	-	52.8	-
PHF	0.000	0.521	0.770	0.000	-	0.846	0.000	0.000	0.000	0.000	-	0.000	0.721	0.817	0.000	0.000	-	0.830	0.811	0.292	0.851	0.000	-	0.877	0.883
Lights	0	25	137	0	-	162	0	0	0	0	-	0	45	163	0	0	-	208	290	7	136	0	-	433	803
% Lights	-	100.0	90.7	-	-	92.0	-	-	-	-	-	-	91.8	95.9	-	-	-	95.0	99.3	100.0	95.1	-	-	98.0	95.9
Buses	0	0	1	0	-	1	0	0	0	0	-	0	2	1	0	0	-	3	1	0	0	0	-	1	5
% Buses	-	0.0	0.7	-	-	0.6	-	-	-	-	-	-	4.1	0.6	-	-	-	1.4	0.3	0.0	0.0	-	-	0.2	0.6
Trucks	0	0	13	0	-	13	0	0	0	0	-	0	2	6	0	0	-	8	1	0	7	0	-	8	29
% Trucks	-	0.0	8.6	-	-	7.4	-	-	-	-	-	-	4.1	3.5	-	-	-	3.7	0.3	0.0	4.9	-	-	1.8	3.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Remove Watermark
Wondershare PDFelement


State St [SB]
Out In Total
299 162 461
1 1 2
13 13 26
0 0 0
0 0 0
313 176 489
0 25 137 0 0
0 0 1 0 0
0 0 13 0 0
0 0 0 0 0
0 0 0 0 0
0 25 151 0 0
R T L U P
Peak Hour Data
07/18/2018 7:45 AM
Ending At
07/18/2018 8:45 AM
Lights
Buses
Trucks
Bicycles on Road
Other
U L T R P
0 0 163 45 0
0 0 1 2 0
0 0 6 2 0
0 0 0 0 0
0 0 0 0 1
0 0 170 49 1
315 208 523
1 3 4
1 8 9
0 0 0
0 0 0
317 219 536
Out In Total
State St. [NB]
EB off ramp [EB]
Out 0 0 0 0 0 0
In 433 1 8 0 0 0 442
Total 433 1 8 0 0 0 442
0 0 0 0 0 0 0
136 0 7 0 0 0 143
296 1 1 0 0 0 298
0 0 0 0 0 0 0
0 0 0 0 0 0 0
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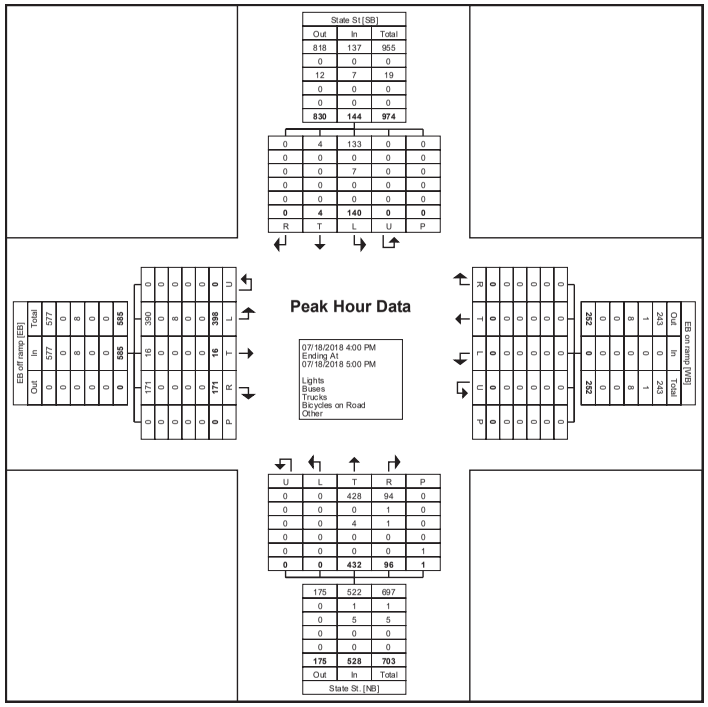

Turning Movement Peak Hour Data Plot (4:00 PM)

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Coatesville, Pennsylvania, United States 19320
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Utica, NY
State St/EB Off Ramp
Wednesday, July 18, 2018
Location: 43.105088, -75.237254

Remove Watermark
Wondershare PDFelement

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Utica, NY
State St/Lafayette St
Wednesday, July 18, 2018
Location: 43.104251, -75.237623

Count Name: 3. State St. and Lafayette St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	State St. Southbound							Lafayette St. Westbound							State St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	0	19	8	0	0	28	1	2	8	5	0	0	16	4	0	23	1	0	1	28	2	1	4	4	0	0	11	83
7:15 AM	1	0	32	9	0	0	42	1	1	22	6	0	0	30	6	1	33	1	0	0	41	4	0	3	4	0	0	11	124
7:30 AM	3	1	41	16	0	1	61	1	2	9	10	0	0	22	7	0	32	2	0	0	41	2	2	9	6	0	0	19	143
7:45 AM	3	0	70	23	0	0	96	7	2	19	13	0	0	41	12	0	43	0	0	2	55	4	2	9	5	0	0	20	212
Hourly Total	8	1	162	56	0	1	227	10	7	58	34	0	0	109	29	1	131	4	0	3	165	12	5	25	19	0	0	61	562
8:00 AM	1	1	67	18	0	0	87	7	1	16	10	0	0	34	5	1	51	1	0	1	58	5	2	11	10	0	0	28	207
8:15 AM	9	1	54	26	0	0	90	2	5	10	7	0	0	24	10	1	34	0	0	0	45	1	4	12	3	0	0	20	179
8:30 AM	1	0	56	19	0	0	76	1	2	14	11	0	3	28	9	0	42	4	0	0	55	2	0	17	7	0	0	26	185
8:45 AM	8	1	43	17	0	5	69	5	3	14	14	0	1	36	6	5	49	3	0	0	63	5	6	10	4	0	0	25	193
Hourly Total	19	3	220	80	0	5	322	15	11	54	42	0	4	122	30	7	176	8	0	1	221	13	12	50	24	0	0	99	764
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	2	0	32	5	0	0	39	13	4	28	17	0	0	62	5	0	110	5	0	3	120	1	0	12	18	0	0	31	252
4:15 PM	2	1	29	5	0	0	37	17	2	30	15	0	1	64	5	1	83	3	0	0	92	1	2	15	5	0	0	23	216
4:30 PM	1	1	42	6	0	0	50	17	5	36	19	0	0	77	5	1	116	4	0	0	126	1	0	12	14	0	0	27	280
4:45 PM	2	1	40	7	0	1	50	10	3	32	9	0	0	54	12	1	92	3	0	0	108	2	1	14	14	0	0	31	243
Hourly Total	7	3	143	23	0	1	176	57	14	126	60	0	1	257	27	3	401	15	0	3	446	5	3	53	51	0	0	112	991
5:00 PM	6	1	24	1	0	0	32	16	0	18	9	0	0	43	7	0	107	4	0	1	118	3	1	7	17	0	0	28	221
5:15 PM	4	0	28	6	0	0	38	6	7	17	8	0	0	38	4	0	77	0	0	0	81	5	1	13	13	0	0	32	189
5:30 PM	2	0	35	5	0	0	42	5	4	15	7	0	0	31	4	2	53	3	0	2	62	2	2	9	10	0	0	23	158
5:45 PM	1	1	36	4	0	0	42	3	1	14	7	0	0	25	3	0	49	1	0	2	53	4	1	8	6	0	0	19	139
Hourly Total	13	2	123	16	0	0	154	30	12	64	31	0	0	137	18	2	286	8	0	5	314	14	5	37	46	0	0	102	707
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	47	9	648	175	0	7	879	112	44	302	167	0	5	625	104	13	995	35	0	12	1147	44	25	165	140	0	0	374	3025
Approach %	5.3	1.0	73.7	19.9	0.0	-	-	17.9	7.0	48.3	26.7	0.0	-	-	9.1	1.1	86.7	3.1	0.0	-	-	11.8	6.7	44.1	37.4	0.0	-	-	-
Total %	1.6	0.3	21.4	5.8	0.0	-	29.1	3.7	1.5	10.0	5.5	0.0	-	20.7	3.4	0.4	32.9	1.2	0.0	-	37.9	1.5	0.8	5.5	4.6	0.0	-	12.4	-
Lights	46	9	642	174	0	-	871	110	44	288	160	0	-	602	104	13	970	32	0	-	1119	40	23	157	138	0	-	358	2950
% Lights	97.9	100.0	99.1	99.4	-	-	99.1	98.2	100.0	95.4	95.8	-	-	96.3	100.0	100.0	97.5	91.4	-	-	97.6	90.9	92.0	95.2	98.6	-	-	95.7	97.5
Buses	0	0	2	0	0	-	2	0	0	6	2	0	-	8	0	0	4	0	0	-	4	0	0	3	1	0	-	4	18
% Buses	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	2.0	1.2	-	-	1.3	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	1.8	0.7	-	-	1.1	0.6
Trucks	1	0	4	1	0	-	6	2	0	6	4	0	-	12	0	0	21	2	0	-	23	4	1	1	0	0	-	6	47
% Trucks	2.1	0.0	0.6	0.6	-	-	0.7	1.8	0.0	2.0	2.4	-	-	1.9	0.0	0.0	2.1	5.7	-	-	2.0	9.1	4.0	0.6	0.0	-	-	1.6	1.6
Bicycles on Road	0	0	0	0	0	-	0	0	0	2	1	0	-	3	0	0	0	1	0	-	1	0	1	4	1	0	-	6	10
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.7	0.6	-	-	0.5	0.0	0.0	0.0	2.9	-	-	0.1	0.0	4.0	2.4	0.7	-	-	1.6	0.3
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	42.9	-	-	-	-	-	-	20.0	-	-	-	-	-	-	8.3	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	4	-	-	-	-	-	-	11	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	57.1	-	-	-	-	-	-	80.0	-	-	-	-	-	-	91.7	-	-	-	-	-	-	-	-	-

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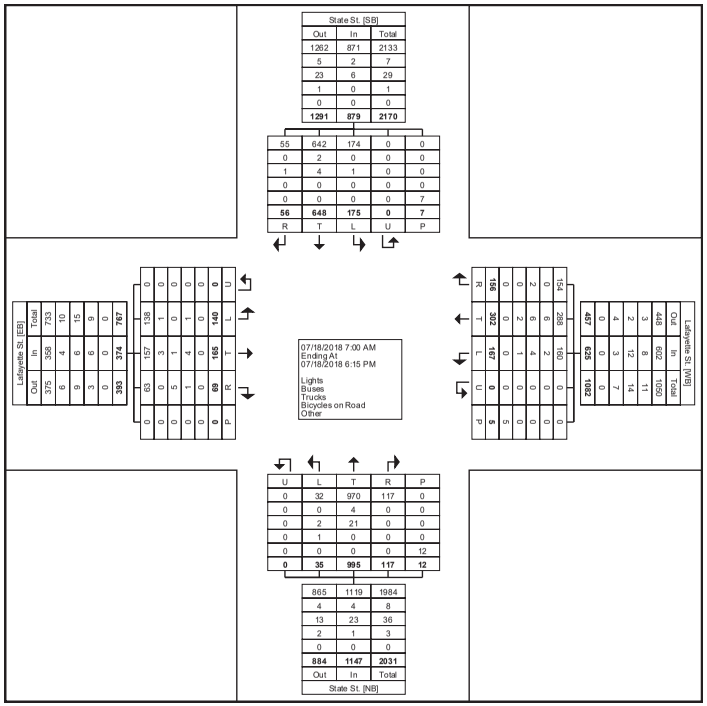
Utica, NY
State St/Lafayette St
Wednesday, July 18, 2018
Location: 43.104251, -75.237623

Count Name: 3. State St. and Lafayette St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 2



Turning Movement Data Plot

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Utica, NY
State St/Lafayette St
Wednesday, July 18, 2018
Location: 43.104251, -75.237623

Count Name: 3. State St. and Lafayette St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	State St. Southbound							Lafayette St. Westbound							State St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	3	0	70	23	0	0	96	7	2	19	13	0	0	41	12	0	43	0	0	2	55	4	2	9	5	0	0	20	212
8:00 AM	1	1	67	18	0	0	87	7	1	16	10	0	0	34	5	1	51	1	0	1	58	5	2	11	10	0	0	28	207
8:15 AM	9	1	54	26	0	0	90	2	5	10	7	0	0	24	10	1	34	0	0	0	45	1	4	12	3	0	0	20	179
8:30 AM	1	0	56	19	0	0	76	1	2	14	11	0	3	28	9	0	42	4	0	0	55	2	0	17	7	0	0	26	185
Total	14	2	247	86	0	0	349	17	10	59	41	0	3	127	36	2	170	5	0	3	213	12	8	49	25	0	0	94	783
Approach %	4.0	0.6	70.8	24.6	0.0	-	-	13.4	7.9	46.5	32.3	0.0	-	-	16.9	0.9	79.8	2.3	0.0	-	-	12.8	8.5	52.1	26.6	0.0	-	-	-
Total %	1.8	0.3	31.5	11.0	0.0	-	44.6	2.2	1.3	7.5	5.2	0.0	-	16.2	4.6	0.3	21.7	0.6	0.0	-	27.2	1.5	1.0	6.3	3.2	0.0	-	12.0	-
PHF	0.389	0.500	0.882	0.827	0.000	-	0.909	0.607	0.500	0.776	0.788	0.000	-	0.774	0.750	0.500	0.833	0.313	0.000	-	0.918	0.600	0.500	0.721	0.625	0.000	-	0.839	0.923
Lights	13	2	246	86	0	-	347	16	10	55	39	0	-	120	36	2	160	4	0	-	202	10	6	47	25	0	-	88	757
% Lights	92.9	100.0	99.6	100.0	-	-	99.4	94.1	100.0	93.2	95.1	-	-	94.5	100.0	100.0	94.1	80.0	-	-	94.8	83.3	75.0	95.9	100.0	-	-	93.6	96.7
Buses	0	0	1	0	0	-	1	0	0	2	1	0	-	3	0	0	3	0	0	-	3	0	0	1	0	0	-	1	8
% Buses	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	3.4	2.4	-	-	2.4	0.0	0.0	1.8	0.0	-	-	1.4	0.0	0.0	2.0	0.0	-	-	1.1	1.0
Trucks	1	0	0	0	0	-	1	1	0	2	1	0	-	4	0	0	7	1	0	-	8	2	1	0	0	0	-	3	16
% Trucks	7.1	0.0	0.0	0.0	-	-	0.3	5.9	0.0	3.4	2.4	-	-	3.1	0.0	0.0	4.1	20.0	-	-	3.8	16.7	12.5	0.0	0.0	-	-	3.2	2.0
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	1	0	0	-	2	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	12.5	2.0	0.0	-	-	2.1	0.3
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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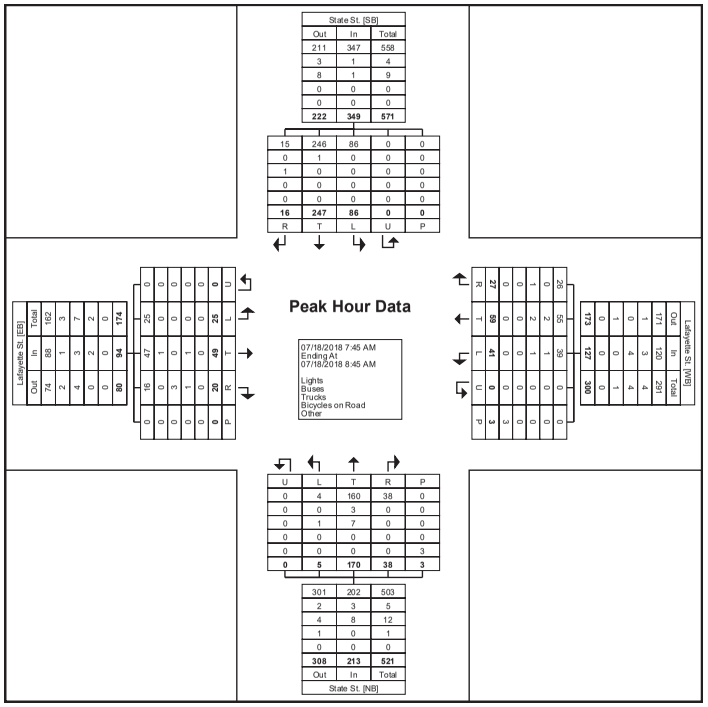
Utica, NY
State St/Lafayette St
Wednesday, July 18, 2018
Location: 43.104251, -75.237623

Count Name: 3. State St. and Lafayette St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)

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Utica, NY
State St/Lafayette St
Wednesday, July 18, 2018
Location: 43.104251, -75.237623

Count Name: 3. State St. and Lafayette St.
Site Code: Utica, New York
Start Date: 07/18/2018

Turning Movement Peak Hour Data (4:00 PM)

Start Time	State St. Southbound							Lafayette St. Westbound							State St. Northbound							Lafayette St. Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:00 PM	2	0	32	5	0	0	39	13	4	28	17	0	0	62	5	0	110	5	0	3	120	1	0	12	18	0	0	31	252
4:15 PM	2	1	29	5	0	0	37	17	2	30	15	0	1	64	5	1	83	3	0	0	92	1	2	15	5	0	0	23	216
4:30 PM	1	1	42	6	0	0	50	17	5	36	19	0	0	77	5	1	116	4	0	0	126	1	0	12	14	0	0	27	280
4:45 PM	2	1	40	7	0	1	50	10	3	32	9	0	0	54	12	1	92	3	0	0	108	2	1	14	14	0	0	31	243
Total	7	3	143	23	0	1	176	57	14	126	60	0	1	257	27	3	401	15	0	3	446	5	3	53	51	0	0	112	991
Approach %	4.0	1.7	81.3	13.1	0.0	-	-	22.2	5.4	49.0	23.3	0.0	-	-	6.1	0.7	89.9	3.4	0.0	-	-	4.5	2.7	47.3	45.5	0.0	-	-	-
Total %	0.7	0.3	14.4	2.3	0.0	-	17.8	5.8	1.4	12.7	6.1	0.0	-	25.9	2.7	0.3	40.5	1.5	0.0	-	45.0	0.5	0.3	5.3	5.1	0.0	-	11.3	-
PHF	0.875	0.750	0.851	0.821	0.000	-	0.880	0.838	0.700	0.875	0.789	0.000	-	0.834	0.563	0.750	0.864	0.750	0.000	-	0.885	0.625	0.375	0.883	0.708	0.000	-	0.903	0.885
Lights	7	3	143	23	0	-	176	57	14	121	59	0	-	251	27	3	396	15	0	-	441	5	3	49	51	0	-	108	976
% Lights	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	96.0	98.3	-	-	97.7	100.0	100.0	98.8	100.0	-	-	98.9	100.0	100.0	92.5	100.0	-	-	96.4	98.5
Buses	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	1	0	0	-	1	0	0	1	0	0	-	1	4
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.6	0.0	-	-	0.8	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	1.9	0.0	-	-	0.9	0.4
Trucks	0	0	0	0	0	-	0	0	0	3	1	0	-	4	0	0	4	0	0	-	4	0	0	1	0	0	-	1	9
% Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.4	1.7	-	-	1.6	0.0	0.0	1.0	0.0	-	-	0.9	0.0	0.0	1.9	0.0	-	-	0.9	0.9
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	0	0	-	2	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	3.8	0.0	-	-	1.8	0.2
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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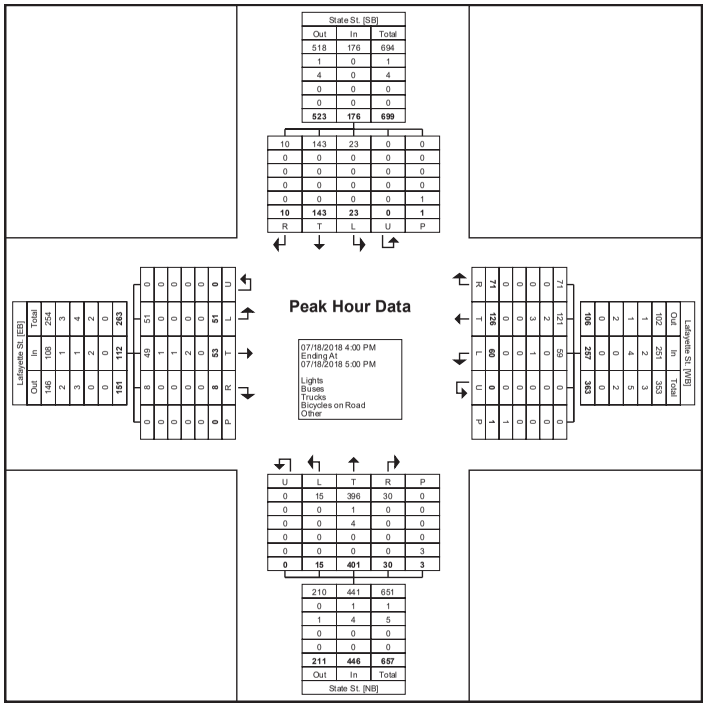
Utica, NY
State St/Lafayette St
Wednesday, July 18, 2018
Location: 43.104251, -75.237623

Count Name: 3. State St. and Lafayette St.
Site Code: Utica, New York
Start Date: 07/18/2018



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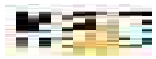

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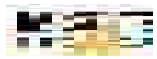
Utica, NY
State St/Lafayette St
Wednesday, July 18, 2018
Location: 43.104251, -75.237623

Count Name: 3. State St. and Lafayette St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 7



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Utica, NY
State St/Columbia St
Wednesday, July 18, 2018
Location: 43.103556, -75.238103

Count Name: 4. State St and Columbia St
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Columbia St Eastbound							Columbia St Westbound							State St Northbound							State St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:00 AM	1	6	2	0	0	1	9	0	6	1	3	0	0	10	4	24	4	0	0	0	32	2	25	1	0	0	2	28	79
7:15 AM	1	9	3	0	0	1	13	1	5	2	2	0	2	10	3	35	6	2	0	0	46	7	36	1	1	0	0	45	114
7:30 AM	1	11	3	1	0	1	16	0	7	2	3	0	0	12	2	32	5	3	0	0	42	8	34	3	1	0	3	46	116
7:45 AM	0	13	3	3	0	0	19	7	8	1	3	0	1	19	9	51	5	4	0	1	69	20	59	12	2	0	2	93	200
Hourly Total	3	39	11	4	0	3	57	8	26	6	11	0	3	51	18	142	20	9	0	1	189	37	154	17	4	0	7	212	509
8:00 AM	6	18	8	2	0	1	34	0	10	2	3	0	0	15	7	46	11	1	0	1	65	25	38	5	3	0	1	71	185
8:15 AM	3	20	7	0	0	1	30	3	6	0	0	0	0	9	3	43	23	3	0	1	72	23	43	4	1	0	5	71	182
8:30 AM	4	12	1	1	0	1	18	2	7	1	0	0	3	10	4	46	8	2	0	3	60	14	45	6	0	0	8	65	153
8:45 AM	4	14	2	1	0	1	21	3	13	4	0	0	0	20	9	53	5	0	0	3	67	7	52	6	1	0	3	66	174
Hourly Total	17	64	18	4	0	4	103	8	36	7	3	0	3	54	23	188	47	6	0	8	264	69	178	21	5	0	17	273	694
** BREAK **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	22	24	16	1	0	0	63	6	36	13	4	0	1	59	14	84	6	0	0	1	104	4	50	3	0	0	5	57	283
4:15 PM	5	20	5	0	0	0	30	9	20	7	6	0	1	42	8	75	16	0	0	3	99	3	37	1	0	0	3	41	212
4:30 PM	13	35	7	2	0	1	57	10	32	26	11	0	0	79	16	77	10	1	0	4	104	2	55	5	0	0	2	62	302
4:45 PM	12	20	2	4	0	0	38	4	20	11	5	0	1	40	6	80	7	0	0	0	93	6	42	0	0	0	5	48	219
Hourly Total	52	99	30	7	0	1	188	29	108	57	26	0	3	220	44	316	39	1	0	8	400	15	184	9	0	0	15	208	1016
5:00 PM	7	19	4	3	0	0	33	6	23	12	4	0	1	45	12	93	8	1	0	0	114	5	32	3	0	0	6	40	232
5:15 PM	6	12	7	2	0	0	27	2	19	8	0	0	3	29	14	73	9	0	0	0	96	5	33	4	0	0	1	42	194
5:30 PM	2	14	9	1	0	0	26	7	14	1	5	0	0	27	5	52	7	1	0	0	65	3	40	3	0	0	2	46	164
5:45 PM	8	10	2	4	0	1	24	4	16	6	2	0	2	28	3	39	8	2	0	3	52	3	40	3	0	0	1	46	150
Hourly Total	23	55	22	10	0	1	110	19	72	27	11	0	6	129	34	257	32	4	0	3	327	16	145	13	0	0	10	174	740
Grand Total	95	257	81	25	0	9	458	64	242	97	51	0	15	454	119	903	138	20	0	20	1180	137	661	60	9	0	49	867	2959
Approach %	20.7	56.1	17.7	5.5	0.0	-	-	14.1	53.3	21.4	11.2	0.0	-	-	10.1	76.5	11.7	1.7	0.0	-	-	15.8	76.2	6.9	1.0	0.0	-	-	-
Total %	3.2	8.7	2.7	0.8	0.0	-	15.5	2.2	8.2	3.3	1.7	0.0	-	15.3	4.0	30.5	4.7	0.7	0.0	-	39.9	4.6	22.3	2.0	0.3	0.0	-	29.3	-
Lights	89	237	78	24	0	-	428	63	221	94	51	0	-	429	115	880	136	20	0	-	1151	135	644	60	9	0	-	848	2856
% Lights	93.7	92.2	96.3	96.0	-	-	93.4	98.4	91.3	96.9	100.0	-	-	94.5	96.6	97.5	98.6	100.0	-	-	97.5	98.5	97.4	100.0	100.0	-	-	97.8	96.5
Buses	0	15	0	0	0	-	15	1	13	0	0	0	-	14	1	6	0	0	0	-	7	1	4	0	0	0	-	5	41
% Buses	0.0	5.8	0.0	0.0	-	-	3.3	1.6	5.4	0.0	0.0	-	-	3.1	0.8	0.7	0.0	0.0	-	-	0.6	0.7	0.6	0.0	0.0	-	-	0.6	1.4
Trucks	5	4	3	0	0	-	12	0	5	3	0	0	-	8	3	17	2	0	0	-	22	1	13	0	0	0	-	14	56
% Trucks	5.3	1.6	3.7	0.0	-	-	2.6	0.0	2.1	3.1	0.0	-	-	1.8	2.5	1.9	1.4	0.0	-	-	1.9	0.7	2.0	0.0	0.0	-	-	1.6	1.9
Bicycles on Road	1	1	0	1	0	-	3	0	3	0	0	0	-	3	0	0	0	0	0	-	0	0	0	0	0	0	-	0	6
% Bicycles on Road	1.1	0.4	0.0	4.0	-	-	0.7	0.0	1.2	0.0	0.0	-	-	0.7	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	5	-	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	13.3	-	-	-	-	-	-	25.0	-	-	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	-	13	-	-	-	-	-	-	15	-	-	-	-	-	-	42	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	86.7	-	-	-	-	-	-	75.0	-	-	-	-	-	-	85.7	-	-

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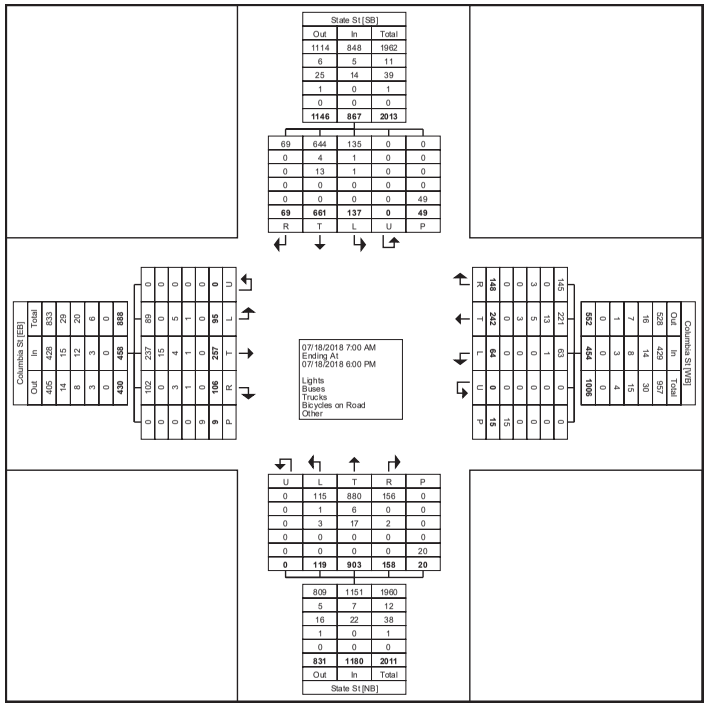
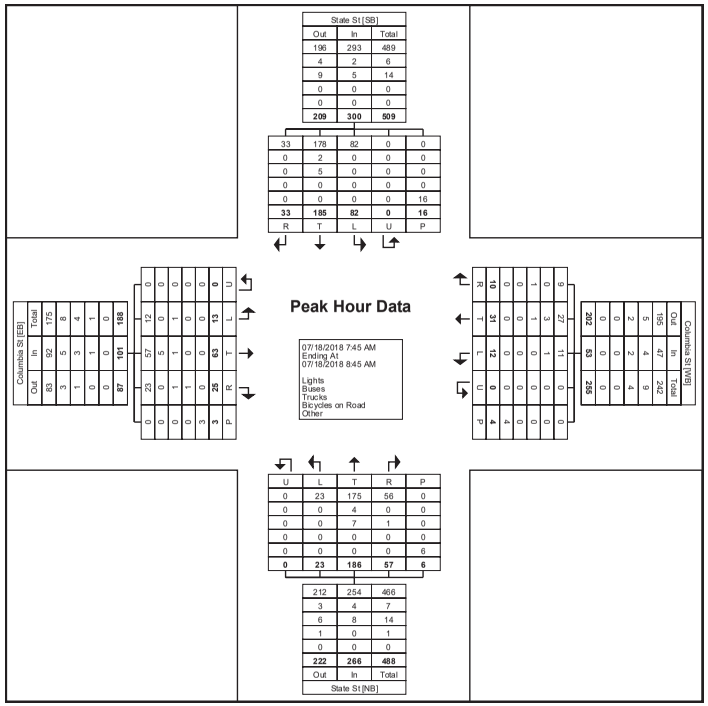


Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Columbia St Eastbound							Columbia St Westbound							State St Northbound							State St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:45 AM	0	13	3	3	0	0	19	7	8	1	3	0	1	19	9	51	5	4	0	1	69	20	59	12	2	0	2	93	200
8:00 AM	6	18	8	2	0	1	34	0	10	2	3	0	0	15	7	46	11	1	0	1	65	25	38	5	3	0	1	71	185
8:15 AM	3	20	7	0	0	1	30	3	6	0	0	0	0	9	3	43	23	3	0	1	72	23	43	4	1	0	5	71	182
8:30 AM	4	12	1	1	0	1	18	2	7	1	0	0	3	10	4	46	8	2	0	3	60	14	45	6	0	0	8	65	153
Total	13	63	19	6	0	3	101	12	31	4	6	0	4	53	23	186	47	10	0	6	266	82	185	27	6	0	16	300	720
Approach %	12.9	62.4	18.8	5.9	0.0	-	-	22.6	58.5	7.5	11.3	0.0	-	-	8.6	69.9	17.7	3.8	0.0	-	-	27.3	61.7	9.0	2.0	0.0	-	-	-
Total %	1.8	8.8	2.6	0.8	0.0	-	14.0	1.7	4.3	0.6	0.8	0.0	-	7.4	3.2	25.8	6.5	1.4	0.0	-	36.9	11.4	25.7	3.8	0.8	0.0	-	41.7	-
PHF	0.542	0.788	0.594	0.500	0.000	-	0.743	0.429	0.775	0.500	0.500	0.000	-	0.697	0.639	0.912	0.511	0.625	0.000	-	0.924	0.820	0.784	0.563	0.500	0.000	-	0.806	0.900
Lights	12	57	18	5	0	-	92	11	27	3	6	0	-	47	23	175	46	10	0	-	254	82	178	27	6	0	-	293	686
% Lights	92.3	90.5	94.7	83.3	-	-	91.1	91.7	87.1	75.0	100.0	-	-	88.7	100.0	94.1	97.9	100.0	-	-	95.5	100.0	96.2	100.0	100.0	-	-	97.7	95.3
Buses	0	5	0	0	0	-	5	1	3	0	0	0	-	4	0	4	0	0	0	-	4	0	2	0	0	0	-	2	15
% Buses	0.0	7.9	0.0	0.0	-	-	5.0	8.3	9.7	0.0	0.0	-	-	7.5	0.0	2.2	0.0	0.0	-	-	1.5	0.0	1.1	0.0	0.0	-	-	0.7	2.1
Trucks	1	1	1	0	0	-	3	0	1	1	0	0	-	2	0	7	1	0	0	-	8	0	5	0	0	0	-	5	18
% Trucks	7.7	1.6	5.3	0.0	-	-	3.0	0.0	3.2	25.0	0.0	-	-	3.8	0.0	3.8	2.1	0.0	-	-	3.0	0.0	2.7	0.0	0.0	-	-	1.7	2.5
Bicycles on Road	0	0	0	1	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	16.7	-	-	1.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	25.0	-	-	-	-	-	-	33.3	-	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	75.0	-	-	-	-	-	-	66.7	-	-	-	-	-	-	87.5	-	-

Remove Watermark
Wondershare PDFelement



Turning Movement Peak Hour Data Plot (7:45 AM)

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Utica, NY
State St/Columbia St
Wednesday, July 18, 2018
Location: 43.103556, -75.238103

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Columbia St Eastbound							Columbia St Westbound							State St Northbound							State St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:00 PM	22	24	16	1	0	0	63	6	36	13	4	0	1	59	14	84	6	0	0	1	104	4	50	3	0	0	5	57	283
4:15 PM	5	20	5	0	0	0	30	9	20	7	6	0	1	42	8	75	16	0	0	3	99	3	37	1	0	0	3	41	212
4:30 PM	13	35	7	2	0	1	57	10	32	26	11	0	0	79	16	77	10	1	0	4	104	2	55	5	0	0	2	62	302
4:45 PM	12	20	2	4	0	0	38	4	20	11	5	0	1	40	6	80	7	0	0	0	93	6	42	0	0	0	5	48	219
Total	52	99	30	7	0	1	188	29	108	57	26	0	3	220	44	316	39	1	0	8	400	15	184	9	0	0	15	208	1016
Approach %	27.7	52.7	16.0	3.7	0.0	-	-	13.2	49.1	25.9	11.8	0.0	-	-	11.0	79.0	9.8	0.3	0.0	-	-	7.2	88.5	4.3	0.0	0.0	-	-	-
Total %	5.1	9.7	3.0	0.7	0.0	-	18.5	2.9	10.6	5.6	2.6	0.0	-	21.7	4.3	31.1	3.8	0.1	0.0	-	39.4	1.5	18.1	0.9	0.0	0.0	-	20.5	-
PHF	0.591	0.707	0.469	0.438	0.000	-	0.746	0.725	0.750	0.548	0.591	0.000	-	0.696	0.688	0.940	0.609	0.250	0.000	-	0.962	0.625	0.836	0.450	0.000	0.000	-	0.839	0.841
Lights	50	92	29	7	0	-	178	29	100	57	26	0	-	212	43	311	38	1	0	-	393	15	183	9	0	0	-	207	990
% Lights	96.2	92.9	96.7	100.0	-	-	94.7	100.0	92.6	100.0	100.0	-	-	96.4	97.7	98.4	97.4	100.0	-	-	98.3	100.0	99.5	100.0	-	-	-	99.5	97.4
Buses	0	5	0	0	0	-	5	0	3	0	0	0	-	3	1	2	0	0	0	-	3	0	0	0	0	0	-	0	11
% Buses	0.0	5.1	0.0	0.0	-	-	2.7	0.0	2.8	0.0	0.0	-	-	1.4	2.3	0.6	0.0	0.0	-	-	0.8	0.0	0.0	0.0	-	-	-	0.0	1.1
Trucks	2	2	1	0	0	-	5	0	4	0	0	0	-	4	0	3	1	0	0	-	4	0	1	0	0	0	-	1	14
% Trucks	3.8	2.0	3.3	0.0	-	-	2.7	0.0	3.7	0.0	0.0	-	-	1.8	0.0	0.9	2.6	0.0	-	-	1.0	0.0	0.5	0.0	-	-	-	0.5	1.4
Bicycles on Road	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	26.7	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	8	-	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-	-	-	-	-	73.3	-	-

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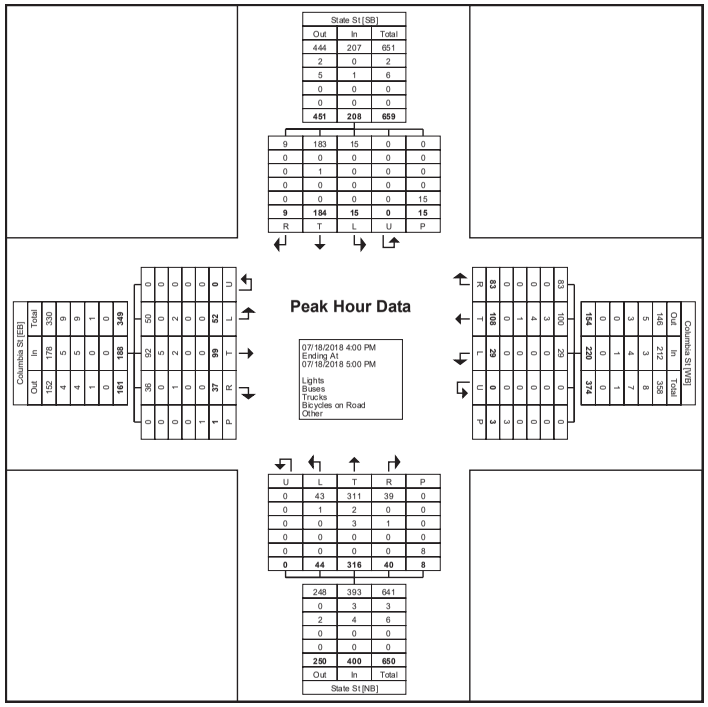

Turning Movement Peak Hour Data Plot (4:00 PM)

Utica, NY
State St/Columbia St
Wednesday, July 18, 2018
Location: 43.103556, -75.238103

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Utica, NY
State St/Court S
Wednesday, July 18, 2018
Location: 43.101268, -75.239344

Count Name: 5. State St. and Court St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	State St. Southbound							Court St Westbound							State St. Northbound							Court St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	3	0	19	4	0	2	26	1	1	19	0	0	0	21	1	1	15	10	0	1	27	7	2	54	15	0	0	78	152
7:15 AM	2	3	26	5	0	2	36	10	0	23	3	0	0	36	0	0	17	10	0	2	27	12	2	66	21	0	2	101	200
7:30 AM	1	0	25	5	0	3	31	5	3	35	6	0	3	49	0	2	15	7	0	2	24	20	5	68	25	0	1	118	222
7:45 AM	12	2	39	15	0	4	68	17	1	37	9	0	0	64	3	2	33	13	0	0	51	34	5	121	26	0	3	186	369
Hourly Total	18	5	109	29	0	11	161	33	5	114	18	0	3	170	4	5	80	40	0	5	129	73	14	309	87	0	6	483	943
8:00 AM	2	3	29	7	0	1	41	13	1	45	8	0	0	67	5	1	25	14	0	1	45	31	4	119	25	0	3	179	332
8:15 AM	6	4	32	13	0	3	55	8	1	44	4	0	5	57	7	0	28	17	0	2	52	30	3	159	42	0	0	234	398
8:30 AM	3	1	25	9	0	4	38	12	0	43	9	0	6	64	1	1	20	12	0	0	34	27	2	119	28	0	2	176	312
8:45 AM	12	2	32	16	0	3	62	14	1	44	7	0	2	66	8	1	33	19	0	3	61	32	6	114	28	0	2	180	369
Hourly Total	23	10	118	45	0	11	196	47	3	176	28	0	13	254	21	3	106	62	0	6	192	120	15	511	123	0	7	769	1411
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:00 PM	7	5	45	17	0	3	74	29	4	123	11	0	3	167	5	0	35	18	0	2	58	24	3	91	35	0	3	153	452
4:15 PM	15	2	35	9	0	1	61	10	4	63	10	0	1	87	3	1	39	19	0	1	62	27	8	83	35	1	0	154	364
4:30 PM	17	8	44	14	0	4	83	16	6	116	11	0	0	149	3	0	28	18	0	1	49	35	3	67	33	0	3	138	419
4:45 PM	5	6	37	11	0	2	59	13	1	94	13	0	1	121	6	1	41	19	0	2	67	33	3	72	33	0	5	141	388
Hourly Total	44	21	161	51	0	10	277	68	15	396	45	0	5	524	17	2	143	74	0	6	236	119	17	313	136	1	11	586	1623
5:00 PM	7	3	32	5	0	0	47	21	0	99	14	0	0	134	3	3	58	17	0	5	81	25	1	67	27	0	0	120	382
5:15 PM	11	0	30	6	0	3	47	18	3	74	3	0	4	98	4	1	39	23	0	4	67	42	2	85	30	0	0	159	371
5:30 PM	8	3	33	7	0	1	51	14	2	51	4	0	5	71	3	0	26	10	0	1	39	33	0	45	31	0	0	109	270
5:45 PM	7	3	44	7	0	0	61	9	4	51	3	0	3	67	0	2	20	15	0	1	37	24	1	62	22	0	1	109	274
Hourly Total	33	9	139	25	0	4	206	62	9	275	24	0	12	370	10	6	143	65	0	11	224	124	4	259	110	0	1	497	1297
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	118	45	527	150	0	36	840	210	32	961	115	0	33	1318	52	16	472	241	0	28	781	436	50	1393	456	1	25	2336	5275
Approach %	14.0	5.4	62.7	17.9	0.0	-	-	15.9	2.4	72.9	8.7	0.0	-	-	6.7	2.0	60.4	30.9	0.0	-	-	18.7	2.1	59.6	19.5	0.0	-	-	-
Total %	2.2	0.9	10.0	2.8	0.0	-	15.9	4.0	0.6	18.2	2.2	0.0	-	25.0	1.0	0.3	8.9	4.6	0.0	-	14.8	8.3	0.9	26.4	8.6	0.0	-	44.3	-
Lights	116	44	512	146	0	-	818	209	32	944	110	0	-	1295	52	15	463	239	0	-	769	423	49	1378	443	1	-	2294	5176
% Lights	98.3	97.8	97.2	97.3	-	-	97.4	99.5	100.0	98.2	95.7	-	-	98.3	100.0	93.8	98.1	99.2	-	-	98.5	97.0	98.0	98.9	97.1	100.0	-	98.2	98.1
Buses	0	0	3	1	0	-	4	0	0	7	3	0	-	10	0	0	3	0	0	-	3	6	0	8	3	0	-	17	34
% Buses	0.0	0.0	0.6	0.7	-	-	0.5	0.0	0.0	0.7	2.6	-	-	0.8	0.0	0.0	0.6	0.0	-	-	0.4	1.4	0.0	0.6	0.7	0.0	-	0.7	0.6
Trucks	2	1	12	3	0	-	18	1	0	8	2	0	-	11	0	1	6	1	0	-	8	7	0	6	10	0	-	23	60
% Trucks	1.7	2.2	2.3	2.0	-	-	2.1	0.5	0.0	0.8	1.7	-	-	0.8	0.0	6.3	1.3	0.4	-	-	1.0	1.6	0.0	0.4	2.2	0.0	-	1.0	1.1
Bicycles on Road	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	1	0	-	1	0	1	1	0	0	-	2	5
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.4	-	-	0.1	0.0	2.0	0.1	0.0	0.0	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	8.3	-	-	-	-	-	-	9.1	-	-	-	-	-	-	10.7	-	-	-	-	-	-	12.0	-	-
Pedestrians	-	-	-	-	-	33	-	-	-	-	-	-	30	-	-	-	-	-	-	25	-	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	-	91.7	-	-	-	-	-	-	90.9	-	-	-	-	-	-	89.3	-	-	-	-	-	-	88.0	-	-

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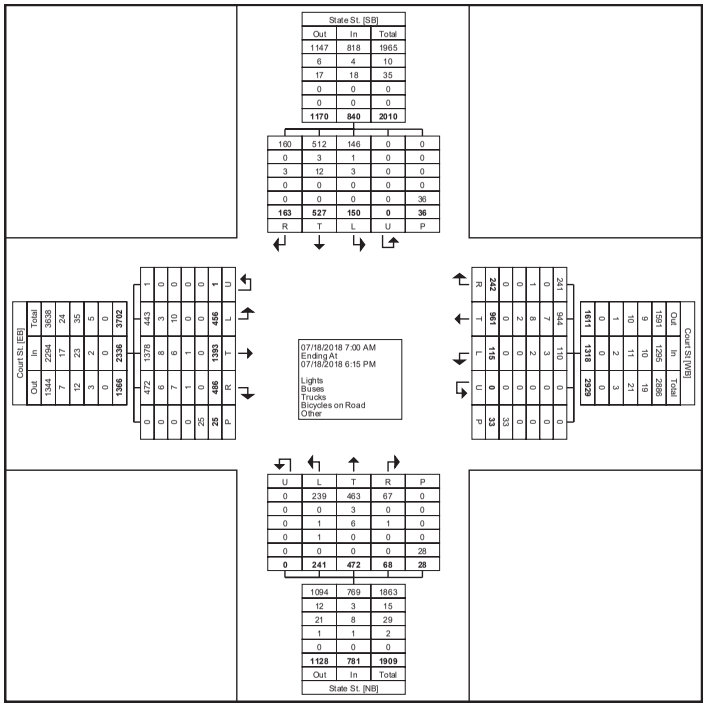
Utica, NY
State St/Court S
Wednesday, July 18, 2018
Location: 43.101268, -75.239344

Count Name: 5. State St. and Court St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 2



Turning Movement Data Plot

Remove Watermark
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Turning Movement Peak Hour Data (7:45 AM)

Start Time	State St. Southbound							Court St Westbound							State St. Northbound							Court St. Eastbound						
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	12	2	39	15	0	4	68	17	1	37	9	0	0	64	3	2	33	13	0	0	51	34	5	121	26	0	3	186	369
8:00 AM	2	3	29	7	0	1	41	13	1	45	8	0	0	67	5	1	25	14	0	1	45	31	4	119	25	0	3	179	332
8:15 AM	6	4	32	13	0	3	55	8	1	44	4	0	5	57	7	0	28	17	0	2	52	30	3	159	42	0	0	234	398
8:30 AM	3	1	25	9	0	4	38	12	0	43	9	0	6	64	1	1	20	12	0	0	34	27	2	119	28	0	2	176	312
Total	23	10	125	44	0	12	202	50	3	169	30	0	11	252	16	4	106	56	0	3	182	122	14	518	121	0	8	775	1411
Approach %	11.4	5.0	61.9	21.8	0.0	-	-	19.8	1.2	67.1	11.9	0.0	-	-	8.8	2.2	58.2	30.8	0.0	-	-	15.7	1.8	66.8	15.6	0.0	-	-	-
Total %	1.6	0.7	8.9	3.1	0.0	-	14.3	3.5	0.2	12.0	2.1	0.0	-	17.9	1.1	0.3	7.5	4.0	0.0	-	12.9	8.6	1.0	36.7	8.6	0.0	-	54.9	-
PHF	0.479	0.625	0.801	0.733	0.000	-	0.743	0.735	0.750	0.939	0.833	0.000	-	0.940	0.571	0.500	0.803	0.824	0.000	-	0.875	0.897	0.700	0.814	0.720	0.000	-	0.828	0.886
Lights	23	9	120	44	0	-	196	49	3	162	26	0	-	240	16	4	104	56	0	-	180	121	13	512	116	0	-	762	1378
% Lights	100.0	90.0	96.0	100.0	-	-	97.0	98.0	100.0	95.9	86.7	-	-	95.2	100.0	100.0	98.1	100.0	-	-	98.9	99.2	92.9	98.8	95.9	-	-	98.3	97.7
Buses	0	0	1	0	0	-	1	0	0	3	3	0	-	6	0	0	2	0	0	-	2	1	0	3	2	0	-	6	15
% Buses	0.0	0.0	0.8	0.0	-	-	0.5	0.0	0.0	1.8	10.0	-	-	2.4	0.0	0.0	1.9	0.0	-	-	1.1	0.8	0.0	0.6	1.7	-	-	0.8	1.1
Trucks	0	1	4	0	0	-	5	1	0	3	1	0	-	5	0	0	0	0	0	-	0	0	0	3	3	0	-	6	16
% Trucks	0.0	10.0	3.2	0.0	-	-	2.5	2.0	0.0	1.8	3.3	-	-	2.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.6	2.5	-	-	0.8	1.1
Bicycles on Road	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	1	0	0	0	-	1	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.6	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	7.1	0.0	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	16.7	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	-	11	-	-	-	-	-	-	3	-	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	83.3	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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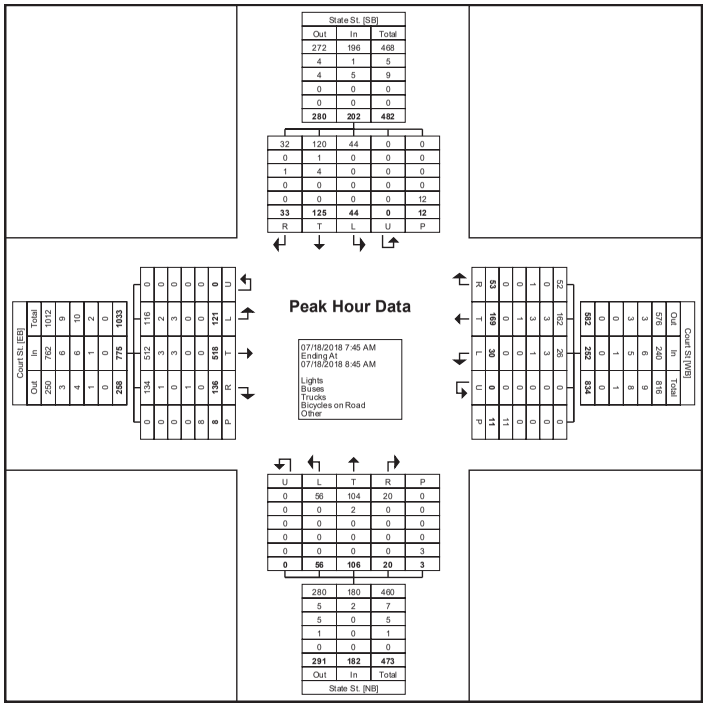
Utica, NY
State St/Court S
Wednesday, July 18, 2018
Location: 43.101268, -75.239344



Turning Movement Peak Hour Data Plot (7:45 AM)

Remove Watermark
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Utica, NY
State St/Court S
Wednesday, July 18, 2018
Location: 43.101268, -75.239344

Count Name: 5. State St. and Court St.
Site Code: Utica, New York
Start Date: 07/18/2018

Turning Movement Peak Hour Data (4:00 PM)

Start Time	State St. Southbound							Court St Westbound							State St. Northbound							Court St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	7	5	45	17	0	3	74	29	4	123	11	0	3	167	5	0	35	18	0	2	58	24	3	91	35	0	3	153	452
4:15 PM	15	2	35	9	0	1	61	10	4	63	10	0	1	87	3	1	39	19	0	1	62	27	8	83	35	1	0	154	364
4:30 PM	17	8	44	14	0	4	83	16	6	116	11	0	0	149	3	0	28	18	0	1	49	35	3	67	33	0	3	138	419
4:45 PM	5	6	37	11	0	2	59	13	1	94	13	0	1	121	6	1	41	19	0	2	67	33	3	72	33	0	5	141	388
Total	44	21	161	51	0	10	277	68	15	396	45	0	5	524	17	2	143	74	0	6	236	119	17	313	136	1	11	586	1623
Approach %	15.9	7.6	58.1	18.4	0.0	-	-	13.0	2.9	75.6	8.6	0.0	-	-	7.2	0.8	60.6	31.4	0.0	-	-	20.3	2.9	53.4	23.2	0.2	-	-	-
Total %	2.7	1.3	9.9	3.1	0.0	-	17.1	4.2	0.9	24.4	2.8	0.0	-	32.3	1.0	0.1	8.8	4.6	0.0	-	14.5	7.3	1.0	19.3	8.4	0.1	-	36.1	-
PHF	0.647	0.656	0.894	0.750	0.000	-	0.834	0.586	0.625	0.805	0.865	0.000	-	0.784	0.708	0.500	0.872	0.974	0.000	-	0.881	0.850	0.531	0.860	0.971	0.250	-	0.951	0.898
Lights	44	21	160	50	0	-	275	68	15	391	45	0	-	519	17	1	142	74	0	-	234	114	17	308	133	1	-	573	1601
% Lights	100.0	100.0	99.4	98.0	-	-	99.3	100.0	100.0	98.7	100.0	-	-	99.0	100.0	50.0	99.3	100.0	-	-	99.2	95.8	100.0	98.4	97.8	100.0	-	97.8	98.6
Buses	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	1	0	0	-	1	1	0	3	1	0	-	5	7
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.7	0.0	-	-	0.4	0.8	0.0	1.0	0.7	0.0	-	0.9	0.4
Trucks	0	0	1	1	0	-	2	0	0	3	0	0	-	3	0	1	0	0	0	-	1	4	0	1	2	0	-	7	13
% Trucks	0.0	0.0	0.6	2.0	-	-	0.7	0.0	0.0	0.8	0.0	-	-	0.6	0.0	50.0	0.0	0.0	-	-	0.4	3.4	0.0	0.3	1.5	0.0	-	1.2	0.8
Bicycles on Road	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	1	0	0	-	1	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	0.0	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	40.0	-	-	-	-	-	-	16.7	-	-	-	-	-	-	18.2	-	-
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	-	3	-	-	-	-	-	-	5	-	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	60.0	-	-	-	-	-	-	83.3	-	-	-	-	-	-	81.8	-	-

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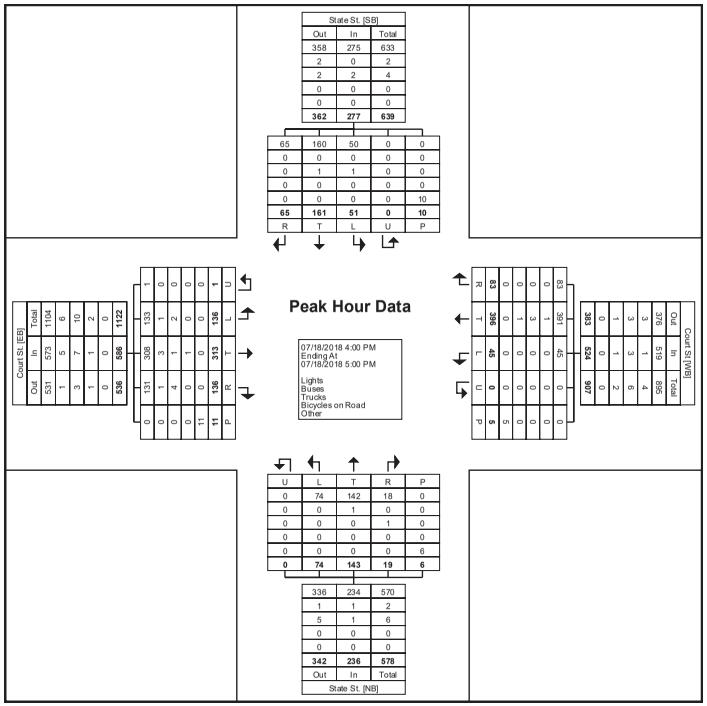
Utica, NY
State St/Court S
Wednesday, July 18, 2018
Location: 43.101268, -75.239344

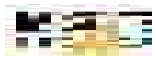
Count Name: 5. State St. and Court St.
Site Code: Utica, New York
Start Date: 07/18/2018



Turning Movement Peak Hour Data Plot (4:00 PM)

Remove Watermark
Wondershare PDFelement

Utica, NY
State St/Court S
Wednesday, July 18, 2018
Location: 43.101268, -75.239344



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Count Name: 5. State St. and Court St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 7

6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



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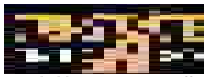
Leg	Oriskany St.						Oriskany St.						Cornelia St.						Whitesboro St.						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-07-18 7:00AM	0	159	3	0	**162**	0	0	185	0	0	**185**	0	3	1	1	0	**5**	0	0	1	13	0	**14**	0	**366**
7:15AM	0	208	7	0	**215**	0	0	199	0	0	**199**	0	2	0	2	0	**4**	1	0	6	18	0	**24**	0	**442**
7:30AM	0	241	10	0	**251**	0	0	251	0	0	**251**	0	4	0	1	0	**5**	0	0	2	15	0	**17**	0	**524**
7:45AM	0	268	12	0	**280**	0	0	283	0	0	**283**	0	7	8	0	0	**15**	0	0	6	30	0	**36**	0	**614**
Hourly Total	0	876	32	0	**908**	0	0	918	0	0	**918**	0	16	9	4	0	**29**	1	0	15	76	0	**91**	0	**1946**
8:00AM	0	251	11	0	**262**	1	0	198	0	0	**198**	0	6	1	0	0	**7**	0	0	6	24	0	**30**	0	**497**
8:15AM	1	233	17	0	**251**	0	0	228	1	0	**229**	0	11	2	1	0	**14**	1	0	4	11	0	**15**	0	**509**
8:30AM	0	212	11	0	**223**	0	0	197	0	0	**197**	5	4	5	0	0	**9**	3	0	2	17	0	**19**	0	**448**
8:45AM	2	225	8	0	**235**	0	0	206	0	0	**206**	2	8	6	2	0	**16**	3	0	4	15	0	**19**	0	**476**
Hourly Total	3	921	47	0	**971**	1	0	829	1	0	**830**	7	29	14	3	0	**46**	7	0	16	67	0	**83**	0	**1930**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
4:00PM	0	240	5	0	**245**	0	0	280	1	0	**281**	4	26	3	3	0	**32**	0	0	6	66	0	**72**	1	**630**
4:15PM	0	287	4	0	**291**	0	0	236	0	0	**236**	0	14	4	5	0	**23**	1	0	2	36	0	**38**	0	**588**
4:30PM	0	273	3	0	**276**	0	0	312	0	0	**312**	0	20	6	8	0	**34**	0	0	3	58	0	**61**	0	**683**
4:45PM	0	249	7	0	**256**	0	0	248	1	0	**249**	1	13	2	1	0	**16**	1	0	4	19	0	**23**	0	**544**
Hourly Total	0	1049	19	0	**1068**	0	0	1076	2	0	**1078**	5	73	15	17	0	**105**	2	0	15	179	0	**194**	1	**2445**
5:00PM	0	274	6	0	**280**	0	0	237	1	0	**238**	1	25	0	6	0	**31**	2	0	4	33	0	**37**	0	**586**
5:15PM	0	282	3	0	**285**	2	0	215	1	0	**216**	1	5	3	2	0	**10**	0	0	6	32	0	**38**	0	**549**
5:30PM	0	237	3	0	**240**	2	0	174	1	0	**175**	1	5	2	2	0	**9**	0	0	5	34	0	**39**	1	**463**
5:45PM	0	189	3	0	**192**	0	0	149	1	0	**150**	1	7	3	0	0	**10**	0	2	1	20	0	**23**	0	**375**
Hourly Total	0	982	15	0	**997**	4	0	775	4	0	**779**	4	42	8	10	0	**60**	2	2	16	119	0	**137**	1	**1973**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	3	3828	113	0	**3944**	5	0	3598	7	0	**3605**	16	160	46	34	0	**240**	12	2	62	441	0	**505**	2	**8294**
% Approach	0.1%	97.1%	2.9%	0%	-	-	0%	99.8%	0.2%	0%	-	-	66.7%	19.2%	14.2%	0%	-	-	0.4%	12.3%	87.3%	0%	-	-	-
% Total	0%	46.2%	1.4%	0%	**47.6%**	-	0%	43.4%	0.1%	0%	**43.5%**	-	1.9%	0.6%	0.4%	0%	**2.9%**	-	0%	0.7%	5.3%	0%	**6.1%**	-	-
Lights	1	3685	111	0	**3797**	-	0	3446	7	0	**3453**	-	158	45	34	0	**237**	-	2	59	423	0	**484**	-	7971
% Lights	33.3%	96.3%	98.2%	0%	**96.3%**	-	0%	95.8%	100%	0%	**95.8%**	-	98.8%	97.8%	100%	0%	**98.8%**	-	100%	95.2%	95.9%	0%	**95.8%**	-	96.1%
Articulated Trucks and Single-Unit Trucks	0	123	2	0	**125**	-	0	132	0	0	**132**	-	2	1	0	0	**3**	-	0	3	16	0	**19**	-	279
% Articulated Trucks and Single-Unit Trucks	0%	3.2%	1.8%	0%	**3.2%**	-	0%	3.7%	0%	0%	**3.7%**	-	1.3%	2.2%	0%	0%	**1.3%**	-	0%	4.8%	3.6%	0%	**3.8%**	-	3.4%
Buses	0	20	0	0	**20**	-	0	20	0	0	**20**	-	0	0	0	0	**0**	-	0	0	2	0	**2**	-	42
% Buses	0%	0.5%	0%	0%	**0.5%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.5%	0%	**0.4%**	-	0.5%
Bicycles on Road	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	66.7%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	9	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-100%		-	-	-	-	-81.3%		-	-	-	-	-75.0%		-	-	-	-	-100%		-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-18.8%		-	-	-	-	-25.0%		-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



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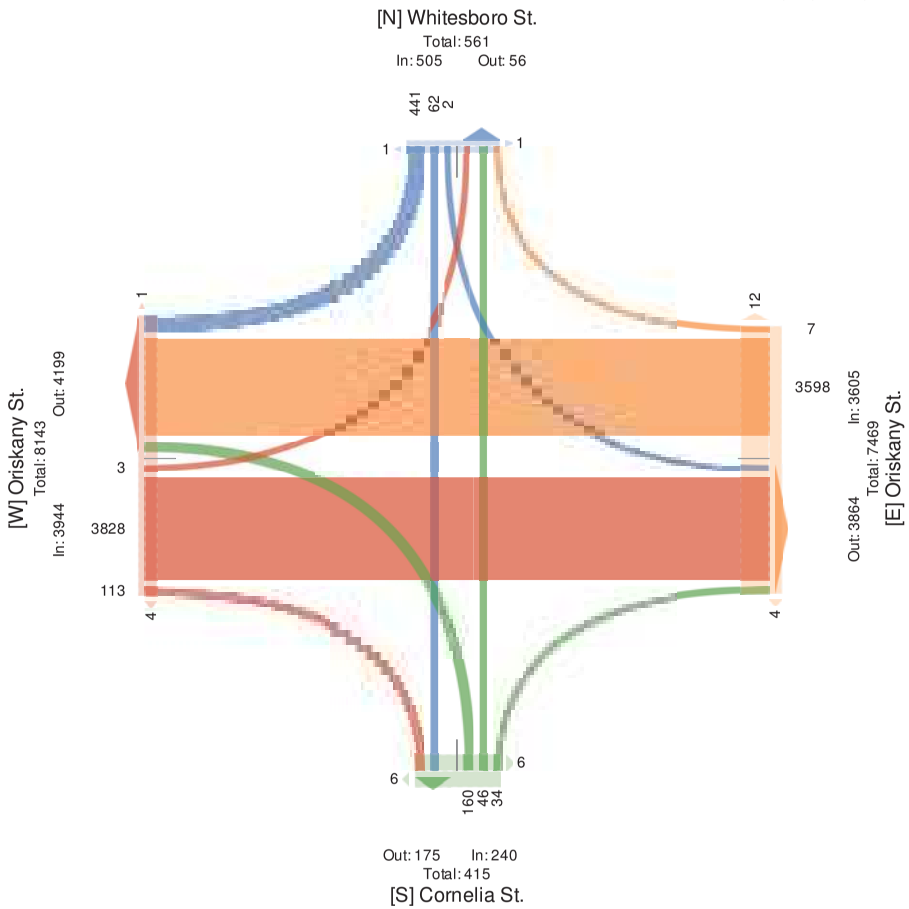

6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



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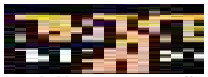
Leg / Direction	Oriskany St. Eastbound						Oriskany St. Westbound						Cornelia St. Northbound						Whitesboro St. Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-07-18 7:30AM	0	241	10	0	**251**	0	0	251	0	0	**251**	0	4	0	1	0	**5**	0	0	2	15	0	**17**	0	**524**
7:45AM	0	268	12	0	**280**	0	0	283	0	0	**283**	0	7	8	0	0	**15**	0	0	6	30	0	**36**	0	**614**
8:00AM	0	251	11	0	**262**	1	0	198	0	0	**198**	0	6	1	0	0	**7**	0	0	6	24	0	**30**	0	**497**
8:15AM	1	233	17	0	**251**	0	0	228	1	0	**229**	0	11	2	1	0	**14**	1	0	4	11	0	**15**	0	**509**
Total	1	993	50	0	**1044**	1	0	960	1	0	**961**	0	28	11	2	0	**41**	1	0	18	80	0	**98**	0	**2144**
% Approach	0.1%	95.1%	4.8%	0%	-	-	0%	99.9%	0.1%	0%	-	-	68.3%	26.8%	4.9%	0%	-	-	0%	18.4%	81.6%	0%	-	-	-
% Total	0%	46.3%	2.3%	0%	**48.7%**	-	0%	44.8%	0%	0%	**44.8%**	-	1.3%	0.5%	0.1%	0%	**1.9%**	-	0%	0.8%	3.7%	0%	**4.6%**	-	-
PHF	0.250	0.926	0.735	-	**0.932**	-	-	0.848	0.250	-	**0.849**	-	0.636	0.344	0.500	-	**0.683**	-	-	0.750	0.667	-	**0.681**	-	0.873
Lights	0	941	50	0	**991**	-	0	903	1	0	**904**	-	28	10	2	0	**40**	-	0	17	71	0	**88**	-	2023
% Lights	0%	94.8%	100%	0%	**94.9%**	-	0%	94.1%	100%	0%	**94.1%**	-	100%	90.9%	100%	0%	**97.6%**	-	0%	94.4%	88.8%	0%	**89.8%**	-	94.4%
Articulated Trucks and Single-Unit Trucks	0	43	0	0	**43**	-	0	49	0	0	**49**	-	0	1	0	0	**1**	-	0	1	8	0	**9**	-	102
% Articulated Trucks and Single-Unit Trucks	0%	4.3%	0%	0%	**4.1%**	-	0%	5.1%	0%	0%	**5.1%**	-	0%	9.1%	0%	0%	**2.4%**	-	0%	5.6%	10.0%	0%	**9.2%**	-	4.8%
Buses	0	9	0	0	**9**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	18
% Buses	0%	0.9%	0%	0%	**0.9%**	-	0%	0.8%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.3%	0%	**1.0%**	-	0.8%
Bicycles on Road	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	100%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

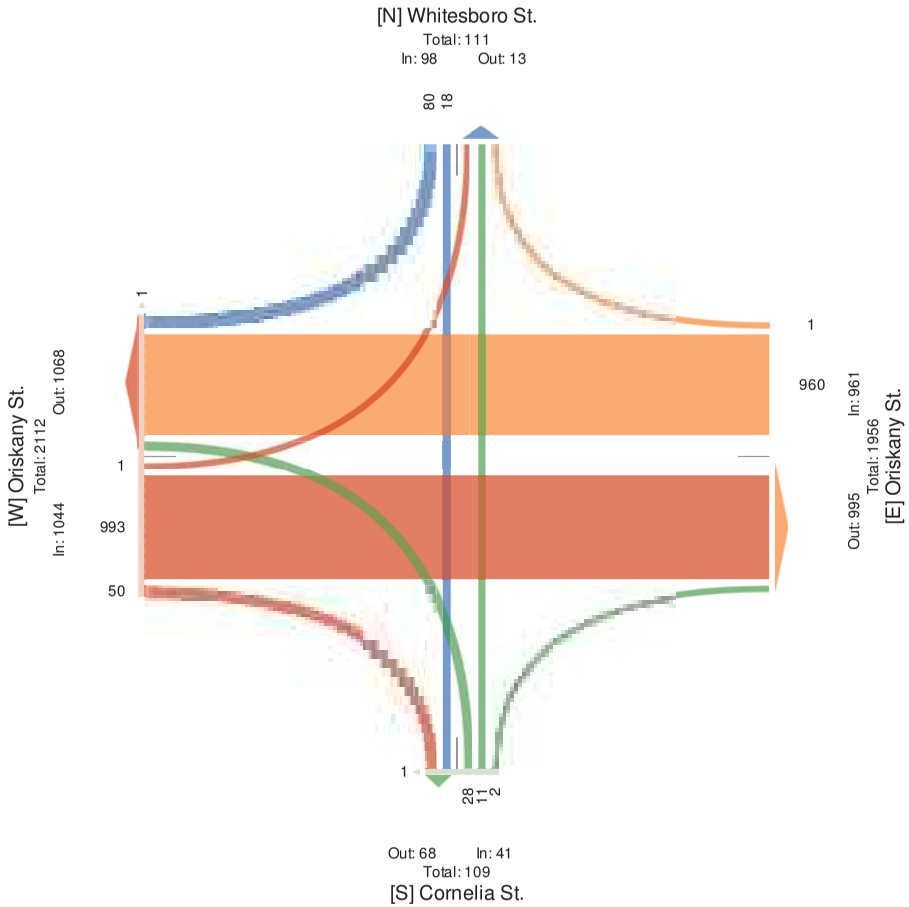
Remove Watermark
Wondershare PDFelement

6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Oriskany St. Eastbound						Oriskany St. Westbound						Cornelia St. Northbound						Whitesboro St. Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-07-18 7:45AM	0	268	12	0	**251**	0	0	283	0	0	**257**	0	7	8	0	0	**48**	0	0	6	30	0	**70**	0	**043**
8:00AM	0	251	11	0	**202**	1	0	198	0	0	**465**	0	6	1	0	0	**9**	0	0	6	24	0	**71**	0	**369**
8:15AM	1	233	17	0	**284**	0	0	228	1	0	**226**	0	11	2	1	0	**43**	1	0	4	11	0	**48**	0	**816**
8:30AM	0	212	11	0	**227**	0	0	197	0	0	**469**	5	4	5	0	0	**6**	3	0	2	17	0	**46**	0	**335**
Total	1	964	51	0	**4140**	1	0	906	1	0	**619**	5	28	16	1	0	**38**	4	0	18	82	0	**411**	0	**2105**
% Approach	0.1%	94.9%	5.0%	0%	-		0%	99.9%	0.1%	0%	-		62.2%	35.6%	2.2%	0%	-		0%	18.0%	82.0%	0%	-		
% Total	0%	46.6%	2.5%	0%	**36.4%**		0%	43.8%	0%	0%	**37.6%**		1.4%	0.8%	0%	0%	**2.2%**		0%	0.9%	4.0%	0%	**3.5%**		
PHF	0.250	0.899	0.750	-	**1.619**		-	0.800	0.250	-	**1.514**		0.636	0.500	0.250	-	**1.981**		-	0.750	0.683	-	**1.063**		0.842
Lights	0	906	51	0	**689**		0	859	1	0	**501**		28	15	1	0	**33**		0	17	72	0	**56**		1950
% Lights	0%	94.0%	100%	0%	**63.2%**		0%	94.8%	100%	0%	**63.5%**		100%	93.8%	100%	0%	**69.5%**		0%	94.4%	87.8%	0%	**56.1%**		94.3%
Articulated Trucks and Single-Unit Trucks	0	48	0	0	**35**		0	43	0	0	**37**		0	1	0	0	**4**		0	1	9	0	**41**		102
% Articulated Trucks and Single-Unit Trucks	0%	5.0%	0%	0%	**3.9%**		0%	4.7%	0%	0%	**3.9%**		0%	6.3%	0%	0%	**2.2%**		0%	5.6%	11.0%	0%	**41.1%**		4.9%
Buses	0	10	0	0	**41**		0	4	0	0	**3**		0	0	0	0	**1**		0	0	1	0	**4**		15
% Buses	0%	1.0%	0%	0%	**4.1%**		0%	0.4%	0%	0%	**1.3%**		0%	0%	0%	0%	**1%**		0%	0%	1.2%	0%	**4.1%**		0.7%
Bicycles on Road	1	0	0	0	**4**		0	0	0	0	**1**		0	0	0	0	**1**		0	0	0	0	**1**		1
% Bicycles on Road	100%	0%	0%	0%	**1.4%**		0%	0%	0%	0%	**1%**		0%	0%	0%	0%	**1%**		0%	0%	0%	0%	**1%**		0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018

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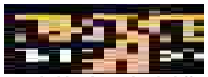

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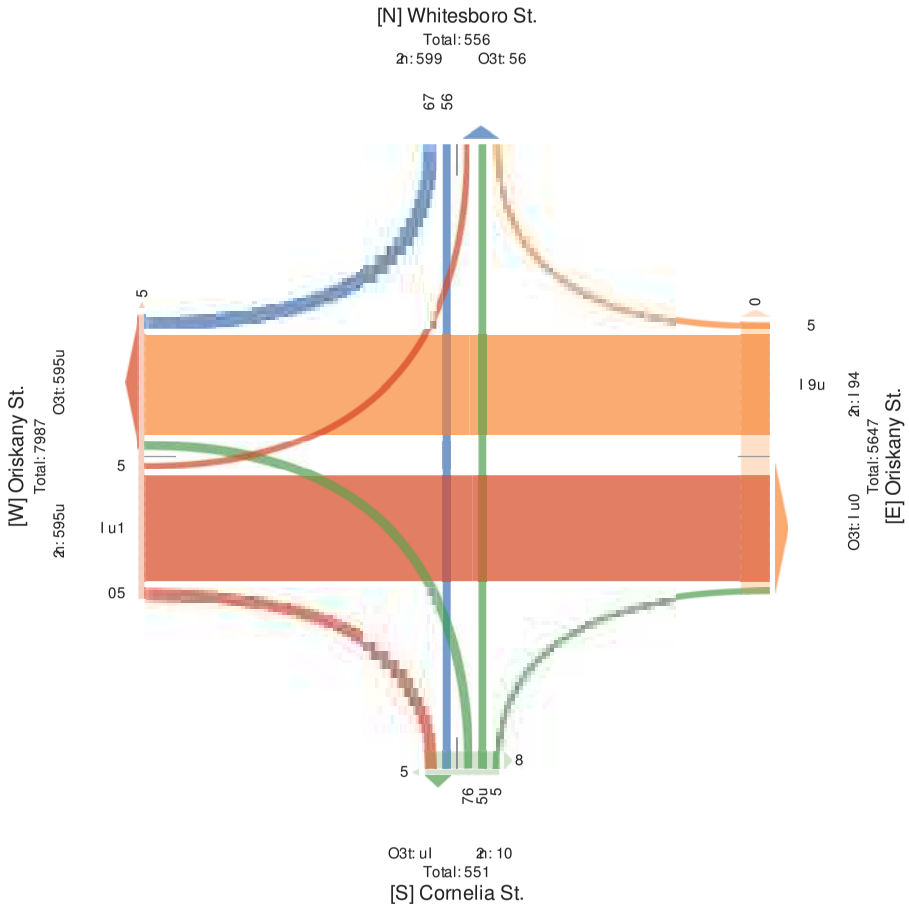


6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018

PM Peak (4PM - 5PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



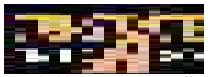
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Oriskany St. Eastbound						Oriskany St. Westbound						Cornelia St. Northbound						Whitesboro St. Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-07-18 4:00PM	0	240	5	0	**251**	0	0	280	1	0	**274**	4	26	3	3	0	**82**	0	0	6	66	0	**02**	1	**386**
4:15PM	0	287	4	0	**294**	0	0	236	0	0	**283**	0	14	4	5	0	**28**	1	0	2	36	0	**87**	0	**177**
4:30PM	0	273	3	0	**203**	0	0	312	0	0	**842**	0	20	6	8	0	**85**	0	0	3	58	0	**34**	0	**378**
4:45PM	0	249	7	0	**213**	0	0	248	1	0	**259**	1	13	2	1	0	**43**	1	0	4	19	0	**28**	0	**155**
Total	0	1049	19	0	**4637**	0	0	1076	2	0	**4607**	5	73	15	17	0	**461**	2	0	15	179	0	**495**	1	**2551**
% Approach	0%	98.2%	1.8%	0%	-	-	0%	99.8%	0.2%	0%	-	-	69.5%	14.3%	16.2%	0%	-	-	0%	7.7%	92.3%	0%	-	-	-
% Total	0%	42.9%	0.8%	0%	**58.0%**	-	0%	44.0%	0.1%	0%	**55.4%**	-	3.0%	0.6%	0.7%	0%	**5.8%**	-	0%	0.6%	7.3%	0%	**0.9%**	-	-
PHF	-	0.914	0.679	-	**6.947**	-	-	0.862	0.500	-	**6.735**	-	0.702	0.625	0.531	-	**6.002**	-	-	0.625	0.678	-	**6.305**	-	0.895
Lights	0	1023	18	0	**4654**	-	0	1046	2	0	**4657**	-	71	15	17	0	**468**	-	0	15	178	0	**498**	-	2385
% Lights	0%	97.5%	94.7%	0%	**90.1%**	-	0%	97.2%	100%	0%	**90.2%**	-	97.3%	100%	100%	0%	**97.4%**	-	0%	100%	99.4%	0%	**99.1%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	20	1	0	**24**	-	0	29	0	0	**29**	-	2	0	0	0	**2**	-	0	0	0	0	**6**	-	52
% Articulated Trucks and Single-Unit Trucks	0%	1.9%	5.3%	0%	**2.6%**	-	0%	2.7%	0%	0%	**2.0%**	-	2.7%	0%	0%	0%	**4.9%**	-	0%	0%	0%	0%	**6%**	-	2.1%
Buses	0	6	0	0	**3**	-	0	1	0	0	**4**	-	0	0	0	0	**6**	-	0	0	1	0	**4**	-	8
% Buses	0%	0.6%	0%	0%	**6.3%**	-	0%	0.1%	0%	0%	**6.4%**	-	0%	0%	0%	0%	**6%**	-	0%	0%	0.6%	0%	**6.1%**	-	0.3%
Bicycles on Road	0	0	0	0	**6**	-	0	0	0	0	**6**	-	0	0	0	0	**6**	-	0	0	0	0	**6**	-	0
% Bicycles on Road	0%	0%	0%	0%	**6%**	-	0%	0%	0%	0%	**6%**	-	0%	0%	0%	0%	**6%**	-	0%	0%	0%	0%	**6%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	60.0%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	40.0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

6. Cornelia and Oriskany - TMC
Wed Jul 18, 2018
PM Peak (4PM - 5PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



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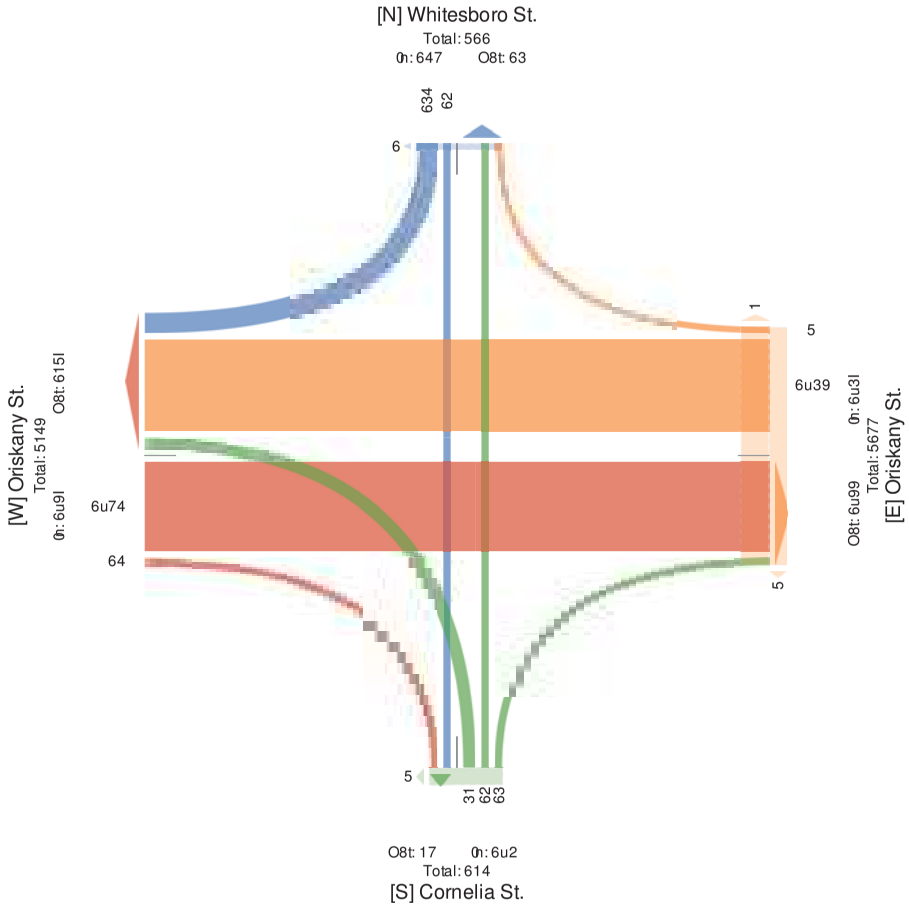

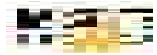

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Coatesville, Pennsylvania, United States 19320
610-466-1469 jvetterlein@tstdata.com
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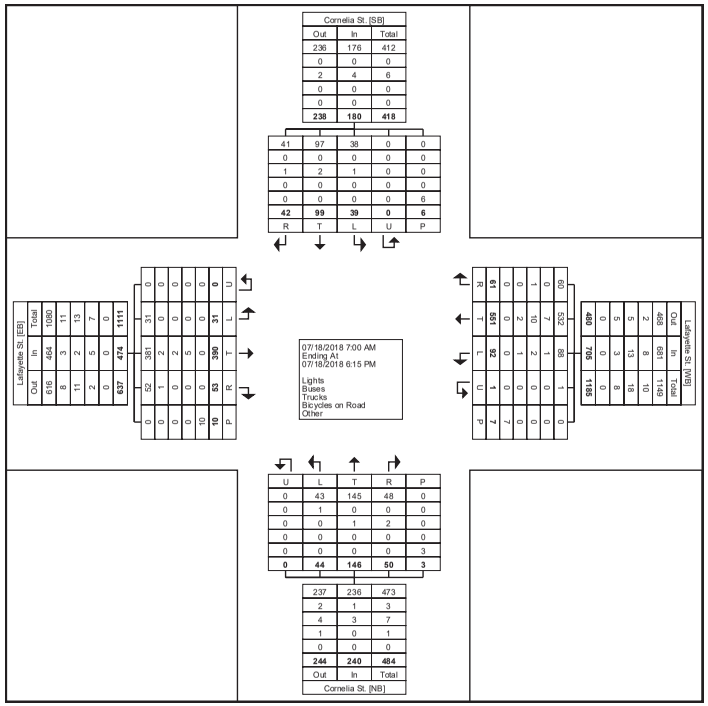
Utica, NY
Cornelia/Lafayette
Wednesday, July 18, 2018
Location: 43.103557, -75.23523

Count Name: 7. Cornelia and Lafayette
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Cornelia St. Southbound							Lafayette St. Westbound							Cornelia St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	0	0	1	2	0	1	3	1	0	17	2	0	1	20	0	0	2	0	0	0	2	0	0	18	1	0	0	19	44
7:15 AM	2	1	6	3	0	0	12	1	0	22	4	0	0	27	0	1	2	1	0	0	4	1	0	14	2	0	0	17	60
7:30 AM	0	3	6	6	0	0	15	1	0	25	7	0	1	33	1	0	4	0	0	0	5	2	1	28	1	0	0	32	85
7:45 AM	2	3	8	4	0	0	17	5	2	36	7	1	0	51	1	3	4	3	0	0	11	3	2	34	2	0	1	41	120
Hourly Total	4	7	21	15	0	1	47	8	2	100	20	1	2	131	2	4	12	4	0	0	22	6	3	94	6	0	1	109	309
8:00 AM	3	1	14	1	0	0	19	3	0	27	15	0	0	45	3	0	5	1	0	0	9	3	3	30	0	0	2	36	109
8:15 AM	2	0	16	5	0	0	23	5	0	19	14	0	1	38	2	2	7	2	0	0	13	9	1	43	1	0	1	54	128
8:30 AM	1	1	7	2	0	1	11	2	0	29	4	0	2	35	2	0	6	2	0	0	10	2	0	37	4	0	2	43	99
8:45 AM	1	0	8	7	0	2	16	3	1	34	6	0	0	44	4	0	13	3	0	0	20	3	1	24	6	0	0	34	114
Hourly Total	7	2	45	15	0	3	69	13	1	109	39	0	3	162	11	2	31	8	0	0	52	17	5	134	11	0	5	167	450
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	1	8	2	0	0	12	10	2	60	3	0	1	75	4	1	12	6	0	1	23	1	2	19	2	0	0	24	134
4:15 PM	2	1	2	0	0	1	5	4	0	64	6	0	0	74	2	1	20	5	0	1	28	3	1	23	4	0	0	31	138
4:30 PM	2	2	3	1	0	0	8	2	1	59	2	0	0	64	9	1	27	6	0	1	43	1	0	25	1	0	0	27	142
4:45 PM	2	3	3	2	0	1	10	5	1	44	5	0	0	55	2	0	13	8	0	0	23	3	0	31	0	0	0	34	122
Hourly Total	7	7	16	5	0	2	35	21	4	227	16	0	1	268	17	3	72	25	0	3	117	8	3	98	7	0	0	116	536
5:00 PM	3	0	6	1	0	0	10	8	0	38	9	0	0	55	4	0	11	4	0	0	19	1	0	16	3	0	1	20	104
5:15 PM	0	0	8	1	0	0	9	1	0	29	4	0	0	34	3	1	8	2	0	0	14	1	1	17	1	0	2	20	77
5:30 PM	2	0	2	2	0	0	6	2	0	32	3	0	1	37	1	0	6	0	0	0	7	2	0	19	2	0	0	23	73
5:45 PM	3	0	1	0	0	0	4	1	0	16	1	0	0	18	0	2	6	1	0	0	9	5	1	12	1	0	1	19	50
Hourly Total	8	0	17	4	0	0	29	12	0	115	17	0	1	144	8	3	31	7	0	0	49	9	2	64	7	0	4	82	304
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	26	16	99	39	0	6	180	54	7	551	92	1	7	705	38	12	146	44	0	3	240	40	13	390	31	0	10	474	1599
Approach %	14.4	8.9	55.0	21.7	0.0	-	-	7.7	1.0	78.2	13.0	0.1	-	-	15.8	5.0	60.8	18.3	0.0	-	-	8.4	2.7	82.3	6.5	0.0	-	-	-
Total %	1.6	1.0	6.2	2.4	0.0	-	11.3	3.4	0.4	34.5	5.8	0.1	-	44.1	2.4	0.8	9.1	2.8	0.0	-	15.0	2.5	0.8	24.4	1.9	0.0	-	29.6	-
Lights	25	16	97	38	0	-	176	53	7	532	88	1	-	681	36	12	145	43	0	-	236	39	13	381	31	0	-	464	1557
% Lights	96.2	100.0	98.0	97.4	-	-	97.8	98.1	100.0	96.6	95.7	100.0	-	96.6	94.7	100.0	99.3	97.7	-	-	98.3	97.5	100.0	97.7	100.0	-	-	97.9	97.4
Buses	0	0	0	0	0	-	0	0	0	7	1	0	-	8	0	0	0	1	0	-	1	1	0	2	0	0	-	3	12
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.3	1.1	0.0	-	1.1	0.0	0.0	0.0	2.3	-	-	0.4	2.5	0.0	0.5	0.0	-	-	0.6	0.8
Trucks	1	0	2	1	0	-	4	1	0	10	2	0	-	13	2	0	1	0	0	-	3	0	0	2	0	0	-	2	22
% Trucks	3.8	0.0	2.0	2.6	-	-	2.2	1.9	0.0	1.8	2.2	0.0	-	1.8	5.3	0.0	0.7	0.0	-	-	1.3	0.0	0.0	0.5	0.0	-	-	0.4	1.4
Bicycles on Road	0	0	0	0	0	-	0	0	0	2	1	0	-	3	0	0	0	0	0	-	0	0	0	5	0	0	-	5	8
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.4	1.1	0.0	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.3	0.0	-	-	1.1	0.5
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	50.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	-	7	-	-	-	-	-	-	3	-	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	50.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

Remove Watermark
Wondershare PDFelement



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Cornelia St. Southbound							Lafayette St. Westbound							Cornelia St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	2	3	8	4	0	0	17	5	2	36	7	1	0	51	1	3	4	3	0	0	11	3	2	34	2	0	1	41	120
8:00 AM	3	1	14	1	0	0	19	3	0	27	15	0	0	45	3	0	5	1	0	0	9	3	3	30	0	0	2	36	109
8:15 AM	2	0	16	5	0	0	23	5	0	19	14	0	1	38	2	2	7	2	0	0	13	9	1	43	1	0	1	54	128
8:30 AM	1	1	7	2	0	1	11	2	0	29	4	0	2	35	2	0	6	2	0	0	10	2	0	37	4	0	2	43	99
Total	8	5	45	12	0	1	70	15	2	111	40	1	3	169	8	5	22	8	0	0	43	17	6	144	7	0	6	174	456
Approach %	11.4	7.1	64.3	17.1	0.0	-	-	8.9	1.2	65.7	23.7	0.6	-	-	18.6	11.6	51.2	18.6	0.0	-	-	9.8	3.4	82.8	4.0	0.0	-	-	-
Total %	1.8	1.1	9.9	2.6	0.0	-	15.4	3.3	0.4	24.3	8.8	0.2	-	37.1	1.8	1.1	4.8	1.8	0.0	-	9.4	3.7	1.3	31.6	1.5	0.0	-	38.2	-
PHF	0.667	0.417	0.703	0.600	0.000	-	0.761	0.750	0.250	0.771	0.667	0.250	-	0.828	0.667	0.417	0.786	0.667	0.000	-	0.827	0.472	0.500	0.837	0.438	0.000	-	0.806	0.891
Lights	8	5	44	12	0	-	69	15	2	105	40	1	-	163	8	5	21	8	0	-	42	17	6	140	7	0	-	170	444
% Lights	100.0	100.0	97.8	100.0	-	-	98.6	100.0	100.0	94.6	100.0	100.0	-	96.4	100.0	100.0	95.5	100.0	-	-	97.7	100.0	100.0	97.2	100.0	-	-	97.7	97.4
Buses	0	0	0	0	0	-	0	0	0	3	0	0	-	3	0	0	0	0	0	-	0	0	0	1	0	0	-	1	4
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.7	0.0	0.0	-	1.8	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.7	0.0	-	-	0.6	0.9
Trucks	0	0	1	0	0	-	1	0	0	3	0	0	-	3	0	0	1	0	0	-	1	0	0	0	0	0	-	0	5
% Trucks	0.0	0.0	2.2	0.0	-	-	1.4	0.0	0.0	2.7	0.0	0.0	-	1.8	0.0	0.0	4.5	0.0	-	-	2.3	0.0	0.0	0.0	0.0	-	-	0.0	1.1
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	3	0	0	-	3	3
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.1	0.0	-	-	1.7	0.7
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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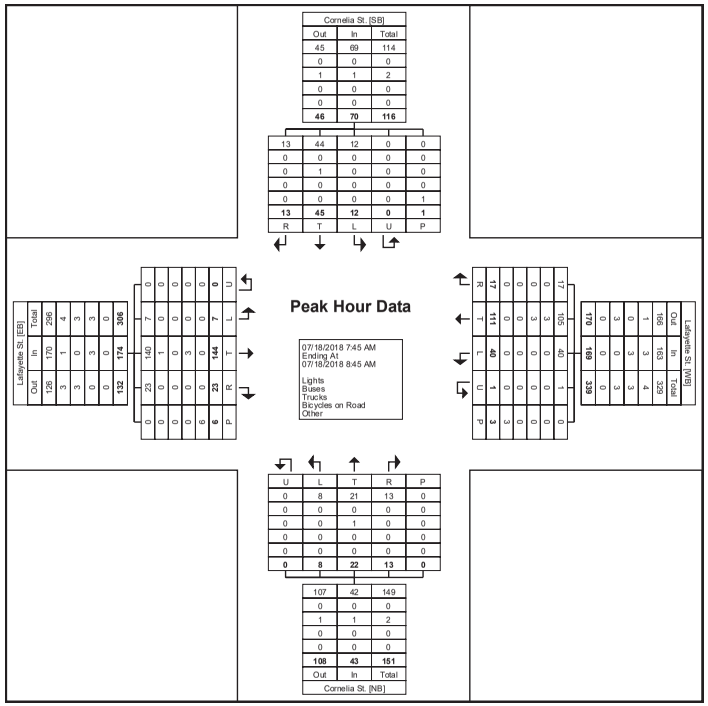
Utica, NY
Cornelia/Lafayette
Wednesday, July 18, 2018
Location: 43.103557, -75.23523

Count Name: 7. Cornelia and Lafayette
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)

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Cornelia/Lafayette
Wednesday, July 18, 2018
Location: 43.103557, -75.23523

Count Name: 7. Cornelia and Lafayette
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Cornelia St. Southbound							Lafayette St. Westbound							Cornelia St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	1	1	8	2	0	0	12	10	2	60	3	0	1	75	4	1	12	6	0	1	23	1	2	19	2	0	0	24	134
4:15 PM	2	1	2	0	0	1	5	4	0	64	6	0	0	74	2	1	20	5	0	1	28	3	1	23	4	0	0	31	138
4:30 PM	2	2	3	1	0	0	8	2	1	59	2	0	0	64	9	1	27	6	0	1	43	1	0	25	1	0	0	27	142
4:45 PM	2	3	3	2	0	1	10	5	1	44	5	0	0	55	2	0	13	8	0	0	23	3	0	31	0	0	0	34	122
Total	7	7	16	5	0	2	35	21	4	227	16	0	1	268	17	3	72	25	0	3	117	8	3	98	7	0	0	116	536
Approach %	20.0	20.0	45.7	14.3	0.0	-	-	7.8	1.5	84.7	6.0	0.0	-	-	14.5	2.6	61.5	21.4	0.0	-	-	6.9	2.6	84.5	6.0	0.0	-	-	-
Total %	1.3	1.3	3.0	0.9	0.0	-	6.5	3.9	0.7	42.4	3.0	0.0	-	50.0	3.2	0.6	13.4	4.7	0.0	-	21.8	1.5	0.6	18.3	1.3	0.0	-	21.6	-
PHF	0.875	0.583	0.500	0.625	0.000	-	0.729	0.525	0.500	0.887	0.667	0.000	-	0.893	0.472	0.750	0.667	0.781	0.000	-	0.680	0.667	0.375	0.790	0.438	0.000	-	0.853	0.944
Lights	7	7	16	5	0	-	35	20	4	222	15	0	-	261	15	3	72	24	0	-	114	7	3	95	7	0	-	112	522
% Lights	100.0	100.0	100.0	100.0	-	-	100.0	95.2	100.0	97.8	93.8	-	-	97.4	88.2	100.0	100.0	96.0	-	-	97.4	87.5	100.0	96.9	100.0	-	-	96.6	97.4
Buses	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	1	0	-	1	1	0	0	0	0	-	1	3
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	4.0	-	-	0.9	12.5	0.0	0.0	0.0	-	-	0.9	0.6
Trucks	0	0	0	0	0	-	0	1	0	4	1	0	-	6	2	0	0	0	0	-	2	0	0	1	0	0	-	1	9
% Trucks	0.0	0.0	0.0	0.0	-	-	0.0	4.8	0.0	1.8	6.3	-	-	2.2	11.8	0.0	0.0	0.0	-	-	1.7	0.0	0.0	1.0	0.0	-	-	0.9	1.7
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	0	0	-	2	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.0	0.0	-	-	1.7	0.4
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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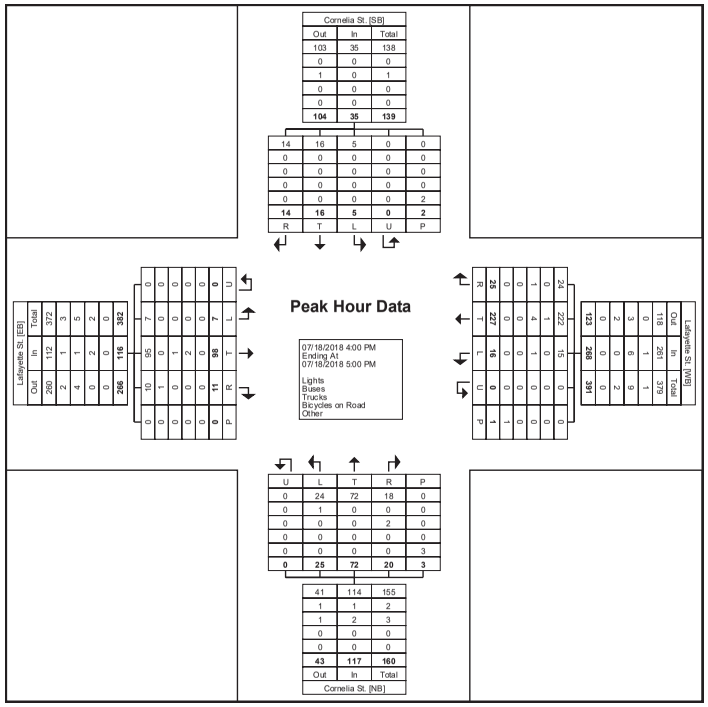

Turning Movement Peak Hour Data Plot (4:00 PM)

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Utica, NY
Cornelia/Lafayette
Wednesday, July 18, 2018
Location: 43.103557, -75.23523

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Utica, NY
Cornelia/Columbia
Wednesday, July 18, 2018
Location: 43.102966, -75.235761

Count Name: 8. Cornelia and Columbia
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Cornelia St. Southbound							Columbia St. Westbound							Cornelia St. Northbound							Columbia St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	1	3	1	0	1	6	0	0	11	0	0	0	11	0	0	1	0	0	1	1	0	0	12	0	0	0	12	30
7:15 AM	1	0	10	0	0	0	11	0	0	8	1	0	0	9	1	0	3	0	0	1	4	3	0	20	1	0	0	24	48
7:30 AM	0	0	10	2	0	2	12	1	0	11	3	0	2	15	0	0	6	4	0	3	10	5	1	19	0	0	1	25	62
7:45 AM	2	1	18	1	0	1	22	1	1	18	2	0	1	22	1	0	9	3	0	0	13	2	5	33	1	0	1	41	98
Hourly Total	4	2	41	4	0	4	51	2	1	48	6	0	3	57	2	0	19	7	0	5	28	10	6	84	2	0	2	102	238
8:00 AM	3	0	24	1	0	1	28	0	1	12	8	0	0	21	3	1	5	2	0	3	11	6	1	48	1	0	2	56	116
8:15 AM	6	1	28	4	0	1	39	1	1	10	3	0	1	15	3	0	12	0	0	6	15	11	1	45	1	0	8	58	127
8:30 AM	1	0	16	2	0	1	19	1	1	9	0	0	2	11	5	1	6	0	0	15	12	3	1	32	2	0	4	38	80
8:45 AM	2	1	12	1	0	1	16	2	1	14	1	0	1	18	1	0	15	0	0	5	16	0	1	24	3	0	1	28	78
Hourly Total	12	2	80	8	0	4	102	4	4	45	12	0	4	65	12	2	38	2	0	29	54	20	4	149	7	0	15	180	401
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	0	8	1	0	3	11	4	1	49	8	0	2	62	2	1	20	9	0	4	32	3	1	25	8	0	0	37	142
4:15 PM	1	1	9	0	0	0	11	3	2	33	3	0	0	41	5	1	13	6	0	5	25	2	2	36	3	0	1	43	120
4:30 PM	3	0	9	1	0	2	13	3	1	59	7	0	0	70	2	2	25	14	0	9	43	5	1	37	12	0	6	55	181
4:45 PM	3	1	5	0	0	0	9	2	3	32	3	0	0	40	3	1	11	4	0	3	19	1	3	30	2	0	5	36	104
Hourly Total	9	2	31	2	0	5	44	12	7	173	21	0	2	213	12	5	69	33	0	21	119	11	7	128	25	0	12	171	547
5:00 PM	2	1	15	0	0	2	18	1	1	37	5	0	0	44	10	1	25	8	0	0	44	2	1	31	2	0	0	36	142
5:15 PM	2	2	11	1	0	2	16	0	0	21	2	0	0	23	8	1	9	5	0	2	23	2	0	21	3	0	2	26	88
5:30 PM	1	0	6	1	0	0	8	0	0	23	1	0	1	24	0	1	8	2	0	1	11	1	0	19	4	0	2	24	67
5:45 PM	2	1	9	0	0	0	12	0	0	18	1	0	0	19	2	1	6	5	0	5	14	2	1	16	2	0	2	21	66
Hourly Total	7	4	41	2	0	4	54	1	1	99	9	0	1	110	20	4	48	20	0	8	92	7	2	87	11	0	6	107	363
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	32	10	193	16	0	17	251	19	13	365	48	0	10	445	46	11	174	62	0	63	293	48	19	448	45	0	35	560	1549
Approach %	12.7	4.0	76.9	6.4	0.0	-	-	4.3	2.9	82.0	10.8	0.0	-	-	15.7	3.8	59.4	21.2	0.0	-	-	8.6	3.4	80.0	8.0	0.0	-	-	-
Total %	2.1	0.6	12.5	1.0	0.0	-	16.2	1.2	0.8	23.6	3.1	0.0	-	28.7	3.0	0.7	11.2	4.0	0.0	-	18.9	3.1	1.2	28.9	2.9	0.0	-	36.2	-
Lights	30	10	186	14	0	-	240	18	13	339	45	0	-	415	42	11	170	60	0	-	283	48	18	422	42	0	-	530	1468
% Lights	93.8	100.0	96.4	87.5	-	-	95.6	94.7	100.0	92.9	93.8	-	-	93.3	91.3	100.0	97.7	96.8	-	-	96.6	100.0	94.7	94.2	93.3	-	-	94.6	94.8
Buses	0	0	2	0	0	-	2	0	0	15	2	0	-	17	1	0	1	1	0	-	3	0	0	16	0	0	-	16	38
% Buses	0.0	0.0	1.0	0.0	-	-	0.8	0.0	0.0	4.1	4.2	-	-	3.8	2.2	0.0	0.6	1.6	-	-	1.0	0.0	0.0	3.6	0.0	-	-	2.9	2.5
Trucks	0	0	4	2	0	-	6	0	0	7	1	0	-	8	2	0	1	1	0	-	4	0	1	5	2	0	-	8	26
% Trucks	0.0	0.0	2.1	12.5	-	-	2.4	0.0	0.0	1.9	2.1	-	-	1.8	4.3	0.0	0.6	1.6	-	-	1.4	0.0	5.3	1.1	4.4	-	-	1.4	1.7
Bicycles on Road	2	0	1	0	0	-	3	1	0	4	0	0	-	5	1	0	2	0	0	-	3	0	0	5	1	0	-	6	17
% Bicycles on Road	6.3	0.0	0.5	0.0	-	-	1.2	5.3	0.0	1.1	0.0	-	-	1.1	2.2	0.0	1.1	0.0	-	-	1.0	0.0	0.0	1.1	2.2	-	-	1.1	1.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	5	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	7.9	-	-	-	-	-	-	5.7	-	-
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	-	10	-	-	-	-	-	-	58	-	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	92.1	-	-	-	-	-	-	94.3	-	-

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Wednesday, July 18, 2018
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Count Name: 8. Cornelia and Columbia
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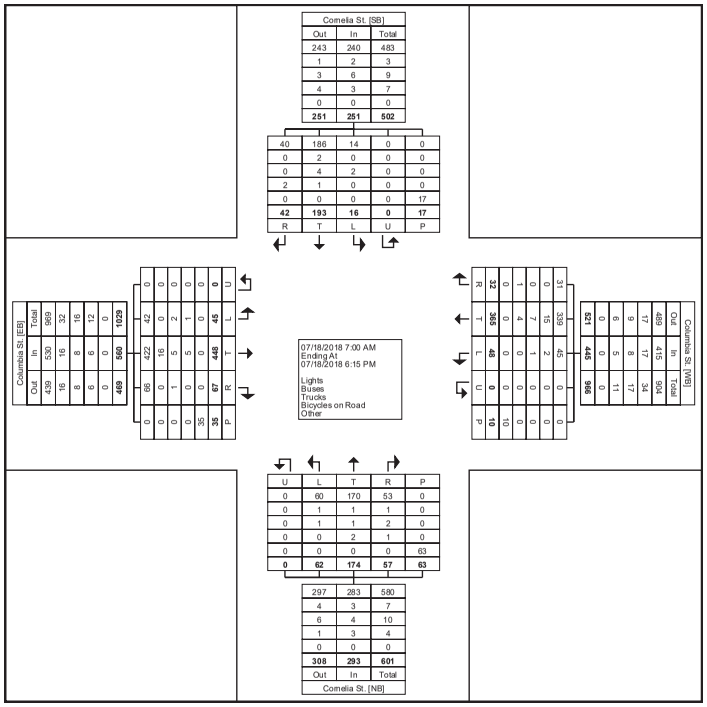
Page No: 2



Turning Movement Data Plot

Remove Watermark
Wondershare PDFelement

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Cornelia St. Southbound							Columbia St. Westbound							Cornelia St. Northbound							Columbia St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	2	1	18	1	0	1	22	1	1	18	2	0	1	22	1	0	9	3	0	0	13	2	5	33	1	0	1	41	98
8:00 AM	3	0	24	1	0	1	28	0	1	12	8	0	0	21	3	1	5	2	0	3	11	6	1	48	1	0	2	56	116
8:15 AM	6	1	28	4	0	1	39	1	1	10	3	0	1	15	3	0	12	0	0	6	15	11	1	45	1	0	8	58	127
8:30 AM	1	0	16	2	0	1	19	1	1	9	0	0	2	11	5	1	6	0	0	15	12	3	1	32	2	0	4	38	80
Total	12	2	86	8	0	4	108	3	4	49	13	0	4	69	12	2	32	5	0	24	51	22	8	158	5	0	15	193	421
Approach %	11.1	1.9	79.6	7.4	0.0	-	-	4.3	5.8	71.0	18.8	0.0	-	-	23.5	3.9	62.7	9.8	0.0	-	-	11.4	4.1	81.9	2.6	0.0	-	-	-
Total %	2.9	0.5	20.4	1.9	0.0	-	25.7	0.7	1.0	11.6	3.1	0.0	-	16.4	2.9	0.5	7.6	1.2	0.0	-	12.1	5.2	1.9	37.5	1.2	0.0	-	45.8	-
PHF	0.500	0.500	0.768	0.500	0.000	-	0.692	0.750	1.000	0.681	0.406	0.000	-	0.784	0.600	0.500	0.667	0.417	0.000	-	0.850	0.500	0.400	0.823	0.625	0.000	-	0.832	0.829
Lights	12	2	84	8	0	-	106	3	4	43	11	0	-	61	9	2	31	4	0	-	46	22	7	149	5	0	-	183	396
% Lights	100.0	100.0	97.7	100.0	-	-	98.1	100.0	100.0	87.8	84.6	-	-	88.4	75.0	100.0	96.9	80.0	-	-	90.2	100.0	87.5	94.3	100.0	-	-	94.8	94.1
Buses	0	0	1	0	0	-	1	0	0	3	2	0	-	5	1	0	0	1	0	-	2	0	0	5	0	0	-	5	13
% Buses	0.0	0.0	1.2	0.0	-	-	0.9	0.0	0.0	6.1	15.4	-	-	7.2	8.3	0.0	0.0	20.0	-	-	3.9	0.0	0.0	3.2	0.0	-	-	2.6	3.1
Trucks	0	0	1	0	0	-	1	0	0	2	0	0	-	2	1	0	1	0	0	-	2	0	1	1	0	0	-	2	7
% Trucks	0.0	0.0	1.2	0.0	-	-	0.9	0.0	0.0	4.1	0.0	-	-	2.9	8.3	0.0	3.1	0.0	-	-	3.9	0.0	12.5	0.6	0.0	-	-	1.0	1.7
Bicycles on Road	0	0	0	0	0	-	0	0	0	1	0	0	-	1	1	0	0	0	0	-	1	0	0	3	0	0	-	3	5
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.0	0.0	-	-	1.4	8.3	0.0	0.0	0.0	-	-	2.0	0.0	0.0	1.9	0.0	-	-	1.6	1.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	4.2	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	4	-	-	-	-	-	-	23	-	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	95.8	-	-	-	-	-	-	100.0	-	-

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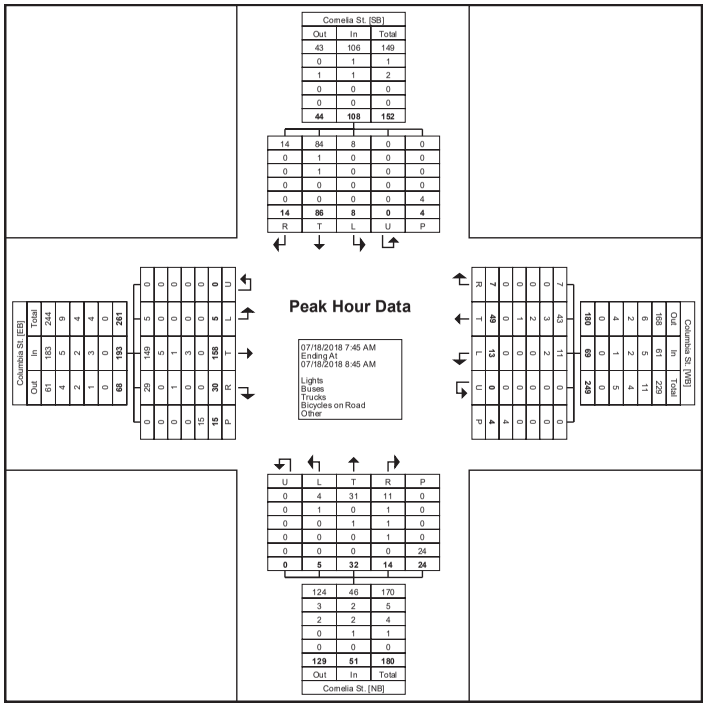
Utica, NY
Cornelia/Columbia
Wednesday, July 18, 2018
Location: 43.102966, -75.235761



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Wednesday, July 18, 2018
Location: 43.102966, -75.235761

Count Name: 8. Cornelia and Columbia
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Cornelia St. Southbound							Columbia St. Westbound							Cornelia St. Northbound							Columbia St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	2	0	8	1	0	3	11	4	1	49	8	0	2	62	2	1	20	9	0	4	32	3	1	25	8	0	0	37	142
4:15 PM	1	1	9	0	0	0	11	3	2	33	3	0	0	41	5	1	13	6	0	5	25	2	2	36	3	0	1	43	120
4:30 PM	3	0	9	1	0	2	13	3	1	59	7	0	0	70	2	2	25	14	0	9	43	5	1	37	12	0	6	55	181
4:45 PM	3	1	5	0	0	0	9	2	3	32	3	0	0	40	3	1	11	4	0	3	19	1	3	30	2	0	5	36	104
Total	9	2	31	2	0	5	44	12	7	173	21	0	2	213	12	5	69	33	0	21	119	11	7	128	25	0	12	171	547
Approach %	20.5	4.5	70.5	4.5	0.0	-	-	5.6	3.3	81.2	9.9	0.0	-	-	10.1	4.2	58.0	27.7	0.0	-	-	6.4	4.1	74.9	14.6	0.0	-	-	-
Total %	1.6	0.4	5.7	0.4	0.0	-	8.0	2.2	1.3	31.6	3.8	0.0	-	38.9	2.2	0.9	12.6	6.0	0.0	-	21.8	2.0	1.3	23.4	4.6	0.0	-	31.3	-
PHF	0.750	0.500	0.861	0.500	0.000	-	0.846	0.750	0.583	0.733	0.656	0.000	-	0.761	0.600	0.625	0.690	0.589	0.000	-	0.692	0.550	0.583	0.865	0.521	0.000	-	0.777	0.756
Lights	8	2	31	1	0	-	42	12	7	163	20	0	-	202	12	5	68	32	0	-	117	11	7	122	23	0	-	163	524
% Lights	88.9	100.0	100.0	50.0	-	-	95.5	100.0	100.0	94.2	95.2	-	-	94.8	100.0	100.0	98.6	97.0	-	-	98.3	100.0	100.0	95.3	92.0	-	-	95.3	95.8
Buses	0	0	0	0	0	-	0	0	0	4	0	0	-	4	0	0	1	0	0	-	1	0	0	5	0	0	-	5	10
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.3	0.0	-	-	1.9	0.0	0.0	1.4	0.0	-	-	0.8	0.0	0.0	3.9	0.0	-	-	2.9	1.8
Trucks	0	0	0	1	0	-	1	0	0	4	1	0	-	5	0	0	0	1	0	-	1	0	0	1	2	0	-	3	10
% Trucks	0.0	0.0	0.0	50.0	-	-	2.3	0.0	0.0	2.3	4.8	-	-	2.3	0.0	0.0	0.0	3.0	-	-	0.8	0.0	0.0	0.8	8.0	-	-	1.8	1.8
Bicycles on Road	1	0	0	0	0	-	1	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	0	0	0	0	-	0	3
% Bicycles on Road	11.1	0.0	0.0	0.0	-	-	2.3	0.0	0.0	1.2	0.0	-	-	0.9	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	2	-	-	-	-	-	-	21	-	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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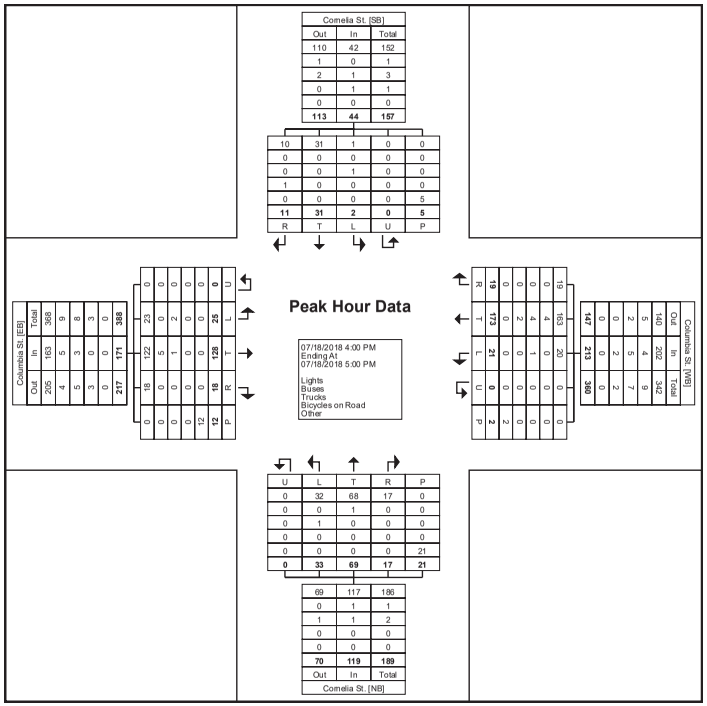
Count Name: 8. Cornelia and Columbia
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 6



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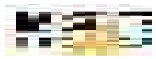

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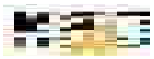

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Cornelia/Court
Wednesday, July 18, 2018
Location: 43.100555, -75.236944

Count Name: 9. Cornelia and Court
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Cornelia St. Southbound							Court St Westbound							Cornelia St. Northbound							Court St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	0	1	0	0	3	2	0	0	23	0	0	0	23	0	0	0	0	0	2	0	4	0	52	2	0	0	58	83
7:15 AM	2	0	4	2	0	0	8	0	0	38	4	0	0	42	0	1	2	2	0	1	5	3	0	61	7	0	0	71	126
7:30 AM	2	3	3	4	0	4	12	4	2	45	1	0	0	52	0	0	4	3	0	6	7	5	2	58	3	0	2	68	139
7:45 AM	1	1	9	6	0	0	17	7	0	56	2	0	0	65	1	1	2	3	0	2	7	8	2	123	9	0	1	142	231
Hourly Total	6	4	17	12	0	7	39	11	2	162	7	0	0	182	1	2	8	8	0	11	19	20	4	294	21	0	3	339	579
8:00 AM	9	4	5	2	0	2	20	9	0	51	1	0	0	61	1	1	2	5	0	0	9	4	1	100	15	0	0	120	210
8:15 AM	2	5	2	8	0	6	17	5	1	45	2	0	0	53	5	1	4	5	0	2	15	4	0	155	16	0	1	175	260
8:30 AM	3	2	7	3	0	3	15	4	0	64	2	0	1	70	0	3	2	2	0	2	7	4	0	121	13	0	1	138	230
8:45 AM	2	2	7	4	0	6	15	5	2	60	5	0	0	72	2	2	0	6	0	9	10	5	2	108	14	0	1	129	226
Hourly Total	16	13	21	17	0	17	67	23	3	220	10	0	1	256	8	7	8	18	0	13	41	17	3	484	58	0	3	562	926
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	7	5	7	9	0	0	28	3	1	146	2	0	0	152	0	1	4	12	0	2	17	5	0	94	9	0	1	108	305
4:15 PM	5	3	4	8	0	3	20	8	1	79	4	0	1	92	2	3	3	6	0	2	14	2	1	78	7	0	2	88	214
4:30 PM	12	9	15	8	0	2	44	7	1	113	4	0	0	125	1	1	12	13	0	5	27	5	0	83	2	0	0	90	286
4:45 PM	10	5	4	5	0	5	24	4	0	102	2	0	2	108	3	2	5	7	0	2	17	6	0	82	5	0	1	93	242
Hourly Total	34	22	30	30	0	10	116	22	3	440	12	0	3	477	6	7	24	38	0	11	75	18	1	337	23	0	4	379	1047
5:00 PM	6	6	10	10	0	2	32	11	0	106	3	0	0	120	4	2	10	21	0	1	37	1	1	65	11	0	2	78	267
5:15 PM	4	3	4	4	0	2	15	3	0	70	3	0	1	76	0	1	5	14	0	7	20	4	0	82	9	0	0	95	206
5:30 PM	4	1	2	3	0	0	10	2	0	61	2	0	3	65	1	0	6	9	0	1	16	2	1	49	6	0	0	58	149
5:45 PM	4	0	4	2	0	1	10	4	0	57	0	0	1	61	0	0	5	8	0	1	13	2	0	65	1	0	0	68	152
Hourly Total	18	10	20	19	0	5	67	20	0	294	8	0	5	322	5	3	26	52	0	10	86	9	2	261	27	0	2	299	774
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	74	49	88	78	0	39	289	76	8	1116	37	0	9	1237	20	19	66	116	0	45	221	64	10	1376	129	0	12	1579	3326
Approach %	25.6	17.0	30.4	27.0	0.0	-	-	6.1	0.6	90.2	3.0	0.0	-	-	9.0	8.6	29.9	52.5	0.0	-	-	4.1	0.6	87.1	8.2	0.0	-	-	-
Total %	2.2	1.5	2.6	2.3	0.0	-	8.7	2.3	0.2	33.6	1.1	0.0	-	37.2	0.6	0.6	2.0	3.5	0.0	-	6.6	1.9	0.3	41.4	3.9	0.0	-	47.5	-
Lights	72	48	86	74	0	-	280	74	8	1096	37	0	-	1215	20	19	62	116	0	-	217	64	10	1360	126	0	-	1560	3272
% Lights	97.3	98.0	97.7	94.9	-	-	96.9	97.4	100.0	98.2	100.0	-	-	98.2	100.0	100.0	93.9	100.0	-	-	98.2	100.0	100.0	98.8	97.7	-	-	98.8	98.4
Buses	2	1	0	2	0	-	5	1	0	7	0	0	-	8	0	0	2	0	0	-	2	0	0	8	1	0	-	9	24
% Buses	2.7	2.0	0.0	2.6	-	-	1.7	1.3	0.0	0.6	0.0	-	-	0.6	0.0	0.0	3.0	0.0	-	-	0.9	0.0	0.0	0.6	0.8	-	-	0.6	0.7
Trucks	0	0	2	2	0	-	4	1	0	11	0	0	-	12	0	0	1	0	0	-	1	0	0	8	2	0	-	10	27
% Trucks	0.0	0.0	2.3	2.6	-	-	1.4	1.3	0.0	1.0	0.0	-	-	1.0	0.0	0.0	1.5	0.0	-	-	0.5	0.0	0.0	0.6	1.6	-	-	0.6	0.8
Bicycles on Road	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	1	0	0	-	1	0	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	1.5	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	5	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	5.1	-	-	-	-	-	-	11.1	-	-	-	-	-	-	11.1	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	37	-	-	-	-	-	-	8	-	-	-	-	-	-	40	-	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	94.9	-	-	-	-	-	-	88.9	-	-	-	-	-	-	88.9	-	-	-	-	-	-	100.0	-	-

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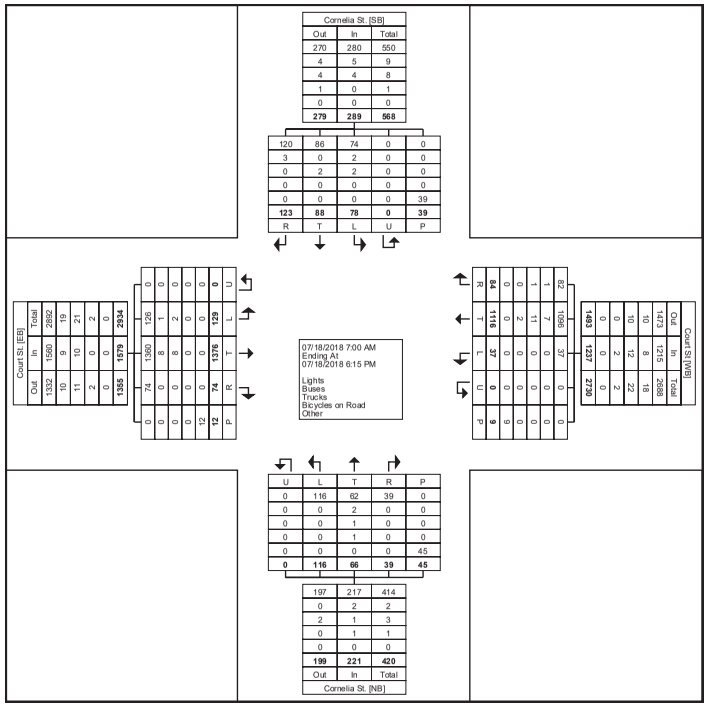

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Count Name: 9. Cornelia and Court
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Cornelia St. Southbound							Court St Westbound							Cornelia St. Northbound							Court St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	1	1	9	6	0	0	17	7	0	56	2	0	0	65	1	1	2	3	0	2	7	8	2	123	9	0	1	142	231
8:00 AM	9	4	5	2	0	2	20	9	0	51	1	0	0	61	1	1	2	5	0	0	9	4	1	100	15	0	0	120	210
8:15 AM	2	5	2	8	0	6	17	5	1	45	2	0	0	53	5	1	4	5	0	2	15	4	0	155	16	0	1	175	260
8:30 AM	3	2	7	3	0	3	15	4	0	64	2	0	1	70	0	3	2	2	0	2	7	4	0	121	13	0	1	138	230
Total	15	12	23	19	0	11	69	25	1	216	7	0	1	249	7	6	10	15	0	6	38	20	3	499	53	0	3	575	931
Approach %	21.7	17.4	33.3	27.5	0.0	-	-	10.0	0.4	86.7	2.8	0.0	-	-	18.4	15.8	26.3	39.5	0.0	-	-	3.5	0.5	86.8	9.2	0.0	-	-	-
Total %	1.6	1.3	2.5	2.0	0.0	-	7.4	2.7	0.1	23.2	0.8	0.0	-	26.7	0.8	0.6	1.1	1.6	0.0	-	4.1	2.1	0.3	53.6	5.7	0.0	-	61.8	-
PHF	0.417	0.600	0.639	0.594	0.000	-	0.863	0.694	0.250	0.844	0.875	0.000	-	0.889	0.350	0.500	0.625	0.750	0.000	-	0.633	0.625	0.375	0.805	0.828	0.000	-	0.821	0.895
Lights	13	11	23	17	0	-	64	23	1	206	7	0	-	237	7	6	8	15	0	-	36	20	3	493	52	0	-	568	905
% Lights	86.7	91.7	100.0	89.5	-	-	92.8	92.0	100.0	95.4	100.0	-	-	95.2	100.0	100.0	80.0	100.0	-	-	94.7	100.0	100.0	98.8	98.1	-	-	98.8	97.2
Buses	2	1	0	1	0	-	4	1	0	3	0	0	-	4	0	0	2	0	0	-	2	0	0	3	0	0	-	3	13
% Buses	13.3	8.3	0.0	5.3	-	-	5.8	4.0	0.0	1.4	0.0	-	-	1.6	0.0	0.0	20.0	0.0	-	-	5.3	0.0	0.0	0.6	0.0	-	-	0.5	1.4
Trucks	0	0	0	1	0	-	1	1	0	7	0	0	-	8	0	0	0	0	0	-	0	0	0	3	1	0	-	4	13
% Trucks	0.0	0.0	0.0	5.3	-	-	1.4	4.0	0.0	3.2	0.0	-	-	3.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.6	1.9	-	-	0.7	1.4
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	9.1	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	-	1	-	-	-	-	-	-	6	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	90.9	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

Remove Watermark
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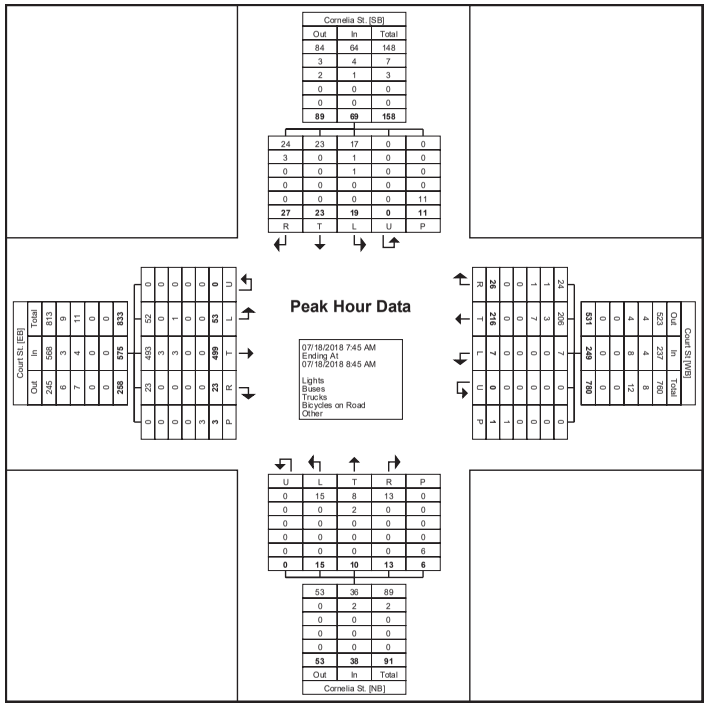
Utica, NY
Cornelia/Court
Wednesday, July 18, 2018
Location: 43.100555, -75.236944

Count Name: 9. Cornelia and Court
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)

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Utica, NY
Cornelia/Court
Wednesday, July 18, 2018
Location: 43.100555, -75.236944

Count Name: 9. Cornelia and Court
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Cornelia St. Southbound							Court St Westbound							Cornelia St. Northbound							Court St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	7	5	7	9	0	0	28	3	1	146	2	0	0	152	0	1	4	12	0	2	17	5	0	94	9	0	1	108	305
4:15 PM	5	3	4	8	0	3	20	8	1	79	4	0	1	92	2	3	3	6	0	2	14	2	1	78	7	0	2	88	214
4:30 PM	12	9	15	8	0	2	44	7	1	113	4	0	0	125	1	1	12	13	0	5	27	5	0	83	2	0	0	90	286
4:45 PM	10	5	4	5	0	5	24	4	0	102	2	0	2	108	3	2	5	7	0	2	17	6	0	82	5	0	1	93	242
Total	34	22	30	30	0	10	116	22	3	440	12	0	3	477	6	7	24	38	0	11	75	18	1	337	23	0	4	379	1047
Approach %	29.3	19.0	25.9	25.9	0.0	-	-	4.6	0.6	92.2	2.5	0.0	-	-	8.0	9.3	32.0	50.7	0.0	-	-	4.7	0.3	88.9	6.1	0.0	-	-	-
Total %	3.2	2.1	2.9	2.9	0.0	-	11.1	2.1	0.3	42.0	1.1	0.0	-	45.6	0.6	0.7	2.3	3.6	0.0	-	7.2	1.7	0.1	32.2	2.2	0.0	-	36.2	-
PHF	0.708	0.611	0.500	0.833	0.000	-	0.659	0.688	0.750	0.753	0.750	0.000	-	0.785	0.500	0.583	0.500	0.731	0.000	-	0.694	0.750	0.250	0.896	0.639	0.000	-	0.877	0.858
Lights	34	22	30	29	0	-	115	22	3	436	12	0	-	473	6	7	24	38	0	-	75	18	1	333	21	0	-	373	1036
% Lights	100.0	100.0	100.0	96.7	-	-	99.1	100.0	100.0	99.1	100.0	-	-	99.2	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	98.8	91.3	-	-	98.4	98.9
Buses	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	2	1	0	-	3	4
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.6	4.3	-	-	0.8	0.4
Trucks	0	0	0	1	0	-	1	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	2	1	0	-	3	5
% Trucks	0.0	0.0	0.0	3.3	-	-	0.9	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.6	4.3	-	-	0.8	0.5
Bicycles on Road	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	9.1	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	-	3	-	-	-	-	-	-	10	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	90.9	-	-	-	-	-	-	100.0	-	-

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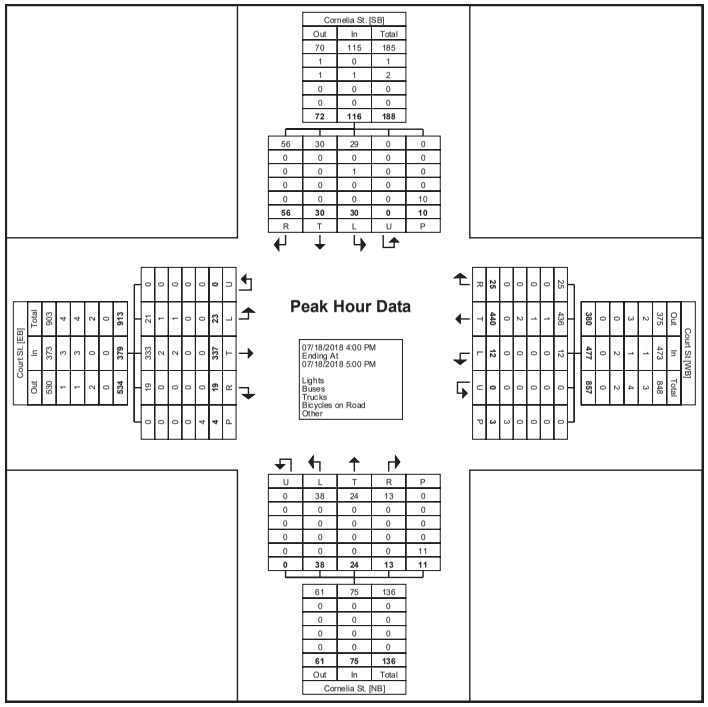

Turning Movement Peak Hour Data Plot (4:00 PM)

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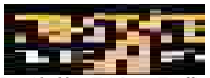
Utica, NY
Cornelia/Court
Wednesday, July 18, 2018
Location: 43.100555, -75.236944

Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



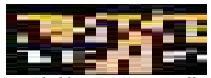
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Oriskany/Liberty							Oriskany/Liberty						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	7	149	0	0	1	**157**	0	4	173	0	0	0	**177**	0
7:15AM	6	192	1	1	0	**200**	0	4	196	0	0	0	**200**	0
7:30AM	13	220	7	0	0	**240**	0	4	228	0	0	0	**232**	0
7:45AM	14	249	6	0	1	**270**	0	9	282	0	0	0	**291**	0
Hourly Total	40	810	14	1	2	**867**	0	21	879	0	0	0	**900**	0
8:00AM	15	216	17	1	0	**249**	0	10	205	0	0	0	**215**	0
8:15AM	18	201	11	0	3	**233**	0	9	197	0	0	0	**206**	0
8:30AM	15	206	9	0	0	**230**	1	5	201	0	0	0	**206**	0
8:45AM	14	193	11	0	1	**219**	0	8	188	1	0	0	**197**	0
Hourly Total	62	816	48	1	4	**931**	1	32	791	1	0	0	**824**	0
9:00AM	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
4:00PM	6	238	2	3	0	**249**	1	4	219	0	0	0	**223**	0
4:15PM	5	258	3	0	1	**267**	0	4	210	0	0	0	**214**	0
4:30PM	12	263	7	1	0	**283**	0	3	251	0	0	0	**254**	0
4:45PM	7	243	5	0	0	**255**	0	1	218	0	0	0	**219**	0
Hourly Total	30	1002	17	4	1	**1054**	1	12	898	0	0	0	**910**	0
5:00PM	4	266	6	1	0	**277**	1	2	210	1	0	0	**213**	0
5:15PM	9	281	2	0	0	**292**	0	1	189	1	0	0	**191**	0
5:30PM	5	231	1	0	1	**238**	0	0	166	0	1	0	**167**	0
5:45PM	5	193	2	1	0	**201**	0	2	132	0	0	0	**134**	0
Hourly Total	23	971	11	2	1	**1008**	1	5	697	2	1	0	**705**	0
Total	155	3599	90	8	8	**3860**	3	70	3266	3	1	0	**3340**	0
% Approach	4.0%	93.2%	2.3%	0.2%	0.2%	-	-	2.1%	97.8%	0.1%	0%	0%	-	-
% Total	2.0%	46.7%	1.2%	0.1%	0.1%	**50.1%**	-	0.9%	42.4%	0%	0%	0%	**43.4%**	-
Lights	152	3458	88	8	8	**3714**	-	65	3117	3	1	0	**3186**	-
% Lights	98.1%	96.1%	97.8%	100%	100%	**96.2%**	-	92.9%	95.4%	100%	100%	0%	**95.4%**	-
Articulated Trucks and Single-Unit Trucks	2	122	2	0	0	**126**	-	3	129	0	0	0	**132**	-
% Articulated Trucks and Single-Unit Trucks	1.3%	3.4%	2.2%	0%	0%	**3.3%**	-	4.3%	3.9%	0%	0%	0%	**4.0%**	-
Buses	1	19	0	0	0	**20**	-	2	20	0	0	0	**22**	-
% Buses	0.6%	0.5%	0%	0%	0%	**0.5%**	-	2.9%	0.6%	0%	0%	0%	**0.7%**	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Broadway							Broadway							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:00AM	3	3	0	0	1	**1**	1	0	3	0	0	1	**6**	0	**268**
7:15AM	7	1	0	0	2	**54**	1	0	1	3	0	0	**6**	0	**656**
7:30AM	6	2	0	0	3	**55**	0	0	6	3	0	1	**54**	1	**632**
7:45AM	7	4	3	0	1	**58**	0	0	2	3	0	1	**9**	0	**870**
Hourly Total	23	10	3	0	7	**62**	2	0	12	9	0	3	**06**	1	**5726**
8:00AM	9	2	2	0	1	**56**	0	1	6	1	0	1	**3**	0	**671**
8:15AM	10	5	2	0	1	**57**	0	0	11	5	0	3	**53**	0	**619**
8:30AM	7	1	2	0	1	**55**	0	1	10	2	0	0	**52**	1	**694**
8:45AM	3	8	1	0	0	**50**	3	0	2	2	0	1	**8**	1	**622**
Hourly Total	29	16	7	0	3	**88**	3	2	29	10	0	5	**69**	2	**5789**
9:00AM	0	0	0	0	0	**4**	0	0	0	0	0	0	**4**	0	**5**
Hourly Total	0	0	0	0	0	**4**	0	0	0	0	0	0	**4**	0	**5**
4:00PM	34	3	1	0	6	**66**	2	1	4	6	0	5	**59**	0	**820**
4:15PM	16	1	5	0	1	**02**	1	0	1	1	0	3	**8**	0	**843**
4:30PM	39	8	0	0	5	**80**	0	0	3	11	0	4	**57**	0	**941**
4:45PM	28	3	6	0	2	**23**	0	0	4	3	0	3	**54**	0	**802**
Hourly Total	117	15	12	0	14	**587**	3	1	12	21	0	15	**63**	0	**0515**
5:00PM	24	4	3	0	7	**27**	2	0	5	3	0	3	**55**	0	**823**
5:15PM	17	4	2	0	1	**06**	0	0	4	4	0	4	**50**	0	**853**
5:30PM	9	0	0	0	3	**50**	2	0	2	3	0	4	**3**	0	**609**
5:45PM	6	5	2	0	1	**56**	0	0	1	1	0	2	**6**	0	**282**
Hourly Total	56	13	7	0	12	**77**	4	0	12	11	0	13	**29**	0	**5721**
Total	225	54	29	0	36	**266**	12	3	65	51	0	36	**588**	3	**1933**
% Approach	65.4%	15.7%	8.4%	0%	10.5%	-	-	1.9%	41.9%	32.9%	0%	23.2%	-	-	-
% Total	2.9%	0.7%	0.4%	0%	0.5%	**6.8%**	-	0%	0.8%	0.7%	0%	0.5%	**0.4%**	-	-
Lights	220	46	29	0	36	**225**	-	3	54	49	0	34	**564**	-	7371
% Lights	97.8%	85.2%	100%	0%	100%	**39.0%**	-	100%	83.1%	96.1%	0%	94.4%	**34.2%**	-	95.7%
Articulated Trucks and Single-Unit Trucks	5	1	0	0	0	**9**	-	0	4	2	0	2	**7**	-	272
% Articulated Trucks and Single-Unit Trucks	2.2%	1.9%	0%	0%	0%	**5.1%**	-	0%	6.2%	3.9%	0%	5.6%	**8.0%**	-	3.5%
Buses	0	7	0	0	0	**1**	-	0	7	0	0	0	**1**	-	56
% Buses	0%	13.0%	0%	0%	0%	**0.4%**	-	0%	10.8%	0%	0%	0%	**6.8%**	-	0.7%
Bicycles on Road	0	0	0	0	0	**4**	-	0	0	0	0	0	**4**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	**4%**	-	0%	0%	0%	0%	0%	**4%**	-	0%
Pedestrians	-	-	-	-	-	-	11	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	91.7%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	8.3%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

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Wed Jul 18, 2018
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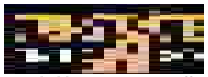
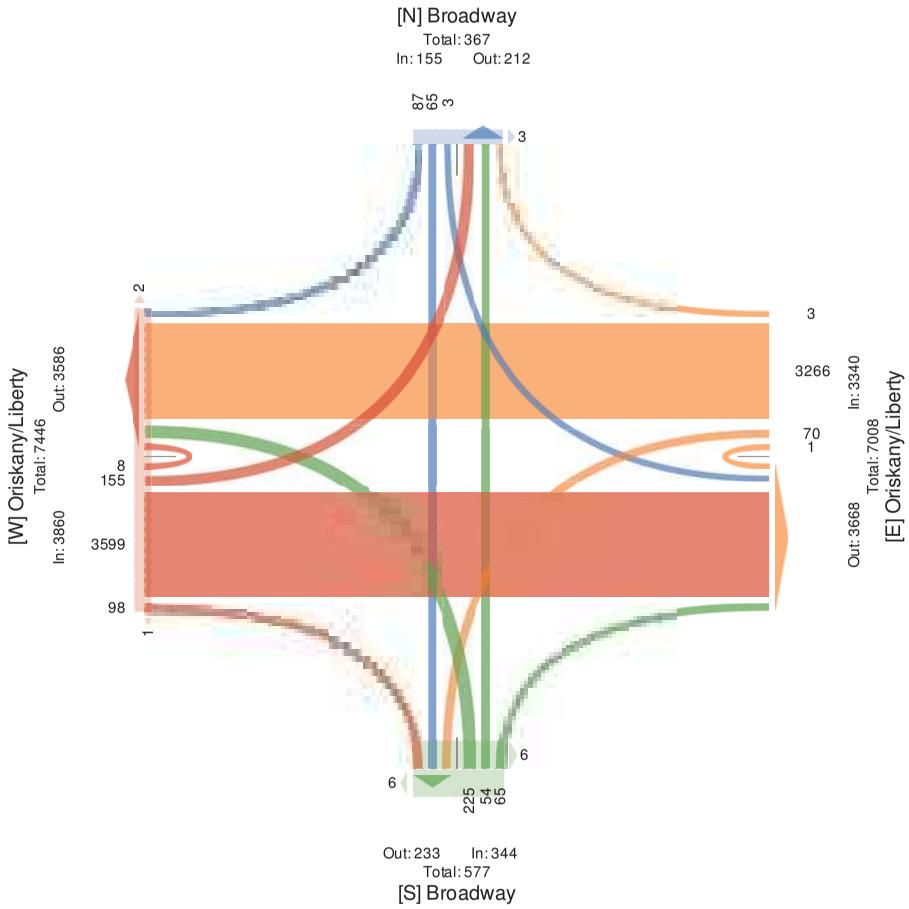
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York

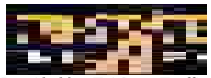


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

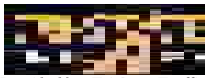
Leg	Oriskany/Liberty							Oriskany/Liberty						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:30AM	13	220	7	0	0	**240**	0	4	228	0	0	0	**232**	0
7:45AM	14	249	6	0	1	**270**	0	9	282	0	0	0	**291**	0
8:00AM	15	216	17	1	0	**249**	0	10	205	0	0	0	**215**	0
8:15AM	18	201	11	0	3	**233**	0	9	197	0	0	0	**206**	0
Total	60	886	41	1	4	**992**	0	32	912	0	0	0	**944**	0
% Approach	6.0%	89.3%	4.1%	0.1%	0.4%	-	-	3.4%	96.6%	0%	0%	0%	-	-
% Total	2.9%	43.5%	2.0%	0%	0.2%	**48.7%**	-	1.6%	44.7%	0%	0%	0%	**46.3%**	-
PHF	0.833	0.890	0.603	0.250	0.333	**0.919**	-	0.800	0.809	-	-	-	**0.811**	-
Lights	58	838	40	1	4	**941**	-	31	857	0	0	0	**888**	-
% Lights	96.7%	94.6%	97.6%	100%	100%	**94.9%**	-	96.9%	94.0%	0%	0%	0%	**94.1%**	-
Articulated Trucks and Single-Unit Trucks	1	41	1	0	0	**43**	-	0	46	0	0	0	**46**	-
% Articulated Trucks and Single-Unit Trucks	1.7%	4.6%	2.4%	0%	0%	**4.3%**	-	0%	5.0%	0%	0%	0%	**4.9%**	-
Buses	1	7	0	0	0	**8**	-	1	9	0	0	0	**10**	-
% Buses	1.7%	0.8%	0%	0%	0%	**0.8%**	-	3.1%	1.0%	0%	0%	0%	**1.1%**	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



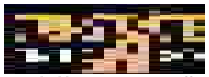
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Broadway Northbound							Broadway Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:30AM	6	2	0	0	3	**22**	0	0	6	3	0	1	**25**	1	**174**
7:45AM	7	4	3	0	1	**28**	0	0	2	3	0	1	**0**	0	**836**
8:00AM	9	2	2	0	1	**21**	0	1	6	1	0	1	**7**	0	**139**
8:15AM	10	5	2	0	1	**23**	0	0	11	5	0	3	**27**	0	**190**
Total	32	13	7	0	6	**83**	0	1	25	12	0	6	**11**	1	**6543**
% Approach	55.2%	22.4%	12.1%	0%	10.3%	-	-	2.3%	56.8%	27.3%	0%	13.6%	-	-	-
% Total	1.6%	0.6%	0.3%	0%	0.3%	**6.3%**	-	0%	1.2%	0.6%	0%	0.3%	**6.6%**	-	-
PHF	0.800	0.650	0.583	-	0.500	**5.350**	-	0.250	0.568	0.600	-	0.500	**5.897**	-	0.875
Lights	30	11	7	0	6	**81**	-	1	20	11	0	4	**40**	-	1919
% Lights	93.8%	84.6%	100%	0%	100%	**74.2%**	-	100%	80.0%	91.7%	0%	66.7%	**32.3%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	**6**	-	0	3	1	0	2	**0**	-	97
% Articulated Trucks and Single-Unit Trucks	6.3%	0%	0%	0%	0%	**4.1%**	-	0%	12.0%	8.3%	0%	33.3%	**24.0%**	-	4.8%
Buses	0	2	0	0	0	**6**	-	0	2	0	0	0	**6**	-	22
% Buses	0%	15.4%	0%	0%	0%	**4.1%**	-	0%	8.0%	0%	0%	0%	**1.8%**	-	1.1%
Bicycles on Road	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	**5%**	-	0%	0%	0%	0%	0%	**5%**	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

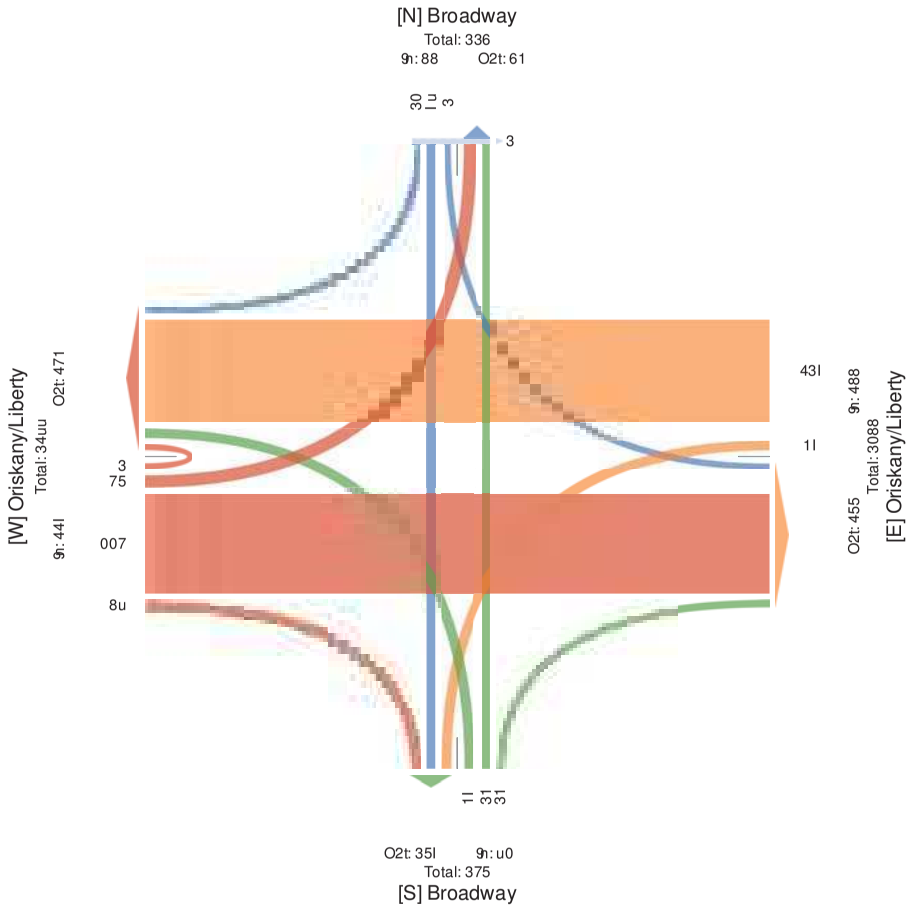
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



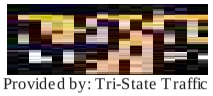
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



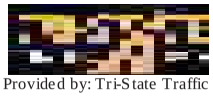
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Oriskany/Liberty Eastbound							Oriskany/Liberty Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:45AM	14	249	6	0	1	240	0	9	282	0	0	0	237	0
8:00AM	15	216	17	1	0	293	0	10	205	0	0	0	271	0
8:15AM	18	201	11	0	3	255	0	9	197	0	0	0	206	0
8:30AM	15	206	9	0	0	250	1	5	201	0	0	0	206	0
Total	62	872	43	1	4	392	1	33	885	0	0	0	379	0
rAppcoah-	6.3%	88.8%	4.4%	0.1%	0.4%	8	-	3.6%	96.4%	0%	0%	0%	8	-
rT otal	3.1%	43.5%	2.1%	0%	0.2%	93.0	-	1.6%	44.1%	0%	0%	0%	91.%	-
PHF	0.861	0.876	0.632	0.250	0.333	0.303	-	0.825	0.785	-	-	-	0.4%3	-
Lig- ts	60	821	43	1	4	323	-	30	838	0	0	0	%6%	-
rLig- ts	96.8%	94.2%	100%	100%	100%	39.6	-	90.9%	94.7%	0%	0%	0%	39.6	-
ActihulatedrTcuhksrandrSingle8UnitrTcuhks	1	42	0	0	0	95	-	1	44	0	0	0	91	-
rActihulatedrTcuhksrandrSingle8UnitrTcuhks	1.6%	4.8%	0%	0%	0%	9.9	-	3.0%	5.0%	0%	0%	0%	9.3	-
Buses	1	9	0	0	0	70	-	2	3	0	0	0	1	-
rBuses	1.6%	1.0%	0%	0%	0%	7.0	-	6.1%	0.3%	0%	0%	0%	0.1	-
BihyhlesronrRoad	0	0	0	0	0	0	-	0	0	0	0	0	0	-
rBihyhlesronrRoad	0%	0%	0%	0%	0%	0	-	0%	0%	0%	0%	0%	0	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Broadway Northbound							Broadway Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:45AM	7	4	3	0	1	25	0	0	2	3	0	1	1	0	574
8:00AM	9	2	2	0	1	28	0	1	6	1	0	1	0	0	873
8:15AM	10	5	2	0	1	27	0	0	11	5	0	3	20	0	831
8:30AM	7	1	2	0	1	22	0	1	10	2	0	0	26	1	819
Total	33	12	9	0	4	57	0	2	29	11	0	5	83	1	4995
% Approach	56.9%	20.7%	15.5%	0%	6.9%	-	-	4.3%	61.7%	23.4%	0%	10.6%	-	-	-
% Total	1.6%	0.6%	0.4%	0%	0.2%	4.0%	-	0.1%	1.4%	0.5%	0%	0.2%	4.6%	-	-
PHF	0.825	0.600	0.750	-	1.000	9.791	-	0.500	0.659	0.550	-	0.417	9.127	-	0.861
Lights	31	10	9	0	4	58	-	2	24	11	0	3	89	-	1891
% Lights	93.9%	83.3%	100%	0%	100%	06.2%	-	100%	82.8%	100%	0%	60.0%	75.2%	-	94.3%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	4	-	0	3	0	0	2	5	-	95
% Articulated Trucks and Single-Unit Trucks	6.1%	0%	0%	0%	0%	6.8%	-	0%	10.3%	0%	0%	40.0%	29.1%	-	4.7%
Buses	0	2	0	0	0	4	-	0	2	0	0	0	4	-	19
% Buses	0%	16.7%	0%	0%	0%	6.8%	-	0%	6.9%	0%	0%	0%	8.6%	-	0.9%
Bicycles on Road	0	0	0	0	0	9	-	0	0	0	0	0	9	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	9%	-	0%	0%	0%	0%	0%	9%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC
Wed Jul 18, 2018
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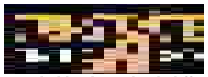

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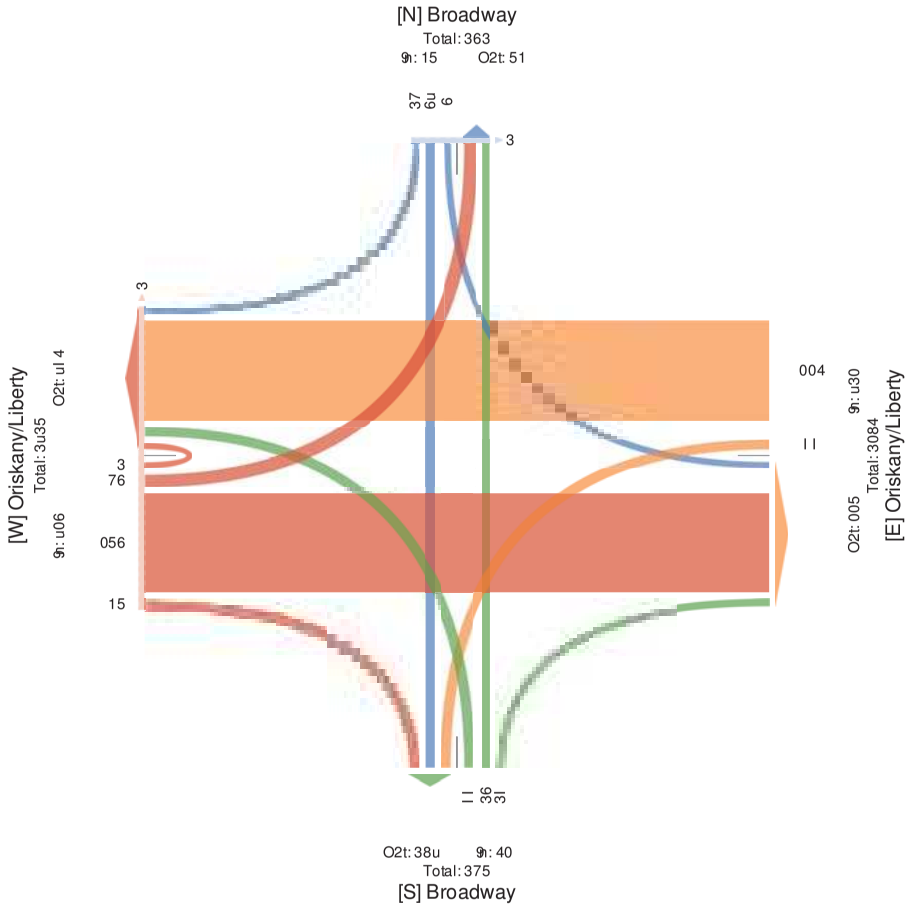
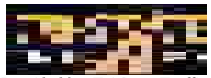


10. Broadway and Oriskany/Liberty - TMC
Wed Jul 18, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Oriskany/Liberty							Oriskany/Liberty						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 4:30PM	12	263	7	1	0	**240**	0	3	251	0	0	0	**237**	0
4:45PM	7	243	5	0	0	**233**	0	1	218	0	0	0	**291**	0
5:00PM	4	266	6	1	0	**255**	1	2	210	1	0	0	**290**	0
5:15PM	9	281	2	0	0	**212**	0	1	189	1	0	0	**919**	0
6 Tota	32	1053	20	2	0	**9915**	1	7	868	2	0	0	**455**	0
% ApprTtch	2.9%	95.1%	1.8%	0.2%	0%	-	-	0.8%	99.0%	0.2%	0%	0%	-	-
% 6 Tota	1.5%	48.1%	0.9%	0.1%	0%	**318 %**	-	0.3%	39.7%	0.1%	0%	0%	**7189%**	-
PHF	0.667	0.937	0.714	0.500	-	**18174**	-	0.583	0.865	0.500	-	-	**184.0**	-
Lighos	32	1035	19	2	0	**9144**	-	7	847	2	0	0	**43.**	-
% Lighos	100%	98.3%	95.0%	100%	0%	**1480%**	-	100%	97.6%	100%	0%	0%	**158 %**	-
Aroicuatoed 6 rucks tnd Singae-Unio6 rucks	0	16	1	0	0	**95**	-	0	20	0	0	0	**21**	-
% Aroicuatoed 6 rucks tnd Singae-Unio6 rucks	0%	1.5%	5.0%	0%	0%	**983%**	-	0%	2.3%	0%	0%	0%	**280%**	-
Buses	0	2	0	0	0	**2**	-	0	1	0	0	0	**9**	-
% Buses	0%	0.2%	0%	0%	0%	**182%**	-	0%	0.1%	0%	0%	0%	**189%**	-
Bicycaes Tn RTtd	0	0	0	0	0	**1**	-	0	0	0	0	0	**1**	-
% Bicycaes Tn RTtd	0%	0%	0%	0%	0%	**1%**	-	0%	0%	0%	0%	0%	**1%**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

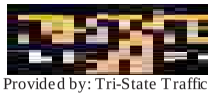
Wed Jul 18, 2018

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Broadway Northbound							Broadway Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 4:30PM	39	8	0	0	5	**25**	0	0	3	11	0	4	**17**	0	**480**
4:45PM	28	3	6	0	2	**36**	0	0	4	3	0	3	**18**	0	**253**
5:00PM	24	4	3	0	7	**37**	2	0	5	3	0	3	**11**	0	**236**
5:15PM	17	4	2	0	1	**59**	0	0	4	4	0	4	**15**	0	**216**
Total	108	19	11	0	15	**123**	2	0	16	21	0	14	**21**	0	**5177**
% Approach	70.6%	12.4%	7.2%	0%	9.8%	-	-	0%	31.4%	41.2%	0%	27.5%	-	-	-
% Total	4.9%	0.9%	0.5%	0%	0.7%	**0.8%**	-	0%	0.7%	1.0%	0%	0.6%	**5.3%**	-	-
PHF	0.692	0.594	0.458	-	0.536	**8.034**	-	-	0.800	0.477	-	0.875	**8.087**	-	0.901
Lights	108	17	11	0	15	**121**	-	0	14	20	0	14	**97**	-	2143
% Lights	100%	89.5%	100%	0%	100%	**67.0%**	-	0%	87.5%	95.2%	0%	100%	**69.1%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**8**	-	0	0	1	0	0	**1**	-	38
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**8%**	-	0%	0%	4.8%	0%	0%	**5.8%**	-	1.7%
Buses	0	2	0	0	0	**5**	-	0	2	0	0	0	**5**	-	7
% Buses	0%	10.5%	0%	0%	0%	**1.3%**	-	0%	12.5%	0%	0%	0%	**3.6%**	-	0.3%
Bicycles on Road	0	0	0	0	0	**8**	-	0	0	0	0	0	**8**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	**8%**	-	0%	0%	0%	0%	0%	**8%**	-	0%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018

PM Peak (4-50PM) O-50PMv) r Heoall Peak ACuo

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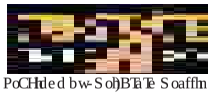

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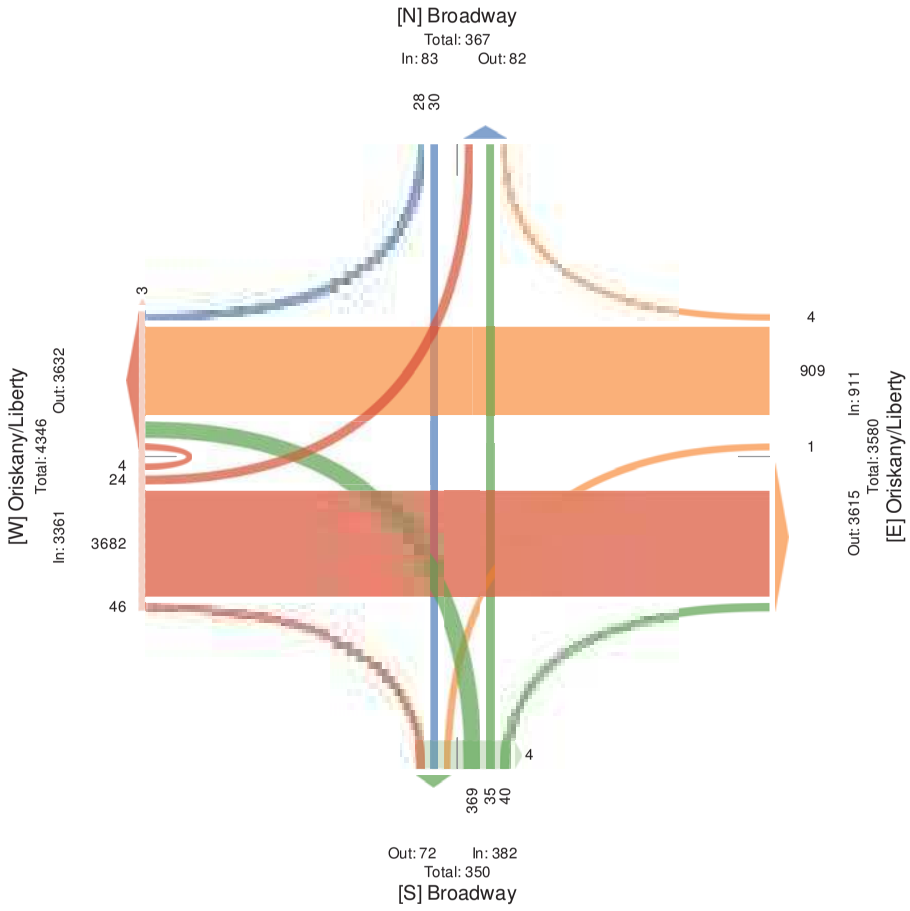
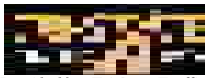


Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



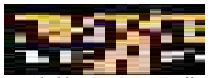
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Oriskany/Liberty							Oriskany/Liberty						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	7	149	0	0	1	**157**	0	4	173	0	0	0	**177**	0
7:15AM	6	192	1	1	0	**200**	0	4	196	0	0	0	**200**	0
7:30AM	13	220	7	0	0	**240**	0	4	228	0	0	0	**232**	0
7:45AM	14	249	6	0	1	**270**	0	9	282	0	0	0	**291**	0
Hourly Total	40	810	14	1	2	**867**	0	21	879	0	0	0	**900**	0
8:00AM	15	216	17	1	0	**249**	0	10	205	0	0	0	**215**	0
8:15AM	18	201	11	0	3	**233**	0	9	197	0	0	0	**206**	0
8:30AM	15	206	9	0	0	**230**	1	5	201	0	0	0	**206**	0
8:45AM	14	193	11	0	1	**219**	0	8	188	1	0	0	**197**	0
Hourly Total	62	816	48	1	4	**931**	1	32	791	1	0	0	**824**	0
9:00AM	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
4:00PM	6	238	2	3	0	**249**	1	4	219	0	0	0	**223**	0
4:15PM	5	258	3	0	1	**267**	0	4	210	0	0	0	**214**	0
4:30PM	12	263	7	1	0	**283**	0	3	251	0	0	0	**254**	0
4:45PM	7	243	5	0	0	**255**	0	1	218	0	0	0	**219**	0
Hourly Total	30	1002	17	4	1	**1054**	1	12	898	0	0	0	**910**	0
5:00PM	4	266	6	1	0	**277**	1	2	210	1	0	0	**213**	0
5:15PM	9	281	2	0	0	**292**	0	1	189	1	0	0	**191**	0
5:30PM	5	231	1	0	1	**238**	0	0	166	0	1	0	**167**	0
5:45PM	5	193	2	1	0	**201**	0	2	132	0	0	0	**134**	0
Hourly Total	23	971	11	2	1	**1008**	1	5	697	2	1	0	**705**	0
Total	155	3599	90	8	8	**3860**	3	70	3266	3	1	0	**3340**	0
% Approach	4.0%	93.2%	2.3%	0.2%	0.2%	-	-	2.1%	97.8%	0.1%	0%	0%	-	-
% Total	2.0%	46.7%	1.2%	0.1%	0.1%	**50.1%**	-	0.9%	42.4%	0%	0%	0%	**43.4%**	-
Lights	152	3458	88	8	8	**3714**	-	65	3117	3	1	0	**3186**	-
% Lights	98.1%	96.1%	97.8%	100%	100%	**96.2%**	-	92.9%	95.4%	100%	100%	0%	**95.4%**	-
Articulated Trucks and Single-Unit Trucks	2	122	2	0	0	**126**	-	3	129	0	0	0	**132**	-
% Articulated Trucks and Single-Unit Trucks	1.3%	3.4%	2.2%	0%	0%	**3.3%**	-	4.3%	3.9%	0%	0%	0%	**4.0%**	-
Buses	1	19	0	0	0	**20**	-	2	20	0	0	0	**22**	-
% Buses	0.6%	0.5%	0%	0%	0%	**0.5%**	-	2.9%	0.6%	0%	0%	0%	**0.7%**	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

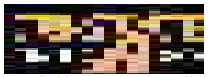
Leg	Broadway							Broadway							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:00AM	3	3	0	0	1	**1**	1	0	3	0	0	1	**6**	0	**268**
7:15AM	7	1	0	0	2	**54**	1	0	1	3	0	0	**6**	0	**656**
7:30AM	6	2	0	0	3	**55**	0	0	6	3	0	1	**54**	1	**632**
7:45AM	7	4	3	0	1	**58**	0	0	2	3	0	1	**9**	0	**870**
Hourly Total	23	10	3	0	7	**62**	2	0	12	9	0	3	**06**	1	**5726**
8:00AM	9	2	2	0	1	**56**	0	1	6	1	0	1	**3**	0	**671**
8:15AM	10	5	2	0	1	**57**	0	0	11	5	0	3	**53**	0	**619**
8:30AM	7	1	2	0	1	**55**	0	1	10	2	0	0	**52**	1	**694**
8:45AM	3	8	1	0	0	**50**	3	0	2	2	0	1	**8**	1	**622**
Hourly Total	29	16	7	0	3	**88**	3	2	29	10	0	5	**69**	2	**5789**
9:00AM	0	0	0	0	0	**4**	0	0	0	0	0	0	**4**	0	**5**
Hourly Total	0	0	0	0	0	**4**	0	0	0	0	0	0	**4**	0	**5**
4:00PM	34	3	1	0	6	**66**	2	1	4	6	0	5	**59**	0	**820**
4:15PM	16	1	5	0	1	**02**	1	0	1	1	0	3	**8**	0	**843**
4:30PM	39	8	0	0	5	**80**	0	0	3	11	0	4	**57**	0	**941**
4:45PM	28	3	6	0	2	**23**	0	0	4	3	0	3	**54**	0	**802**
Hourly Total	117	15	12	0	14	**587**	3	1	12	21	0	15	**63**	0	**0515**
5:00PM	24	4	3	0	7	**27**	2	0	5	3	0	3	**55**	0	**823**
5:15PM	17	4	2	0	1	**06**	0	0	4	4	0	4	**50**	0	**853**
5:30PM	9	0	0	0	3	**50**	2	0	2	3	0	4	**3**	0	**609**
5:45PM	6	5	2	0	1	**56**	0	0	1	1	0	2	**6**	0	**282**
Hourly Total	56	13	7	0	12	**77**	4	0	12	11	0	13	**29**	0	**5721**
Total	225	54	29	0	36	**266**	12	3	65	51	0	36	**588**	3	**1933**
% Approach	65.4%	15.7%	8.4%	0%	10.5%	-	-	1.9%	41.9%	32.9%	0%	23.2%	-	-	-
% Total	2.9%	0.7%	0.4%	0%	0.5%	**6.8%**	-	0%	0.8%	0.7%	0%	0.5%	**0.4%**	-	-
Lights	220	46	29	0	36	**225**	-	3	54	49	0	34	**564**	-	7371
% Lights	97.8%	85.2%	100%	0%	100%	**39.0%**	-	100%	83.1%	96.1%	0%	94.4%	**34.2%**	-	95.7%
Articulated Trucks and Single-Unit Trucks	5	1	0	0	0	**9**	-	0	4	2	0	2	**7**	-	272
% Articulated Trucks and Single-Unit Trucks	2.2%	1.9%	0%	0%	0%	**5.1%**	-	0%	6.2%	3.9%	0%	5.6%	**8.0%**	-	3.5%
Buses	0	7	0	0	0	**1**	-	0	7	0	0	0	**1**	-	56
% Buses	0%	13.0%	0%	0%	0%	**0.4%**	-	0%	10.8%	0%	0%	0%	**6.8%**	-	0.7%
Bicycles on Road	0	0	0	0	0	**4**	-	0	0	0	0	0	**4**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	**4%**	-	0%	0%	0%	0%	0%	**4%**	-	0%
Pedestrians	-	-	-	-	-	-	11	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	91.7%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	8.3%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

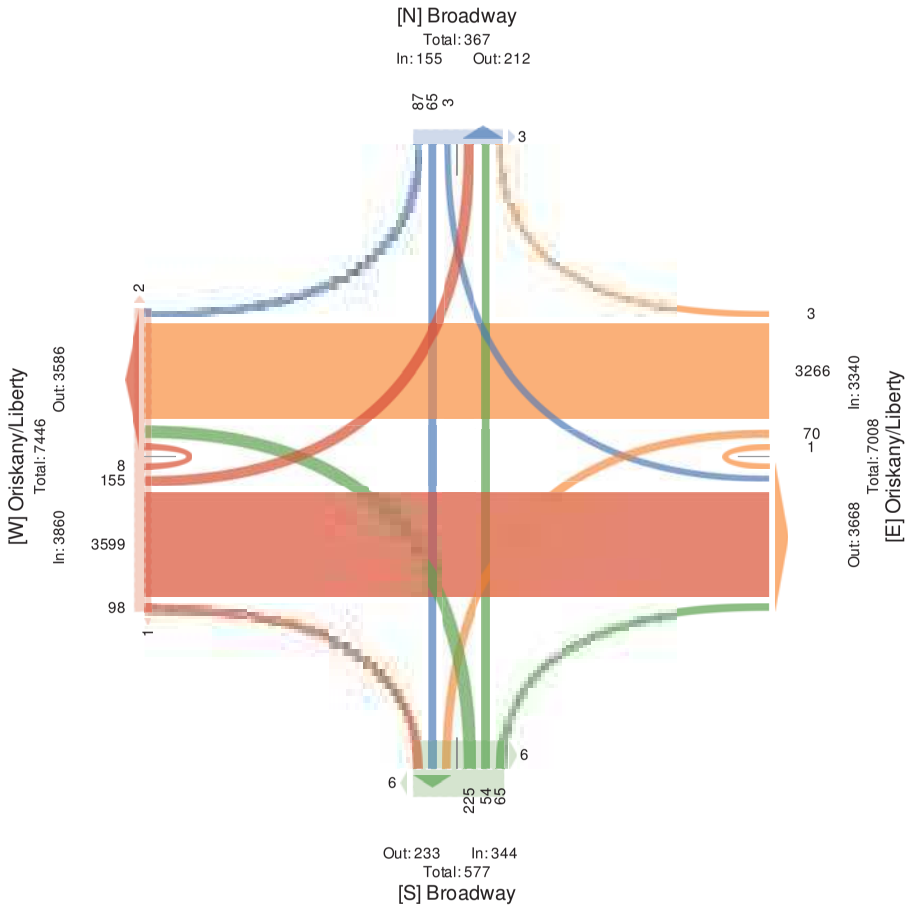
Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York

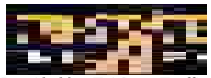


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

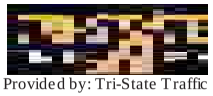
Leg	Oriskany/Liberty							Oriskany/Liberty						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:30AM	13	220	7	0	0	**240**	0	4	228	0	0	0	**232**	0
7:45AM	14	249	6	0	1	**270**	0	9	282	0	0	0	**291**	0
8:00AM	15	216	17	1	0	**249**	0	10	205	0	0	0	**215**	0
8:15AM	18	201	11	0	3	**233**	0	9	197	0	0	0	**206**	0
Total	60	886	41	1	4	**992**	0	32	912	0	0	0	**944**	0
% Approach	6.0%	89.3%	4.1%	0.1%	0.4%	-	-	3.4%	96.6%	0%	0%	0%	-	-
% Total	2.9%	43.5%	2.0%	0%	0.2%	**48.7%**	-	1.6%	44.7%	0%	0%	0%	**46.3%**	-
PHF	0.833	0.890	0.603	0.250	0.333	**0.919**	-	0.800	0.809	-	-	-	**0.811**	-
Lights	58	838	40	1	4	**941**	-	31	857	0	0	0	**888**	-
% Lights	96.7%	94.6%	97.6%	100%	100%	**94.9%**	-	96.9%	94.0%	0%	0%	0%	**94.1%**	-
Articulated Trucks and Single-Unit Trucks	1	41	1	0	0	**43**	-	0	46	0	0	0	**46**	-
% Articulated Trucks and Single-Unit Trucks	1.7%	4.6%	2.4%	0%	0%	**4.3%**	-	0%	5.0%	0%	0%	0%	**4.9%**	-
Buses	1	7	0	0	0	**8**	-	1	9	0	0	0	**10**	-
% Buses	1.7%	0.8%	0%	0%	0%	**0.8%**	-	3.1%	1.0%	0%	0%	0%	**1.1%**	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



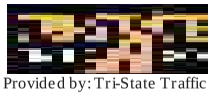
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Broadway Northbound							Broadway Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:30AM	6	2	0	0	3	22	0	0	6	3	0	1	25	1	174
7:45AM	7	4	3	0	1	28	0	0	2	3	0	1	0	0	836
8:00AM	9	2	2	0	1	21	0	1	6	1	0	1	7	0	139
8:15AM	10	5	2	0	1	23	0	0	11	5	0	3	27	0	190
Total	32	13	7	0	6	83	0	1	25	12	0	6	11	1	6543
% Approach	55.2%	22.4%	12.1%	0%	10.3%	-	-	2.3%	56.8%	27.3%	0%	13.6%	-	-	-
% Total	1.6%	0.6%	0.3%	0%	0.3%	6.3%	-	0%	1.2%	0.6%	0%	0.3%	6.6%	-	-
PHF	0.800	0.650	0.583	-	0.500	5.350	-	0.250	0.568	0.600	-	0.500	5.897	-	0.875
Lights	30	11	7	0	6	81	-	1	20	11	0	4	40	-	1919
% Lights	93.8%	84.6%	100%	0%	100%	74.2%	-	100%	80.0%	91.7%	0%	66.7%	32.3%	-	94.2%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	6	-	0	3	1	0	2	0	-	97
% Articulated Trucks and Single-Unit Trucks	6.3%	0%	0%	0%	0%	4.1%	-	0%	12.0%	8.3%	0%	33.3%	24.0%	-	4.8%
Buses	0	2	0	0	0	6	-	0	2	0	0	0	6	-	22
% Buses	0%	15.4%	0%	0%	0%	4.1%	-	0%	8.0%	0%	0%	0%	1.8%	-	1.1%
Bicycles on Road	0	0	0	0	0	5	-	0	0	0	0	0	5	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	5%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

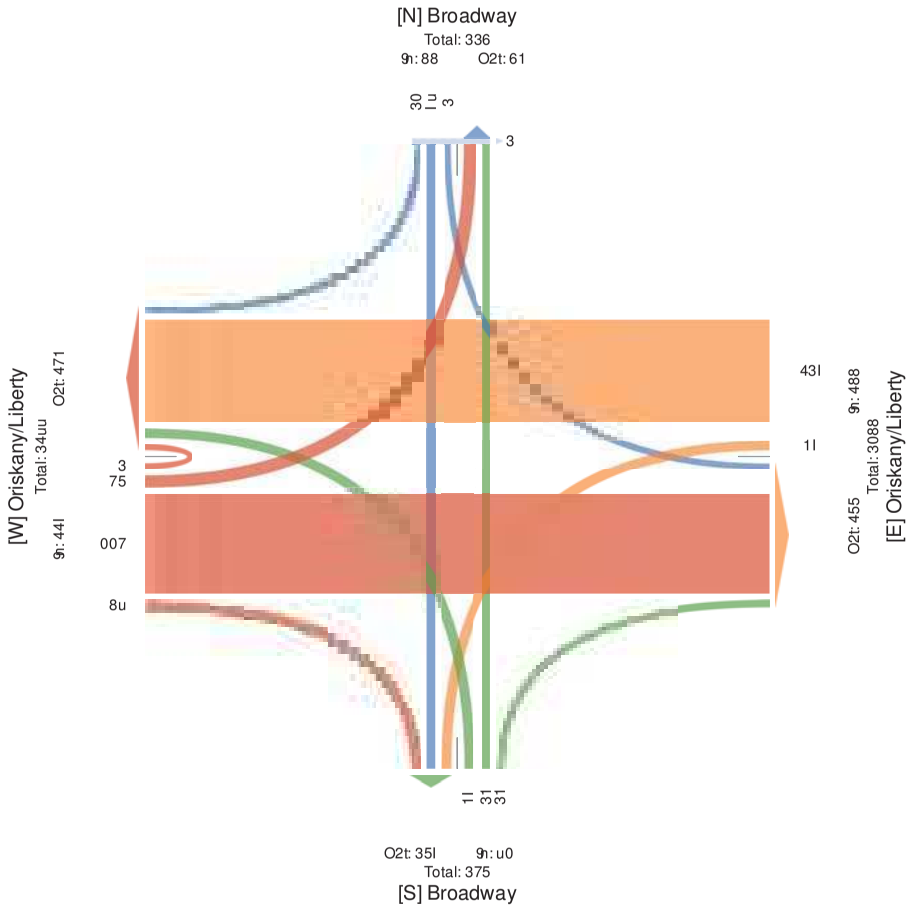
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Forced Peak (7P: 45P: A
M l - la)) e) (CsLi g), M rgsculaged h ruck) at d Ts: Lle4n t sgh ruck), Su) e), Pede) grsat), SscUcle) ot Boad, SscUcle) ot - ro)) yalkA
M l: oRewet g)
vm l 57D0D1, Cocagsot I7931 0710. , 4653291 D. 2, Tsge - ode In gsca, Ney York



ProRsded bUI hrs4Tgage h raffsc maga, vt c3
187 Saker Boad,
- oage) Rslle, PM, 1D920, n T

CeL msrecgsot	Ors)kat UCsbergU Ea)gboutd							Ors)kat UCsbergU We)gboutd						
hswe	C	h	B	n	BB	App	Ped*	C	h	B	n	BB	App	Ped*
20184 0 6418 7 100P:	.	298	2	9	0	**240**	1	7	21D	0	0	0	**223**	0
7115P:	5	258	9	0	1	**279**	0	7	210	0	0	0	**214**	0
7190P:	12	2. 9	6	1	0	**253**	0	9	251	0	0	0	**264**	0
7175P:	6	279	5	0	0	**266**	0	1	218	0	0	0	**210**	0
Total	90	1002	16	7	1	**1964**	1	12	818	0	0	0	**019**	0
rAppcoah-	238%	D531%	13. %	037%	031%	**8**	4	139%	D8 35%	0%	0%	0%	**8**	4
rTotal	137%	7. 32%	038%	032%	0%	**45.6**	4	03. %	713 7%	0%	0%	0%	**41.0**	4
PHF	03. 25	03D52	03. 06	03999	03250	**%031**	4	03650	038D7	4	4	4	**%507**	4
Lig- ts	90	D68	1.	7	1	**1%20**	4	12	8. 8	0	0	0	**55%**	4
rLig- ts	100%	D63 %	D73 1%	100%	100%	**09.7**	4	100%	D. 35%	0%	0%	0%	**07.9**	4
ActihulatedrTcuhksrandrSingle8UnitrTcuhks	0	1D	1	0	0	**2%**	4	0	90	0	0	0	**3%**	4
rActihulatedrTcuhksrandrSingle8UnitrTcuhks	0%	13D%	53D%	0%	0%	**1.0**	4	0%	93D%	0%	0%	0%	**3.3**	4
Buses	0	5	0	0	0	**6**	4	0	0	0	0	0	**%**	4
rBuses	0%	035%	0%	0%	0%	**%6**	4	0%	0%	0%	0%	0%	**%**	4
BihyhlesronrRoad	0	0	0	0	0	**%**	4	0	0	0	0	0	**%**	4
rBihyhlesronrRoad	0%	0%	0%	0%	0%	**%**	4	0%	0%	0%	0%	0%	**%**	4
Pede) grsat)	4	4	4	4	4	4	1	4	4	4	4	4	4	0
% Pede) grsat)	4	4	4	4	4	4	100%	4	4	4	4	4	4	4
SscUcle) ot - ro)) yalk	4	4	4	4	4	4	0	4	4	4	4	4	4	0
% SscUcle) ot - ro)) yalk	4	4	4	4	4	4	0%	4	4	4	4	4	4	4

*Pede) grsat) at d SscUcle) ot - ro)) yalk3CICefg BIBsLi g BBIBsLi got red, h Ihi ru, n In 4hurt

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
Forced Peak (7P: 45P: A
M l - la)) e) (CsLi g), M rgsculaged h ruck) at d Ts: Lle4n t sgh ruck), Su) e), Pede) grsat), SscUcle) ot Boad, SscUcle) ot - ro)) yalkA
M l: oRewet g)
vm l 57D0D1, Cocagsot I7931 0710. , 4653291 D. 2, Tsge - ode In gsca, Ney York



ProRsded bUI hrs4Tgage h raffsc maga, vt c3
187 Saker Boad,
- oage) Rslle, PM, 1D920, n T

CeL msrecgsot	S roadyaU Norg boutd							S roadyaU Tougi boutd							
hswe	C	h	B	n	BB	App	Ped*	C	h	B	n	BB	App	Ped*	Int
20184 0 6418 7 100P:	97	9	1	0	.	**22**	2	1	7	.	0	5	**51**	0	**748**
7115P:	1.	1	5	0	1	**84**	1	0	1	1	0	9	**7**	0	**703**
7190P:	9D	8	0	0	5	**78**	0	0	9	11	0	7	**56**	0	**109**
7175P:	28	9	.	0	2	**43**	0	0	7	9	0	9	**50**	0	**784**
Total	116	15	12	0	17	**576**	9	1	12	21	0	15	**23**	0	**8595**
% Approach	67 3.1%	D85%	63. %	0%	83D%	**-**	4	23 0%	27 3.5%	72 3D%	0%	90 3. %	**-**	4	4
% Total	53 7%	0 3.6%	0 3. %	0%	0 3. %	**9.4%**	4	0%	0 3. %	13 0%	0%	0 3.6%	**8.4%**	4	4
PHF	0 3650	0 37. D	0 3500		4 0 3589	**0.910**	4	0 3250	0 3650	0 3766	4	0 3650	**0.165**	4	0 38D7
Lights	11.	19	12	0	17	**577**	4	1	11	20	0	15	**29**	4	2111
% Lights	DD3 1%	8. 36%	100%	0%	100%	**36.5%**	4	100%	D1 36%	D5 32%	0%	100%	**37.3%**	4	D632%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	0	**5**	4	0	0	1	0	0	**5**	4	52
% Articulated Trucks and Single-Unit Trucks	03D%	0%	0%	0%	0%	**0.1%**	4	0%	0%	7 38%	0%	0%	**8.0%**	4	237%
Buses	0	2	0	0	0	**8**	4	0	1	0	0	0	**5**	4	8
% Buses	0%	19 39%	0%	0%	0%	**5.4%**	4	0%	8 39%	0%	0%	0%	**8.0%**	4	037%
Bicycles on Road	0	0	0	0	0	**0**	4	0	0	0	0	0	**0**	4	0
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	4	0%	0%	0%	0%	0%	**0%**	4	0%
Pede) grsat)	4	4	4	4	4	4	9	4	4	4	4	4	4	0	
% Pede) grsat)	4	4	4	4	4	4	100%	4	4	4	4	4	4	4	4
SscUcle) ot - ro)) yalk	4	4	4	4	4	4	0	4	4	4	4	4	4	0	
% SscUcle) ot - ro)) yalk	4	4	4	4	4	4	0%	4	4	4	4	4	4	4	4

*Pede) grsat) at d SscUcle) ot - ro)) yalk3CICefg BIBsLi g BBIBsLi got red, h Ihi ru, n In 4hurt

Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018

FLnged t eh(7At M - 9t M4

P ll 6 lh))e) 7Cas i r), P nragulhred c nug( ) hTd kaTs le-S Tar c nug( ), Uu)e), t ede) rmhT), UagBgle)

LT y Lhd, UagBgle) LT 6 nL))o hl(4

P ll MLRew eTr)

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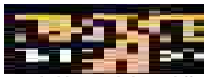

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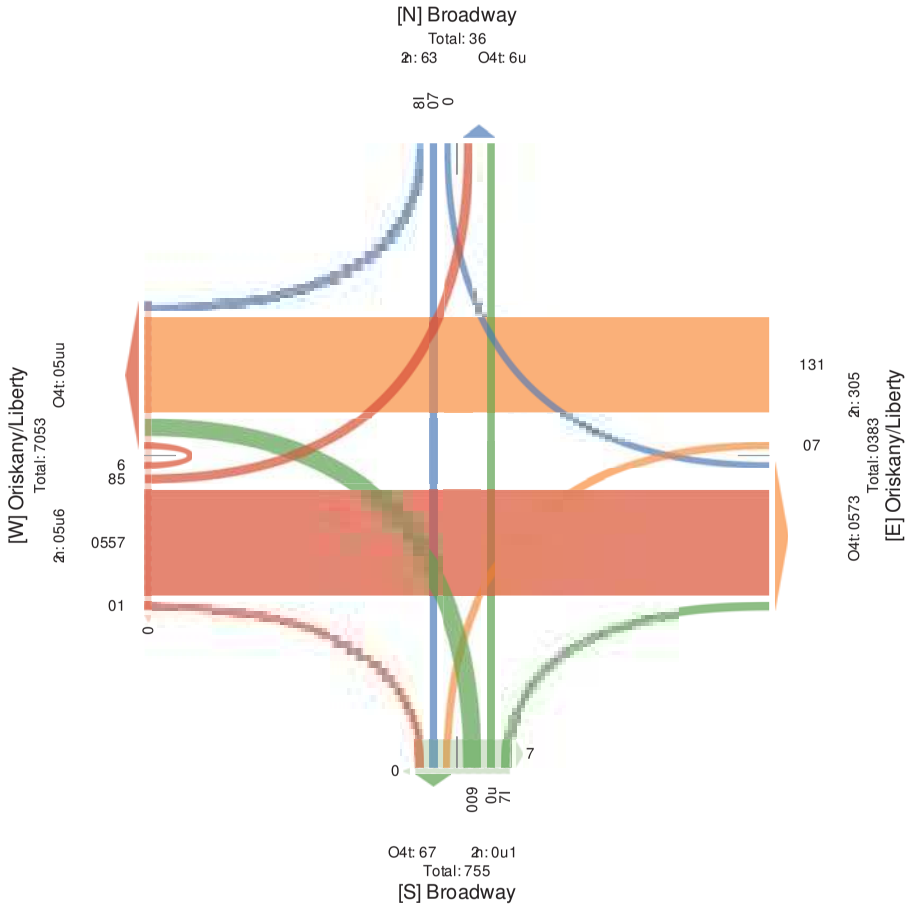


10. Broadway and Oriskany/Liberty - TMC

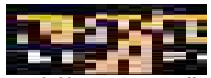
Wed Jul 18, 2018

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

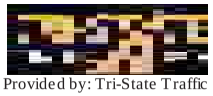
Leg Direction	Oriskany/Liberty Eastbound							Oriskany/Liberty Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 4:30PM	12	263	7	1	0	**240**	0	3	251	0	0	0	**237**	0
4:45PM	7	243	5	0	0	**233**	0	1	218	0	0	0	**291**	0
5:00PM	4	266	6	1	0	**255**	1	2	210	1	0	0	**290**	0
5:15PM	9	281	2	0	0	**212**	0	1	189	1	0	0	**919**	0
6 Tota	32	1053	20	2	0	**991 5**	1	7	868	2	0	0	**455**	0
% Appr Tt c h	2.9%	95.1%	1.8%	0.2%	0%	-	-	0.8%	99.0%	0.2%	0%	0%	-	-
% 6 Tota	1.5%	48.1%	0.9%	0.1%	0%	**31 8 %**	-	0.3%	39.7%	0.1%	0%	0%	**7 189%**	-
PHF	0.667	0.937	0.714	0.500	-	**1 8174**	-	0.583	0.865	0.500	-	-	**1 84. 0**	-
Lighos	32	1035	19	2	0	**9144**	-	7	847	2	0	0	**43.**	-
% Lighos	100%	98.3%	95.0%	100%	0%	**1480%**	-	100%	97.6%	100%	0%	0%	**158 %**	-
Ardicuat œd 6 rucks t nd Singæ-Unio6 rucks	0	16	1	0	0	**95**	-	0	20	0	0	0	**21**	-
% Ardicuat œd 6 rucks t nd Singæ-Unio6 rucks	0%	1.5%	5.0%	0%	0%	**983%**	-	0%	2.3%	0%	0%	0%	**280%**	-
Buses	0	2	0	0	0	**2**	-	0	1	0	0	0	**9**	-
% Buses	0%	0.2%	0%	0%	0%	**1 82%**	-	0%	0.1%	0%	0%	0%	**1 89%**	-
Bicycæs Tn RTt d	0	0	0	0	0	**1**	-	0	0	0	0	0	**1**	-
% Bicycæs Tn RTt d	0%	0%	0%	0%	0%	**1 %**	-	0%	0%	0%	0%	0%	**1 %**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

10. Broadway and Oriskany/Liberty - TMC

Wed Jul 18, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York

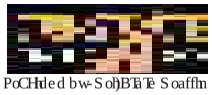


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Broadway Northbound							Broadway Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 4:30PM	39	8	0	0	5	**25**	0	0	3	11	0	4	**17**	0	**480**
4:45PM	28	3	6	0	2	**36**	0	0	4	3	0	3	**18**	0	**253**
5:00PM	24	4	3	0	7	**37**	2	0	5	3	0	3	**11**	0	**236**
5:15PM	17	4	2	0	1	**59**	0	0	4	4	0	4	**15**	0	**216**
Total	108	19	11	0	15	**123**	2	0	16	21	0	14	**21**	0	**5177**
% Approach	70.6%	12.4%	7.2%	0%	9.8%	-	-	0%	31.4%	41.2%	0%	27.5%	-	-	-
% Total	4.9%	0.9%	0.5%	0%	0.7%	**0.8%**	-	0%	0.7%	1.0%	0%	0.6%	**5.3%**	-	-
PHF	0.692	0.594	0.458	-	0.536	**8.034**	-	-	0.800	0.477	-	0.875	**8.087**	-	0.901
Lights	108	17	11	0	15	**121**	-	0	14	20	0	14	**97**	-	2143
% Lights	100%	89.5%	100%	0%	100%	**67.0%**	-	0%	87.5%	95.2%	0%	100%	**69.1%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**8**	-	0	0	1	0	0	**1**	-	38
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**8%**	-	0%	0%	4.8%	0%	0%	**5.8%**	-	1.7%
Buses	0	2	0	0	0	**5**	-	0	2	0	0	0	**5**	-	7
% Buses	0%	10.5%	0%	0%	0%	**1.3%**	-	0%	12.5%	0%	0%	0%	**3.6%**	-	0.3%
Bicycles on Road	0	0	0	0	0	**8**	-	0	0	0	0	0	**8**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	**8%**	-	0%	0%	0%	0%	0%	**8%**	-	0%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Broadway and Oriskany/Liberty - TMC
Wed Jul 18, 2018
PM Peak (4-50PM) O-50PMv) r Heoall Peak ACuo
s llL laiiei (ghtcTi , s ólmulaTed S ounki aUd BhUt le)y UhTS ounki , Ruiei , Pedei TbhaUi , Rlmwnlei CUmCad, Rlmwnlei CU LoCiiI alkv
s llMCHeDeUTi
:9 - O43031, gCnaTiCU-45.104107,)6O.251372, BhTe LCde-y Tma, NeI YCok



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184 RakeomCad,
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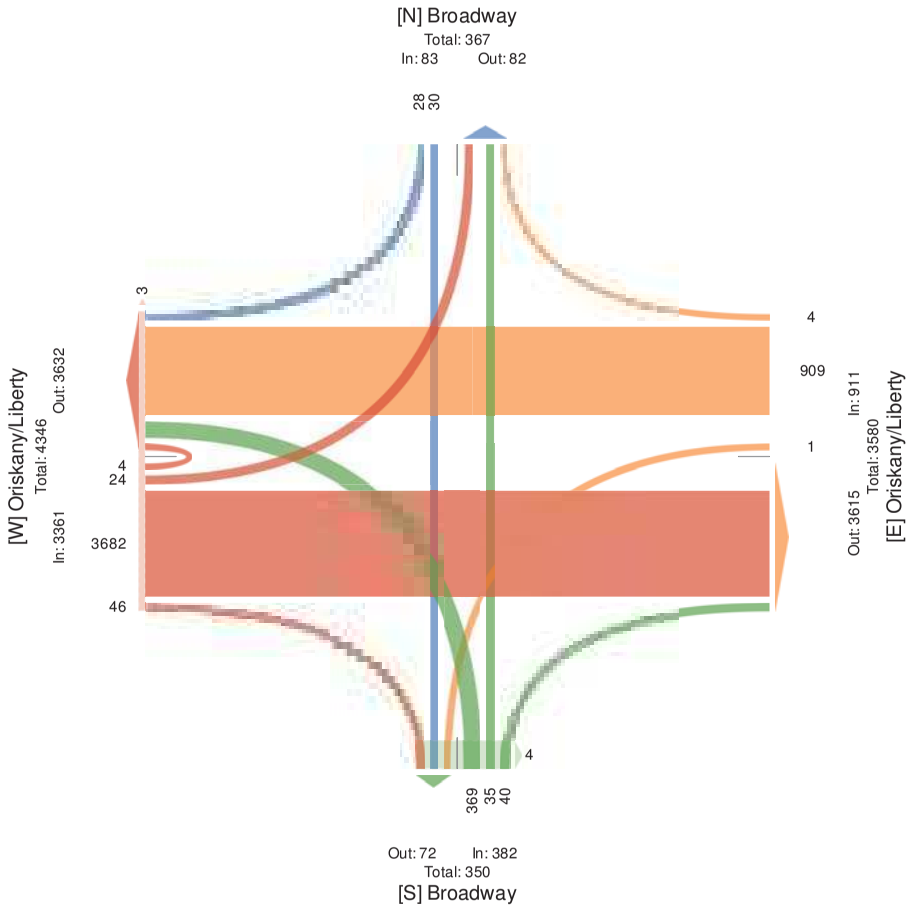
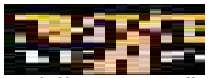


Remove Watermark
Wondershare PDFelement

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York



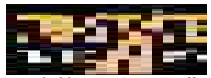
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Lafayette St Eastbound							Lafayette St Westbound						
Direction														
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	3	14	0	0	0	**15**	0	1	14	2	0	0	**15**	0
7:15AM	0	13	2	0	0	**17**	2	8	28	2	0	0	**20**	0
7:30AM	1	16	2	0	1	**43**	0	6	26	2	0	0	**29**	0
7:45AM	2	23	3	0	0	**40**	1	8	41	2	0	0	**71**	0
Hourly Total	6	66	7	0	1	**03**	3	23	109	8	0	0	**193**	0
8:00AM	4	28	9	0	0	**91**	2	8	31	3	0	0	**94**	0
8:15AM	5	30	4	0	0	**28**	0	10	30	2	0	1	**92**	0
8:30AM	3	26	3	0	1	**22**	0	6	29	3	0	0	**20**	0
8:45AM	3	24	5	0	1	**22**	2	7	43	3	0	1	**79**	1
Hourly Total	15	108	21	0	2	**196**	4	31	133	11	0	2	**155**	1
9:00AM	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0
Hourly Total	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0
4:00PM	3	32	1	0	0	**26**	0	5	46	6	0	3	**63**	0
4:15PM	1	29	0	0	0	**23**	0	3	63	4	0	0	**53**	2
4:30PM	2	32	0	0	0	**29**	0	7	58	4	0	2	**51**	0
4:45PM	2	32	3	0	0	**25**	0	3	45	6	0	1	**77**	0
Hourly Total	8	125	4	0	0	**125**	0	18	212	20	0	6	**476**	2
5:00PM	3	26	0	0	0	**48**	1	2	35	3	0	2	**94**	0
5:15PM	0	15	1	1	1	**10**	0	6	37	3	0	0	**96**	0
5:30PM	0	21	0	0	1	**44**	0	4	30	2	0	0	**26**	0
5:45PM	1	13	0	0	0	**19**	0	3	21	0	0	2	**46**	0
Hourly Total	4	75	1	1	2	**02**	1	15	123	8	0	4	**173**	0
6:00PM	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0
Hourly Total	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0
Total	33	374	33	1	5	**996**	8	87	577	47	0	12	**542**	3
% Approach	7.4%	83.9%	7.4%	0.2%	1.1%	-	-	12.0%	79.8%	6.5%	0%	1.7%	-	-
% Total	1.9%	21.0%	1.9%	0.1%	0.3%	**47.1%**	-	4.9%	32.5%	2.6%	0%	0.7%	**93.5%**	-
Lights	30	363	32	1	5	**921**	-	74	554	42	0	12	**604**	-
% Lights	90.9%	97.1%	97.0%	100%	100%	**86.6%**	-	85.1%	96.0%	89.4%	0%	100%	**89.2%**	-
Articulated Trucks and Single-Unit Trucks	3	4	0	0	0	**5**	-	1	12	1	0	0	**19**	-
% Articulated Trucks and Single-Unit Trucks	9.1%	1.1%	0%	0%	0%	**1.6%**	-	1.1%	2.1%	2.1%	0%	0%	**1.8%**	-
Buses	0	2	1	0	0	**2**	-	12	7	3	0	0	**44**	-
% Buses	0%	0.5%	3.0%	0%	0%	**3.5%**	-	13.8%	1.2%	6.4%	0%	0%	**2.3%**	-
Bicycles on Road	0	5	0	0	0	**7**	-	0	4	1	0	0	**7**	-
% Bicycles on Road	0%	1.3%	0%	0%	0%	**1.1%**	-	0%	0.7%	2.1%	0%	0%	**3.5%**	-
Pedestrians	-	-	-	-	-	-	8	-	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York



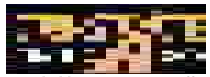
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Broadway Northbound							Broadway Southbound							
Direction															
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:00AM	2	3	1	0	0	**1**	0	1	5	3	0	0	**6**	0	**26**
7:15AM	1	7	2	0	0	**85**	0	0	5	2	0	2	**6**	0	**43**
7:30AM	1	9	3	0	1	**82**	1	5	6	3	0	3	**84**	0	**97**
7:45AM	4	14	2	0	2	**33**	4	1	9	4	0	2	**81**	0	**884**
Hourly Total	8	33	8	0	3	**73**	5	7	25	12	0	7	**78**	0	**030**
8:00AM	3	13	3	0	1	**35**	0	5	16	5	0	2	**39**	1	**808**
8:15AM	3	12	2	0	1	**89**	1	2	18	6	0	1	**34**	0	**834**
8:30AM	1	12	3	0	1	**84**	2	2	11	5	0	0	**89**	0	**851**
8:45AM	2	13	2	0	0	**84**	0	3	6	0	0	5	**82**	0	**889**
Hourly Total	9	50	10	0	3	**43**	3	12	51	16	0	8	**94**	1	**293**
9:00AM	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
Hourly Total	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
4:00PM	2	35	4	0	1	**23**	2	1	8	6	0	1	**81**	0	**872**
4:15PM	1	19	3	0	3	**31**	2	3	8	3	0	0	**82**	0	**825**
4:30PM	5	47	16	0	1	**16**	2	4	7	5	0	2	**89**	0	**863**
4:45PM	2	21	7	0	2	**03**	1	0	5	2	0	1	**9**	0	**803**
Hourly Total	10	122	30	0	7	**816**	7	8	28	16	0	4	**71**	0	**189**
5:00PM	3	25	4	0	0	**03**	1	5	5	4	0	3	**84**	0	**835**
5:15PM	0	18	5	0	0	**30**	2	1	4	1	0	0	**1**	0	**60**
5:30PM	0	10	3	0	0	**80**	3	2	2	0	0	1	**7**	0	**41**
5:45PM	3	12	4	0	1	**35**	0	0	3	0	0	3	**1**	0	**11**
Hourly Total	6	65	16	0	1	**99**	6	8	14	5	0	7	**02**	0	**077**
6:00PM	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
Hourly Total	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
Total	33	270	64	0	14	**098**	21	35	118	49	0	26	**339**	1	**8449**
% Approach	8.7%	70.9%	16.8%	0%	3.7%	-	-	15.4%	51.8%	21.5%	0%	11.4%	-	-	-
% Total	1.9%	15.2%	3.6%	0%	0.8%	**38.2%**	-	2.0%	6.6%	2.8%	0%	1.5%	**83.9%**	-	-
Lights	33	264	54	0	10	**018**	-	31	107	46	0	25	**356**	-	1683
% Lights	100%	97.8%	84.4%	0%	71.4%	**62.9%**	-	88.6%	90.7%	93.9%	0%	96.2%	**68.4%**	-	94.7%
Articulated Trucks and Single-Unit Trucks	0	3	1	0	0	**2**	-	2	5	2	0	1	**85**	-	35
% Articulated Trucks and Single-Unit Trucks	0%	1.1%	1.6%	0%	0%	**8.5%**	-	5.7%	4.2%	4.1%	0%	3.8%	**2.2%**	-	2.0%
Buses	0	2	8	0	3	**80**	-	2	6	1	0	0	**6**	-	47
% Buses	0%	0.7%	12.5%	0%	21.4%	**0.2%**	-	5.7%	5.1%	2.0%	0%	0%	**0.6%**	-	2.6%
Bicycles on Road	0	1	1	0	1	**0**	-	0	0	0	0	0	**5**	-	13
% Bicycles on Road	0%	0.4%	1.6%	0%	7.1%	**5.9%**	-	0%	0%	0%	0%	0%	**5%**	-	0.7%
Pedestrians	-	-	-	-	-	-	19	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	90.5%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	9.5%	-	-	-	-	-	-	0%	-

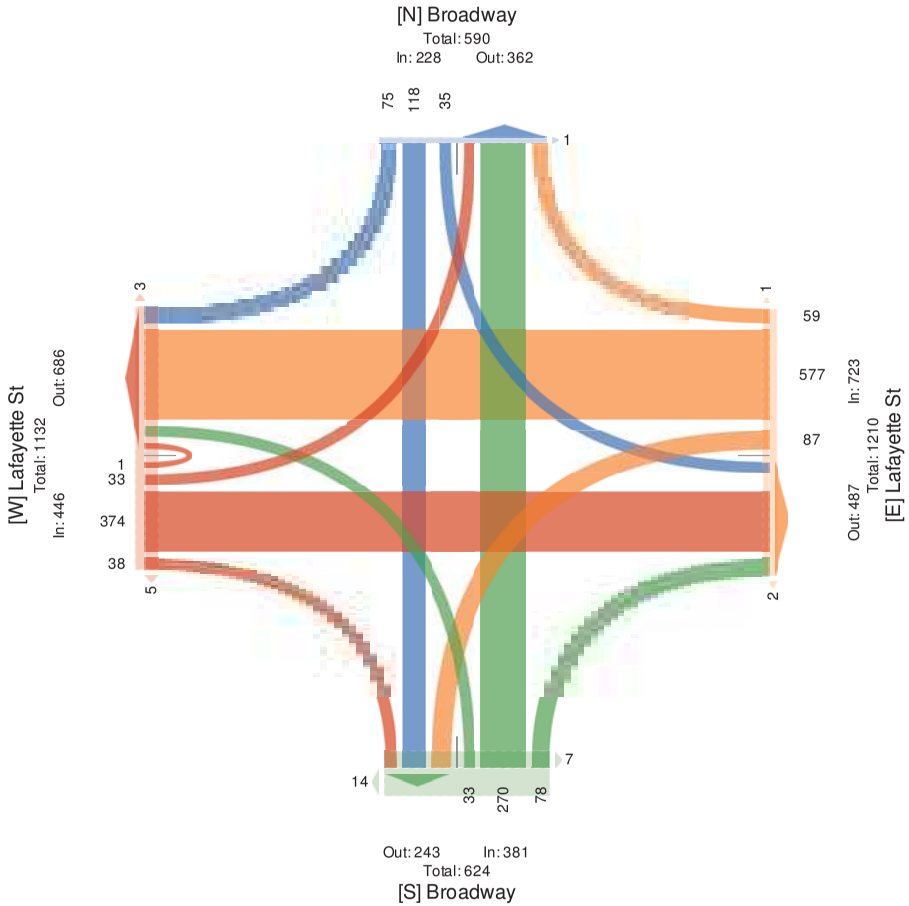
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

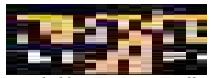
11. Broadway and Lafayette - TMC
Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



11. Broadway and Lafayette - TMC
Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Lafayette St Eastbound							Lafayette St Westbound						
Direction														
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:45AM	2	23	3	0	0	24	1	8	41	2	0	0	03	0
8:00AM	4	28	9	0	0	73	2	8	31	3	0	0	72	0
8:15AM	5	30	4	0	0	91	0	10	30	2	0	1	79	0
8:30AM	3	26	3	0	1	99	0	6	29	3	0	0	94	0
5 o'lot	14	107	19	0	1	373	3	32	131	10	0	1	3a7	0
l %App 6orc	9.9%	75.9%	13.5%	0%	0.7%	h	-	18.4%	75.3%	5.7%	0%	0.6%	h	-
l %6'lot	2.9%	22.2%	4.0%	0%	0.2%	21-91	-	6.7%	27.2%	2.1%	0%	0.2%	98-21	-
. PH	0.700	0.892	0.528	-	0.250	F-48F	-	0.800	0.799	0.833	-	0.250	F-409	-
Ligc'E	14	104	18	0	1	39a	-	29	126	8	0	1	387	-
l %ligc'E	100%	97.2%	94.7%	0%	100%	1a-2l	-	90.6%	96.2%	80.0%	0%	100%	17-91	-
A Truto'Ed% urks%nd%ingtelUniE% urks	0	0	0	0	0	F	-	0	3	0	0	0	9	-
l %A Truto'Ed% urks%nd%ingtelUniE% urks	0%	0%	0%	0%	0%	Fl	-	0%	2.3%	0%	0%	0%	3-al	-
Buses	0	1	1	0	0	2	-	3	2	1	0	0	8	-
l %Buses	0%	0.9%	5.3%	0%	0%	3-7l	-	9.4%	1.5%	10.0%	0%	0%	9-7l	-
Biryrtes%n%26od	0	2	0	0	0	2	-	0	0	1	0	0	3	-
l %Biryrtes%n%26od	0%	1.9%	0%	0%	0%	3-7l	-	0%	0%	10.0%	0%	0%	F-8l	-
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

11. Broadway and Lafayette - TMC

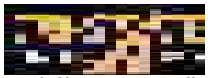
Wed Jul 18, 2018

Forced Peak (7:45AM - 8:45AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 548894, Location: 43.10267, -75.232635, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 16320, US

Leg / Direction	Broadway Northbound							Broadway Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:45AM	4	14	2	0	2	22	4	1	6	4	0	2	51	0	557
8:00AM	3	13	3	0	1	24	0	5	19	5	0	2	28	1	505
8:15AM	3	12	2	0	1	58	1	2	18	9	0	1	27	0	527
8:30AM	1	12	3	0	1	57	2	2	11	5	0	0	58	0	541
3 otsyT	11	51	10	0	5	77	7	10	54	20	0	5	8o	1	a85
l %App 69rc	14.3%	99.2%	13.0%	0%	9.5%	h	-	11.2%	90.7%	22.5%	0%	5.9%	h	-	-
l %6t9T	2.3%	10.9%	2.1%	0%	1.0%	51-41	-	2.1%	11.2%	4.2%	0%	1.0%	58-. l	-	-
PHF	0.988	0.611	0.833	-	0.925	4-87.	-	0.500	0.750	0.833	-	0.925	4-7o.	-	0.618
Ligcts	11	50	8	0	3	72	-	6	46	16	0	4	85	-	454
l %igcts	100%	68.0%	80.0%	0%	90.0%	o0-. l	-	60.0%	60.7%	65.0%	0%	80.0%	o5-4l	-	64.4%
A tiruDted% urks%ndSingTeIUnit% urks	0	0	0	0	0	4	-	0	3	0	0	1	a	-	7
l %A tiruDted% urks%ndSingTeIUnit% urks	0%	0%	0%	0%	0%	4l	-	0%	5.9%	0%	0%	20.0%	a-. l	-	1.5%
Buses	0	1	2	0	1	a	-	1	2	1	0	0	a	-	19
l %Buses	0%	2.0%	20.0%	0%	20.0%	. -2l	-	10.0%	3.7%	5.0%	0%	0%	a-. l	-	3.3%
BiryTes%n%69d	0	0	0	0	1	5	-	0	0	0	0	0	4	-	4
l %BiryTes%n%69d	0%	0%	0%	0%	20.0%	5-0l	-	0%	0%	0%	0%	0%	4l	-	0.8%
Pedestrians	-	-	-	-	-	-	9	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	85.7%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	14.3%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018

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4ll Clhaaea 7sir cTa, 4 nTgulhTed k nug(a hSd UiSr leGBSiTk nug(a, yuaea, t edeaTihSa, yigoglea LS RLhd, yigoglea LS CnLaawhl( )

4ll P LvemeSTa

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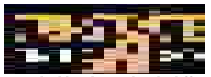
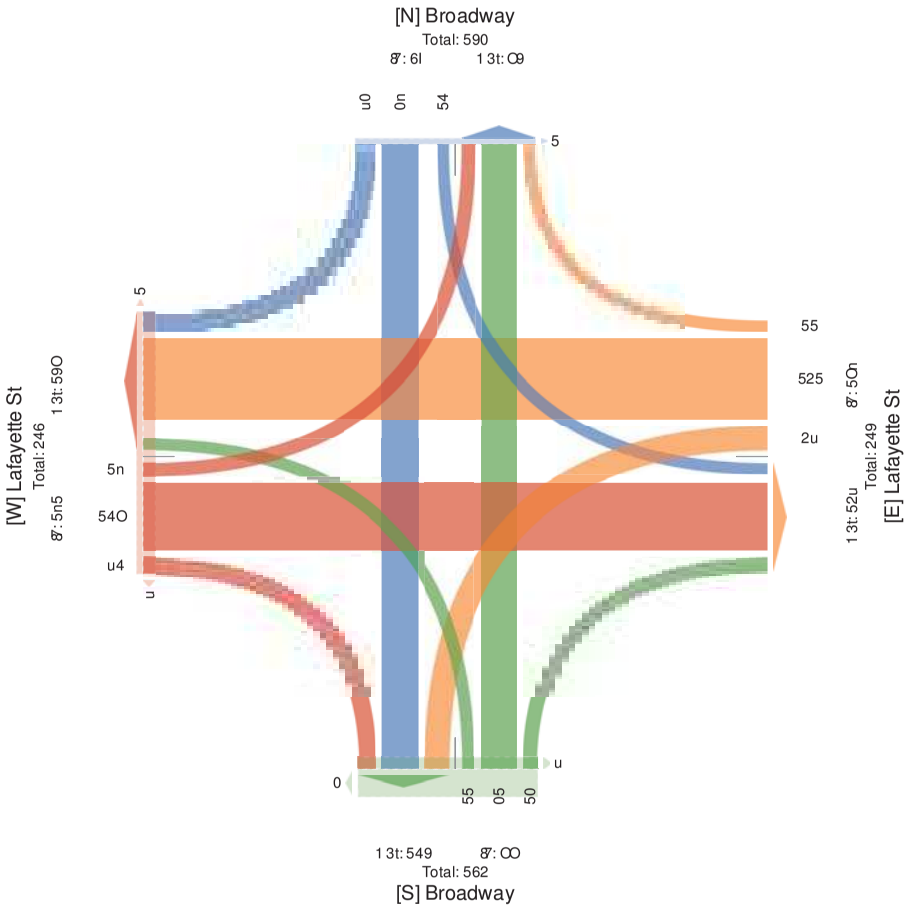


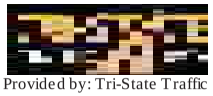
t nLvided boMni6UTiTe k nhffig DhTh, ISg3
18- yh(en RLhd,
CLhTeaville, t 4, 1. 520, BU



Remove Watermark
Wondershare PDFelement

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018
AM Peak (8AM - 9AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Lafayette St Eastbound							Lafayette St Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 8:00AM	4	28	9	0	0	**24**	2	8	31	3	0	0	**20**	0
8:15AM	5	30	4	0	0	**37**	0	10	30	2	0	1	**23**	0
8:30AM	3	26	3	0	1	**33**	0	6	29	3	0	0	**39**	0
8:45AM	3	24	5	0	1	**33**	2	7	43	3	0	1	**12**	1
56Tot	15	108	21	0	2	**42a**	4	31	133	11	0	2	**41l**	1
% Appr6och	10.3%	74.0%	14.4%	0%	1.4%	**-**	-	17.5%	75.1%	6.2%	0%	1.1%	**-**	-
% 56Tot	3.1%	22.4%	4.4%	0%	0.4%	**38.3%**	-	6.4%	27.6%	2.3%	0%	0.4%	**3a.l%**	-
PHF	0.750	0.900	0.583	-	0.500	**8.978**	-	0.775	0.773	0.917	-	0.500	**8.947**	-
LighYE	15	105	20	0	2	**420**	-	27	127	9	0	2	**4a1**	-
% LighYE	100%	97.2%	95.2%	0%	100%	**71.3%**	-	87.1%	95.5%	81.8%	0%	100%	**73.0%**	-
ArTcutoTed 5 rucks ond Singte-UniT5 rucks	0	0	0	0	0	**8**	-	0	4	0	0	0	**2**	-
% ArTcutoTed 5 rucks ond Singte-UniT5 rucks	0%	0%	0%	0%	0%	**8%**	-	0%	3.0%	0%	0%	0%	**0.3%**	-
Buses	0	1	1	0	0	**0**	-	4	2	1	0	0	**l**	-
% Buses	0%	0.9%	4.8%	0%	0%	**4.2%**	-	12.9%	1.5%	9.1%	0%	0%	**2.8%**	-
Bicyctes 6n R6od	0	2	0	0	0	**0**	-	0	0	1	0	0	**4**	-
% Bicyctes 6n R6od	0%	1.9%	0%	0%	0%	**4.2%**	-	0%	0%	9.1%	0%	0%	**8.a%**	-
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018
AM Peak (8AM 7: AM3
All - la)) e) (CsLi g), Ahgstulaged r hutk) acd TscLle7ncsgr hutk), Su) e), Pede) ghsac), SstUtle) Bc y Bad, SstUtle) Bc - hB)) o alk3
All MBRewecg)
vmID58845, CBragsBcI59.102: 6, 76D.292: 9D, Tsge - BdeIngsta, Neo YBhk



PhBRsded bUr hs7Tgage r haffst maga, vct.
185 Sakehy Bad,
- Bage) Rsde, PA, 1: 920, nT

CeL / mshetgsBc	ShBado aU NBhgi bBucd							ShBado aU TBugi bBucd							
r swe	C	r	y	n	yy	App	Ped*	C	r	y	n	yy	App	Ped*	Int
2018706718 8100 AM	9	19	9	0	1	**25**	0	D	14	D	0	2	**21**	1	**747**
811DAM	9	12	2	0	1	**71**	1	2	18	4	0	1	**28**	0	**728**
8190 AM	1	12	9	0	1	**78**	2	2	11	D	0	0	**71**	0	**750**
815DAM	2	19	2	0	0	**78**	0	9	4	0	0	D	**73**	0	**771**
69tTo	:	D0	10	0	9	**82**	9	12	D1	14	0	8	**18**	1	**312**
a lApp%9T r	12.D%	4: .5%	19.: %	0%	5.2%	**c**	7	19.8%	D8.4%	18.5%	0%	: .2%	**c**	7	7
a l6 9tTo	1.: %	10.5%	2.1%	0%	0.4%	**73 h a**	7	2.D%	10.4%	9.9%	0%	1.6%	**71 l6 a**	7	7
. PH	0.6D0	0.: 42	0.899	7	0.6D0	**5h55**	7	0.400	0.608	0.446	7	0.500	**5l888**	7	0.: 20
Fli r tg	:	5:	8	0	9	**0-**	7	11	56	1D	0	6	**15**	7	5D4
a lFli r tg	100%	: 8.0%	80.0%	0%	100%	**- s hl a**	7	: 1.6%	: 2.2%	: 9.8%	0%	86.D%	**- 2l6 a**	7	: 5.4%
A%L uóTte dl6 %u kgl TndlS Inai œcUnltl6 %u kg	0	1	0	0	0	**7**	7	0	9	0	0	1	**3**	7	:
a lA%L uóTte dl6 %u kgl TndlS Inai œcUnltl6 %u kg	0%	2.0%	0%	0%	0%	**7Ba**	7	0%	D: %	0%	0%	12.D%	**3 l0 a**	7	1.: %
Buge g	0	0	2	0	0	**2**	7	1	1	1	0	0	**4**	7	15
a lBuge g	0%	0%	20.0%	0%	0%	**2hl a**	7	8.9%	2.0%	4.9%	0%	0%	**4l8 a**	7	2.: %
BL y œgl9nlR9Td	0	0	0	0	0	**5**	7	0	0	0	0	0	**5**	7	9
a lBL y œgl9nlR9Td	0%	0%	0%	0%	0%	**5a**	7	0%	0%	0%	0%	0%	**5a**	7	0.4%
Pede) ghsac)	7	7	7	7	7	7	9	7	7	7	7	7	7	1	
% Pede) ghsac)	7	7	7	7	7	7	100%	7	7	7	7	7	7	100%	7
SstUtle) Bc - hB)) o alk	7	7	7	7	7	7	0	7	7	7	7	7	7	0	
% SstUtle) Bc - hB)) o alk	7	7	7	7	7	7	0%	7	7	7	7	7	7	0%	7

*Pede) ghsac) acd SstUtle) Bc - hB)) o alk. CI Cefg y Iys Lig yy Iys Lig Bc hed, r Iri hu, n In 7r uhc

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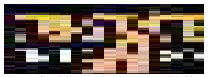
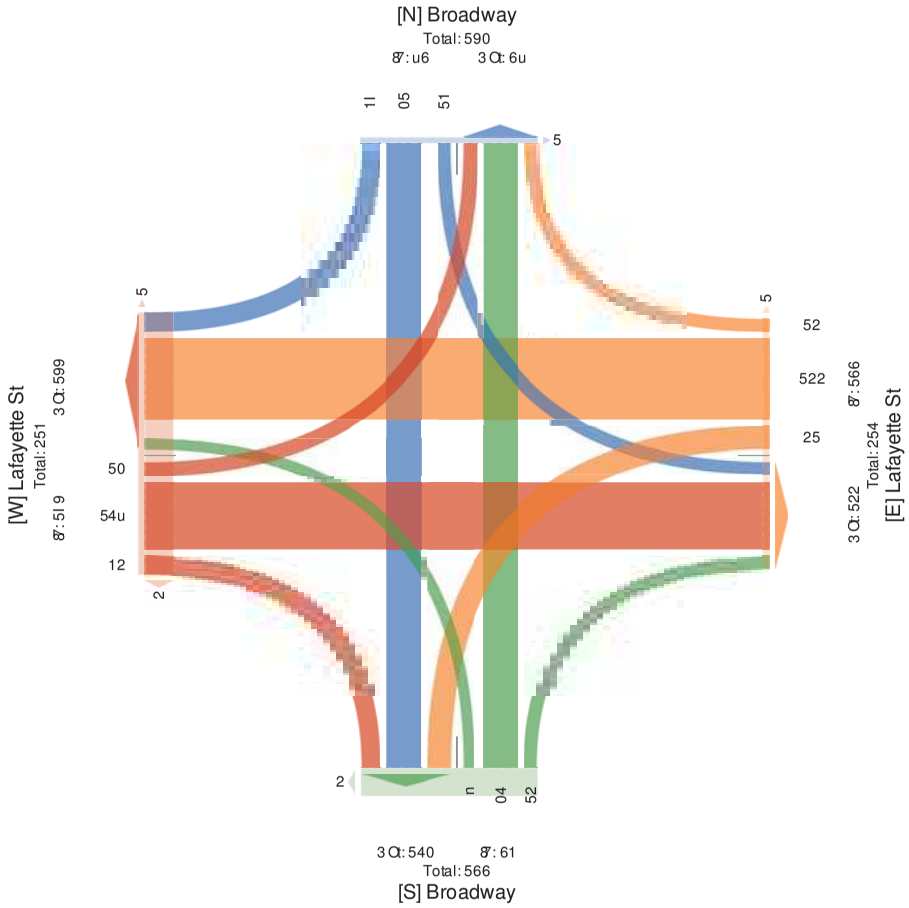
Wondershare PDFelement

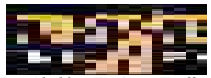
11. Broadway and Lafayette - TMC
Wed Jul 18, 2018
AM Peak (8AM 7: AM3
All - la)) e) (GsLi g), Ahgs ulage d r hut k) acd TscLle7n csgr hut k), Su)e), Pede) ghsac), Sst Ule)
Bc y Bad, Sst Ule) Bc - hB)) o alk3
All MBRew ec g)
vmI D58845, CBt agsBcI 59.102: 6, 76D.292: 9D, Tsge - BdeIngst a, Neo YBhk



PhBRsded bUI r hs7Tgage r haffst
mage, vct.
185 Sakeh y Bad,
- Bage) Rslle, PA, 1: 920, n T



11. Broadway and Lafayette - TMC
Wed Jul 18, 2018
PM Peak (4PM - 5PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548894, Location: 43.10276, -65.232735, Site Code: Utica, New York



Provided by: Tri-State Traffic
Data, Inc.
184 Baker Road,
Coatesville, PA, 17320, US

Leg	Lafayette St							Lafayette St						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-06-18 4:00PM	3	32	1	0	0	**36**	0	5	49	9	0	3	**60**	0
4:15PM	1	27	0	0	0	**30**	0	3	93	4	0	0	**70**	2
4:30PM	2	32	0	0	0	**34**	0	6	58	4	0	2	**71**	0
4:45PM	2	32	3	0	0	**37**	0	3	45	9	0	1	**55**	0
Total	8	125	4	0	0	**137**	0	18	212	20	0	9	**256**	2
% Approach	5.8%	71.2%	2.7%	0%	0%	-	-	6.0%	82.8%	6.8%	0%	2.3%	-	-
% Total	1.3%	20.2%	0.9%	0%	0%	**22.2%**	-	2.7%	34.3%	3.2%	0%	1.0%	**41.4%**	-
PHF	0.996	0.766	0.333	-	-	**0.926**	-	0.943	0.841	0.833	-	0.500	**0.901**	-
Lights	9	120	4	0	0	**130**	-	15	209	17	0	9	**246**	-
% Lights	65.0%	79.0%	100%	0%	0%	**94.9%**	-	83.3%	76.2%	75.0%	0%	100%	**96.1%**	-
Articulated Trucks and Single-Unit Trucks	2	3	0	0	0	**5**	-	1	4	0	0	0	**5**	-
% Articulated Trucks and Single-Unit Trucks	25.0%	2.4%	0%	0%	0%	**3.6%**	-	5.9%	1.7%	0%	0%	0%	**2.0%**	-
Buses	0	0	0	0	0	**0**	-	2	1	1	0	0	**4**	-
% Buses	0%	0%	0%	0%	0%	**0%**	-	11.1%	0.5%	5.0%	0%	0%	**1.6%**	-
Bicycles on Road	0	2	0	0	0	**2**	-	0	1	0	0	0	**1**	-
% Bicycles on Road	0%	1.9%	0%	0%	0%	**1.5%**	-	0%	0.5%	0%	0%	0%	**0.4%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

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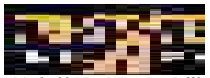
11. Broadway and Lafayette - TMC

Wed Jul 18, 2018
PM Peak (4PM : 3PM- : 5) eOall Peak vr uO
Hll o laAAe A(GsLi gA, HOgshulaged t OuhkAacd TscLle:n csgt OuhkA, SuAeA, PedeAgOacA, SshUhleA
rc Br ad, SshUhleArc o OrAAyalk-
Hll Mr) eRecgA
vmI 3488D4, Crhagsr cI 49.10267, :73.292693, Tsge o rdeIngsha, Ney YrOk



PO) sded bUIt Ot:Tgage t Oaffsh
maga, vch.
184 SakeOBr ad,
o rageA) slle, PH, 16920, n T

CeL msOehgsr c	SOr adyaU NrOgi brucd							SOr adyaU Trugi brucd							
t sRe	C	t	B	n	BB	App	Ped*	C	t	B	n	BB	App	Ped*	Int
2018:07:18 4I00PM	2	93	4	0	1	25	2	1	8	D	0	1	17	0	142
4I13PM	1	16	9	0	9	57	2	9	8	9	0	0	12	0	128
4I90PM	3	47	1D	0	1	70	2	4	7	3	0	2	13	0	105
4I43PM	2	21	7	0	2	65	1	0	3	2	0	1	3	0	165
9 ttoa	10	122	90	0	7	170	7	8	28	1E	0	4	47	0	713
l %App Torc	3.6%	72.2%	17.8%	0%	4.1%	h	:	14.9%	30.0%	28.D%	0%	7.1%	h	:	:
l %Ttoa	1.D%	16.7%	4.6%	0%	1.1%	5-.6l	:	1.9%	4.3%	2.D%	0%	0.D%	0.1l	:	:
PHF	0.300	0.D46	0.4D6	:	0.389	8.715	:	0.300	0.873	0.DD7	:	0.300	8.--3	:	0.803
Ligcts	10	120	27	0	3	175	:	8	27	14	0	4	46	:	361
l %Ligcts	100%	68.4%	60.0%	0%	71.4%	04.0l	:	100%	6D.4%	87.3%	0%	100%	02.7l	:	63.D%
A tiruaoted% urks%nd%singaelUnit% urks	0	1	0	0	0	1	:	0	0	2	0	0	5	:	19
l %A tiruaoted% urks%nd%singaelUnit% urks	0%	0.8%	0%	0%	0%	8.7l	:	0%	0%	12.3%	0%	0%	6.7l	:	2.1%
Buses	0	1	2	0	2	4	:	0	1	0	0	0	1	:	10
l %Buses	0%	0.8%	D.7%	0%	28.D%	6.8l	:	0%	9.D%	0%	0%	0%	1.3l	:	1.D%
Biryraes%In%RTod	0	0	1	0	0	1	:	0	0	0	0	0	8	:	4
l %Biryraes%In%RTod	0%	0%	9.9%	0%	0%	8.7l	:	0%	0%	0%	0%	0%	8l	:	0.D%
PedeAgOacA	:	:	:	:	:	:	7	:	:	:	:	:	:	0	
% PedeAgOacA	:	:	:	:	:	:	100%	:	:	:	:	:	:	:	:
SshUhleArc o OrAAyalk	:	:	:	:	:	:	0	:	:	:	:	:	:	0	
% SshUhleArc o OrAAyalk	:	:	:	:	:	:	0%	:	:	:	:	:	:	:	:

*PedeAgOacAacd SshUhleArc o OrAAyalk. CICefg BIBsLig BBIBsLig rc Oed, t It i Ou, n In:t uOc

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018
PM Peak (4PM - 5PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
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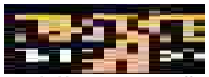

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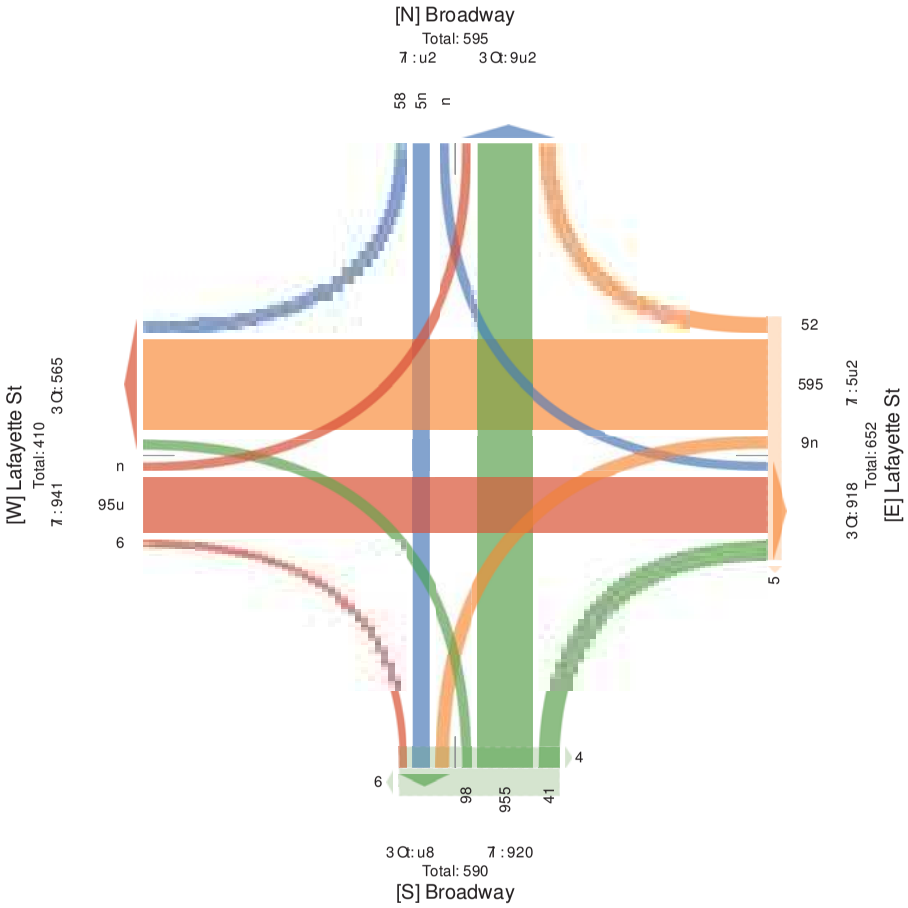
Coatesville, PA, 17320, US



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Coatesville, Pennsylvania, United States 19320
610-466-1469 jvetterlein@tstdata.com
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Utica, NY
Broadway/Columbia
Wednesday, July 18, 2018
Location: 43.102139, -75.233588

Count Name: 12. Broadway and Columbia
Site Code: Utica, New York
Start Date: 07/18/2018

Turning Movement Data

Start Time	Broadway Southbound							Columbia St. Westbound							Broadway Northbound							Columbia St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	0	3	2	0	2	7	1	0	8	1	0	0	10	7	0	4	0	0	0	11	0	0	12	1	0	1	13	41
7:15 AM	2	0	12	0	0	0	14	1	0	3	0	0	0	4	4	0	8	4	0	1	16	1	0	18	1	0	0	20	54
7:30 AM	3	0	10	1	0	3	14	3	0	11	1	0	0	15	5	0	9	2	0	0	16	1	1	19	2	0	1	23	68
7:45 AM	3	1	15	1	0	0	20	2	2	15	1	0	1	20	5	0	12	4	0	0	21	3	2	22	6	0	1	33	94
Hourly Total	10	1	40	4	0	5	55	7	2	37	3	0	1	49	21	0	33	10	0	1	64	5	3	71	10	0	3	89	257
8:00 AM	3	3	23	3	0	4	32	1	2	13	5	0	0	21	14	1	16	1	0	0	32	7	0	49	1	0	1	57	142
8:15 AM	2	0	24	6	0	1	32	3	0	14	5	0	0	22	9	5	13	0	0	0	27	2	1	41	3	0	0	47	128
8:30 AM	2	0	16	3	0	3	21	2	0	8	5	0	0	15	11	3	11	2	0	1	27	1	2	34	4	0	0	41	104
8:45 AM	3	0	14	1	0	2	18	3	1	14	4	0	0	22	6	4	12	2	0	9	24	3	1	21	2	0	2	27	91
Hourly Total	10	3	77	13	0	10	103	9	3	49	19	0	0	80	40	13	52	5	0	10	110	13	4	145	10	0	3	172	465
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	1	9	2	0	4	14	14	3	49	4	0	1	70	11	1	26	9	0	4	47	1	0	23	3	0	2	27	158
4:15 PM	1	1	7	0	0	0	9	9	1	33	6	0	0	49	4	3	12	8	0	7	27	2	1	38	3	0	1	44	129
4:30 PM	2	0	9	3	0	0	14	15	2	58	3	0	0	78	16	3	49	7	0	2	75	1	1	35	6	0	0	43	210
4:45 PM	3	1	8	3	0	0	15	10	4	31	4	0	0	49	8	2	12	7	0	1	29	0	0	32	7	0	3	39	132
Hourly Total	8	3	33	8	0	4	52	48	10	171	17	0	1	246	39	9	99	31	0	14	178	4	2	128	19	0	6	153	629
5:00 PM	2	0	3	0	0	1	5	3	5	35	7	0	0	50	6	2	21	6	0	0	35	0	0	37	2	1	1	40	130
5:15 PM	3	0	3	3	0	2	9	4	0	17	3	0	1	24	10	0	17	1	0	1	28	1	0	29	1	1	0	32	93
5:30 PM	1	1	6	0	0	1	8	2	3	20	0	0	0	25	2	1	7	3	0	3	13	0	1	17	3	0	0	21	67
5:45 PM	0	2	1	1	0	0	4	3	1	16	0	0	0	20	3	5	12	2	0	1	22	0	0	18	1	0	2	19	65
Hourly Total	6	3	13	4	0	4	26	12	9	88	10	0	1	119	21	8	57	12	0	5	98	1	1	101	7	2	3	112	355
Grand Total	34	10	163	29	0	23	236	76	24	345	49	0	3	494	121	30	241	58	0	30	450	23	10	445	46	2	15	526	1706
Approach %	14.4	4.2	69.1	12.3	0.0	-	-	15.4	4.9	69.8	9.9	0.0	-	-	26.9	6.7	53.6	12.9	0.0	-	-	4.4	1.9	84.6	8.7	0.4	-	-	-
Total %	2.0	0.6	9.6	1.7	0.0	-	13.8	4.5	1.4	20.2	2.9	0.0	-	29.0	7.1	1.8	14.1	3.4	0.0	-	26.4	1.3	0.6	26.1	2.7	0.1	-	30.8	-
Lights	22	7	157	26	0	-	212	74	24	331	47	0	-	476	118	30	239	56	0	-	443	23	10	432	31	2	-	498	1629
% Lights	64.7	70.0	96.3	89.7	-	-	89.8	97.4	100.0	95.9	95.9	-	-	96.4	97.5	100.0	99.2	96.6	-	-	98.4	100.0	100.0	97.1	67.4	100.0	-	94.7	95.5
Buses	12	3	2	1	0	-	18	1	0	0	0	0	-	1	2	0	0	1	0	-	3	0	0	4	13	0	-	17	39
% Buses	35.3	30.0	1.2	3.4	-	-	7.6	1.3	0.0	0.0	0.0	-	-	0.2	1.7	0.0	0.0	1.7	-	-	0.7	0.0	0.0	0.9	28.3	0.0	-	3.2	2.3
Trucks	0	0	4	2	0	-	6	1	0	7	1	0	-	9	0	0	1	1	0	-	2	0	0	6	1	0	-	7	24
% Trucks	0.0	0.0	2.5	6.9	-	-	2.5	1.3	0.0	2.0	2.0	-	-	1.8	0.0	0.0	0.4	1.7	-	-	0.4	0.0	0.0	1.3	2.2	0.0	-	1.3	1.4
Bicycles on Road	0	0	0	0	0	-	0	0	0	7	1	0	-	8	1	0	1	0	0	-	2	0	0	3	1	0	-	4	14
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.0	2.0	-	-	1.6	0.8	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.7	2.2	0.0	-	0.8	0.8
Bicycles on Crosswalk	-	-	-	-	-	5	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	21.7	-	-	-	-	-	-	0.0	-	-	-	-	-	-	10.0	-	-	-	-	-	-	6.7	-	-
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	-	3	-	-	-	-	-	-	27	-	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	78.3	-	-	-	-	-	-	100.0	-	-	-	-	-	-	90.0	-	-	-	-	-	-	93.3	-	-

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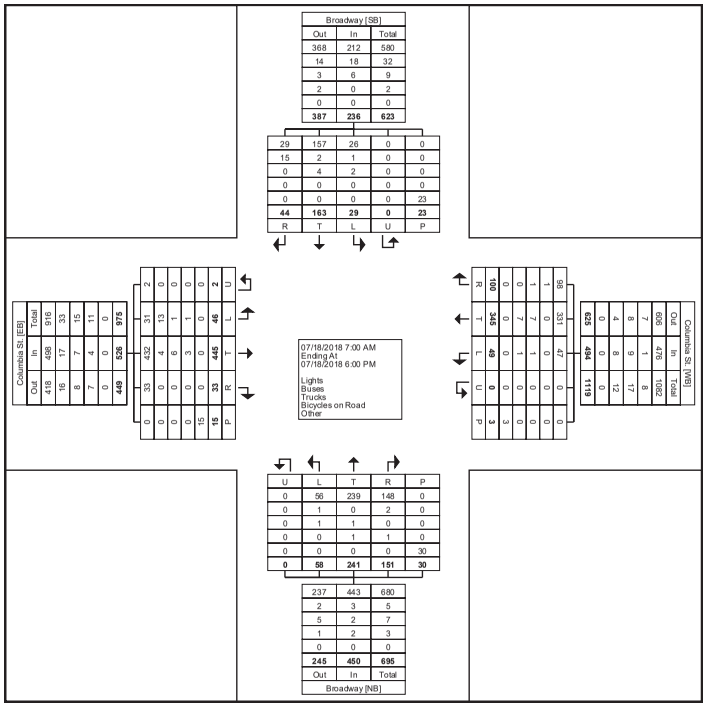
Utica, NY
Broadway/Columbia
Wednesday, July 18, 2018
Location: 43.102139, -75.233588

Count Name: 12. Broadway and Columbia
Site Code: Utica, New York
Start Date: 07/18/2018



Turning Movement Data Plot

Remove Watermark
Wondershare PDFelement

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Broadway Southbound							Columbia St. Westbound							Broadway Northbound							Columbia St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	3	1	15	1	0	0	20	2	2	15	1	0	1	20	5	0	12	4	0	0	21	3	2	22	6	0	1	33	94
8:00 AM	3	3	23	3	0	4	32	1	2	13	5	0	0	21	14	1	16	1	0	0	32	7	0	49	1	0	1	57	142
8:15 AM	2	0	24	6	0	1	32	3	0	14	5	0	0	22	9	5	13	0	0	0	27	2	1	41	3	0	0	47	128
8:30 AM	2	0	16	3	0	3	21	2	0	8	5	0	0	15	11	3	11	2	0	1	27	1	2	34	4	0	0	41	104
Total	10	4	78	13	0	8	105	8	4	50	16	0	1	78	39	9	52	7	0	1	107	13	5	146	14	0	2	178	468
Approach %	9.5	3.8	74.3	12.4	0.0	-	-	10.3	5.1	64.1	20.5	0.0	-	-	36.4	8.4	48.6	6.5	0.0	-	-	7.3	2.8	82.0	7.9	0.0	-	-	-
Total %	2.1	0.9	16.7	2.8	0.0	-	22.4	1.7	0.9	10.7	3.4	0.0	-	16.7	8.3	1.9	11.1	1.5	0.0	-	22.9	2.8	1.1	31.2	3.0	0.0	-	38.0	-
PHF	0.833	0.333	0.813	0.542	0.000	-	0.820	0.667	0.500	0.833	0.800	0.000	-	0.886	0.696	0.450	0.813	0.438	0.000	-	0.836	0.464	0.625	0.745	0.583	0.000	-	0.781	0.824
Lights	6	4	74	13	0	-	97	8	4	47	16	0	-	75	38	9	52	5	0	-	104	13	5	140	9	0	-	167	443
% Lights	60.0	100.0	94.9	100.0	-	-	92.4	100.0	100.0	94.0	100.0	-	-	96.2	97.4	100.0	100.0	71.4	-	-	97.2	100.0	100.0	95.9	64.3	-	-	93.8	94.7
Buses	4	0	1	0	0	-	5	0	0	0	0	0	-	0	1	0	0	1	0	-	2	0	0	2	4	0	-	6	13
% Buses	40.0	0.0	1.3	0.0	-	-	4.8	0.0	0.0	0.0	0.0	-	-	0.0	2.6	0.0	0.0	14.3	-	-	1.9	0.0	0.0	1.4	28.6	-	-	3.4	2.8
Trucks	0	0	3	0	0	-	3	0	0	2	0	0	-	2	0	0	0	1	0	-	1	0	0	2	0	0	-	2	8
% Trucks	0.0	0.0	3.8	0.0	-	-	2.9	0.0	0.0	4.0	0.0	-	-	2.6	0.0	0.0	0.0	14.3	-	-	0.9	0.0	0.0	1.4	0.0	-	-	1.1	1.7
Bicycles on Road	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	2	1	0	-	3	4
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.0	0.0	-	-	1.3	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.4	7.1	-	-	1.7	0.9
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	37.5	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	62.5	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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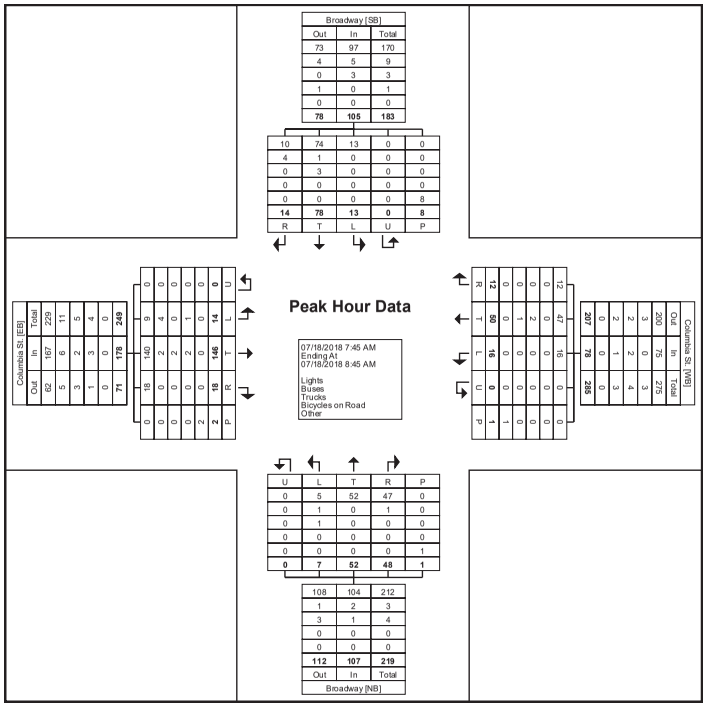

Turning Movement Peak Hour Data Plot (7:45 AM)

Remove Watermark
Wondershare PDFelement

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Broadway Southbound							Columbia St. Westbound							Broadway Northbound							Columbia St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	2	1	9	2	0	4	14	14	3	49	4	0	1	70	11	1	26	9	0	4	47	1	0	23	3	0	2	27	158
4:15 PM	1	1	7	0	0	0	9	9	1	33	6	0	0	49	4	3	12	8	0	7	27	2	1	38	3	0	1	44	129
4:30 PM	2	0	9	3	0	0	14	15	2	58	3	0	0	78	16	3	49	7	0	2	75	1	1	35	6	0	0	43	210
4:45 PM	3	1	8	3	0	0	15	10	4	31	4	0	0	49	8	2	12	7	0	1	29	0	0	32	7	0	3	39	132
Total	8	3	33	8	0	4	52	48	10	171	17	0	1	246	39	9	99	31	0	14	178	4	2	128	19	0	6	153	629
Approach %	15.4	5.8	63.5	15.4	0.0	-	-	19.5	4.1	69.5	6.9	0.0	-	-	21.9	5.1	55.6	17.4	0.0	-	-	2.6	1.3	83.7	12.4	0.0	-	-	-
Total %	1.3	0.5	5.2	1.3	0.0	-	8.3	7.6	1.6	27.2	2.7	0.0	-	39.1	6.2	1.4	15.7	4.9	0.0	-	28.3	0.6	0.3	20.3	3.0	0.0	-	24.3	-
PHF	0.667	0.750	0.917	0.667	0.000	-	0.867	0.800	0.625	0.737	0.708	0.000	-	0.788	0.609	0.750	0.505	0.861	0.000	-	0.593	0.500	0.500	0.842	0.679	0.000	-	0.869	0.749
Lights	6	2	32	7	0	-	47	47	10	164	17	0	-	238	38	9	97	31	0	-	175	4	2	127	16	0	-	149	609
% Lights	75.0	66.7	97.0	87.5	-	-	90.4	97.9	100.0	95.9	100.0	-	-	96.7	97.4	100.0	98.0	100.0	-	-	98.3	100.0	100.0	99.2	84.2	-	-	97.4	96.8
Buses	2	1	0	0	0	-	3	1	0	0	0	0	-	1	1	0	0	0	0	-	1	0	0	1	3	0	-	4	9
% Buses	25.0	33.3	0.0	0.0	-	-	5.8	2.1	0.0	0.0	0.0	-	-	0.4	2.6	0.0	0.0	0.0	-	-	0.6	0.0	0.0	0.8	15.8	-	-	2.6	1.4
Trucks	0	0	1	1	0	-	2	0	0	5	0	0	-	5	0	0	1	0	0	-	1	0	0	0	0	0	-	0	8
% Trucks	0.0	0.0	3.0	12.5	-	-	3.8	0.0	0.0	2.9	0.0	-	-	2.0	0.0	0.0	1.0	0.0	-	-	0.6	0.0	0.0	0.0	0.0	-	-	0.0	1.3
Bicycles on Road	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	1	0	0	-	1	0	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.2	0.0	-	-	0.8	0.0	0.0	1.0	0.0	-	-	0.6	0.0	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	25.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	7.1	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	13	-	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	75.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	92.9	-	-	-	-	-	-	100.0	-	-

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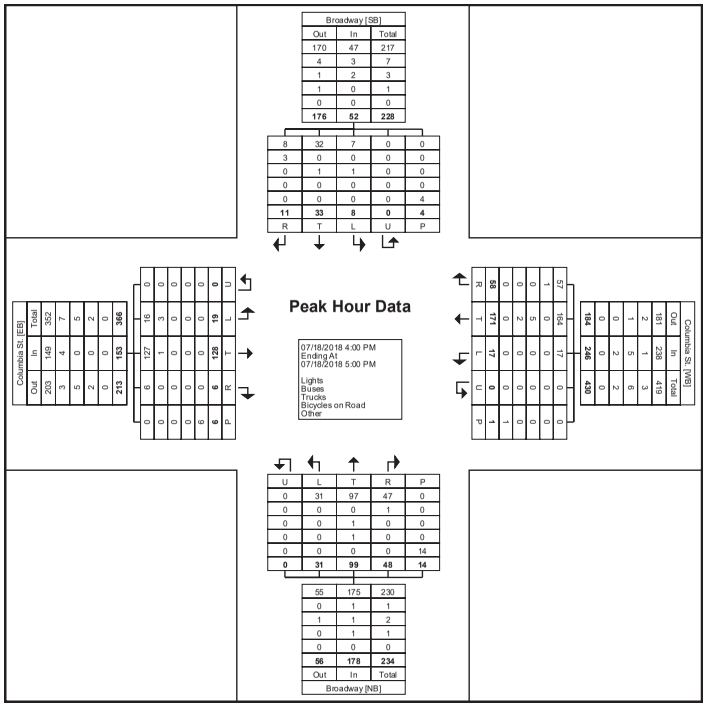
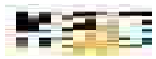


Turning Movement Peak Hour Data Plot (4:00 PM)

Remove Watermark
Wondershare PDFelement



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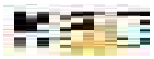
Location: 43.102139, -75.233588

Count Name: 12. Broadway and Columbia
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 7



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Utica, NY
Broadway/Court
Wednesday, July 18, 2018
Location: 43.10017, -75.235242

Count Name: 13. Broadway and Court St.
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Broadway Southbound						Court St. Westbound						Court St. Eastbound					
	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	1	2	0	3	3	2	0	25	0	0	27	39	13	0	1	52	82
7:15 AM	2	8	4	0	0	14	2	1	36	0	0	39	47	14	0	1	61	114
7:30 AM	2	3	1	0	1	6	3	0	53	0	0	56	53	14	0	3	67	129
7:45 AM	3	7	3	0	0	13	3	0	55	0	0	58	94	34	0	5	128	199
Hourly Total	7	19	10	0	4	36	10	1	169	0	0	180	233	75	0	10	308	524
8:00 AM	3	6	5	0	0	14	6	3	50	0	0	59	76	26	0	5	102	175
8:15 AM	2	5	6	0	5	13	8	0	44	0	0	52	123	48	0	5	171	236
8:30 AM	2	11	1	0	0	14	9	0	65	0	1	74	96	25	0	4	121	209
8:45 AM	4	8	3	0	5	15	7	0	51	0	1	58	88	16	0	2	104	177
Hourly Total	11	30	15	0	10	56	30	3	210	0	2	243	383	115	0	16	498	797
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
4:00 PM	10	11	11	0	2	32	11	0	129	0	0	140	87	17	0	2	104	276
4:15 PM	6	10	18	0	4	34	6	0	69	0	0	75	79	8	0	2	87	196
4:30 PM	17	7	15	0	0	39	10	0	100	0	0	110	88	15	0	4	103	252
4:45 PM	6	6	6	0	3	18	6	0	78	0	1	84	78	12	0	7	90	192
Hourly Total	39	34	50	0	9	123	33	0	376	0	1	409	332	52	0	15	384	916
5:00 PM	2	15	5	0	2	22	11	0	87	0	0	98	77	13	0	3	90	210
5:15 PM	1	10	2	0	6	13	3	0	67	0	0	70	71	15	0	0	86	169
5:30 PM	7	1	1	0	0	9	6	0	57	0	1	63	51	3	0	4	54	126
5:45 PM	2	3	3	0	3	8	2	0	52	0	0	54	58	9	0	1	67	129
Hourly Total	12	29	11	0	11	52	22	0	263	0	1	285	257	40	0	8	297	634
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
Grand Total	69	112	86	0	34	267	97	4	1018	0	4	1119	1205	282	0	49	1487	2873
Approach %	25.8	41.9	32.2	0.0	-	-	8.7	0.4	91.0	0.0	-	-	81.0	19.0	0.0	-	-	-
Total %	2.4	3.9	3.0	0.0	-	9.3	3.4	0.1	35.4	0.0	-	38.9	41.9	9.8	0.0	-	51.8	-
Lights	68	108	82	0	-	258	96	4	1002	0	-	1102	1187	276	0	-	1463	2823
% Lights	98.6	96.4	95.3	-	-	96.6	99.0	100.0	98.4	-	-	98.5	98.5	97.9	-	-	98.4	98.3
Buses	0	2	0	0	-	2	0	0	6	0	-	6	7	3	0	-	10	18
% Buses	0.0	1.8	0.0	-	-	0.7	0.0	0.0	0.6	-	-	0.5	0.6	1.1	-	-	0.7	0.6
Trucks	1	2	4	0	-	7	1	0	9	0	-	10	10	0	0	-	10	27
% Trucks	1.4	1.8	4.7	-	-	2.6	1.0	0.0	0.9	-	-	0.9	0.8	0.0	-	-	0.7	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	1	3	0	-	4	5
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.1	-	-	0.1	0.1	1.1	-	-	0.3	0.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	2.9	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	33	-	-	-	-	-	4	-	-	-	-	49	-	-
% Pedestrians	-	-	-	-	97.1	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Remove Watermark
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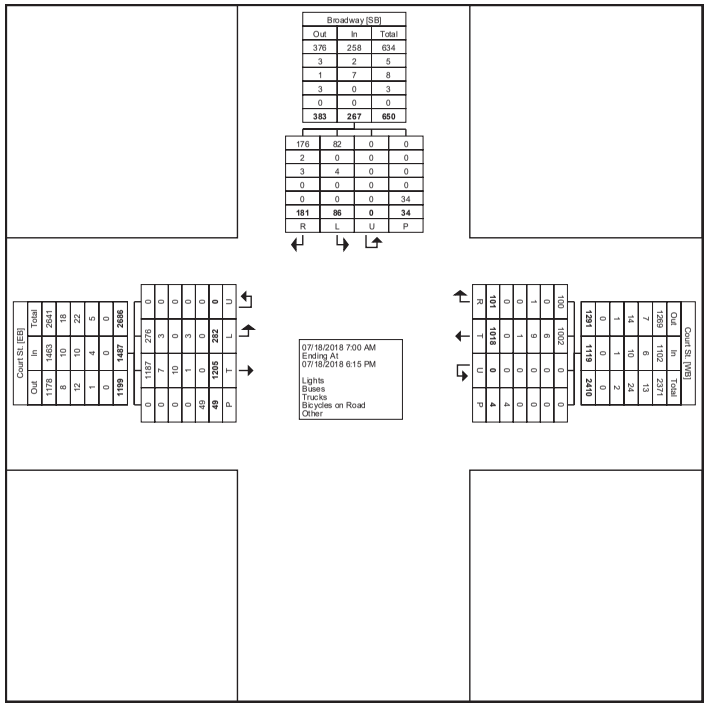

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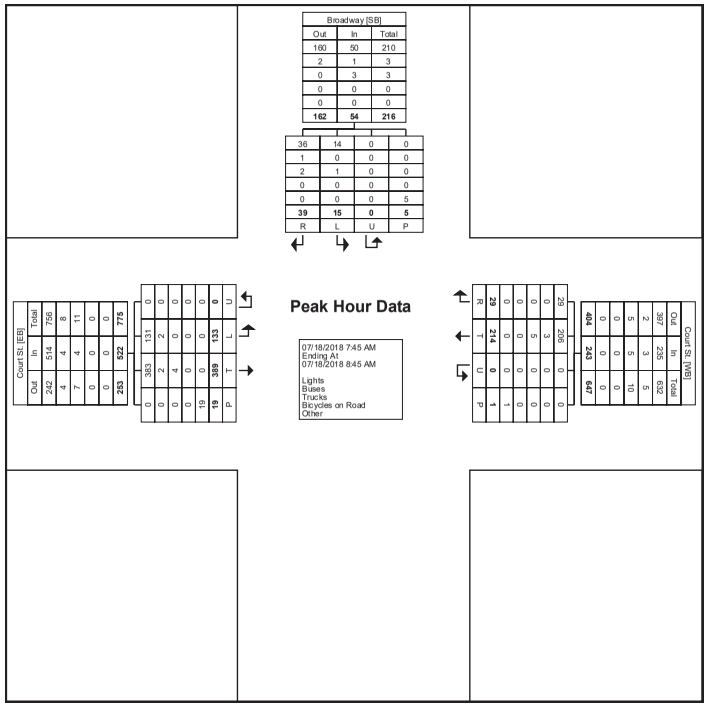
Start Time	Broadway Southbound						Court St. Westbound						Court St. Eastbound					
	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	3	7	3	0	0	13	3	0	55	0	0	58	94	34	0	5	128	199
8:00 AM	3	6	5	0	0	14	6	3	50	0	0	59	76	26	0	5	102	175
8:15 AM	2	5	6	0	5	13	8	0	44	0	0	52	123	48	0	5	171	236
8:30 AM	2	11	1	0	0	14	9	0	65	0	1	74	96	25	0	4	121	209
Total	10	29	15	0	5	54	26	3	214	0	1	243	389	133	0	19	522	819
Approach %	18.5	53.7	27.8	0.0	-	-	10.7	1.2	88.1	0.0	-	-	74.5	25.5	0.0	-	-	-
Total %	1.2	3.5	1.8	0.0	-	6.6	3.2	0.4	26.1	0.0	-	29.7	47.5	16.2	0.0	-	63.7	-
PHF	0.833	0.659	0.625	0.000	-	0.964	0.722	0.250	0.823	0.000	-	0.821	0.791	0.693	0.000	-	0.763	0.868
Lights	9	27	14	0	-	50	26	3	206	0	-	235	383	131	0	-	514	799
% Lights	90.0	93.1	93.3	-	-	92.6	100.0	100.0	96.3	-	-	96.7	98.5	98.5	-	-	98.5	97.6
Buses	0	1	0	0	-	1	0	0	3	0	-	3	2	2	0	-	4	8
% Buses	0.0	3.4	0.0	-	-	1.9	0.0	0.0	1.4	-	-	1.2	0.5	1.5	-	-	0.8	1.0
Trucks	1	1	1	0	-	3	0	0	5	0	-	5	4	0	0	-	4	12
% Trucks	10.0	3.4	6.7	-	-	5.6	0.0	0.0	2.3	-	-	2.1	1.0	0.0	-	-	0.8	1.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Remove Watermark
Wondershare PDFelement

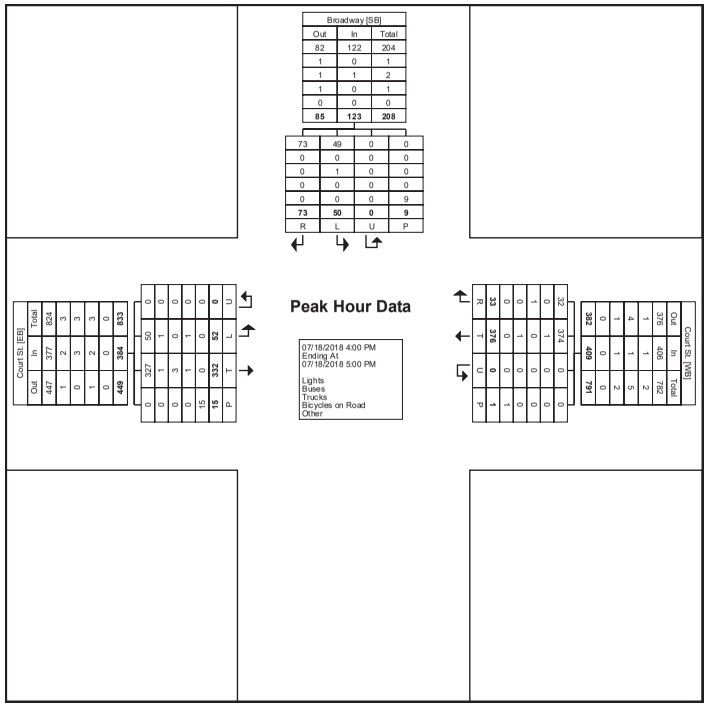


Turning Movement Peak Hour Data Plot (7:45 AM)

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Broadway Southbound						Court St. Westbound						Court St. Eastbound					
	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:00 PM	10	11	11	0	2	32	11	0	129	0	0	140	87	17	0	2	104	276
4:15 PM	6	10	18	0	4	34	6	0	69	0	0	75	79	8	0	2	87	196
4:30 PM	17	7	15	0	0	39	10	0	100	0	0	110	88	15	0	4	103	252
4:45 PM	6	6	6	0	3	18	6	0	78	0	1	84	78	12	0	7	90	192
Total	39	34	50	0	9	123	33	0	376	0	1	409	332	52	0	15	384	916
Approach %	31.7	27.6	40.7	0.0	-	-	8.1	0.0	91.9	0.0	-	-	86.5	13.5	0.0	-	-	-
Total %	4.3	3.7	5.5	0.0	-	13.4	3.6	0.0	41.0	0.0	-	44.7	36.2	5.7	0.0	-	41.9	-
PHF	0.574	0.773	0.694	0.000	-	0.788	0.750	0.000	0.729	0.000	-	0.730	0.943	0.765	0.000	-	0.923	0.830
Lights	39	34	49	0	-	122	32	0	374	0	-	406	327	50	0	-	377	905
% Lights	100.0	100.0	98.0	-	-	99.2	97.0	-	99.5	-	-	99.3	98.5	96.2	-	-	98.2	98.8
Buses	0	0	0	0	-	0	0	0	1	0	-	1	1	1	0	-	2	3
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	-	0.3	-	-	0.2	0.3	1.9	-	-	0.5	0.3
Trucks	0	0	1	0	-	1	1	0	0	0	-	1	3	0	0	-	3	5
% Trucks	0.0	0.0	2.0	-	-	0.8	3.0	-	0.0	-	-	0.2	0.9	0.0	-	-	0.8	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	1	1	0	-	2	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	-	0.3	-	-	0.2	0.3	1.9	-	-	0.5	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Remove Watermark
Wondershare PDFelement



Turning Movement Peak Hour Data Plot (4:00 PM)

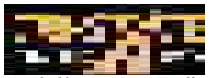
www.TSTData.com
184 Baker Rd
Coatesville, Pennsylvania, United States 19320
610-466-1469 jvetterlein@tstdata.com
Serving Transportation Professionals Since 1995

Utica, NY
Broadway/Court
Wednesday, July 18, 2018
Location: 43.10017, -75.235242

Remove Watermark
Wondershare PDFelement

14. Washington and Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



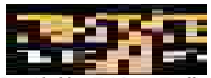
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Oriskany/Liberty St. Eastbound							Oriskany/Liberty St. Westbound						
Direction														
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	0	0	0	0	0	**1**	0	0	181	1	0	0	**572**	0
7:15AM	0	0	0	0	0	**1**	0	0	190	2	0	0	**502**	0
7:30AM	0	0	0	0	0	**1**	0	0	245	0	0	0	**243**	0
7:45AM	0	0	0	0	0	**1**	0	3	283	0	0	1	**279**	0
Hourly Total	0	0	0	0	0	**1**	0	3	899	3	0	1	**018**	0
8:00AM	0	0	0	0	0	**1**	0	0	187	1	0	0	**577**	0
8:15AM	0	0	0	0	0	**1**	0	0	223	1	0	0	**224**	0
8:30AM	0	0	0	0	0	**1**	0	0	185	0	0	0	**573**	0
8:45AM	0	0	0	0	0	**1**	0	2	200	0	0	0	**212**	0
Hourly Total	0	0	0	0	0	**1**	0	2	795	2	0	0	**900**	0
9:00AM	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
4:00PM	0	0	0	0	0	**1**	0	2	239	0	0	0	**245**	1
4:15PM	0	0	0	0	0	**1**	0	2	204	0	0	0	**218**	0
4:30PM	0	0	0	0	0	**1**	0	5	241	0	0	0	**248**	0
4:45PM	0	0	0	0	0	**1**	1	2	218	1	0	0	**225**	0
Hourly Total	0	0	0	0	0	**1**	1	11	902	1	0	0	**054**	1
5:00PM	0	0	0	0	0	**1**	0	4	203	1	0	0	**217**	0
5:15PM	0	0	0	0	0	**1**	0	0	184	1	0	0	**573**	0
5:30PM	0	0	0	0	0	**1**	0	0	156	0	0	0	**538**	0
5:45PM	0	0	0	0	0	**1**	0	0	134	0	0	0	**564**	0
Hourly Total	0	0	0	0	0	**1**	0	4	677	2	0	0	**876**	0
6:00PM	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
Total	0	0	0	0	0	**1**	1	20	3273	8	0	1	**6612**	1
% Approach	0%	0%	0%	0%	0%	-	-	0.6%	99.1%	0.2%	0%	0%	-	-
% Total	0%	0%	0%	0%	0%	**1%**	-	0.6%	95.2%	0.2%	0%	0%	**08.5%**	-
Lights	0	0	0	0	0	**1**	-	19	3126	6	0	1	**6532**	-
% Lights	0%	0%	0%	0%	0%	-	-	95.0%	95.5%	75.0%	0%	100%	**03.3%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**1**	-	0	127	1	0	0	**527**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	-	0%	3.9%	12.5%	0%	0%	**6.0%**	-
Buses	0	0	0	0	0	**1**	-	0	20	0	0	0	**21**	-
% Buses	0%	0%	0%	0%	0%	-	-	0%	0.6%	0%	0%	0%	**1.8%**	-
Bicycles on Road	0	0	0	0	0	**1**	-	1	0	1	0	0	**2**	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	5.0%	0%	12.5%	0%	0%	**1.5%**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

14. Washington and Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

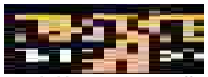
Leg	Washington St. Northbound							Washington St. Southbound							
Direction															
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:00AM	1	4	0	0	0	**1**	0	0	0	1	0	1	**6**	0	**285**
7:15AM	3	2	0	0	0	**1**	0	0	1	1	0	1	**4**	0	**633**
7:30AM	2	1	0	0	0	**4**	0	0	0	1	0	1	**6**	0	**613**
7:45AM	4	1	0	0	0	**1**	0	0	0	2	0	1	**4**	0	**651**
Hourly Total	10	8	0	0	0	**28**	0	0	1	5	0	4	**23**	0	**549**
8:00AM	3	5	0	0	0	**8**	0	0	2	2	0	0	**9**	0	**633**
8:15AM	4	1	0	0	0	**1**	0	0	2	0	0	0	**6**	0	**642**
8:30AM	3	1	0	0	0	**9**	0	0	1	1	0	2	**9**	1	**254**
8:45AM	2	1	0	0	0	**4**	0	0	3	2	0	2	**7**	0	**626**
Hourly Total	12	8	0	0	0	**63**	0	0	8	5	0	4	**27**	1	**840**
9:00AM	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
Hourly Total	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
4:00PM	6	2	0	0	0	**8**	0	0	1	0	0	1	**6**	0	**612**
4:15PM	2	2	0	0	0	**9**	1	0	4	4	0	0	**8**	0	**628**
4:30PM	2	1	0	0	0	**4**	0	0	0	4	0	4	**8**	0	**617**
4:45PM	0	0	0	0	0	**3**	0	0	3	1	0	1	**1**	0	**660**
Hourly Total	10	5	0	0	0	**21**	1	0	8	9	0	6	**64**	0	**516**
5:00PM	4	2	0	0	0	**0**	0	0	2	1	0	3	**0**	1	**663**
5:15PM	5	0	0	0	0	**1**	0	0	2	1	0	1	**9**	0	**259**
5:30PM	1	0	0	0	0	**2**	0	0	0	0	0	2	**6**	0	**215**
5:45PM	2	3	0	0	0	**1**	0	0	0	1	0	2	**4**	0	**296**
Hourly Total	12	5	0	0	0	**27**	0	0	4	3	0	8	**21**	1	**721**
6:00PM	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
Hourly Total	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
Total	44	26	0	0	0	**73**	1	0	21	22	0	22	**01**	2	**4947**
% Approach	62.9%	37.1%	0%	0%	0%	-	-	0%	32.3%	33.8%	0%	33.8%	-	-	-
% Total	1.3%	0.8%	0%	0%	0%	**6.3%**	-	0%	0.6%	0.6%	0%	0.6%	**2.5%**	-	-
Lights	42	23	0	0	0	**01**	-	0	19	20	0	19	**18**	-	3275
% Lights	95.5%	88.5%	0%	0%	0%	**56.5%**	-	0%	90.5%	90.9%	0%	86.4%	**85.6%**	-	95.3%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	0	**6**	-	0	1	2	0	3	**0**	-	136
% Articulated Trucks and Single-Unit Trucks	0%	7.7%	0%	0%	0%	**6.5%**	-	0%	4.8%	9.1%	0%	13.6%	**5.6%**	-	4.0%
Buses	2	0	0	0	0	**6**	-	0	0	0	0	0	**3**	-	22
% Buses	4.5%	0%	0%	0%	0%	**6.5%**	-	0%	0%	0%	0%	0%	**3%**	-	0.6%
Bicycles on Road	0	1	0	0	0	**2**	-	0	1	0	0	0	**2**	-	4
% Bicycles on Road	0%	3.8%	0%	0%	0%	**2.9%**	-	0%	4.8%	0%	0%	0%	**2.1%**	-	0.1%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

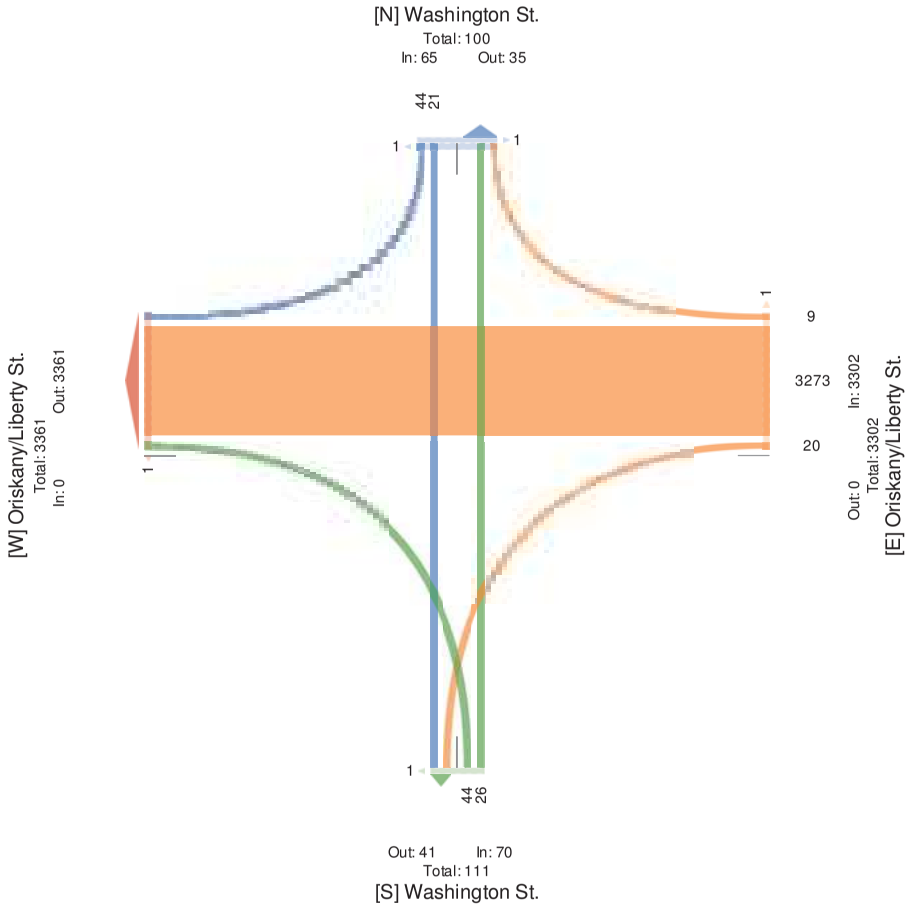
Remove Watermark
Wondershare PDFelement

14. Washington and Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York

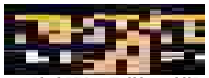


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



14. Washington and Liberty - TMC

Wed Jul 18, 2018
PM aek(4: 3 0PM 583 0PM) 5Overkll aek(Hour
P ll AlkCCeC4s lL ghC, Prhltulkhed c rut(CkTd nLTi le5S Tlhc rut(C, UuCeC, aedeChrlkTC, UltBtleC oT y okd, UltBtleCoT AroCCRkl( )
P ll MoveweThC
nh 3D9. 102, s otkhloT39- 6l0- 898, 5: D82- 081, n lhe Aode3Shtt k, 7 eR Nor(



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Aokhe Gvllle, aP, 1. - 20, Sn

s e i 1 Ire t hlo T	Or lC(kTB6s lYe rhB n h6 / kChYo u Td							Or lC(kTB6s lYe rhB n h6 We ChYo u Td						
c lwe	s	c	y	S	yy	App	a e d E	s	c	y	S	yy	App	a e d E
20 18 3D: 5l 8 : 3- 0P M	0	0	0	0	0	**0**	0	0	29D	0	0	0	**245**	0
: 39 DP M	0	0	0	0	0	**0**	0	-	28-	0	0	1	**287**	0
830 0P M	0	0	0	0	0	**0**	0	0	18:	1	0	0	**188**	0
83 1DP M	0	0	0	0	0	**0**	0	0	22-	1	0	0	**224**	0
Total	0	0	0	0	0	**0**	0	-	. - 8	2	0	1	**944**	0
% Approach	0*	0*	0*	0*	0*	-	5	06- *	. . 69*	062 *	0*	061*	-	5
% Total	0*	0*	0*	0*	0*	**0%**	5	06- *	. %61*	062 *	0*	061*	**96.7%**	5
PHF	5	5	5	5	5	-	5	062 D0	06B 2.	06D0 0	5	062 D0	**0.822**	5
Lights	0	0	0	0	0	**0**	5	-	88%	2	0	1	**892**	5
% Lights	0*	0*	0*	0*	0*	-	5	100 *	. 96D*	100 *	0*	100 *	**94.5%**	5
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	5	0	92	0	0	0	**42**	5
% Articulated Trucks and Single-Unit Trucks	0*	0*	0*	0*	0*	-	5	0*	96D*	0*	0*	0*	**4.4%**	5
Buses	0	0	0	0	0	**0**	5	0	10	0	0	0	**10**	5
% Buses	0*	0*	0*	0*	0*	-	5	0*	161*	0*	0*	0*	**1.1%**	5
Bicycles on Road	0	0	0	0	0	**0**	5	0	0	0	0	0	**0**	5
% Bicycles on Road	0*	0*	0*	0*	0*	-	5	0*	0*	0*	0*	0*	**0%**	5
a e d e Chrl k TC	5	5	5	5	5	5	0	5	5	5	5	5	5	0
* a e d e Chrl k TC	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Ult Bt le CoT Aro CCRkl(	5	5	5	5	5	5	0	5	5	5	5	5	5	0
* Ult Bt le CoT Aro CCRkl(	5	5	5	5	5	5	5	5	5	5	5	5	5	5

[E] a e d e Chrl k TC k Td Ult Bt le CoT Aro CCRkl(6s 3s eh, y 3y lL gh, y y 3y lL gh o T red, c 3c gru, S 3S 5c ur T

Remove Watermark
Wondershare PDFelement

14. Washington and Liberty - TMC

Wed Jul 18, 2018

PM aek(4: 3-0PM 583-0PM) 5Overkll aek(Hour

Pll AlkCCeC4sli, ghC, Prhltulkhed c rut (CkTd nDi le5S Tlhc rut (C, UuCeC, aede Chrlk TC, Ult Btle C oT y okd, Ult Btle CoT Aro CCRkl()

Pll Movewe ThC

nli 3D9. 102, sot khloT39-610-898, 5: D62-081, nlle Aode3Shtk, 7eR Nor(



arovlded YB3crl5nhkhe c rkbbtL
I khk, nfft 6
189 Uk(er y okd,
AokreCvIlle, aP, 1. - 20, Sn

sei 1 Iret HoT	WkCgtTi hoT nl6 7 orlg YouTd						WkCgtTi hoT nl6 noulg YouTd						
c lswe	s	c	y	S	yy	App aedf	s	c	y	S	yy	App aedf	Int
201850: 518 : 3-0PM	2	1	0	0	0	**2** 0	0	0	1	0	1	**5** 0	**517**
: 39 DPM	9	1	0	0	0	**1** 0	0	0	2	0	1	**2** 0	**541**
8300PM	-	D	0	0	0	**8** 0	0	2	2	0	0	**0** 0	**577**
831DPM	9	1	0	0	0	**1** 0	0	2	0	0	0	**5** 0	**523**
6 9tTo	1-	8	0	0	0	**53** 0	0	9	D	0	2	**33** 0	**4al**
% Appr9Tch	*16 %	-861%	0%	0%	0%	- 5	0%	-*69%	9D6D%	0%	1862%	- 5	5
% 6 9tTo	16 %	068%	0%	0%	0%	**5.5%** 5	0%	069%	06D%	0%	062%	**3.3%** 5	5
PHF	0681-	06900	5	5	5	**7.1 11** 5	5	06D00	06*2D	5	06D00	**7.1 88** 5	0682:
Lights	1-	:	0	0	0	**57** 5	0	9	9	0	1	**4** 5	. 21
% Lights	100%	8: 6D%	0%	0%	0%	**41.5%** 5	0%	100%	806D%	0%	D06D%	**83.8%** 5	. 969%
Articuoted 6 rucks Tnd Singœ-Unit 6 rucks	0	1	0	0	0	**3** 5	0	0	1	0	1	**5** 5	9D
% Articuoted 6 rucks Tnd Singœ-Unit 6 rucks	0%	126D%	0%	0%	0%	**0.8%** 5	0%	0%	206D%	0%	D06D%	**38.5%** 5	96*%
Buses	0	0	0	0	0	**7** 5	0	0	0	0	0	**7** 5	10
% Buses	0%	0%	0%	0%	0%	**7%** 5	0%	0%	0%	0%	0%	**7%** 5	160%
Bicycœs 9n R9Td	0	0	0	0	0	**7** 5	0	0	0	0	0	**7** 5	0
% Bicycœs 9n R9Td	0%	0%	0%	0%	0%	**7%** 5	0%	0%	0%	0%	0%	**7%** 5	0%
aedeChrlkTC	5	5	5	5	5	5 0	5	5	5	5	5	5 0	
% aedeChrlkTC	5	5	5	5	5	5 5	5	5	5	5	5	5 5	5
Ult Btle CoT Aro CCRkl(	5	5	5	5	5	5 0	5	5	5	5	5	5 0	
% Ult Btle CoT Aro CCRkl(	5	5	5	5	5	5 5	5	5	5	5	5	5 5	5

f aedeChrlkTCkTd Ult Btle CoT Aro CCRkl(6s 3seh, y 3y li, gh, y y 3y li, ghoT red, c 3c gru, S 3S 5c urT

14. Washington and Liberty - TMC

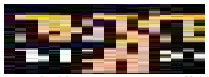
Wed Jul 18, 2018

AM Peak (7:30AM - 8:30AM) - Overall Peak Hour

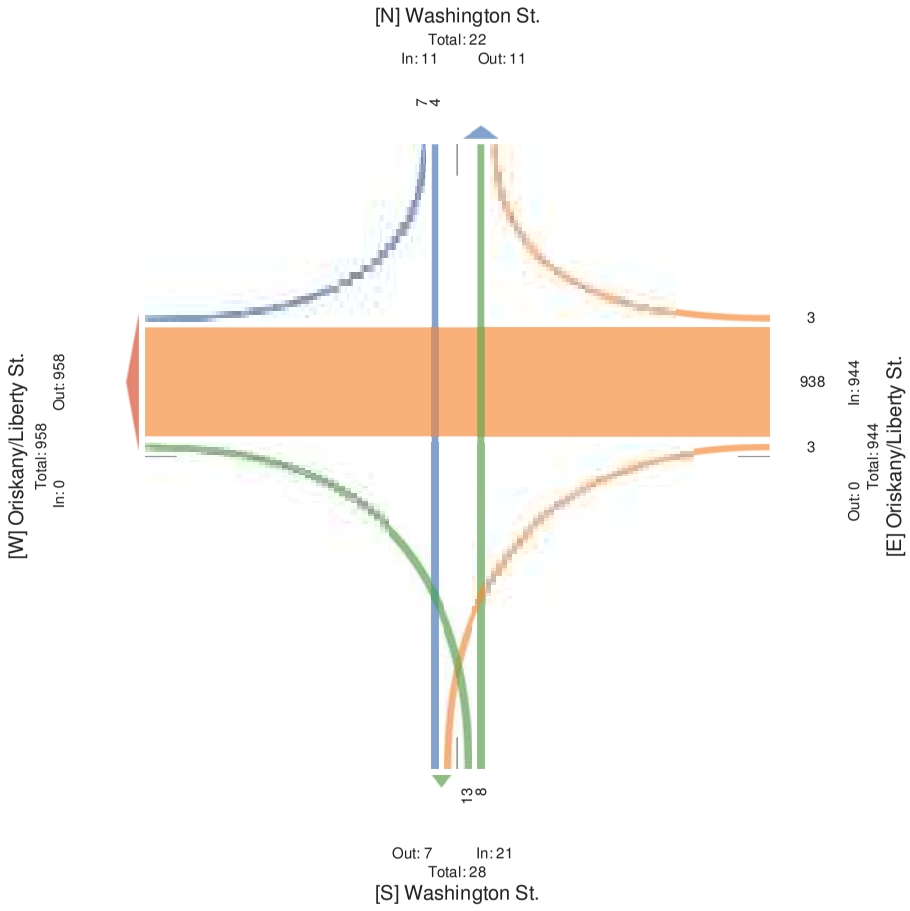
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



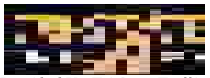
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

14. Washington and Liberty - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, 6 ew Nork



Provided Yy: Tri-State Trabic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	f riskanyOLiYerty St. / astYound							f riskanyOLiYerty St. WestYound						
Time	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:45AM	0	0	0	0	0	2	0	3	283	0	0	1	403	0
8:00AM	0	0	0	0	0	2	0	0	187	1	0	0	700	0
8:15AM	0	0	0	0	0	2	0	0	223	1	0	0	449	0
8:30AM	0	0	0	0	0	2	0	0	185	0	0	0	701	0
5 o'bot	0	0	0	0	0	2	0	3	878	2	0	1	009	0
a lApp%o r	0*	0*	0*	0*	0*	c	-	0.3*	99.3*	0.2*	0*	0.1*	c	-
a l5 6'Tbt	0*	0*	0*	0*	0*	2a	-	0.3*	95.5*	0.2*	0*	0.1*	h- 8a	-
. PH	-	-	-	-	-	c	-	0.250	0.77%	0.500	-	0.250	28832	-
Fli r'g	0	0	0	0	0	2	-	3	832	2	0	1	0s0	-
a lFli r'g	0*	0*	0*	0*	0*	c	-	100*	94.8*	100*	0*	100*	h9 0a	-
A%LutoTEdl5 %u kglondlSInai teUnLI5 %u kg	0	0	0	0	0	2	-	0	41	0	0	0	97	-
a lA%LutoTEdl5 %u kglondlSInai teUnLI5 %u kg	0*	0*	0*	0*	0*	c	-	0*	4.7*	0*	0*	0*	98 a	-
Bugeg	0	0	0	0	0	2	-	0	5	0	0	0	1	-
a lBugeg	0*	0*	0*	0*	0*	c	-	0*	0.%*	0*	0*	0*	28 a	-
BLy tegl6nlR6od	0	0	0	0	0	2	-	0	0	0	0	0	2	-
a lBLy tegl6nlR6od	0*	0*	0*	0*	0*	c	-	0*	0*	0*	0*	0*	2a	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
* Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
* Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[E] Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

14. Washington and Liberty - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, 6 ew Nork



Provided Yy: Tri-State Trabic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Washington St. 6orth Yound							Washington St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-07-18 7:45AM	4	1	0	0	0	2	0	0	0	2	0	1	5	0	172
8:00AM	3	5	0	0	0	4	0	0	2	2	0	0	8	0	100
8:15AM	4	1	0	0	0	2	0	0	2	0	0	0	1	0	153
8:30AM	3	1	0	0	0	8	0	0	1	1	0	2	8	1	375
6 9tuc	14	8	0	0	0	11	0	0	5	5	0	3	35	1	737
a App%9T r	*3.*%	3*.4%	0%	0%	0%	c	-	0%	38.5%	38.5%	0%	23.1%	c	-	-
a l6 9rTo	1.5%	0.9%	0%	0%	0%	1l8 a	-	0%	0.5%	0.5%	0%	0.3%	3l8 a	-	-
- . P	0.875	0.400	-	-	-	0l4 4	-	-	0.*25	0.*25	-	0.375	0l435	-	0.779
Fli rtg	14	7	0	0	0	13	-	0	4	4	0	2	30	-	8*9
a lFli rtg	100%	87.5%	0%	0%	0%	72l2a	-	0%	80.0%	80.0%	0%	**.7%	s Hl7 a	-	94.*%
A%LuoTedl6 %u kglTndlSInai oecUnlll6 %u kg	0	1	0	0	0	3	-	0	1	1	0	1	5	-	45
a lA%LuoTedl6 %u kglTndlSInai oecUnlll6 %u kg	0%	12.5%	0%	0%	0%	8l2 a	-	0%	20.0%	20.0%	0%	33.3%	15l8a	-	4.9%
Bugeg	0	0	0	0	0	0	-	0	0	0	0	0	0	-	5
a lBugeg	0%	0%	0%	0%	0%	0 a	-	0%	0%	0%	0%	0%	0 a	-	0.5%
BLy oegl9nlR9Td	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
a lBLy oegl9nlR9Td	0%	0%	0%	0%	0%	0 a	-	0%	0%	0%	0%	0%	0 a	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

[f] Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

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14. Washington and Liberty - TMC

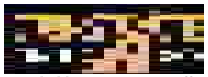
Wed Jul 18, 2018

Forced Peak (7:45AM - 8:45AM)

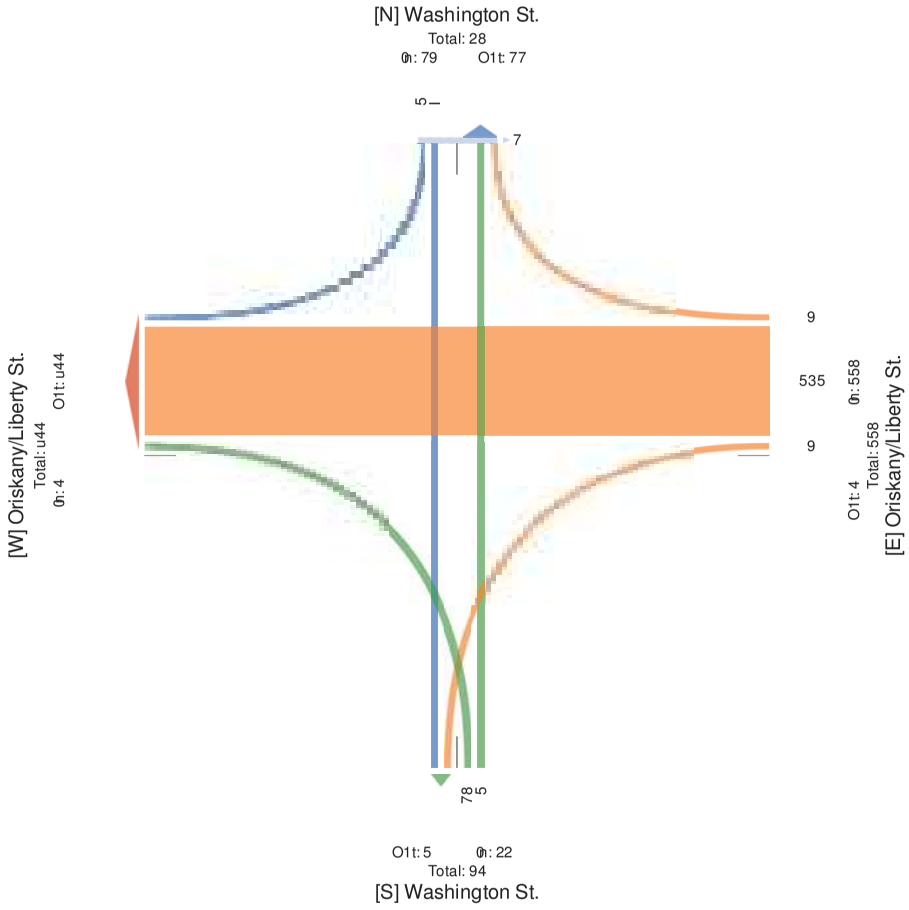
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



14. Washington and Liberty - TMC

Wed Jul 18, 2018

AM Ae Pa k(AM 7: AM3

- ll) lPCCe Cks lL ghC, - thLrulPhed c turaCPTd n lTi le7S Tlhc turaC, UuCeC, AedeCht lPTC, UlrBrleC yT o yPd, UlrBrleCyT) tyCCRPla3

- ll Mywev e ThC

nh D: (5102, s yr Phly TD(491048(8, 7. : 924081, n lhe) ydeDS hLrP, 6 eR Nyta



At ywlded YBDc t lZnhPhe c t Pbhlc
l PhP, nTr 9
18(UPaet o yPd,
) yPhe Gwille, A- , 15420, S n

s e i l lte r hlyT	f tlCaPTB9 lYe th Bn l9 / PCh YyuTd							f tlCaPTB9 lYe th Bn l9 We ChYyuTd						
c lv e	s	c	o	S	oo	**App**	Aed E	s	c	o	S	oo	**App**	Aed E
20187 0. 718 (D0 AM	0	0	0	0	0	**0**	0	2	245	0	0	0	**241**	1
(D: AM	0	0	0	0	0	**0**	0	2	20(	0	0	0	**206**	0
(D0 AM	0	0	0	0	0	**0**	0	:	2(1	0	0	0	**246**	0
(D: AM	0	0	0	0	0	**0**	1	2	218	1	0	0	**221**	0
Total	0	0	0	0	0	**0**	1	11	502	1	0	0	**914**	1
% Approach	0*	0*	0*	0*	0*	-	7	192*	589 *	091*	0*	0*	-	7
% Total	0*	0*	0*	0*	0*	**0%**	7	192*	5(9 *	091*	0*	0*	**96.0%**	7
PHF	7	7	7	7	7	-	7	09: 0	0954%	092: 0	7	7	**0.929**	7
Lights	0	0	0	0	0	**0**	7	10	8. 2	1	0	0	**883**	7
% Lights	0*	0*	0*	0*	0*	-	7	505 5*	5%1 *	100*	0*	0*	**96.6%**	7
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	7	0	25	0	0	0	**29**	7
% Articulated Trucks and Single-Unit Trucks	0*	0*	0*	0*	0*	-	7	0*	492*	0*	0*	0*	**3.2%**	7
Buses	0	0	0	0	0	**0**	7	0	1	0	0	0	**1**	7
% Buses	0*	0*	0*	0*	0*	-	7	0*	091*	0*	0*	0*	**0.1%**	7
Bicycles on Road	0	0	0	0	0	**0**	7	1	0	0	0	0	**1**	7
% Bicycles on Road	0*	0*	0*	0*	0*	-	7	59 1*	0*	0*	0*	0*	**0.1%**	7
Aede Cht lPTC	7	7	7	7	7	7	1	7	7	7	7	7	7	1
* Aede Cht lPTC	7	7	7	7	7	7	100*	7	7	7	7	7	7	100*
UlrBrleCyT) tyCCRPla	7	7	7	7	7	7	0	7	7	7	7	7	7	0
* UlrBrleCyT) tyCCRPla	7	7	7	7	7	7	0*	7	7	7	7	7	7	0*

[E] Aede Cht lPTC PTd UlrBrleCyT) tyCCRPla9s Ds eh, o Do li gh, o o Do li, gh yT t ed, c Dr gt u, S DS 7c ut T

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Wondershare PDFelement

14. Washington and Liberty - TMC

Wed Jul 18, 2018
AM Ae Pa k(AM 7: AM3
- ll) lPCCeCks li, ghC, - thIrulPhed c turaCPTd nLTi le7S Tlhc turaC, UuCeC, AedeChtIPTC, UlrBrleC yT o yPd, UlrBrleCyT) tyCCRPla3
- ll Mywev e ThC
nh D: (5102, syr PHlyTTD(491048(8, 7. : 924081, n lle) ydeDShirP, 6 eR Nyta



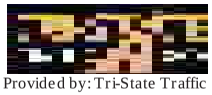
Atywlded YBDc tLZnhPhe c tPbhc
I PhP, nTr9
18(UPaet o yPd,
) yPheCwille, A- , 15420, Sn

sei l Iter HyT	WPCgLTi hyT nl9 6 ythgYyuTd							WPCgLTi hyT nl9 nyulgYyuTd							
c lv e	s	c	o	S	oo	App	Aedf	s	c	o	S	oo	App	Aedf	Int
201870. 718 (D0 AM	*	2	0	0	0	**2**	0	0	1	0	0	1	**5**	0	**517**
(D: AM	2	2	0	0	0	**4**	1	0	(	(	0	0	**2**	0	**572**
(D0 AM	2	1	0	0	0	**8**	0	0	0	(	0	(	**2**	0	**510**
(D: AM	0	0	0	0	0	**3**	0	0	4	1	0	1	**1**	0	**556**
9 ttoa	10	:	0	0	0	**71**	1	0	8	5	0	*	**58**	0	**l 15**
% Appr To c h	**% 9 %	449 4%	0%	0%	0%	**-**	7	0%	4(9 8%	459 1%	0%	2 * 9 1%	**-**	7	7
% 9 Ttoa	19 1%	09. 9 %	0%	0%	0%	**7.6 %**	7	0%	09 8%	09 5 %	0%	09 * %	**5.4 %**	7	7
PHF	09(1.	09* 2:	7	7	7	**3.46 l**	7	7	09: 00	09. * 4	7	094. :	**3.07 l**	7	09 5 2*
Lights	10	(	0	0	0	**74**	7	0	8	8	0	*	**55**	7	5 15
% Lights	100%	809 0%	0%	0%	0%	**l 8.8 %**	7	0%	100%	88 5 %	0%	100%	**l 1.0 %**	7	5* 9 %
Articuaæted 9 rucks ond Singæ-Unit 9 rucks	0	1	0	0	0	**7**	7	0	0	1	0	0	**7**	7	41
% Articuaæted 9 rucks ond Singæ-Unit 9 rucks	0%	209 0%	0%	0%	0%	**6.0 %**	7	0%	0%	119 1%	0%	0%	**4.8 %**	7	494%
Buses	0	0	0	0	0	**3**	7	0	0	0	0	0	**3**	7	1
% Buses	0%	0%	0%	0%	0%	**3 %**	7	0%	0%	0%	0%	0%	**3 %**	7	09 l%
Bicycæs Tn RTod	0	0	0	0	0	**3**	7	0	0	0	0	0	**3**	7	1
% Bicycæs Tn RTod	0%	0%	0%	0%	0%	**3 %**	7	0%	0%	0%	0%	0%	**3 %**	7	09 l%
Ae de Ch tIPTC	7	7	7	7	7	7	1	7	7	7	7	7	7	0	
% Ae de Ch tIPTC	7	7	7	7	7	7	100%	7	7	7	7	7	7	7	7
Ul rBrle CyT) ty CCRPla	7	7	7	7	7	7	0	7	7	7	7	7	7	0	
% Ul rBrle CyT) ty CCRPla	7	7	7	7	7	7	0%	7	7	7	7	7	7	7	7

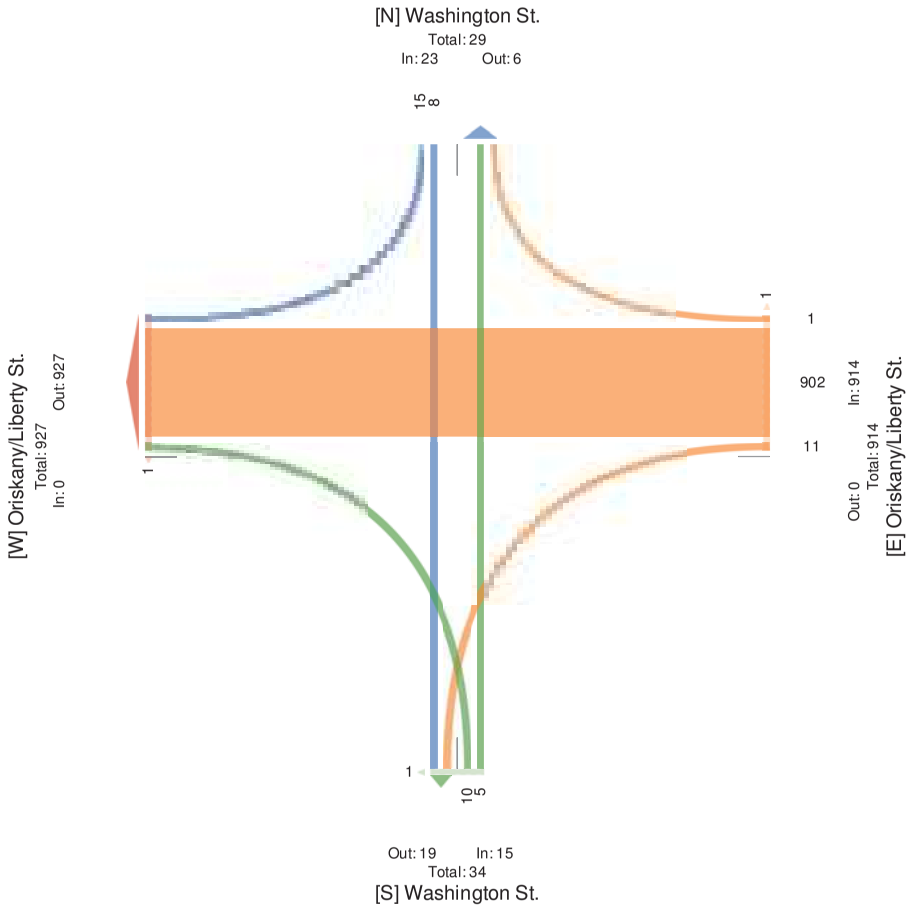
[Ae de Ch tIPTC PTd Ul rBrle CyT) ty CCR Pla 9s Dieh, o Do li gh, o o Do li, ghyT ted, c Dc gtu, S DS 7c utT

14. Washington and Liberty - TMC

Wed Jul 18, 2018
PM Peak (4PM - 5PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



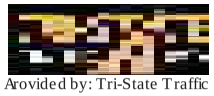
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
Pll Classes (Lights, Prticulated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)
Pll Movements
ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



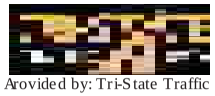
Arovided by: Tri-State Traffic Data, Inc.
187 Baker Road,
Coatesville, AP, 16320, US

Leg	Oriskany St.							Oriskany St.						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Aed*	L	T	R	U	RR	App	Aed*
2018-04-18 4:00PM	3	178	0	0	0	**151**	0	0	0	0	0	0	**7**	0
4:15PM	1	160	1	0	0	**120**	0	0	0	0	0	0	**7**	0
4:30PM	1	227	0	0	0	**005**	0	0	0	0	0	0	**7**	0
4:75PM	1	278	0	0	0	**042**	0	0	0	0	0	0	**7**	0
Hourly Total	9	810	1	0	0	**319**	0	0	0	0	0	0	**7**	0
8:00PM	5	213	3	0	1	**000**	0	0	0	0	0	0	**7**	0
8:15PM	2	201	2	0	0	**075**	0	0	0	0	0	0	**7**	0
8:30PM	1	201	1	0	0	**078**	0	0	0	0	0	0	**7**	0
8:75PM	0	165	3	0	0	**123**	0	0	0	0	0	0	**7**	0
Hourly Total	8	810	6	0	1	**303**	0	0	0	0	0	0	**7**	0
7:00AM	2	278	0	0	0	**057**	1	0	0	0	0	0	**7**	0
7:15AM	1	257	1	0	0	**056**	1	0	0	0	0	0	**7**	0
7:30AM	1	240	1	0	0	**090**	0	0	0	0	0	0	**7**	0
7:75AM	0	290	0	0	2	**060**	1	0	0	0	0	0	**7**	0
Hourly Total	7	1032	2	0	2	**1747**	3	0	0	0	0	0	**7**	0
5:00AM	1	294	2	0	0	**097**	0	0	0	0	0	0	**7**	0
5:15AM	0	284	7	0	0	**021**	0	0	0	0	0	0	**7**	0
5:30AM	0	232	0	0	0	**080**	0	0	0	0	0	0	**7**	0
5:75AM	3	163	1	0	0	**129**	0	0	0	0	0	0	**7**	0
Hourly Total	7	646	4	0	0	**227**	0	0	0	0	0	0	**7**	0
9:00AM	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0
Hourly Total	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0
Total	22	3931	16	0	3	**8695**	3	0	0	0	0	0	**7**	0
% Approach	0.9%	68.8%	0.5%	0%	0.1%	**-**	-	0%	0%	0%	0%	0%	**-**	-
% Total	0.9%	65.5%	0.5%	0%	0.1%	**26.9%**	-	0%	0%	0%	0%	0%	**7%**	-
Lights	16	3762	14	0	3	**8581**	-	0	0	0	0	0	**7**	-
% Lights	89.7%	69.2%	86.5%	0%	100%	**26.1%**	-	0%	0%	0%	0%	0%	**-**	-
Articulated Trucks and Single-Unit Trucks	2	120	1	0	0	**108**	-	0	0	0	0	0	**7**	-
% Articulated Trucks and Single-Unit Trucks	6.1%	3.3%	5.3%	0%	0%	**8.8%**	-	0%	0%	0%	0%	0%	**-**	-
Buses	0	18	1	0	0	**12**	-	0	0	0	0	0	**7**	-
% Buses	0%	0.5%	5.3%	0%	0%	**7.5%**	-	0%	0%	0%	0%	0%	**-**	-
Bicycles on Road	1	1	0	0	0	**0**	-	0	0	0	0	0	**7**	-
% Bicycles on Road	7.5%	0%	0%	0%	0%	**7.1%**	-	0%	0%	0%	0%	0%	**-**	-
Aedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	0
% Aedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Aedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
Pll Classes (Lights, Prticulated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)
Pll Movements
ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



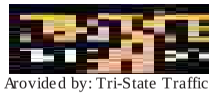
Arovided by: Tri-State Traffic Data, Inc.
187 Baker Road,
Coatesville, AP, 16320, US

Leg	Washington St.							Washington St.							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Aed*	L	T	R	U	RR	App	Aed*	Int
2018-04-18 4:00PM	0	2	1	0	0	**1**	1	0	0	0	0	0	**6**	0	**285**
4:15PM	0	7	3	0	0	**4**	1	0	2	0	0	0	**3**	0	**362**
4:30PM	0	2	1	0	0	**1**	0	0	0	0	0	0	**6**	0	**339**
4:75PM	0	7	2	0	1	**4**	0	0	0	0	0	0	**6**	0	**387**
Hourly Total	0	12	4	0	1	**36**	2	0	2	0	0	0	**3**	0	**910**
8:00PM	0	7	0	0	1	**8**	0	0	2	0	0	0	**3**	0	**330**
8:15PM	0	3	3	0	2	**9**	0	2	0	0	0	0	**3**	0	**328**
8:30PM	0	2	0	0	0	**3**	0	0	1	0	0	0	**2**	0	**367**
8:75PM	0	3	0	0	0	**1**	0	0	5	0	0	0	**8**	0	**367**
Hourly Total	0	12	3	0	3	**29**	0	2	8	0	0	0	**26**	0	**987**
7:00AM	0	9	2	0	3	**22**	0	0	7	0	0	0	**5**	1	**378**
7:15AM	0	3	0	0	3	**7**	0	0	5	0	0	0	**8**	0	**374**
7:30AM	0	2	7	0	9	**23**	0	0	5	0	0	0	**8**	0	**390**
7:75AM	0	0	2	0	3	**8**	0	3	1	0	0	0	**5**	0	**342**
Hourly Total	0	11	8	0	15	**15**	0	3	15	0	0	0	**29**	1	**2603**
5:00AM	0	5	1	0	0	**7**	1	1	9	0	0	0	**4**	0	**391**
5:15AM	0	5	0	0	1	**7**	0	0	2	0	0	0	**3**	0	**300**
5:30AM	0	1	1	0	0	**3**	0	0	0	0	0	0	**6**	0	**315**
5:75AM	0	2	0	0	0	**3**	0	0	0	0	0	0	**6**	0	**200**
Hourly Total	0	13	2	0	1	**27**	1	1	8	0	0	0	**0**	0	**2628**
9:00AM	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	0	**6**
Hourly Total	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	0	**6**
Total	0	78	20	0	20	**99**	3	9	33	0	0	0	**10**	1	**1963**
% Approach	0%	57.5%	22.4%	0%	22.4%	**-**	-	15.7%	87.9%	0%	0%	0%	**-**	-	-
% Total	0%	1.3%	0.5%	0%	0.5%	**3.1%**	-	0.2%	0.6%	0%	0%	0%	**2.6%**	-	-
Lights	0	79	18	0	20	**95**	-	9	31	0	0	0	**14**	-	3952
% Lights	0%	65.8%	60.0%	0%	100%	**08.8%**	-	100%	63.6%	0%	0%	0%	**05.0%**	-	69.1%
Articulated Trucks and Single-Unit Trucks	0	0	2	0	0	**3**	-	0	1	0	0	0	**2**	-	129
% Articulated Trucks and Single-Unit Trucks	0%	0%	10.0%	0%	0%	**3.1%**	-	0%	3.0%	0%	0%	0%	**3.7%**	-	3.3%
Buses	0	2	0	0	0	**3**	-	0	0	0	0	0	**6**	-	21
% Buses	0%	7.2%	0%	0%	0%	**3.1%**	-	0%	0%	0%	0%	0%	**6%**	-	0.9%
Bicycles on Road	0	0	0	0	0	**6**	-	0	1	0	0	0	**2**	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	**6%**	-	0%	3.0%	0%	0%	0%	**3.7%**	-	0.1%
Aedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	1	
% Aedestrians	-	-	-	-	-	-	99.4%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	0%	-

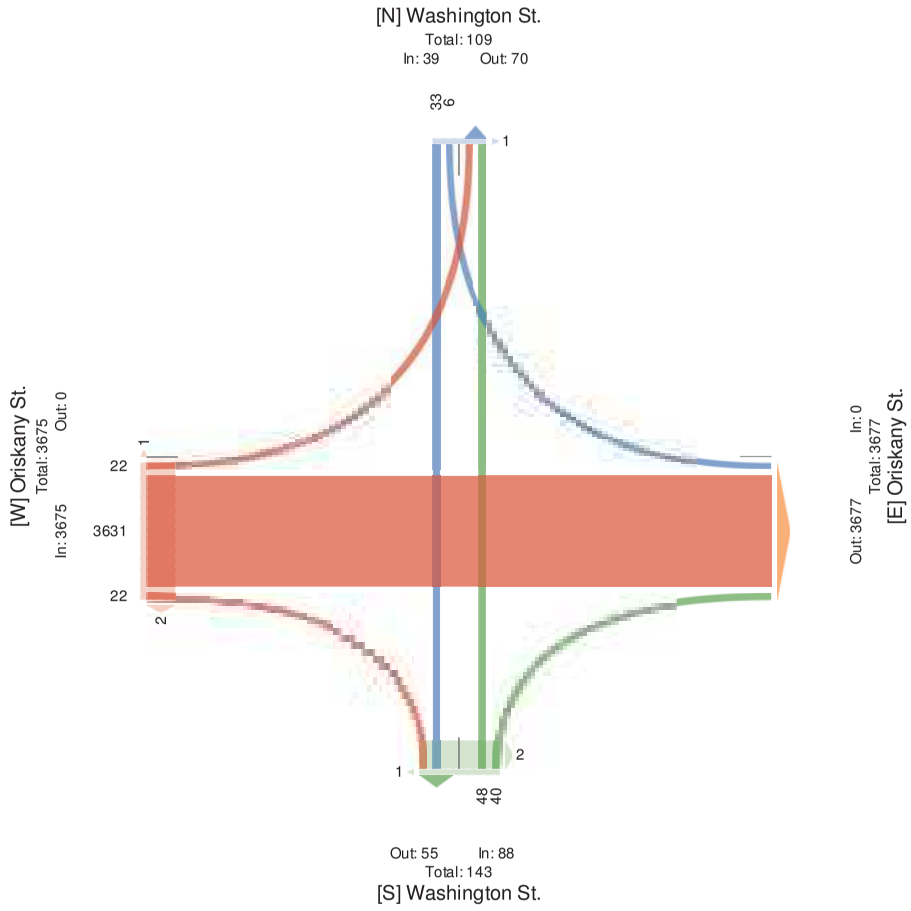
*Aedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

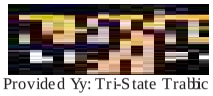
15. Washington and Oriskany - TMC
Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
Pll Classes (Lights, Prticulated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)
Pll Movements
ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



Arovided by: Tri-State Traffic Data, Inc.
187 Baker Road,
Coatesville, AP, 16320, US



15. Washington and Oriskany - TMC
Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6ew Nork



Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

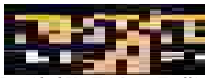
Leg / Direction	f riskany St. OastYound							f riskany St. WestYound						
Time	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:30AM	1	224	0	0	0	**225**	0	0	0	0	0	0	**0**	0
7:45AM	1	248	0	0	0	**249**	0	0	0	0	0	0	**0**	0
8:00AM	5	213	3	0	1	**222**	0	0	0	0	0	0	**0**	0
8:15AM	2	201	2	0	0	**205**	0	0	0	0	0	0	**0**	0
Total	9	88*	5	0	1	**901**	0	0	0	0	0	0	**0**	0
% Approach	1.0%	98.3%	0.*%	0%	0.1%	-	-	0%	0%	0%	0%	0%	-	-
% Total	1.0%	95.5%	0.5%	0%	0.1%	**97.1%**	-	0%	0%	0%	0%	0%	**0%**	-
PHF	0.450	0.893	0.417	-	0.250	**0.905**	-	-	-	-	-	-	-	-
Lights	8	841	5	0	1	**855**	-	0	0	0	0	0	**0**	-
% Lights	88.9%	94.9%	100%	0%	100%	**94.9%**	-	0%	0%	0%	0%	0%	-	-
Articulated Trucks and Single-Unit Trucks	1	38	0	0	0	**39**	-	0	0	0	0	0	**0**	-
% Articulated Trucks and Single-Unit Trucks	11.1%	4.3%	0%	0%	0%	**4.3%**	-	0%	0%	0%	0%	0%	-	-
Buses	0	7	0	0	0	**7**	-	0	0	0	0	0	**0**	-
% Buses	0%	0.8%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	0%	-	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[E]Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork



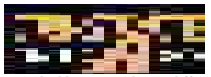
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Washington St. 6 orth Yound							Washington St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-07-18 7:30AM	0	2	1	0	0	**2**	0	0	0	0	0	0	**5**	0	**117**
7:45AM	0	4	2	0	1	**4**	0	0	0	0	0	0	**5**	0	**180**
8:00AM	0	4	0	0	1	**8**	0	0	2	0	0	0	**1**	0	**113**
8:15AM	0	3	3	0	2	**7**	0	2	0	0	0	0	**1**	0	**168**
9 Ttoa	0	13	*	0	4	**12**	0	2	2	0	0	0	**l**	0	**317**
% ApprToch	0%	5*.5%	2*.1%	0%	17.4%	-	-	50.0%	50.0%	0%	0%	0%	-	-	-
% 9 Ttoa	0%	1.4%	0.*%	0%	0.4%	**1.8%**	-	0.2%	0.2%	0%	0%	0%	**5.l %**	-	-
PHF	-	0.813	0.500	-	0.500	**5.463**	-	0.250	0.250	-	-	-	**5.855**	-	0.90*
Lights	0	13	5	0	4	**11**	-	2	2	0	0	0	**l**	-	881
% Lights	0%	100%	83.3%	0%	100%	**38.4%**	-	100%	100%	0%	0%	0%	**655%**	-	94.9%
Articuaoted 9 rucks ond Singæ-Unit 9 rucks	0	0	1	0	0	**6**	-	0	0	0	0	0	**5**	-	40
% Articuaoted 9 rucks ond Singæ-Unit 9 rucks	0%	0%	1*.7%	0%	0%	**l .2%**	-	0%	0%	0%	0%	0%	**5%**	-	4.3%
Buses	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-	7
% Buses	0%	0%	0%	0%	0%	**5%**	-	0%	0%	0%	0%	0%	**5%**	-	0.8%
Bicycæs Tn RTod	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-	0
% Bicycæs Tn RTod	0%	0%	0%	0%	0%	**5%**	-	0%	0%	0%	0%	0%	**5%**	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

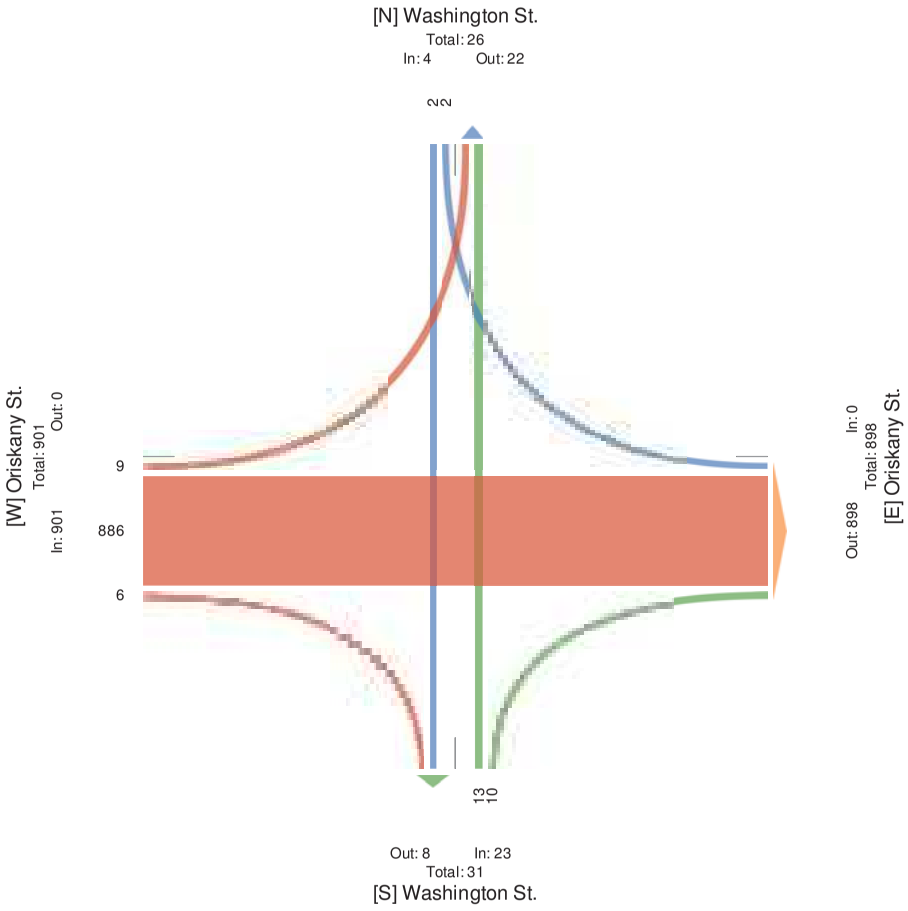
[f] Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
PM aek(4-5)0PM A85)0PMC
Pll s lkLLeL4i ght rL, PcrgTulkred n cuT(LkSd UgShleABSg n cuT(L, yuLeL, aedeLrcgkSL, ygToTleL
RS wRkd, ygToTleLRS s cRLLv kl(C
Pll MRmeI eSrL
D 593. 10), i RTkrgRS53) 710) 38. , A972) 1) 9-, Ugre s Rde5BrgTk, Nev YRc(



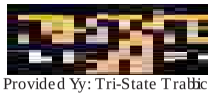
acRmgled bo5n cgAUrkre n ckffgT
: krk, DST7
183 yk(ec wRkd,
s RkreLmgle, aP, 1.) 20, BU



Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork



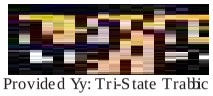
Provided Yy: Tri-State Trabic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	f riskany St.							f riskany St.						
Direction	CastYound							WestYound						
Time	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:45AM	1	248	0	0	0	**250**	0	0	0	0	0	0	**4**	0
8:00AM	5	213	3	0	1	**222**	0	0	0	0	0	0	**4**	0
8:15AM	2	201	2	0	0	**249**	0	0	0	0	0	0	**4**	0
8:30AM	1	201	1	0	0	**24T**	0	0	0	0	0	0	**4**	0
o t a l	9	8*3	*	0	1	**% 0**	0	0	0	0	0	0	**4**	0
r cApphtl - 7	1.0%	98.2%	0.7%	0%	0.1%	**.**	-	0%	0%	0%	0%	0%	**.**	-
r co t a l 1	1.0%	95.3%	0.7%	0%	0.1%	**0 I4r**	-	0%	0%	0%	0%	0%	**4r**	-
HFL	0.450	0.870	0.500	-	0.250	**4P%T**	-	-	-	-	-	-	**.**	-
i g s 7 a 8	8	812	*	0	1	**%2**	-	0	0	0	0	0	**4**	-
r d g s 7 a 8	88.9%	94.1%	100%	0%	100%	**05 hnr**	-	0%	0%	0%	0%	0%	**.**	-
Ahag e ll a d k o o h e - n 8 d S k d U g S s ld. 3 S g o o h e - n 8	1	42	0	0	0	**5 T**	-	0	0	0	0	0	**4**	-
r cAhag e ll a d k o o h e - n 8 d S k d U g S s ld. 3 S g o o h e - n 8	11.1%	4.9%	0%	0%	0%	**5 I0 r**	-	0%	0%	0%	0%	0%	**.**	-
Be 8 d 8	0	9	0	0	0	**0**	-	0	0	0	0	0	**4**	-
r cBe 8 d 8	0%	1.0%	0%	0%	0%	**ul4 r**	-	0%	0%	0%	0%	0%	**.**	-
Bg y - ld 8 ct S d R t l k	0	0	0	0	0	**4**	-	0	0	0	0	0	**4**	-
r cBg y - ld 8 ct S d R t l k	0%	0%	0%	0%	0%	**4 r**	-	0%	0%	0%	0%	0%	**.**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[E] Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork



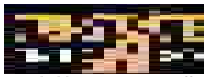
Provided Yy: Tri-State Trabic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Washington St.							Washington St.							
Direction	6 orth Yound							South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-07-18 7:45AM	0	4	2	0	1	**7**	0	0	0	0	0	0	**0**	0	**256**
8:00AM	0	4	0	0	1	**5**	0	0	2	0	0	0	**2**	0	**229**
8:15AM	0	3	3	0	2	**8**	0	2	0	0	0	0	**2**	0	**215**
8:30AM	0	2	0	0	0	**2**	0	0	1	0	0	0	**1**	0	**206**
Total	0	13	5	0	4	**22**	0	2	3	0	0	0	**5**	0	**906**
% Approach	0*	59.1*	22.7*	0*	18.2*	**-**	-	40.0*	%0.0*	0*	0*	0*	**-**	-	-
% Total	0*	1.4*	0.%*	0*	0.4*	**2.4%**	-	0.2*	0.3*	0*	0*	0*	**0.6%**	-	-
PHF	-	0.813	0.417	-	0.500	**0.688**	-	0.250	0.375	-	-	-	**0.625**	-	0.885
Lights	0	13	4	0	4	**21**	-	2	2	0	0	0	**4**	-	852
% Lights	0*	100*	80.0*	0*	100*	**95.5%**	-	100*	%%7*	0*	0*	0*	**80.0%**	-	94.0*
Articulated Trucks and Single-Unit Trucks	0	0	1	0	0	**1**	-	0	1	0	0	0	**1**	-	45
% Articulated Trucks and Single-Unit Trucks	0*	0*	20.0*	0*	0*	**4.5%**	-	0*	33.3*	0*	0*	0*	**20.0%**	-	5.0*
Buses	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	9
% Buses	0*	0*	0*	0*	0*	**0%**	-	0*	0*	0*	0*	0*	**0%**	-	1.0*
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Bicycles on Road	0*	0*	0*	0*	0*	**0%**	-	0*	0*	0*	0*	0*	**0%**	-	0*
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
* Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
* Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

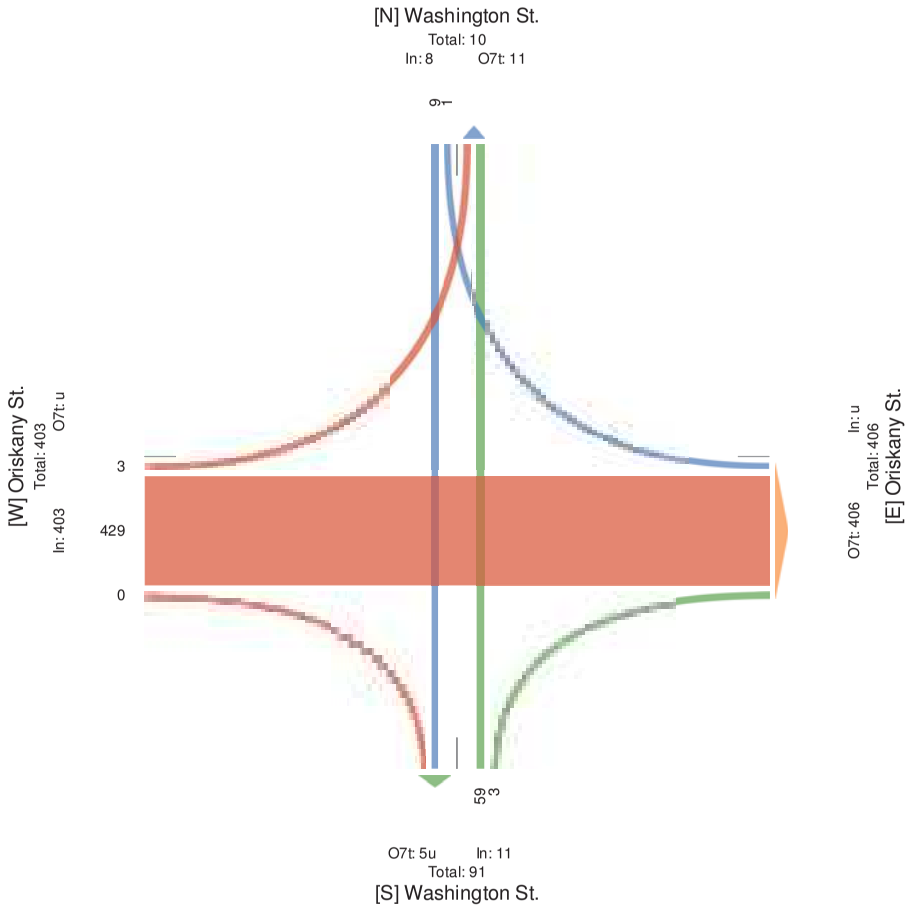
[f] Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

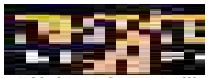
15. Washington and Oriskany - TMC
Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



15. Washington and Oriskany - TMC
Wed Jul 18, 2018
PM Peak (4-50PM) O50PMv) r Hecall Peak ACuo
s ll Llaiiei (ghi cTi, s oTmulaTed S ounki aUd BhUt le) y UhiTS ounki, Ruiei, Pedei TbhaUi, Rlnwnlei CUmCad, Rlnwnlei CU LoCiiI alkv
s ll MCHeDeUTi
:9 -O43105, gCnaTiCU-45.105483,)7O.2515O7, BhiE L Cde-y Tlna, 6eI NCok



PoCHuded Yw-Soh)BTaTe Scalbin
9 aTa, : Un.
184 RakeomCad,
L CaTei Hille, Ps , 13520, y B

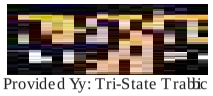
get 9 hoenTiCU	r ohi kaUwBT fai TiYCuUd							r ohi kaUwBT Wei TiYCuUd						
ShDe	g	S	m	y	mm	App	PedE	g	S	m	y	mm	App	PedE
2018)07)18 4-50PM	1	270	1	0	0	**020**	0	0	0	0	0	0	**4**	0
4-4OPM	0	2*0	0	0	2	**050**	1	0	0	0	0	0	**4**	0
O-00PM	1	2*7	2	0	0	**024**	0	0	0	0	0	0	**4**	0
O-1OPM	0	287	4	0	0	**087**	0	0	0	0	0	0	**4**	0
1 Tota	2	1084	7	0	2	**7481**	1	0	0	0	0	0	**4**	0
9 %App Ttrc	0.2%	33.0%	0.*%	0%	0.2%	**h**	)	0%	0%	0%	0%	0%	**h**	)
9 % Tota	0.2%	34.3%	0.*%	0%	0.2%	**81-89**	)	0%	0%	0%	0%	0%	**49**	)
6. P	0.O00	0.344	0.458	)	0.2O0	**4-8H7**	)	)	)	)	)	)	**h**	)
Fli cog	2	10*8	*	0	2	**742s**	)	0	0	0	0	0	**4**	)
9 %Li cog	100%	38.O%	8O.7%	0%	100%	**8s-H9**	)	0%	0%	0%	0%	0%	**h**	)
A diruat œd% urkg%nd%Slni æhUnlo% urkg	0	1O	0	0	0	**7l**	)	0	0	0	0	0	**4**	)
9 %A diruat œd% urkg%nd%Slni æhUnlo% urkg	0%	1.4%	0%	0%	0%	**7-H9**	)	0%	0%	0%	0%	0%	**h**	)
Bugeg	0	1	1	0	0	**0**	)	0	0	0	0	0	**4**	)
9 %Bugeg	0%	0.1%	14.5%	0%	0%	**4-09**	)	0%	0%	0%	0%	0%	**h**	)
Blr yræg%n%RTt d	0	0	0	0	0	**4**	)	0	0	0	0	0	**4**	)
9 %Blr yræg%n%RTt d	0%	0%	0%	0%	0%	**49**	)	0%	0%	0%	0%	0%	**h**	)
PedeiTbhaUi	)	)	)	)	)	)	1	)	)	)	)	)	)	0
% PedeiTbhaUi	)	)	)	)	)	)	100%	)	)	)	)	)	)	)
Rlnwnlei CU LoCiiI alk	)	)	)	)	)	)	0	)	)	)	)	)	)	0
% Rlnwnlei CU LoCiiI alk	)	)	)	)	)	)	0%	)	)	)	)	)	)	)

EPedeiTbhaUi aUd Rlnwnlei CU LoCiiI alk. g-geb[, m-mht cT, mm-mht cTCUoed, S-Scou, y-y)SuoU

Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork



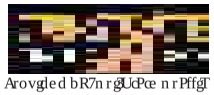
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Washington St. 7orthYound							Washington St. SouthYound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-06-18 4:30PM	0	2	4	0	*	**25**	0	0	5	0	0	0	**1**	0	**574**
4:45PM	0	0	2	0	3	**1**	0	3	1	0	0	0	**8**	0	**502**
5:00PM	0	5	1	0	0	**3**	1	1	*	0	0	0	**0**	0	**576**
5:15PM	0	5	0	0	1	**3**	0	0	2	0	0	0	**5**	0	**544**
9 Ttoa	0	12	6	0	10	**54**	1	4	14	0	0	0	**27**	0	**2285**
l %App Torc	0%	41.4%	24.1%	0%	34.5%	**h**	-	22.2%	66.8%	0%	0%	0%	**h**	-	-
l % Ttoa	0%	1.1%	0.*%	0%	0.9%	**5-1l**	-	0.4%	1.2%	0%	0%	0%	**2-3l**	-	-
. PH	-	0.*00	0.438	-	0.416	**F-3F8**	-	0.333	0.583	-	-	-	**F-386**	-	0.955
Ligcts	0	11	*	0	10	**50**	-	4	13	0	0	0	**20**	-	1122
l %Ligcts	0%	91.6%	85.6%	0%	100%	**46-2l**	-	100%	92.9%	0%	0%	0%	**48-8l**	-	98.2%
A tiruaoted %Ourks %and %Singaeh Unit %Ourks	0	0	1	0	0	**2**	-	0	0	0	0	0	**F**	-	1*
l %A tiruaoted %Ourks %and %Singaeh Unit %Ourks	0%	0%	14.3%	0%	0%	**6-8l**	-	0%	0%	0%	0%	0%	**Fl**	-	1.4%
Buses	0	1	0	0	0	**2**	-	0	0	0	0	0	**F**	-	3
l %Buses	0%	8.3%	0%	0%	0%	**6-8l**	-	0%	0%	0%	0%	0%	**Fl**	-	0.3%
Biryraes %Tn %RTod	0	0	0	0	0	**F**	-	0	1	0	0	0	**2**	-	1
l %Biryraes %Tn %RTod	0%	0%	0%	0%	0%	**Fl**	-	0%	6.1%	0%	0%	0%	**1-3l**	-	0.1%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

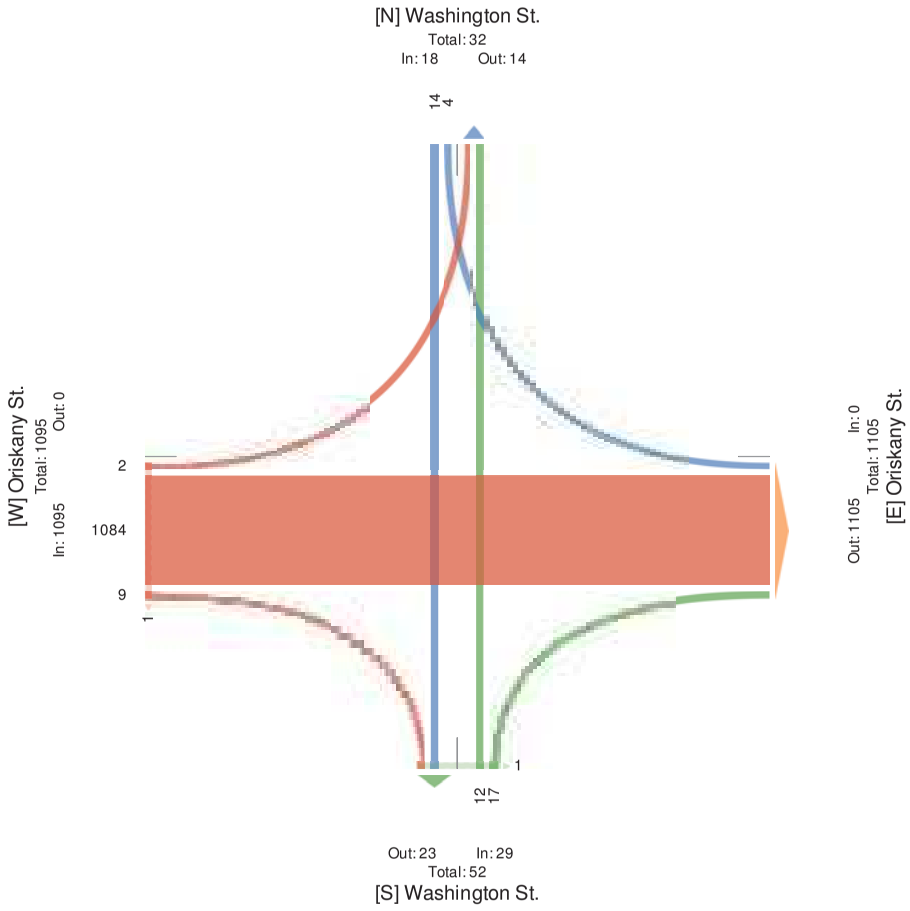
[f] Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
AM AePak (7:0AM 3-7:0AM) 3OverPll AePa Hour
Cll s lPLLeLkight cL, CrcgTulPced n ruTaLPSd UgShle3BSgcn ruTaL, yuLeL, AedeLcrgPSL, ygTRTleL oS woPd, ygTRTleLoS s roLLmPla)
Cll MoveI eScL
D57-(410:, i oTPcgoS7(:910:(84, 3-92:1:-., Ugre s ode7BcgTP, Nem Yora



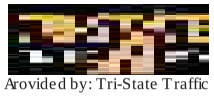
Arovgled bR7n rgUcPce n rPffgT
5 PcP, DST9
18(yPaer woPd,
s oPceLvglle, AC, 14:20, BU



Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
Pll Classes (Lights, Prticulated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)
Pll Movements
ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



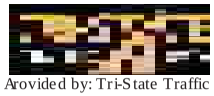
Arovided by: Tri-State Traffic Data, Inc.
187 Baker Road,
Coatesville, AP, 16320, US

Leg	Oriskany St.							Oriskany St.						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Aed*	L	T	R	U	RR	App	Aed*
2018-04-18 4:00PM	3	178	0	0	0	**151**	0	0	0	0	0	0	**7**	0
4:15PM	1	160	1	0	0	**120**	0	0	0	0	0	0	**7**	0
4:30PM	1	227	0	0	0	**005**	0	0	0	0	0	0	**7**	0
4:75PM	1	278	0	0	0	**042**	0	0	0	0	0	0	**7**	0
Hourly Total	9	810	1	0	0	**319**	0	0	0	0	0	0	**7**	0
8:00PM	5	213	3	0	1	**000**	0	0	0	0	0	0	**7**	0
8:15PM	2	201	2	0	0	**075**	0	0	0	0	0	0	**7**	0
8:30PM	1	201	1	0	0	**078**	0	0	0	0	0	0	**7**	0
8:75PM	0	165	3	0	0	**123**	0	0	0	0	0	0	**7**	0
Hourly Total	8	810	6	0	1	**303**	0	0	0	0	0	0	**7**	0
7:00AM	2	278	0	0	0	**057**	1	0	0	0	0	0	**7**	0
7:15AM	1	257	1	0	0	**056**	1	0	0	0	0	0	**7**	0
7:30AM	1	240	1	0	0	**090**	0	0	0	0	0	0	**7**	0
7:75AM	0	290	0	0	2	**060**	1	0	0	0	0	0	**7**	0
Hourly Total	7	1032	2	0	2	**1747**	3	0	0	0	0	0	**7**	0
5:00AM	1	294	2	0	0	**097**	0	0	0	0	0	0	**7**	0
5:15AM	0	284	7	0	0	**021**	0	0	0	0	0	0	**7**	0
5:30AM	0	232	0	0	0	**080**	0	0	0	0	0	0	**7**	0
5:75AM	3	163	1	0	0	**129**	0	0	0	0	0	0	**7**	0
Hourly Total	7	646	4	0	0	**227**	0	0	0	0	0	0	**7**	0
9:00AM	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0
Hourly Total	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0
Total	22	3931	16	0	3	**8695**	3	0	0	0	0	0	**7**	0
% Approach	0.9%	68.8%	0.5%	0%	0.1%	**-**	-	0%	0%	0%	0%	0%	**-**	-
% Total	0.9%	65.5%	0.5%	0%	0.1%	**26.9%**	-	0%	0%	0%	0%	0%	**7%**	-
Lights	16	3762	14	0	3	**8581**	-	0	0	0	0	0	**7**	-
% Lights	89.7%	69.2%	86.5%	0%	100%	**26.1%**	-	0%	0%	0%	0%	0%	**-**	-
Articulated Trucks and Single-Unit Trucks	2	120	1	0	0	**108**	-	0	0	0	0	0	**7**	-
% Articulated Trucks and Single-Unit Trucks	6.1%	3.3%	5.3%	0%	0%	**8.8%**	-	0%	0%	0%	0%	0%	**-**	-
Buses	0	18	1	0	0	**12**	-	0	0	0	0	0	**7**	-
% Buses	0%	0.5%	5.3%	0%	0%	**7.5%**	-	0%	0%	0%	0%	0%	**-**	-
Bicycles on Road	1	1	0	0	0	**0**	-	0	0	0	0	0	**7**	-
% Bicycles on Road	7.5%	0%	0%	0%	0%	**7.1%**	-	0%	0%	0%	0%	0%	**-**	-
Aedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	0
% Aedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Aedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
Pll Classes (Lights, Prticulated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)
Pll Movements
ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



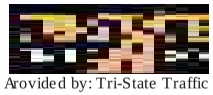
Arovided by: Tri-State Traffic Data, Inc.
187 Baker Road,
Coatesville, AP, 16320, US

Leg	Washington St.							Washington St.							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Aed*	L	T	R	U	RR	App	Aed*	Int
2018-04-18 4:00PM	0	2	1	0	0	**1**	1	0	0	0	0	0	**6**	0	**285**
4:15PM	0	7	3	0	0	**4**	1	0	2	0	0	0	**3**	0	**362**
4:30PM	0	2	1	0	0	**1**	0	0	0	0	0	0	**6**	0	**339**
4:75PM	0	7	2	0	1	**4**	0	0	0	0	0	0	**6**	0	**387**
Hourly Total	0	12	4	0	1	**36**	2	0	2	0	0	0	**3**	0	**910**
8:00PM	0	7	0	0	1	**8**	0	0	2	0	0	0	**3**	0	**330**
8:15PM	0	3	3	0	2	**9**	0	2	0	0	0	0	**3**	0	**328**
8:30PM	0	2	0	0	0	**3**	0	0	1	0	0	0	**2**	0	**367**
8:75PM	0	3	0	0	0	**1**	0	0	5	0	0	0	**8**	0	**367**
Hourly Total	0	12	3	0	3	**29**	0	2	8	0	0	0	**26**	0	**987**
7:00AM	0	9	2	0	3	**22**	0	0	7	0	0	0	**5**	1	**378**
7:15AM	0	3	0	0	3	**7**	0	0	5	0	0	0	**8**	0	**374**
7:30AM	0	2	7	0	9	**23**	0	0	5	0	0	0	**8**	0	**390**
7:75AM	0	0	2	0	3	**8**	0	3	1	0	0	0	**5**	0	**342**
Hourly Total	0	11	8	0	15	**15**	0	3	15	0	0	0	**29**	1	**2603**
5:00AM	0	5	1	0	0	**7**	1	1	9	0	0	0	**4**	0	**391**
5:15AM	0	5	0	0	1	**7**	0	0	2	0	0	0	**3**	0	**300**
5:30AM	0	1	1	0	0	**3**	0	0	0	0	0	0	**6**	0	**315**
5:75AM	0	2	0	0	0	**3**	0	0	0	0	0	0	**6**	0	**200**
Hourly Total	0	13	2	0	1	**27**	1	1	8	0	0	0	**0**	0	**2628**
9:00AM	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	0	**6**
Hourly Total	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	0	**6**
Total	0	78	20	0	20	**99**	3	9	33	0	0	0	**10**	1	**1963**
% Approach	0%	57.5%	22.4%	0%	22.4%	**-**	-	15.7%	87.9%	0%	0%	0%	**-**	-	-
% Total	0%	1.3%	0.5%	0%	0.5%	**3.1%**	-	0.2%	0.6%	0%	0%	0%	**2.6%**	-	-
Lights	0	79	18	0	20	**95**	-	9	31	0	0	0	**14**	-	3952
% Lights	0%	65.8%	60.0%	0%	100%	**08.8%**	-	100%	63.6%	0%	0%	0%	**05.0%**	-	69.1%
Articulated Trucks and Single-Unit Trucks	0	0	2	0	0	**3**	-	0	1	0	0	0	**2**	-	129
% Articulated Trucks and Single-Unit Trucks	0%	0%	10.0%	0%	0%	**3.1%**	-	0%	3.0%	0%	0%	0%	**3.7%**	-	3.3%
Buses	0	2	0	0	0	**3**	-	0	0	0	0	0	**6**	-	21
% Buses	0%	7.2%	0%	0%	0%	**3.1%**	-	0%	0%	0%	0%	0%	**6%**	-	0.9%
Bicycles on Road	0	0	0	0	0	**6**	-	0	1	0	0	0	**2**	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	**6%**	-	0%	3.0%	0%	0%	0%	**3.7%**	-	0.1%
Aedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	1	
% Aedestrians	-	-	-	-	-	-	99.4%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	0%	-

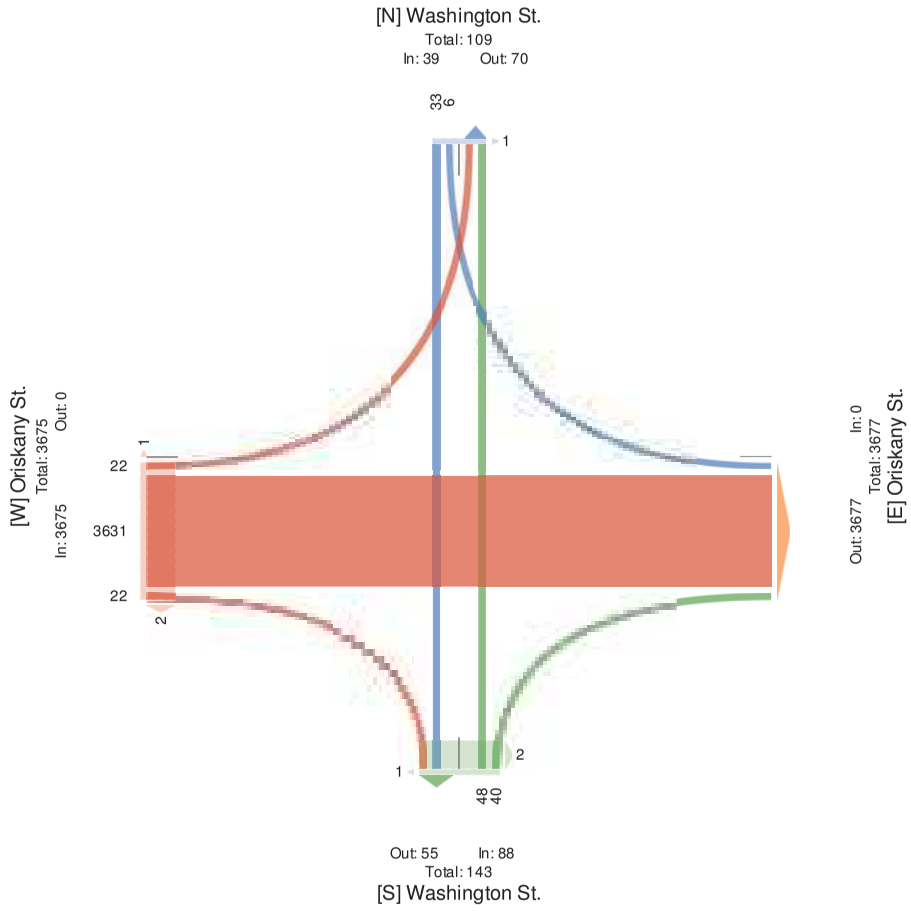
*Aedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

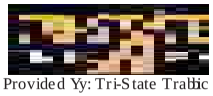
15. Washington and Oriskany - TMC
Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
Pll Classes (Lights, Prticulated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)
Pll Movements
ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



Arovided by: Tri-State Traffic Data, Inc.
187 Baker Road,
Coatesville, AP, 16320, US



15. Washington and Oriskany - TMC
Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6ew Nork



Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

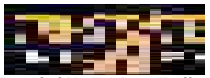
Leg / Direction	f riskany St. OastYound							f riskany St. WestYound						
Time	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:30AM	1	224	0	0	0	**225**	0	0	0	0	0	0	**0**	0
7:45AM	1	248	0	0	0	**249**	0	0	0	0	0	0	**0**	0
8:00AM	5	213	3	0	1	**222**	0	0	0	0	0	0	**0**	0
8:15AM	2	201	2	0	0	**205**	0	0	0	0	0	0	**0**	0
Total	9	88*	5	0	1	**901**	0	0	0	0	0	0	**0**	0
% Approach	1.0%	98.3%	0.*%	0%	0.1%	-	-	0%	0%	0%	0%	0%	-	-
% Total	1.0%	95.5%	0.5%	0%	0.1%	**97.1%**	-	0%	0%	0%	0%	0%	**0%**	-
PHF	0.450	0.893	0.417	-	0.250	**0.905**	-	-	-	-	-	-	-	-
Lights	8	841	5	0	1	**855**	-	0	0	0	0	0	**0**	-
% Lights	88.9%	94.9%	100%	0%	100%	**94.9%**	-	0%	0%	0%	0%	0%	-	-
Articulated Trucks and Single-Unit Trucks	1	38	0	0	0	**39**	-	0	0	0	0	0	**0**	-
% Articulated Trucks and Single-Unit Trucks	11.1%	4.3%	0%	0%	0%	**4.3%**	-	0%	0%	0%	0%	0%	-	-
Buses	0	7	0	0	0	**7**	-	0	0	0	0	0	**0**	-
% Buses	0%	0.8%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0%	0%	-	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[E]Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork



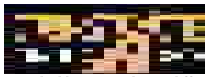
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Washington St. 6 orth Yound							Washington St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-07-18 7:30AM	0	2	1	0	0	**2**	0	0	0	0	0	0	**5**	0	**117**
7:45AM	0	4	2	0	1	**4**	0	0	0	0	0	0	**5**	0	**180**
8:00AM	0	4	0	0	1	**8**	0	0	2	0	0	0	**1**	0	**113**
8:15AM	0	3	3	0	2	**7**	0	2	0	0	0	0	**1**	0	**168**
9 Ttoa	0	13	*	0	4	**12**	0	2	2	0	0	0	**l**	0	**317**
% ApprToch	0%	5*.5%	2*.1%	0%	17.4%	-	-	50.0%	50.0%	0%	0%	0%	-	-	-
% 9 Ttoa	0%	1.4%	0.*%	0%	0.4%	**1.8%**	-	0.2%	0.2%	0%	0%	0%	**5.l %**	-	-
PHF	-	0.813	0.500	-	0.500	**5.463**	-	0.250	0.250	-	-	-	**5.855**	-	0.90*
Lights	0	13	5	0	4	**11**	-	2	2	0	0	0	**l**	-	881
% Lights	0%	100%	83.3%	0%	100%	**38.4%**	-	100%	100%	0%	0%	0%	**655%**	-	94.9%
Articuaoted 9 rucks ond Singæ-Unit 9 rucks	0	0	1	0	0	**6**	-	0	0	0	0	0	**5**	-	40
% Articuaoted 9 rucks ond Singæ-Unit 9 rucks	0%	0%	1*.7%	0%	0%	**l .2%**	-	0%	0%	0%	0%	0%	**5%**	-	4.3%
Buses	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-	7
% Buses	0%	0%	0%	0%	0%	**5%**	-	0%	0%	0%	0%	0%	**5%**	-	0.8%
Bicycæs Tn RTod	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-	0
% Bicycæs Tn RTod	0%	0%	0%	0%	0%	**5%**	-	0%	0%	0%	0%	0%	**5%**	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

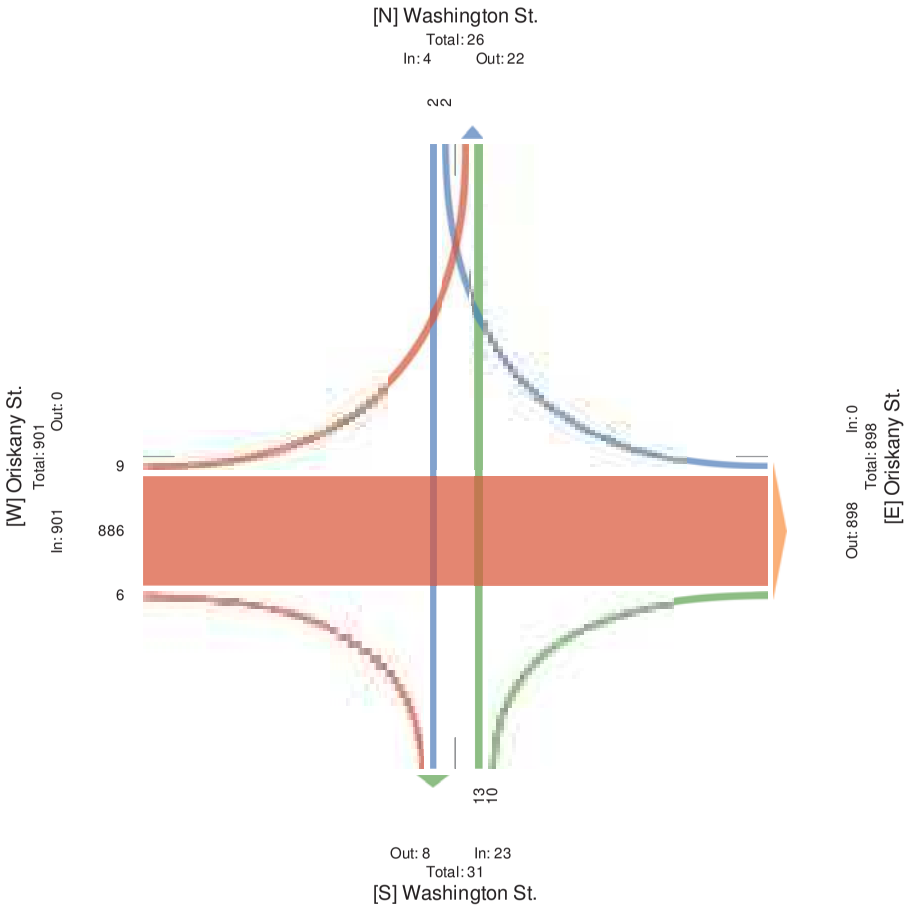
[f] Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
PM aek(4-5)0PM A85)0PMC
Pll s lkLLeL4i ght rL, PcrgTulkred n cuT(LkSd UgShleABSg n cuT(L, yuLeL, aedeLrcgkSL, ygToTleL
RS wRkd, ygToTleLRS s cRLLv kl(C
Pll MRmeI eSrL
D 593. 10), i RTkrgRS53) 710) 38. , A972) 1) 9-, Ugre s Rde5BrgTk, Nev YRc(



acRmgled bo5n cgAUrkre n ckffgT
: krk, DST7
183 yk(ec wRkd,
s RkreLmgle, aP, 1.) 20, BU



Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7P: 45P: A
M l - la))e) (CsLi g), Mrgsculaged h ruck) at d Ts t Lle4n t sgh ruck), Su)e), Pede)grsat), SscUcle) ot Boad, SscUcle) ot - ro))yalkA
M l : oRewet g)
vml 57D109, Cocagsot I7931 0978D, 4 532 9195. , Tsge - ode In gsca, 6 ey Nork



ProRsded YUI hrs4Tgage h rabbsc maga, vt c3
187 Saker Boad,
- oage) Rslle, PM, 1D920, n T

CeL msrecgsot	f rs)kat UTg3 Oa) gYout d							f rs)kat UTg3 We) gYout d						
h swe	C	h	B	n	BB	App	PedE	C	h	B	n	BB	App	PedE
20184 0. 418 7100P:	2	278	0	0	0	250	1	0	0	0	0	0	0	0
7115P:	1	257	1	0	0	256	1	0	0	0	0	0	0	0
7190P:	1	2. 0	1	0	0	272	0	0	0	0	0	0	0	0
7175P:	0	2*0	0	0	2	262	1	0	0	0	0	0	0	0
Total	7	1092	2	0	2	**1040**	9	0	0	0	0	0	0	0
% Approach	037%	DD32%	032%	0%	032%	-	4	0%	0%	0%	0%	0%	-	4
% Total	037%	D735%	032%	0%	032%	**95.2%**	4	0%	0%	0%	0%	0%	**0%**	4
PHF	03500	0305*	03500	4	03250	**0.956**	4	4	4	4	4	4	-	4
Lights	9	1008	2	0	2	**1015**	4	0	0	0	0	0	**0**	4
% Lights	. 530%	D. 3 %	100%	0%	100%	**97.6%**	4	0%	0%	0%	0%	0%	-	4
Articulated Trucks and Single-Unit Trucks	1	1D	0	0	0	**20**	4	0	0	0	0	0	**0**	4
% Articulated Trucks and Single-Unit Trucks	253 0%	138%	0%	0%	0%	**1.9%**	4	0%	0%	0%	0%	0%	-	4
Buses	0	5	0	0	0	**5**	4	0	0	0	0	0	**0**	4
% Buses	0%	035%	0%	0%	0%	**0.5%**	4	0%	0%	0%	0%	0%	-	4
Bicycles on Road	0	0	0	0	0	**0**	4	0	0	0	0	0	**0**	4
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	4	0%	0%	0%	0%	0%	-	4
Pede)grsat)	4	4	4	4	4	4	9	4	4	4	4	4	4	0
% Pede)grsat)	4	4	4	4	4	4	100%	4	4	4	4	4	4	4
SscUcle) ot - ro))yalk	4	4	4	4	4	4	0	4	4	4	4	4	4	0
% SscUcle) ot - ro))yalk	4	4	4	4	4	4	0%	4	4	4	4	4	4	4

[E] Pede)grsat) at d SscUcle) ot - ro))yalk3CICebg BIBsLi g BBIBsLi got red, h Ihi ru, n In 4hurt

15. Washington and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7P: 45P: A
M l - la))e) (CsLi g), Mrgsculaged h ruck) at d Ts t Lle4n t sgh ruck), Su)e), Pede)grsat), SscUcle) ot Boad, SscUcle) ot - ro))yalkA
M l : oRewet g)
vml 57D109, Cocagsot I7931 0978D, 4 532 9195. , Tsge - ode In gsca, 6 ey Nork



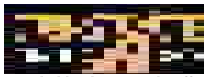
ProRsded YUI hrs4Tgage h rabbsc maga, vt c3
187 Saker Boad,
- oage) Rslle, PM, 1D920, n T

CeL msrecgsot	Wa) i st Lgot Tg3 6 org Yout d							Wa) i st Lgot Tg3 Tougi Yout d							
h swe	C	h	B	n	BB	App	Pedf	C	h	B	n	BB	App	Pedf	Int
20184 0. 418 7100P:	0	*	2	0	9	**22**	0	0	7	0	0	0	**5**	1	**174**
7115P:	0	9	0	0	9	**7**	0	0	5	0	0	0	**4**	0	**178**
7190P:	0	2	7	0	*	**21**	0	0	5	0	0	0	**4**	0	**103**
7175P:	0	0	2	0	9	**4**	0	9	1	0	0	0	**5**	0	**182**
6 ytc	0	11	8	0	15	**a5**	0	9	15	0	0	0	**20**	1	**21 31**
% Appr9Tch	0%	923%	2935%	0%	7731%	**-**	4	1*3 %	893%	0%	0%	0%	**-**	4	4
% 69(To	0%	130%	03 %	0%	137%	**a.2%**	4	039%	137%	0%	0%	0%	**2.7%**	4	4
PHF	4	03758	03500	4	03*25	**1 .81 0**	4	0325 0	03 50	4	4	4	**1 .31 1**	4	0307 5
Lights	0	11	.	0	15	**aa**	4	9	15	0	0	0	**20**	4	10**
% Lights	0%	100%	8. 35%	0%	100%	**38.2%**	4	100%	100%	0%	0%	0%	**21 1 %**	4	D. 3*%
Articuo9ted 6 rucks Tnd Singœ-Unit 6 rucks	0	0	1	0	0	**2**	4	0	0	0	0	0	**1**	4	21
% Articuo9ted 6 rucks Tnd Singœ-Unit 6 rucks	0%	0%	1235%	0%	0%	**1.3%**	4	0%	0%	0%	0%	0%	**1 %**	4	130%
Buses	0	0	0	0	0	**1**	4	0	0	0	0	0	**1**	4	5
% Buses	0%	0%	0%	0%	0%	**1 %**	4	0%	0%	0%	0%	0%	**1 %**	4	035%
Bicycœs 9n R9Td	0	0	0	0	0	**1**	4	0	0	0	0	0	**1**	4	0
% Bicycœs 9n R9Td	0%	0%	0%	0%	0%	**1 %**	4	0%	0%	0%	0%	0%	**1 %**	4	0%
Pede)grsat)	4	4	4	4	4	4	0	4	4	4	4	4	4	1	
% Pede)grsat)	4	4	4	4	4	4	4	4	4	4	4	4	4	100%	4
SscUcle) ot - ro))yalk	4	4	4	4	4	4	0	4	4	4	4	4	4	0	
% SscUcle) ot - ro))yalk	4	4	4	4	4	4	0%	4	4	4	4	4	4	0%	4

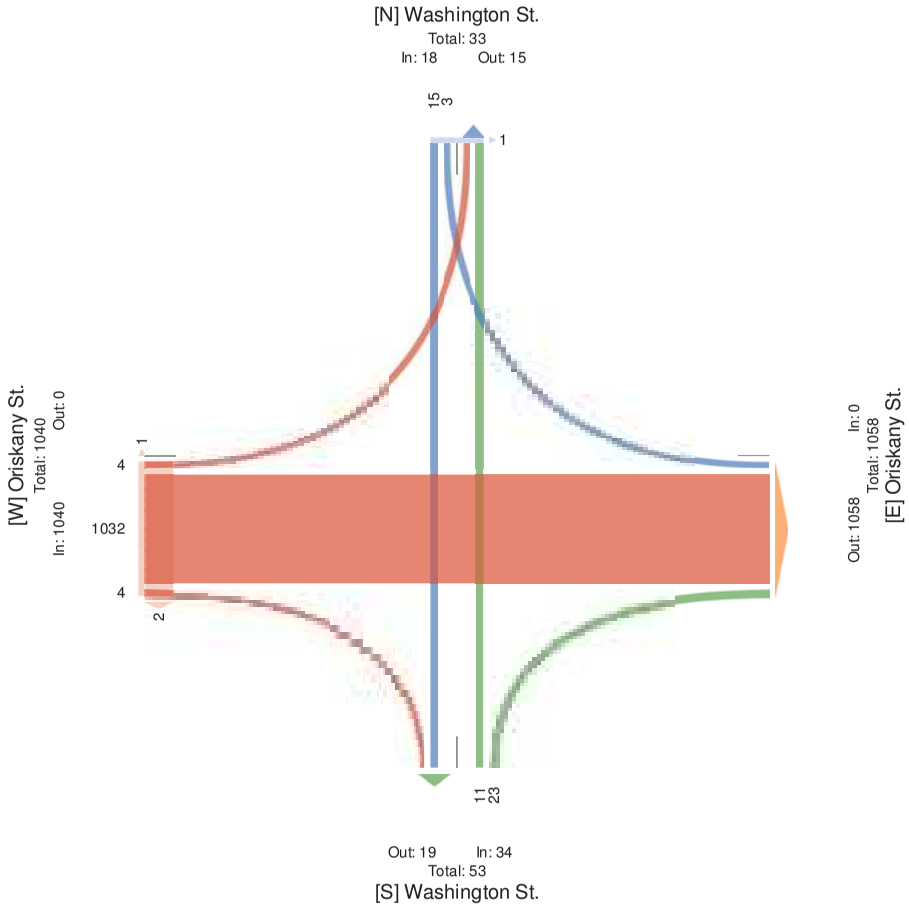
[f] Pede)grsat) at d SscUcle) ot - ro))yalk3CICebg BIBsLi g BBIBsLi got red, h Ihi ru, n In 4hurt

Remove Watermark
Wondershare PDFelement

15. Washington and Oriskany - TMC
Wed Jul 18, 2018
Forced Peak (7P: 45P: A
Ml - la))e) (GsLi g), Mrgculage d h ruck) at d Tst Lle4n t sgh ruck), Su)e), Pede) grsat), SscUcle) ot Boad, SscUcle) ot - ro)) y alkA
Ml: oRe w et g)
vml 57D109, Cocagsot 17931 0978D, 4 5329195. , Tsge - ode In gca, Ney York



ProRsded bUI hrs4Tgage h raffsc
mage, vt c3
187 Saker Boad,
- oage) Rslle, PM, 1D920, n T



15. Washington and Oriskany - TMC
Wed Jul 18, 2018
PM Peak (4-50PM) O50PMv) r He call Peak ACuo
s ll Llai i e i (gh t cTi , s ó Tmula Ted S ounki a Ud BhUt le) y UhTS ounki , Ru i e i , Pede i TbhaUi , Rlnwnlei CUmCad, Rlnwnlei CU LoCi i I alkv
s ll MCHe De UTi
:9 - O43105, g Cna TfCU - 45.105483,)7 Q.2515 O7, BhTe L Cde - y Tlna, 6 e I NCok



PoCHtded Yw- S oh) BTaTe S oabbin
9 a Ta, : Un.
184 Rake om Cad,
L CaTe i Hille, Ps , 13520, y B

get 9 hoe n TfCU	r ohi ka Uw BT f ai TfY Cu Ud							r ohi ka Uw BT We i TfY Cu Ud						
S hD e	g	S	m	y	mm	**App**	P e d E	g	S	m	y	mm	**App**	P e d E
2018)07)18 4-50 PM	1	270	1	0	0	**020**	0	0	0	0	0	0	**4**	0
4-4 OPM	0	2*0	0	0	2	**050**	1	0	0	0	0	0	**4**	0
O-0 0 PM	1	2*7	2	0	0	**024**	0	0	0	0	0	0	**4**	0
O-1 OPM	0	287	4	0	0	**087**	0	0	0	0	0	0	**4**	0
1 Tot a	2	1084	7	0	2	**7481**	1	0	0	0	0	0	**4**	0
9 %App Ttr c	0.2%	33.0%	0.*%	0%	0.2%	**h**	)	0%	0%	0%	0%	0%	**h**	)
9 % Tot a	0.2%	34.3%	0.*%	0%	0.2%	**81 -89**	)	0%	0%	0%	0%	0%	**49**	)
6. P	0.O00	0.344	0.458	)	0.2 O0	**4-8H7**	)	)	)	)	)	)	**h**	)
Fli cog	2	10*8	*	0	2	**742s**	)	0	0	0	0	0	**4**	)
9 %Li cog	100%	38.O%	8Q.7%	0%	100%	**8s -H9**	)	0%	0%	0%	0%	0%	**h**	)
A dr ua t œd % ur kg % nd % Ini æ hUn Io % ur kg	0	1O	0	0	0	**7l**	)	0	0	0	0	0	**4**	)
9 %A dr ua t œd % ur kg % nd % Ini æ hUn Io % ur kg	0%	1.4%	0%	0%	0%	**7-H9**	)	0%	0%	0%	0%	0%	**h**	)
Bug eg	0	1	1	0	0	**0**	)	0	0	0	0	0	**4**	)
9 %Bug eg	0%	0.1%	14.5%	0%	0%	**4-09**	)	0%	0%	0%	0%	0%	**h**	)
Bli r yræ g % n % R Tt d	0	0	0	0	0	**4**	)	0	0	0	0	0	**4**	)
9 %Bli r yræ g % n % R Tt d	0%	0%	0%	0%	0%	**49**	)	0%	0%	0%	0%	0%	**h**	)
P e d e i T bhaUi	)	)	)	)	)	)	1	)	)	)	)	)	)	0
% P e d e i T bhaUi	)	)	)	)	)	)	100%	)	)	)	)	)	)	)
Rlnwnlei CU Lo Ci i I alk	)	)	)	)	)	)	0	)	)	)	)	)	)	0
% Rlnwnlei CU Lo Ci i I alk	)	)	)	)	)	)	0%	)	)	)	)	)	)	)

[E] P e d e i T bhaUi a Ud Rlnwnlei CU Lo Ci i I alk. g - ge b[, m - mh t c T, mm - mh t c TCU oe d, S - S c ou, y - y) S u o U

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15. Washington and Oriskany - TMC

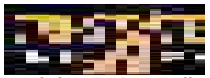
Wed Jul 18, 2018

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork



Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Washington St. 7orthYound							Washington St. SouthYound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-06-18 4:30PM	0	2	4	0	*	**25**	0	0	5	0	0	0	**1**	0	**574**
4:45PM	0	0	2	0	3	**1**	0	3	1	0	0	0	**8**	0	**502**
5:00PM	0	5	1	0	0	**3**	1	1	*	0	0	0	**0**	0	**576**
5:15PM	0	5	0	0	1	**3**	0	0	2	0	0	0	**5**	0	**544**
9 Ttoa	0	12	6	0	10	**54**	1	4	14	0	0	0	**27**	0	**2285**
l %pp Torc	0%	41.4%	24.1%	0%	34.5%	**h**	-	22.2%	66.8%	0%	0%	0%	**h**	-	-
l %Ttoa	0%	1.1%	0.*%	0%	0.9%	**5-1l**	-	0.4%	1.2%	0%	0%	0%	**2-3l**	-	-
. PH	-	0.*00	0.438	-	0.416	**F-3F8**	-	0.333	0.583	-	-	-	**F-386**	-	0.955
Ligcts	0	11	*	0	10	**50**	-	4	13	0	0	0	**20**	-	1122
l %igcts	0%	91.6%	85.6%	0%	100%	**46-2l**	-	100%	92.9%	0%	0%	0%	**48-8l**	-	98.2%
A tiruated% urks%nd%singæhUnit% urks	0	0	1	0	0	**2**	-	0	0	0	0	0	**F**	-	1*
l %A tiruated% urks%nd%singæhUnit% urks	0%	0%	14.3%	0%	0%	**6-8l**	-	0%	0%	0%	0%	0%	**Fl**	-	1.4%
Buses	0	1	0	0	0	**2**	-	0	0	0	0	0	**F**	-	3
l %Buses	0%	8.3%	0%	0%	0%	**6-8l**	-	0%	0%	0%	0%	0%	**Fl**	-	0.3%
Biryræs%n%RTod	0	0	0	0	0	**F**	-	0	1	0	0	0	**2**	-	1
l %Biryræs%n%RTod	0%	0%	0%	0%	0%	**Fl**	-	0%	6.1%	0%	0%	0%	**1-3l**	-	0.1%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

[f] Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Washington and Oriskany - TMC

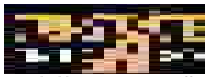
Wed Jul 18, 2018

AM Ae Pa k(7: 0 AM 3- 7: 0 AM) 3 Over Pll Ae Pa Hour

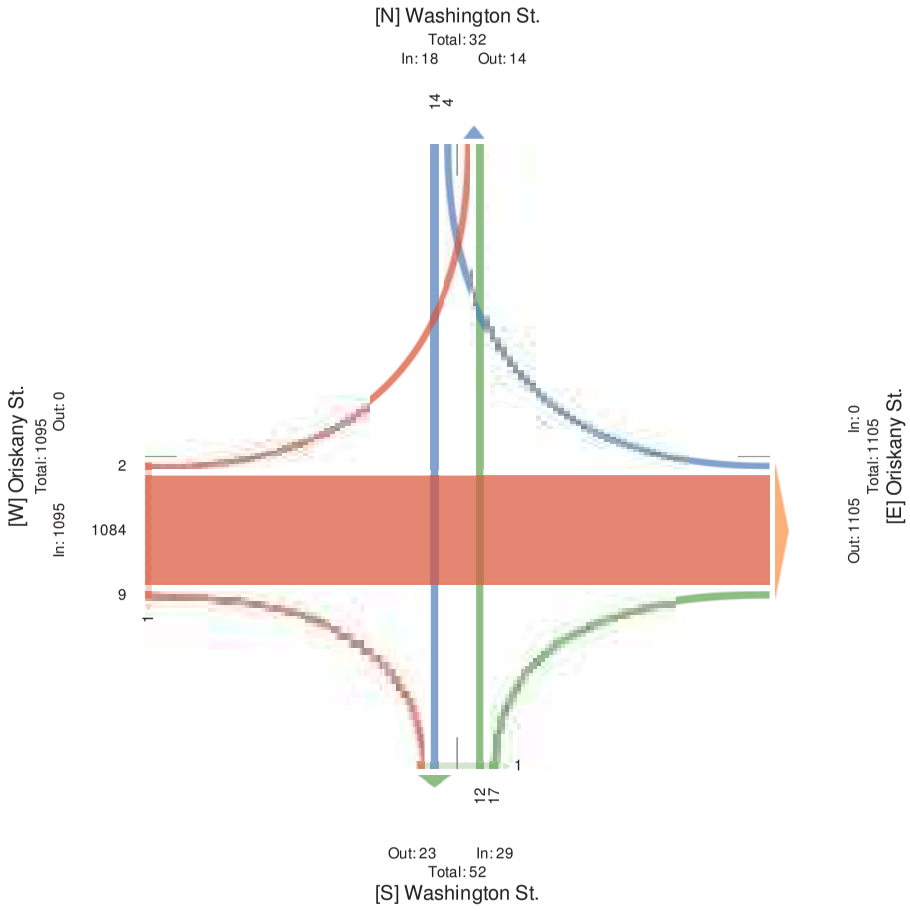
Cll s lPLLe L ki ght cL, Crcg ful Pced n ruTaL PSd Ug Shle 3B Sg n ruTaL, yuLeL, Ae de Lcrg PSL, yg lRTlle L oS wo Pd, yg lRTlle L o S s roLLmPla)

Cll Move I e ScL

D 7- (410: , i o TPcg o S7(: 9 1 0: (84, 3 - 9 2: 1: - . , Ugce s ode 7 Bcg lP, Nem Yora



Arovgled b R7n rg 8UcPce n r Pffg lT
5 PcP, D 8T9
18(y Paer wo Pd,
s o Pce Lvgle, AC, 14: 20, BU



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Utica, NY
Washington/Lafayette
Wednesday, July 18, 2018
Location: 43.102719, -75.232027

Count Name: 16. Washington and Lafayette
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Washington St. Southbound						Lafayette St. Westbound						Lafayette St. Eastbound					
	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	1	0	3	0	0	4	2	0	42	0	0	44	29	2	0	0	31	79
7:15 AM	0	3	1	0	1	4	3	0	42	0	0	45	30	0	0	1	30	79
7:30 AM	0	1	2	0	1	3	1	0	37	0	1	38	35	0	0	0	35	76
7:45 AM	3	1	3	0	1	7	1	0	51	0	1	52	24	2	0	0	26	85
Hourly Total	4	5	9	0	3	18	7	0	172	0	2	179	118	4	0	1	122	319
8:00 AM	1	3	3	0	1	7	2	1	32	0	0	35	29	3	0	0	32	74
8:15 AM	0	3	5	0	1	8	4	0	39	0	0	43	35	1	0	0	36	87
8:30 AM	1	2	2	0	5	5	2	0	42	0	0	44	26	2	0	0	28	77
8:45 AM	4	3	1	0	1	8	0	0	32	0	0	32	23	0	0	0	23	63
Hourly Total	6	11	11	0	8	28	8	1	145	0	0	154	113	6	0	0	119	301
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	1	2	0	0	5	10	0	38	0	0	48	35	1	0	0	36	89
4:15 PM	1	3	5	0	0	9	4	0	45	0	0	49	16	3	0	0	19	77
4:30 PM	0	0	0	0	0	0	2	0	33	0	0	35	26	1	0	0	27	62
4:45 PM	0	0	2	0	0	2	2	0	28	0	0	30	17	1	0	0	18	50
Hourly Total	3	4	9	0	0	16	18	0	144	0	0	162	94	6	0	0	100	278
5:00 PM	0	1	3	0	1	4	2	0	33	0	0	35	16	1	0	0	17	56
5:15 PM	0	2	4	0	0	6	4	0	34	0	0	38	17	2	0	0	19	63
5:30 PM	0	1	1	0	0	2	6	0	23	0	2	29	15	0	0	0	15	46
5:45 PM	0	0	2	0	0	2	4	0	17	0	0	21	21	3	0	1	24	47
Hourly Total	0	4	10	0	1	14	16	0	107	0	2	123	69	6	0	1	75	212
Grand Total	13	24	39	0	12	76	49	1	568	0	4	618	394	22	0	2	416	1110
Approach %	17.1	31.6	51.3	0.0	-	-	7.9	0.2	91.9	0.0	-	-	94.7	5.3	0.0	-	-	-
Total %	1.2	2.2	3.5	0.0	-	6.8	4.4	0.1	51.2	0.0	-	55.7	35.5	2.0	0.0	-	37.5	-
Lights	13	22	37	0	-	72	46	1	541	0	-	588	372	20	0	-	392	1052
% Lights	100.0	91.7	94.9	-	-	94.7	93.9	100.0	95.2	-	-	95.1	94.4	90.9	-	-	94.2	94.8
Buses	0	0	2	0	-	2	1	0	18	0	-	19	13	0	0	-	13	34
% Buses	0.0	0.0	5.1	-	-	2.6	2.0	0.0	3.2	-	-	3.1	3.3	0.0	-	-	3.1	3.1
Trucks	0	1	0	0	-	1	2	0	8	0	-	10	3	2	0	-	5	16
% Trucks	0.0	4.2	0.0	-	-	1.3	4.1	0.0	1.4	-	-	1.6	0.8	9.1	-	-	1.2	1.4
Bicycles on Road	0	1	0	0	-	1	0	0	1	0	-	1	6	0	0	-	6	8
% Bicycles on Road	0.0	4.2	0.0	-	-	1.3	0.0	0.0	0.2	-	-	0.2	1.5	0.0	-	-	1.4	0.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	8.3	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	11	-	-	-	-	-	4	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	91.7	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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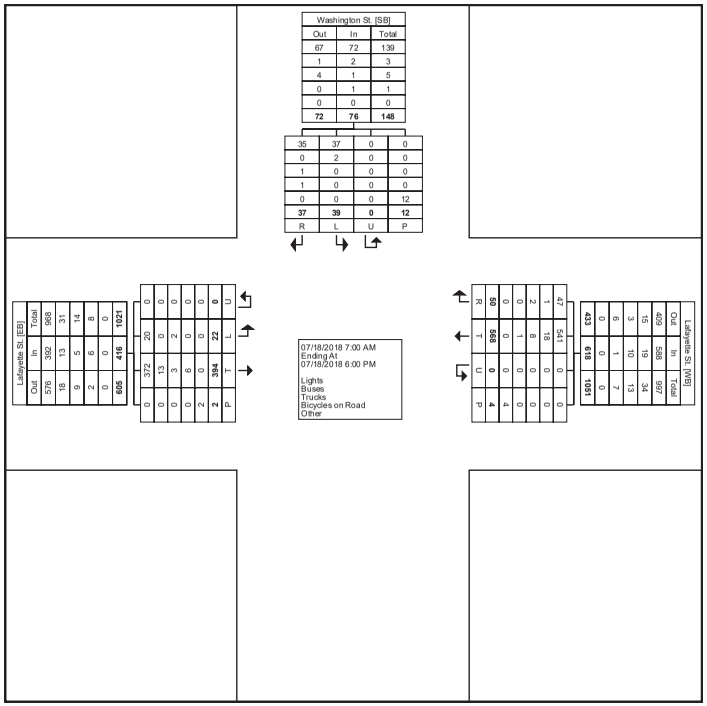
Utica, NY
Washington/Lafayette
Wednesday, July 18, 2018
Location: 43.102719, -75.232027

Count Name: 16. Washington and Lafayette
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 2


Washington St. [SB]
Out 67 72 139
In 1 2 3
Total 4 1 5
0 1 1
0 0 0
72 76 148
35 37 0 0
0 2 0 0
1 0 0 0
1 0 0 0
0 0 0 12
37 39 0 12
R L U P
Lafayette St. [EB]
Out 576 392 31 14 8 0 1021
In 18 13 5 6 0 0 416
Total 594 405 36 20 8 0 1437
0 0 0

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Washington St. Southbound						Lafayette St. Westbound						Lafayette St. Eastbound					
	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	3	1	3	0	1	7	1	0	51	0	1	52	24	2	0	0	26	85
8:00 AM	1	3	3	0	1	7	2	1	32	0	0	35	29	3	0	0	32	74
8:15 AM	0	3	5	0	1	8	4	0	39	0	0	43	35	1	0	0	36	87
8:30 AM	1	2	2	0	5	5	2	0	42	0	0	44	26	2	0	0	28	77
Total	5	9	13	0	8	27	9	1	164	0	1	174	114	8	0	0	122	323
Approach %	18.5	33.3	48.1	0.0	-	-	5.2	0.6	94.3	0.0	-	-	93.4	6.6	0.0	-	-	-
Total %	1.5	2.8	4.0	0.0	-	8.4	2.8	0.3	50.8	0.0	-	53.9	35.3	2.5	0.0	-	37.8	-
PHF	0.417	0.750	0.650	0.000	-	0.844	0.563	0.250	0.804	0.000	-	0.837	0.814	0.667	0.000	-	0.847	0.928
Lights	5	9	13	0	-	27	8	1	154	0	-	163	109	7	0	-	116	306
% Lights	100.0	100.0	100.0	-	-	100.0	88.9	100.0	93.9	-	-	93.7	95.6	87.5	-	-	95.1	94.7
Buses	0	0	0	0	-	0	0	0	5	0	-	5	3	0	0	-	3	8
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	3.0	-	-	2.9	2.6	0.0	-	-	2.5	2.5
Trucks	0	0	0	0	-	0	1	0	5	0	-	6	1	1	0	-	2	8
% Trucks	0.0	0.0	0.0	-	-	0.0	11.1	0.0	3.0	-	-	3.4	0.9	12.5	-	-	1.6	2.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9	0.0	-	-	0.8	0.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	12.5	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	87.5	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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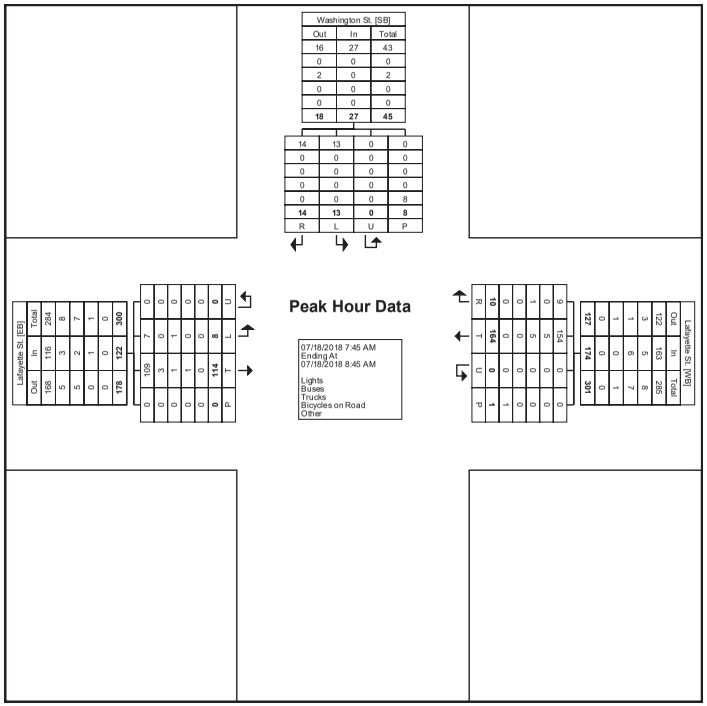
Wednesday, July 18, 2018
Location: 43.102719, -75.232027


Washington St. [SB]
Out 16 0 2 0 0 18
In 27 0 0 2 0 0 27
Total 43 0 2 0 0 45
14 13 0 0
0 0 0 0
0 0 0 0
0 0 0 0
0 0 0 8
14 13 0 8
R L U P
Lafayette St. [EB]
Out 186 5 0 0 178
In 116 3 2 1 0 122
Total 284 8 7 1 0 300
0 0 0

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Washington St. Southbound						Lafayette St. Westbound						Lafayette St. Eastbound					
	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:00 PM	2	1	2	0	0	5	10	0	38	0	0	48	35	1	0	0	36	89
4:15 PM	1	3	5	0	0	9	4	0	45	0	0	49	16	3	0	0	19	77
4:30 PM	0	0	0	0	0	0	2	0	33	0	0	35	26	1	0	0	27	62
4:45 PM	0	0	2	0	0	2	2	0	28	0	0	30	17	1	0	0	18	50
Total	3	4	9	0	0	16	18	0	144	0	0	162	94	6	0	0	100	278
Approach %	18.8	25.0	56.3	0.0	-	-	11.1	0.0	88.9	0.0	-	-	94.0	6.0	0.0	-	-	-
Total %	1.1	1.4	3.2	0.0	-	5.8	6.5	0.0	51.8	0.0	-	58.3	33.8	2.2	0.0	-	36.0	-
PHF	0.375	0.333	0.450	0.000	-	0.444	0.450	0.000	0.800	0.000	-	0.827	0.671	0.500	0.000	-	0.694	0.781
Lights	3	3	8	0	-	14	17	0	137	0	-	154	89	5	0	-	94	262
% Lights	100.0	75.0	88.9	-	-	87.5	94.4	-	95.1	-	-	95.1	94.7	83.3	-	-	94.0	94.2
Buses	0	0	1	0	-	1	1	0	5	0	-	6	3	0	0	-	3	10
% Buses	0.0	0.0	11.1	-	-	6.3	5.6	-	3.5	-	-	3.7	3.2	0.0	-	-	3.0	3.6
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	1	1	0	-	2	3
% Trucks	0.0	0.0	0.0	-	-	0.0	0.0	-	0.7	-	-	0.6	1.1	16.7	-	-	2.0	1.1
Bicycles on Road	0	1	0	0	-	1	0	0	1	0	-	1	1	0	0	-	1	3
% Bicycles on Road	0.0	25.0	0.0	-	-	6.3	0.0	-	0.7	-	-	0.6	1.1	0.0	-	-	1.0	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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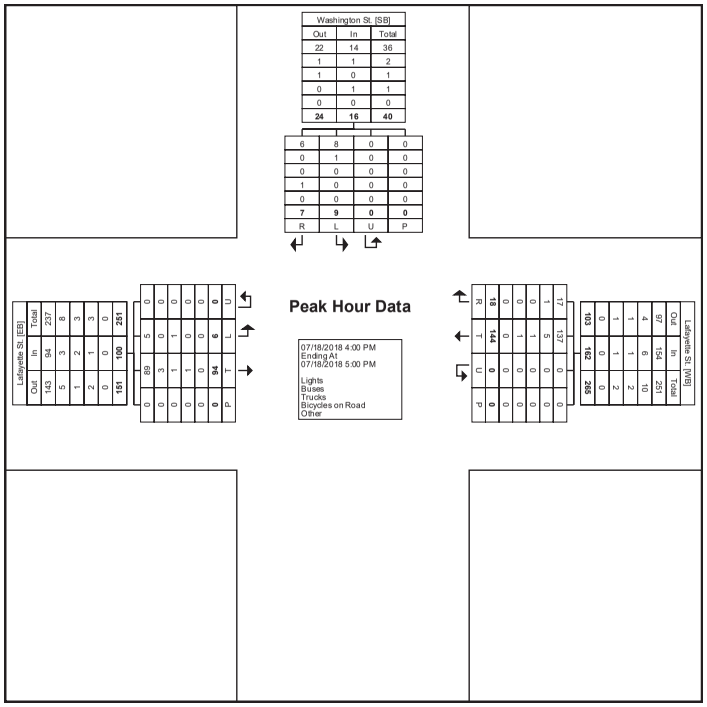

Turning Movement Peak Hour Data Plot (4:00 PM)

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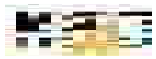
Utica, NY
Washington/Lafayette
Wednesday, July 18, 2018
Location: 43.102719, -75.232027



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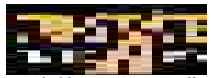
Count Name: 16. Washington and Lafayette
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 7

17. Seneca and Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York



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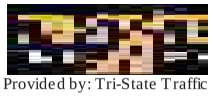
Leg	Liberty St. Eastbound							Liberty St. Westbound						
Direction														
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	0	0	0	0	0	**1**	0	9	181	0	16	1	**517**	1
7:15AM	0	0	0	0	0	**1**	0	9	187	0	25	0	**552**	1
7:30AM	0	0	0	0	0	**1**	0	14	242	0	31	0	**507**	0
7:45AM	0	0	0	0	0	**1**	0	16	273	0	30	0	**423**	1
Hourly Total	0	0	0	0	0	**1**	0	48	883	0	102	1	**2149**	3
8:00AM	0	0	0	0	0	**1**	0	11	191	0	29	0	**542**	0
8:15AM	0	0	0	0	0	**1**	0	20	214	1	24	0	**583**	0
8:30AM	0	0	0	0	0	**1**	0	11	181	0	30	0	**555**	1
8:45AM	0	0	0	0	0	**1**	0	13	206	0	20	0	**543**	0
Hourly Total	0	0	0	0	0	**1**	0	55	792	1	103	0	**382**	1
9:00AM	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
4:00PM	0	0	0	0	0	**1**	1	6	219	0	16	0	**592**	0
4:15PM	0	0	0	0	0	**1**	1	6	200	0	12	0	**520**	1
4:30PM	0	0	0	0	0	**1**	1	6	242	0	14	0	**565**	0
4:45PM	0	0	0	0	0	**1**	0	6	200	0	13	0	**523**	0
Hourly Total	0	0	0	0	0	**1**	3	24	861	0	55	0	**391**	1
5:00PM	0	0	0	0	0	**1**	1	3	196	0	14	0	**524**	0
5:15PM	0	0	0	0	0	**1**	1	4	185	0	17	0	**516**	0
5:30PM	0	0	0	0	0	**1**	0	1	139	0	3	0	**294**	0
5:45PM	0	0	0	0	0	**1**	0	6	130	0	14	0	**281**	0
Hourly Total	0	0	0	0	0	**1**	2	14	650	0	48	0	**725**	0
6:00PM	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0
Total	0	0	0	0	0	**1**	5	141	3186	1	308	1	**4647**	5
% Approach	0%	0%	0%	0%	0%	-	-	3.9%	87.6%	0%	8.5%	0%	-	-
% Total	0%	0%	0%	0%	0%	**1%**	-	3.5%	80.0%	0%	7.7%	0%	**32.4%**	-
Lights	0	0	0	0	0	**1**	-	131	3040	1	298	1	**4972**	-
% Lights	0%	0%	0%	0%	0%	-	-	92.9%	95.4%	100%	96.8%	100%	**38.9%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**1**	-	6	129	0	5	0	**291**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	-	-	4.3%	4.0%	0%	1.6%	0%	**4.0%**	-
Buses	0	0	0	0	0	**1**	-	4	16	0	4	0	**59**	-
% Buses	0%	0%	0%	0%	0%	-	-	2.8%	0.5%	0%	1.3%	0%	**1.7%**	-
Bicycles on Road	0	0	0	0	0	**1**	-	0	1	0	1	0	**5**	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0.3%	0%	**1.2%**	-
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	4
% Pedestrians	-	-	-	-	-	-	80.0%	-	-	-	-	-	-	80.0%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	20.0%	-	-	-	-	-	-	20.0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

17. Seneca and Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York



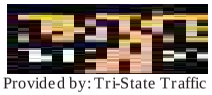
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Seneca St.							Seneca St.							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:00AM	4	10	0	0	0	**16**	0	0	0	2	0	0	**2**	0	**228**
7:15AM	2	17	1	0	0	**25**	0	0	1	1	0	0	**2**	0	**268**
7:30AM	1	16	0	0	0	**14**	0	0	1	4	0	1	**3**	0	**815**
7:45AM	4	17	0	0	0	**21**	1	0	1	1	0	0	**2**	0	**862**
Hourly Total	11	60	1	0	0	**42**	1	0	3	8	0	1	**12**	0	**1119**
8:00AM	2	14	0	0	0	**13**	0	0	3	0	0	0	**8**	0	**275**
8:15AM	3	26	0	0	0	**20**	0	0	3	1	0	0	**6**	0	**202**
8:30AM	3	13	0	0	0	**13**	0	0	5	2	0	1	**9**	1	**263**
8:45AM	4	17	0	0	0	**21**	0	0	1	0	0	0	**1**	0	**231**
Hourly Total	12	70	0	0	0	**92**	0	0	12	3	0	1	**13**	1	**1560**
9:00AM	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
Hourly Total	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
4:00PM	9	12	0	0	0	**21**	0	0	3	7	0	2	**12**	1	**246**
4:15PM	1	8	0	0	0	**0**	0	0	0	1	0	0	**1**	1	**229**
4:30PM	6	5	0	0	0	**11**	0	0	1	3	0	3	**4**	0	**295**
4:45PM	10	8	0	0	0	**19**	0	0	4	5	0	2	**11**	0	**269**
Hourly Total	26	33	0	0	0	**70**	0	0	8	16	0	7	**81**	2	**1585**
5:00PM	6	6	0	0	0	**12**	0	0	3	5	0	0	**9**	0	**288**
5:15PM	1	6	0	0	0	**4**	0	0	4	1	0	2	**4**	2	**225**
5:30PM	9	10	0	0	0	**10**	0	0	4	5	0	0	**0**	0	**141**
5:45PM	5	4	0	0	0	**0**	0	0	2	1	0	0	**8**	0	**132**
Hourly Total	21	26	0	0	0	**64**	0	0	13	12	0	2	**24**	2	**493**
6:00PM	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
Hourly Total	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0	**5**
Total	70	189	1	0	0	**235**	1	0	36	39	0	11	**93**	5	**8098**
% Approach	26.9%	72.7%	0.4%	0%	0%	-	-	0%	41.9%	45.3%	0%	12.8%	-	-	-
% Total	1.8%	4.7%	0%	0%	0%	**3.7%**	-	0%	0.9%	1.0%	0%	0.3%	**2.2%**	-	-
Lights	68	185	0	0	0	**278**	-	0	34	36	0	10	**95**	-	3804
% Lights	97.1%	97.9%	0%	0%	0%	**04.8%**	-	0%	94.4%	92.3%	0%	90.9%	**08.5%**	-	95.5%
Articulated Trucks and Single-Unit Trucks	2	2	0	0	0	**6**	-	0	0	0	0	0	**5**	-	144
% Articulated Trucks and Single-Unit Trucks	2.9%	1.1%	0%	0%	0%	**1.7%**	-	0%	0%	0%	0%	0%	**5%**	-	3.6%
Buses	0	1	0	0	0	**1**	-	0	1	3	0	1	**7**	-	30
% Buses	0%	0.5%	0%	0%	0%	**5.6%**	-	0%	2.8%	7.7%	0%	9.1%	**7.9%**	-	0.8%
Bicycles on Road	0	1	1	0	0	**2**	-	0	1	0	0	0	**1**	-	5
% Bicycles on Road	0%	0.5%	100%	0%	0%	**5.9%**	-	0%	2.8%	0%	0%	0%	**1.2%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	40.0%	-

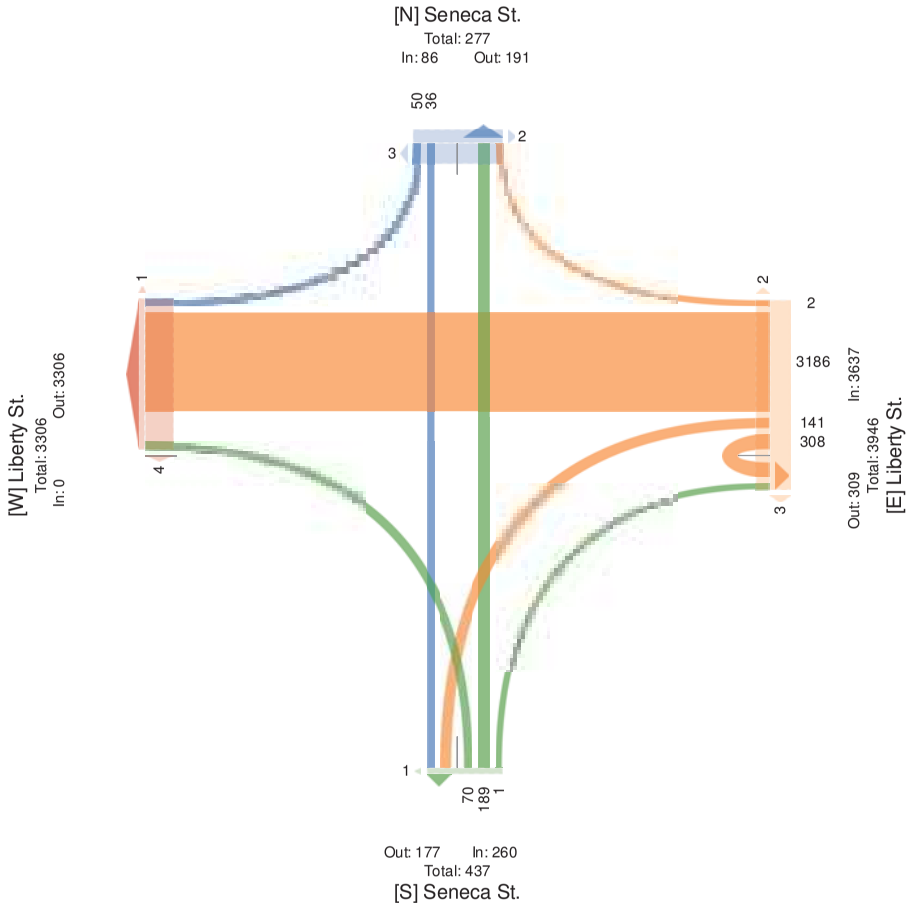
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

17. Seneca and Liberty - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

17. Seneca and Liberty - TMC

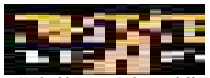
Wed Jul 18, 2018

PM aek(4-5)0PM C85)0PMvOr Heokllaek(ACuo

Pll s lkLLeL4ight cL, Poogfulkced nouT(LkSd UgShleOBSgcnouT(L, yuLeL, aedeLoogkSL, ygRTlleL CS wCkd, ygRTlleLCS s oCLLmkl(v

Pll MCHe1 eScL

D593. 108, i CTkogCS53) 710) 9-6, O9722. 811, Ugge s Cde5BogTk, Nem YCo(



aoCHgded bR5nogQUckce nokffgT
: kck, DST7
183 yk(eowCkd,
s CkceLHgle, aP, 1.) 20, BU

i e h : gpeTogCS ngl e	i gheocRUc7 EkLobCuSd							i gheocRUc7 WeLobCuSd						
	i	n	w	B	ww	App	aed*	i	n	w	B	ww	App	aed*
20180- C8 - 50PM	0	0	0	0	0	**2**	0	13	232	0	)1	0	**403**	0
- 539PM	0	0	0	0	0	**2**	0	16	2-)	0	)0	0	**791**	1
8500PM	0	0	0	0	0	**2**	0	11	1. 1	0	2.	0	**479**	0
8519PM	0	0	0	0	0	**2**	0	20	213	1	23	0	**451**	0
6 Tota	0	0	0	0	0	**2**	0	61	. 20	1	113	0	**9211**	1
% ApprTtch	0%	0%	0%	0%	0%	**-**	0	976%	8)7. %	071%	1073%	0%	**-**	0
% 6 Tota	0%	0%	0%	0%	0%	**2%**	0	971%	- -71%	071%	. 79%	0%	**1980%**	0
. PH	O	O	O	O	O	**-**	0	07-6)	07832	07290	07 1.	O	**28051**	0
Flihog	0	0	0	0	0	**2**	0	98	868	1	11)	0	**92s 2**	0
% Flihog	0%	0%	0%	0%	0%	**-**	0	. 971%	. 37)%	100%	. . 71%	0%	**1s 81%**	0
Ardicuatœd 6 ruckg t nd SImi æ-Unlo6 ruckg	0	0	0	0	0	**2**	0	2	39	0	0	0	**s 3**	0
% Ardicuatœd 6 ruckg t nd SImi æ-Unlo6 ruckg	0%	0%	0%	0%	0%	**-**	0	)7)%	37. %	0%	0%	0%	**s 87%**	0
Bugeg	0	0	0	0	0	**2**	0	1	-	0	1	0	**1**	0
% Bugeg	0%	0%	0%	0%	0%	**-**	0	176%	078%	0%	07. %	0%	**280%**	0
Blcycæg Tn RTtd	0	0	0	0	0	**2**	0	0	0	0	0	0	**2**	0
% Blcycæg Tn RTtd	0%	0%	0%	0%	0%	**-**	0	0%	0%	0%	0%	0%	**2%**	0
aedeLoogkSL	O	O	O	O	O	O	0	O	O	O	O	O	O	0
% aedeLoogkSL	O	O	O	O	O	O	0	O	O	O	O	O	O	0%
ygRTlleLCS s oCLLmkl(	O	O	O	O	O	O	0	O	O	O	O	O	O	1
% ygRTlleLCS s oCLLmkl(	O	O	O	O	O	O	0	O	O	O	O	O	O	100%

*aedeLoogkSLkSd ygRTlleLCS s oCLLmkl(7i 5i efc, w5wght c, ww5wght cCS oed, n5nt ou, B5B0uoS

17. Seneca and Liberty - TMC

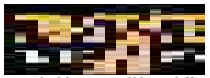
Wed Jul 18, 2018

PM aek(4: 30PM 583 0PM) 5Overkllaek(Hour

Pll AlkCCeC4sIL ghC, Prhltulkhed c rut(CkTd nLTi le5STlhc rut(C, UuCeC, aedeChrlkTC, UltBtleC oTyokd, UltBtleCoT AroCCRkl( )

Pll MoveweThC

nh 3D9. 108, s otkhloT39-610-D: 7, 5: D522. 811, nlle Aode3SHtLk, NeR Yor(



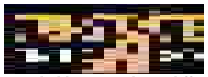
arovkded bE3cr5nkhe c rkffLt
I khk, nfT 6
189 Uk(er yokd,
AokheGvIlle, aP, 1. - 20, Sn

s ei I IrethloT c Iwe	neTetk nh6 NorlgbouTd							neTetk nh6 nouhgbouTd							
	s	c	y	S	yy	App	aed*	s	c	y	S	yy	App	aed*	Int
201830: 518 : 3-0PM	1	17	0	0	0	**25**	0	0	1	9	0	1	**1**	0	**724**
: 39DPM	9	1:	0	0	0	**82**	1	0	1	1	0	0	**8**	0	**708**
8300PM	2	19	0	0	0	**21**	0	0	-	0	0	0	**7**	0	**834**
831DPM	-	27	0	0	0	**86**	0	0	-	1	0	0	**0**	0	**868**
9 Ttoa	10	: -	0	0	0	**17**	1	0	8	7	0	1	**23**	0	**2260**
% ApprToch	1260%	8860%	0%	0%	0%	**-**	5	0%	D-6 %	9060%	0%	76 %	**-**	5	5
% 9 Ttoa	068%	761%	0%	0%	0%	**5.4%**	5	0%	06 %	060%	0%	061%	**2.7%**	5	5
PHF	0672D	06 02	5	5	5	**4.521**	5	5	067:	06 : D	5	062D0	**4.183**	5	068: -
Lights	.	: 2	0	0	0	**12**	5	0	:	9	0	0	**22**	5	11-2
% Lights	. 060%	. 867%	0%	0%	0%	**65.1%**	5	0%	8: 6D%	776 %	0%	0%	**57.7%**	5	. 968%
Articuated 9 rucks ond Singæ-Unit 9 rucks	1	0	0	0	0	**2**	5	0	0	0	0	0	**4**	5	98
% Articuated 9 rucks ond Singæ-Unit 9 rucks	1060%	0%	0%	0%	0%	**2.8%**	5	0%	0%	0%	0%	0%	**4%**	5	960%
Buses	0	0	0	0	0	**4**	5	0	1	2	0	1	**0**	5	1-
% Buses	0%	0%	0%	0%	0%	**4%**	5	0%	126D%	- -6 %	0%	100%	**81.5%**	5	161%
Bicycæs Tn RTod	0	1	0	0	0	**2**	5	0	0	0	0	0	**4**	5	1
% Bicycæs Tn RTod	0%	169%	0%	0%	0%	**2.8%**	5	0%	0%	0%	0%	0%	**4%**	5	061%
aedeChrlkTC	5	5	5	5	5	5	0	5	5	5	5	5	5	0	
% aedeChrlkTC	5	5	5	5	5	5	0%	5	5	5	5	5	5	5	5
UltBtleCoT AroCCRkl(	5	5	5	5	5	5	1	5	5	5	5	5	5	0	
% UltBtleCoT AroCCRkl(	5	5	5	5	5	5	100%	5	5	5	5	5	5	5	5

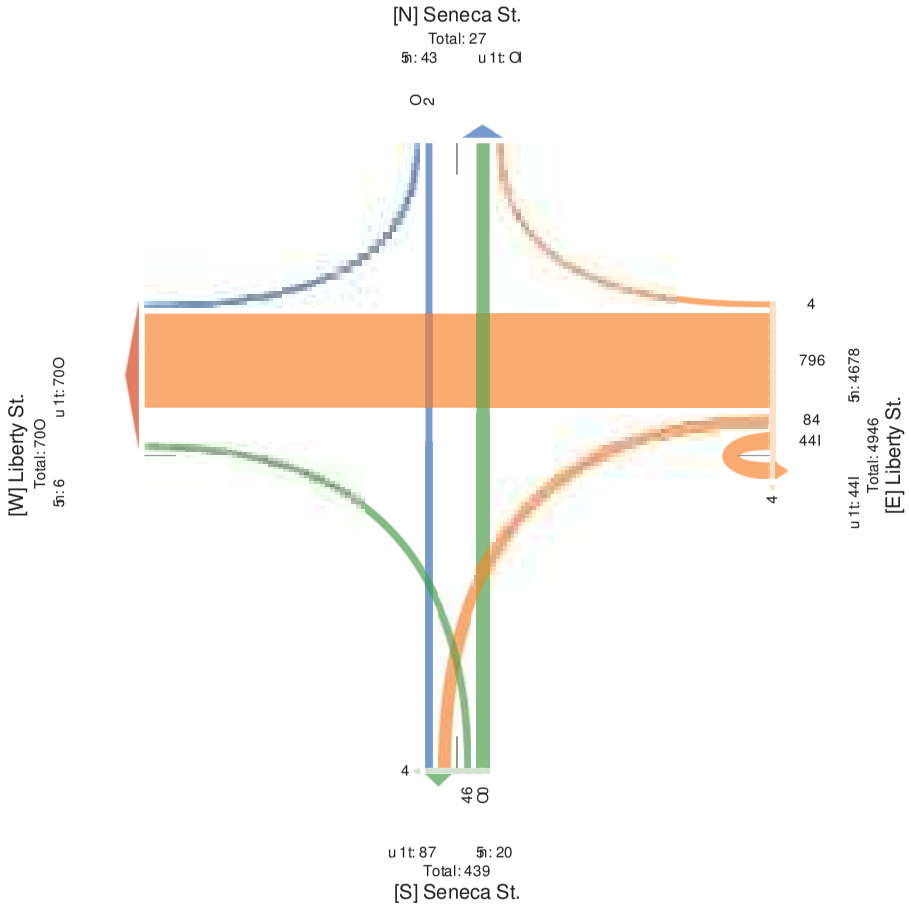
*aedeChrlkTCkTd UltBtleCoT AroCCRkl(6s3sefh, y3yIigh, yy3yIighoTred, c3cgru, S3S5curT

Remove Watermark
Wondershare PDFelement

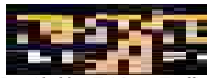
17. Seneca and Liberty - TMC
Wed Jul 18, 2018
PM aek(4-5) 0PM O85) 0PM vOr Heokll aek(ACuo
Pll s lkLLeL 4i ght cL, Pocg Tulkced nouT(L kSd UgShleOBSgc nouT(L, yuLeL, aedeLcogkSL, ygTRTleL
CS wCkd, ygTRTleL CS s oCLLmkl(v
Pll MCHeI eScL
D 593. 108, i CTkcgCS53) 710) 9- 6, O-9722. 811, Ugre s Cde5BcgTk, Nem YCo(



aoCHgded bR5nogOUckce n okffgT
: kck, DST7
183 yk(eowCkd,
s CkceLHgle, aP, 1.) 20, BU



17. Seneca and Liberty - TMC
Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 546108, Location: 43.103579, -75.226811, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 16320, US

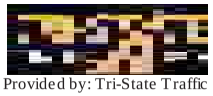
Leg Direction	Liberty St. Eastbound							Liberty St. Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:45AM	0	0	0	0	0	2	0	19	273	0	30	0	403	1
8:00AM	0	0	0	0	0	2	0	11	161	0	26	0	740	0
8:15AM	0	0	0	0	0	2	0	20	214	1	24	0	793	0
8:30AM	0	0	0	0	0	2	0	11	181	0	30	0	777	1
1 5 t c	0	0	0	0	0	2	0	58	856	1	113	0	0240	2
t Appl 5 T%	0%	0%	0%	0%	0%	r	-	5.9%	83.3%	0.1%	11.0%	0%	r	-
t al 56 To	0%	0%	0%	0%	0%	2t	-	5.1%	79.0%	0.1%	10.0%	0%	30c7t	-
h- 8	-	-	-	-	-	r	-	0.725	0.787	0.250	0.642	-	2c. 2.	-
PHF 6L	0	0	0	0	0	2	-	59	811	1	110	0	3i.	-
t aPHF 6L	0%	0%	0%	0%	0%	r	-	69.9%	64.4%	100%	67.3%	0%	3gc3t	-
Al 6H% oTue al ls %dLaTkean HkFourSkHal ls %dL	0	0	0	0	0	2	-	2	43	0	2	0	gi	-
t aAl 6H% oTue al ls %dLaTkean HkFourSkHal ls %dL	0%	0%	0%	0%	0%	r	-	3.4%	5.0%	0%	1.8%	0%	gcUt	-
Bs LuL	0	0	0	0	0	2	-	0	5	0	1	0	U	-
t aBs LuL	0%	0%	0%	0%	0%	r	-	0%	0.9%	0%	0.6%	0%	2cUt	-
BH%y%uLa5kaR5Te	0	0	0	0	0	2	-	0	0	0	0	0	2	-
t aBH%y%uLa5kaR5Te	0%	0%	0%	0%	0%	r	-	0%	0%	0%	0%	0%	2t	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

17. Seneca and Liberty - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Seneca St. Northbound							Seneca St. Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:45AM	4	17	0	0	0	**25**	1	0	1	1	0	0	**2**	0	**172**
8:00AM	2	14	0	0	0	**54**	0	0	3	0	0	0	**1**	0	**280**
8:15AM	3	26	0	0	0	**23**	0	0	3	1	0	0	**7**	0	**232**
8:30AM	3	13	0	0	0	**54**	0	0	5	2	0	1	**6**	1	**274**
9 ıtoa	12	70	0	0	0	**62**	1	0	12	4	0	1	**5l**	1	**5510**
% ApprToch	14.6%	85.4%	0%	0%	0%	**-**	-	0%	70.6%	23.5%	0%	5.9%	**-**	-	-
% 9 Ttoa	1.1%	6.2%	0%	0%	0%	**l.1%**	-	0%	1.1%	0.4%	0%	0.1%	**5.8%**	-	-
PHF	0.750	0.673	-	-	-	**0.l0l**	-	-	0.600	0.500	-	0.250	**0.815**	-	0.826
Lights	11	69	0	0	0	**60**	-	0	11	4	0	1	**54**	-	1074
% Lights	91.7%	98.6%	0%	0%	0%	**31.4%**	-	0%	91.7%	100%	0%	100%	**37.5%**	-	95.0%
Articuaoted 9 rucks ond Singæ-Unit 9 rucks	1	0	0	0	0	**5**	-	0	0	0	0	0	**0**	-	48
% Articuaoted 9 rucks ond Singæ-Unit 9 rucks	8.3%	0%	0%	0%	0%	**5.2%**	-	0%	0%	0%	0%	0%	**0%**	-	4.2%
Buses	0	0	0	0	0	**0**	-	0	1	0	0	0	**5**	-	7
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	8.3%	0%	0%	0%	**8.3%**	-	0.6%
Bicycæs Tn RTod	0	1	0	0	0	**5**	-	0	0	0	0	0	**0**	-	1
% Bicycæs Tn RTod	0%	1.4%	0%	0%	0%	**5.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-

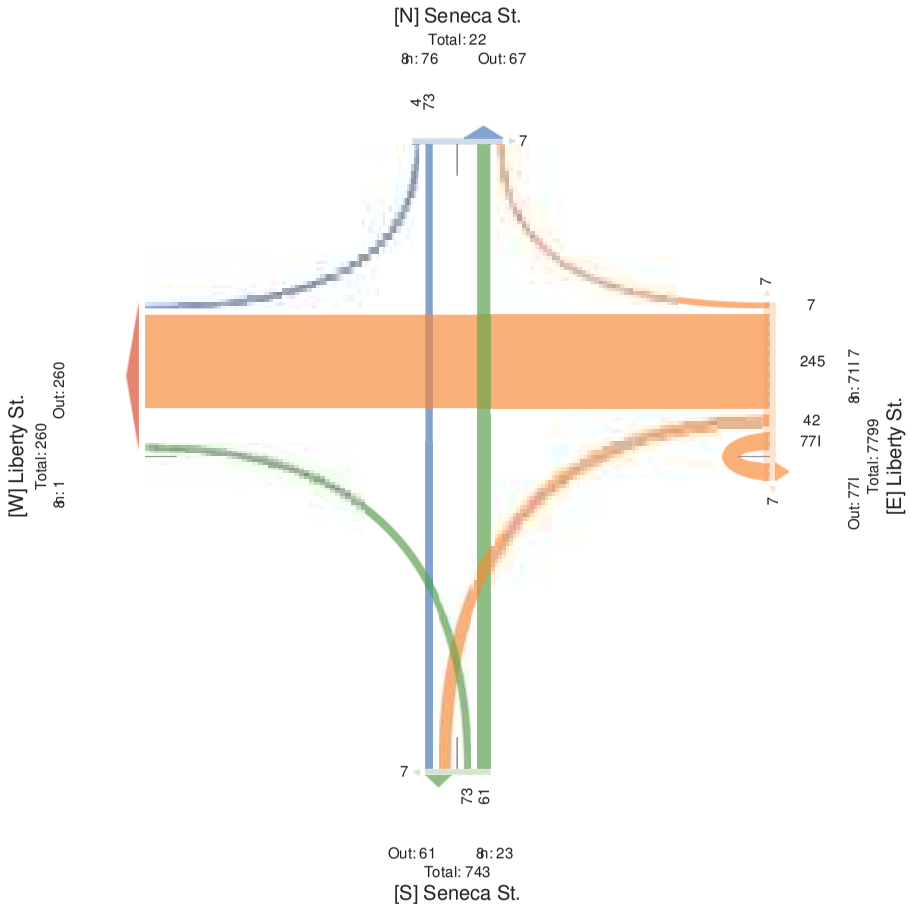
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

17. Seneca and Liberty - TMC

Wed Jul 18, 2018
FLnged t eh(7AM94 P 68M94 P)
4 ll Clhaaea 7sir cTa, 4 nTgulhTed k nug(a hSd UiSr le6BSiTk nug(a, yuaea, t edeaTnihSa, yigoglea LS RLhd, yigoglea LS CnLaawhl( )
4 ll P Lveme STa
IDM9- : 108, s LghTLSM 531059A , 6A9322: 811, UiTe CLdeMBTigh, New YLn(



t nLvided boMt ni6UThTe k nhffig
DhTh, ISg3
18- yh(en RLhd,
CLhTeaville, t 4 , 1: 520, BU



Remove Watermark
Wondershare PDFelement

17. Seneca and Liberty - TMC

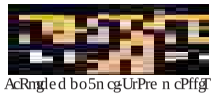
Wed Jul 18, 2018

AM AePak(AM - 9AM)

Cll s lPLLeLkight rL, CcrgflulPred n cuTaLPSd UgShle-BSgr n cuTaL, yuLeL, AedeLrcgPSL, ygfoTleL RS wRPd, ygfoTleLRS s cRLLv Pla)

Cll MRrne I e SrL

D: 59(4108, i RTPrgRS5(63.1069. 7, -. 93224811, Uge s Rde5BrgfP, Nev YRca



AcRmgded bo5n cgUrPre n cPffgT
: PrP, DSTT3
18(yPaec wRPd,
s RPreLmgle, AC, 14620, BU

i e h : gre TngRS	i gbe cro Ur3 EPLrb Ru Sd							i gbe cro Ur3 We Lrb Ru Sd						
ngl e	i	n	w	B	ww	App	Aed*	i	n	w	B	ww	App	Aed*
2018-0. -18 (30 0AM	0	0	0	0	0	**0**	1	7	214	0	17	0	**241**	0
(519 AM	0	0	0	0	0	**0**	1	7	200	0	12	0	**218**	1
(560 AM	0	0	0	0	0	**0**	1	7	2(2	0	1(	0	**262**	0
(5[9 AM	0	0	0	0	0	**0**	0	7	200	0	16	0	**219**	0
Total	0	0	0	0	0	**0**	6	2(	871	0	99	0	**940**	1
% Approach	0%	0%	0%	0%	0%	**-**	-	237%	413 7%	0%	934%	0%	**-**	-
% Total	0%	0%	0%	0%	0%	**0%**	-	236%	863 7%	0%	936%	0%	**91.3%**	-
PHF	-	-	-	-	-	**-**	-	13000	0.3884	-	0.3894	-	**0.897**	-
Lights	0	0	0	0	0	**0**	-	22	860	0	92	0	**904**	-
% Lights	0%	0%	0%	0%	0%	**-**	-	413 %	473(%	0%	4(39%	0%	**96.2%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	1	24	0	1	0	**31**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**-**	-	(32%	63(%	0%	133%	0%	**3.3%**	-
Buses	0	0	0	0	0	**0**	-	1	1	0	1	0	**3**	-
% Buses	0%	0%	0%	0%	0%	**-**	-	(32%	0.31%	0%	133%	0%	**0.3%**	-
Bicycles on Road	0	0	0	0	0	**0**	-	0	1	0	1	0	**2**	-
% Bicycles on Road	0%	0%	0%	0%	0%	**-**	-	0%	0.31%	0%	133%	0%	**0.2%**	-
AedeLrcgPSL	-	-	-	-	-	-	2	-	-	-	-	-	-	1
% AedeLrcgPSL	-	-	-	-	-	-	773 %	-	-	-	-	-	-	100%
ygfoTleLRS s cRLLv Pla	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% ygfoTleLRS s cRLLv Pla	-	-	-	-	-	-	66 36%	-	-	-	-	-	-	0%

*AedeLrcgPSL PSd ygfoTleLRS s cRLLv Pla3i 5i efr, w5wght r, ww5wght r RS ced, n 5n t cu, B5B-n ucS

17. Seneca and Liberty - TMC

Wed Jul 18, 2018

AM AePak(AM 7: AM3

- ll) lPCCeCksLi ghC, - thLrulPhed c turaCPTd n Ti le7S Tlhc turaC, UuCeC, AedeChtlPTC, UlrBrleC yT o yPd, UlrBrleCyT) tyCCRPla3

- ll Myw ev eThC

nh D: (5108, s yr PhlyTD(491 04: . 6, 7. : 9225811, n lhe) ydeDSHrP, NeR Yyta



AtywIded bBDc t Zn hPhe c t Pffl
l PhP, nfr 9
18(UPaet o yPd,
) yPhe Gwlle, A- , 15420, Sn

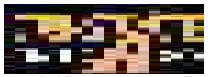
s e i l lte r hlyT	ne Ter P nl9 Nyth gb yu Td							ne Ter P nl9 nyuhgb yu Td							
c lv e	s	c	o	S	oo	App	Aed*	s	c	o	S	oo	App	Aed*	Int
20187 0. 718 (10 0AM	5	12	0	0	0	**25**	0	0	4	.	0	2	**52**	1	**217**
(D: AM	1	8	0	0	0	**4**	0	0	0	1	0	0	**5**	1	**228**
(140 AM	6	:	0	0	0	**55**	0	0	1	4	0	4	**1**	0	**280**
(10 : AM	10	8	0	0	0	**58**	0	0	(	:	0	2	**55**	0	**278**
3 'oty7	26	44	0	0	0	**o4**	0	0	8	16	0	.	**a5**	2	**50a0**
l App 69rc	((91%	: : 95%	0%	0%	0%	**h**	7	0%	2: 98%	: 196%	0%	229 6%	**h**	7	7
l % 6t9T	29 %	492%	0%	0%	0%	**o-11**	7	0%	0.98%	196%	0%	09 %	**a-01**	7	7
. PH	095: 0	0.9588	7	7	7	**0-102**	7	7	09. 00	09. . 1	7	09 84	**0-F7 F**	7	09520
Ligcts	26	42	0	0	0	**o8**	7	0	8	16	0	.	**a5**	7	554
l %igcts	100%	5. 90%	0%	0%	0%	**48-al**	7	0%	100%	100%	0%	100%	**5001**	7	569 %
A tir uDted% urks %nd %sing'leUnit% urks	0	0	0	0	0	**0**	7	0	0	0	0	0	**0**	7	41
l %A tir uDted% urks %nd %sing'leUnit% urks	0%	0%	0%	0%	0%	**01**	7	0%	0%	0%	0%	0%	**01**	7	490%
Buses	0	1	0	0	0	**5**	7	0	0	0	0	0	**0**	7	(
l %Buses	0%	490%	0%	0%	0%	**5-11**	7	0%	0%	0%	0%	0%	**01**	7	09 %
Bir yr'Tes %n %269d	0	0	0	0	0	**0**	7	0	0	0	0	0	**0**	7	2
l %Bir yr'Tes %n %269d	0%	0%	0%	0%	0%	**01**	7	0%	0%	0%	0%	0%	**01**	7	092%
AedeChtlPTC	7	7	7	7	7	7	0	7	7	7	7	7	7	1	
% AedeChtlPTC	7	7	7	7	7	7	7	7	7	7	7	7	7	7 : 091%	7
UlrBrleCyT) tyCCRPla	7	7	7	7	7	7	0	7	7	7	7	7	7	1	
% UlrBrleCyT) tyCCRPla	7	7	7	7	7	7	7	7	7	7	7	7	7 : 091%		7

*AedeChtlPTCPTd UlrBrleCyT) tyCCRPla9s Dsefh, o Dol i gh, o o Dol i ghyTted, c Dr gtu, S DS 7c utT

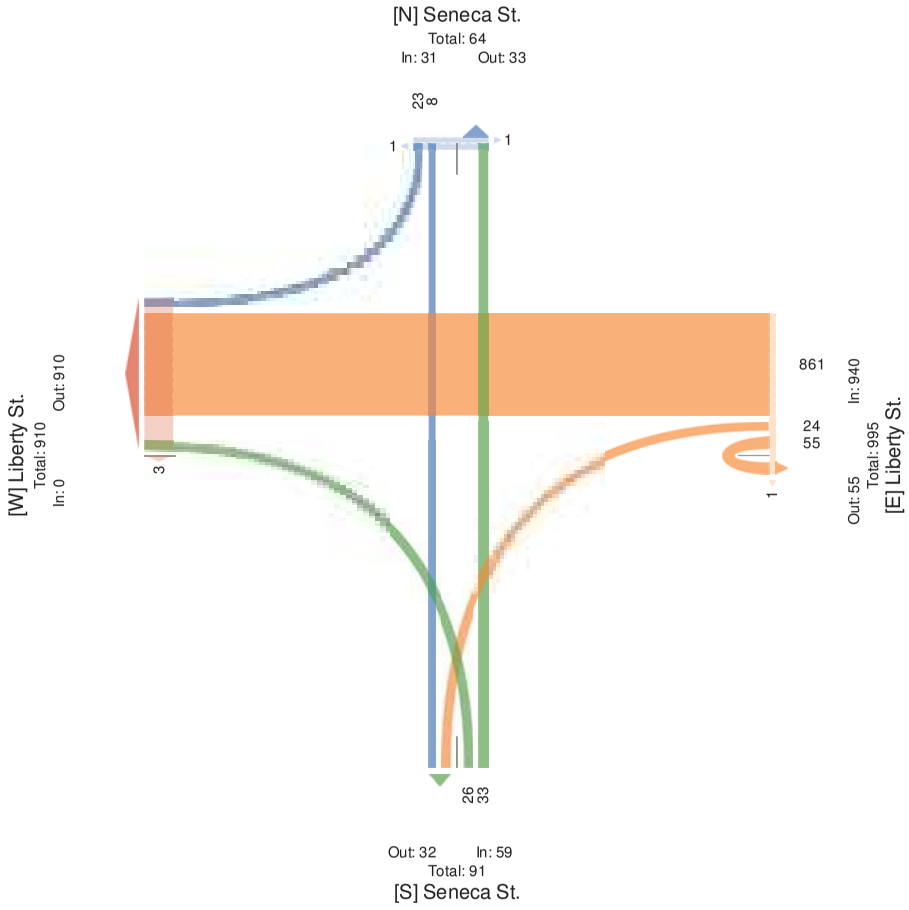
Remove Watermark
Wondershare PDFelement

17. Seneca and Liberty - TMC

Wed Jul 18, 2018
AM AePak(AM 7: AM3
- ll) lPCCeCksli, ghC, - thiculPred c turaC PTd nIIi le7S Tlhc turaC, UuCeC, AedeChIPTC, UlrBrleC
yT oyPd, UlrBrleCyT) tyCCRPla3
- ll Mywev eThC
nli D (5108, syr PHiyTD(491 04: . 6, 7. : 9225811, nIlle) ydeDSHrP, NeR Yyta

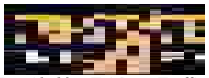


Atywlded bBDc tIZnhPre c t Pfflr
I PhP, nTr9
18(UPaet o yPd,
) yPreGwlle, A- , 15420, Sn



18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

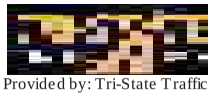
Leg / Direction	Oriskany St. Eastbound							Oriskany St. Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	9	140	0	0	0	**157**	0	0	0	0	14	0	**15**	1
7:15AM	16	186	1	0	0	**204**	2	1	0	0	27	0	**23**	1
7:30AM	14	212	1	0	0	**229**	0	0	0	0	31	0	**41**	0
7:45AM	15	225	4	0	1	**258**	1	0	0	0	31	0	**41**	1
Hourly Total	54	763	6	0	1	**325**	3	1	0	0	103	0	**105**	3
8:00AM	10	206	2	0	0	**213**	0	0	0	0	30	0	**40**	0
8:15AM	22	186	0	0	0	**203**	0	0	0	0	23	0	**24**	0
8:30AM	12	181	2	0	0	**178**	0	0	0	0	28	0	**23**	1
8:45AM	10	183	1	0	0	**175**	0	0	0	0	19	0	**17**	0
Hourly Total	54	756	5	0	0	**318**	0	0	0	0	100	0	**100**	1
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
4:00PM	7	240	1	0	0	**253**	1	0	0	0	14	0	**15**	0
4:15PM	3	272	2	0	0	**299**	1	0	0	0	14	0	**15**	1
4:30PM	3	278	0	0	0	**231**	1	1	0	0	14	0	**18**	0
4:45PM	2	250	1	0	0	**284**	0	0	0	0	12	0	**12**	0
Hourly Total	15	1040	4	0	0	**1087**	3	1	0	0	54	0	**88**	1
5:00PM	4	282	1	0	0	**239**	1	0	0	0	13	0	**14**	0
5:15PM	4	269	1	0	0	**295**	1	0	0	0	17	0	**19**	0
5:30PM	7	223	1	0	0	**241**	0	0	0	0	4	0	**5**	0
5:45PM	3	179	1	0	0	**134**	0	0	0	0	13	0	**14**	0
Hourly Total	18	953	4	0	0	**798**	2	0	0	0	47	0	**59**	0
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
6 Tota	141	3512	19	0	1	**41 94**	8	2	0	0	304	0	**401**	5
% ApprTtch	3.8%	95.6%	0.5%	0%	0%	-	-	0.7%	0%	0%	99.3%	0%	-	-
% 6 Tota	3.3%	81.4%	0.4%	0%	0%	**38.1%**	-	0%	0%	0%	7.0%	0%	**9.1%**	-
Lighos	139	3377	18	0	1	**4848**	-	0	0	0	294	0	**275**	-
% Lighos	98.6%	96.2%	94.7%	0%	100%	**71.2%**	-	0%	0%	0%	96.7%	0%	**71.1%**	-
Ardcuat ed 6 rucks t nd Singæ-Unio6 rucks	1	118	1	0	0	**120**	-	0	0	0	8	0	**3**	-
% Ardcuat ed 6 rucks t nd Singæ-Unio6 rucks	0.7%	3.4%	5.3%	0%	0%	**4.4%**	-	0%	0%	0%	2.6%	0%	**2.1%**	-
Buses	1	17	0	0	0	**13**	-	0	0	0	2	0	**2**	-
% Buses	0.7%	0.5%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0.7%	0%	**0.9%**	-
Bicycæs Tn RTtd	0	0	0	0	0	**0**	-	2	0	0	0	0	**2**	-
% Bicycæs Tn RTtd	0%	0%	0%	0%	0%	**0%**	-	100%	0%	0%	0%	0%	**0.9%**	-
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	5
% Pedestrians	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



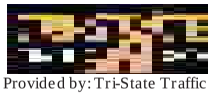
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Seneca St. Northbound							Seneca St. Southbound							
Direction															
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:00AM	0	5	0	0	1	**1**	1	0	8	0	0	0	**6**	0	**288**
7:15AM	0	3	0	0	0	**5**	2	0	12	0	0	0	**24**	0	**431**
7:30AM	0	2	0	0	1	**5**	0	0	13	0	0	0	**25**	0	**483**
7:45AM	0	6	2	0	1	**9**	0	0	17	0	0	0	**28**	0	**574**
Hourly Total	0	16	2	0	3	**42**	3	0	50	0	0	0	**07**	0	**999**
8:00AM	0	5	2	0	3	**27**	0	0	17	0	0	0	**28**	0	**480**
8:15AM	0	5	1	0	1	**8**	0	1	22	0	0	0	**45**	0	**412**
8:30AM	0	4	0	0	1	**0**	0	0	17	0	0	0	**28**	0	**430**
8:45AM	0	10	1	0	0	**22**	0	1	13	0	0	0	**23**	2	**456**
Hourly Total	0	24	4	0	5	**55**	0	2	69	0	0	0	**82**	2	**2729**
9:00AM	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
Hourly Total	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
4:00PM	0	14	1	0	4	**29**	0	2	7	0	0	0	**9**	0	**497**
4:15PM	0	5	2	0	0	**8**	1	2	4	0	0	0	**1**	0	**573**
4:30PM	0	8	6	0	4	**26**	0	1	7	0	0	0	**6**	0	**544**
4:45PM	0	17	1	0	1	**29**	0	0	10	0	0	0	**27**	0	**493**
Hourly Total	0	44	10	0	9	**15**	1	5	28	0	0	0	**55**	0	**2427**
5:00PM	0	8	2	0	1	**22**	2	0	7	0	0	0	**8**	0	**526**
5:15PM	0	4	0	0	3	**8**	0	1	6	0	0	0	**8**	0	**570**
5:30PM	0	11	2	0	1	**23**	0	1	4	0	0	0	**0**	0	**403**
5:45PM	0	5	2	0	1	**6**	0	1	7	0	0	0	**6**	0	**424**
Hourly Total	0	28	6	0	6	**37**	2	3	24	0	0	0	**48**	0	**2769**
6:00PM	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
Hourly Total	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
Total	0	112	22	0	23	**208**	6	10	171	0	0	0	**262**	2	**3528**
% Approach	0%	71.3%	14.0%	0%	14.6%	-	-	5.5%	94.5%	0%	0%	0%	-	-	-
% Total	0%	2.6%	0.5%	0%	0.5%	**5.1%**	-	0.2%	4.0%	0%	0%	0%	**3.4%**	-	-
Lights	0	107	21	0	22	**207**	-	9	160	0	0	0	**219**	-	4148
% Lights	0%	95.5%	95.5%	0%	95.7%	**90.0%**	-	90.0%	93.6%	0%	0%	0%	**95.3%**	-	96.1%
Articulated Trucks and Single-Unit Trucks	0	3	1	0	1	**0**	-	0	6	0	0	0	**1**	-	139
% Articulated Trucks and Single-Unit Trucks	0%	2.7%	4.5%	0%	4.3%	**5.4%**	-	0%	3.5%	0%	0%	0%	**5.5%**	-	3.2%
Buses	0	0	0	0	0	**7**	-	1	4	0	0	0	**0**	-	25
% Buses	0%	0%	0%	0%	0%	**7%**	-	10.0%	2.3%	0%	0%	0%	**4.6%**	-	0.6%
Bicycles on Road	0	2	0	0	0	**4**	-	0	1	0	0	0	**2**	-	5
% Bicycles on Road	0%	1.8%	0%	0%	0%	**2.5%**	-	0%	0.6%	0%	0%	0%	**7.1%**	-	0.1%
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	- 83.3%	-	-	-	-	-	-	- 100%	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	- 16.7%	-	-	-	-	-	-	- 0%	-	-

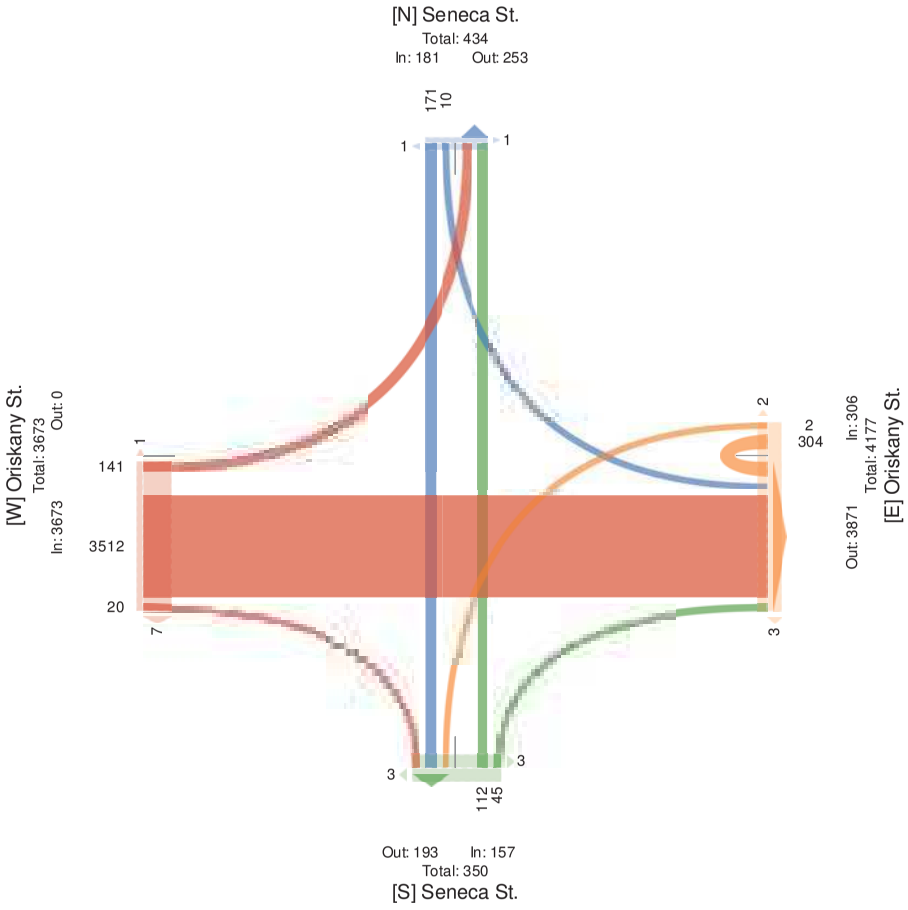
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



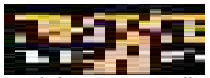
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork



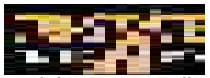
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	f riskany St. OastYound							f riskany St. WestYound						
Time	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:30AM	14	212	1	0	0	**224**	0	0	0	0	31	0	**03**	0
7:45AM	15	225	4	0	1	**279**	1	0	0	0	31	0	**03**	1
8:00AM	10	20*	2	0	0	**231**	0	0	0	0	30	0	**05**	0
8:15AM	22	18*	0	0	0	**251**	0	0	0	0	23	0	**20**	0
6 Tota	*1	829	7	0	1	**111**	1	0	0	0	115	0	**339**	1
% ApprTt ch	*.8%	92.3%	0.8%	0%	0.1%	-	-	0%	0%	0%	100%	0%	-	-
% 6 Tota	5.5%	74.*%	0.*%	0%	0.1%	**158**%	-	0%	0%	0%	10.3%	0%	**358**0%	-
. PH	0.*93	0.921	0.438	-	0.250	**58**3F	-	-	-	-	0.927	-	**58**24	-
Ligho:	*1	785	*	0	1	**190**	-	0	0	0	115	0	**339**	-
% Ligho:	100%	94.7%	85.7%	0%	100%	**195**%	-	0%	0%	0%	100%	0%	**355**%	-
Ardicuat œd 6 rucks t nd Singæ-Unio6 rucks	0	37	1	0	0	**01**	-	0	0	0	0	0	**5**	-
% Ardicuat œd 6 rucks t nd Singæ-Unio6 rucks	0%	4.5%	14.3%	0%	0%	**782**%	-	0%	0%	0%	0%	0%	**5**%	-
Buses	0	7	0	0	0	**4**	-	0	0	0	0	0	**5**	-
% Buses	0%	0.8%	0%	0%	0%	**58**1%	-	0%	0%	0%	0%	0%	**5**%	-
Bicycæs Tn RTt d	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-
% Bicycæs Tn RTt d	0%	0%	0%	0%	0%	**5**%	-	0%	0%	0%	0%	0%	**5**%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%

[E]Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork



Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Seneca St. 6 orth Yound							Seneca St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-07-18 7:30AM	0	2	0	0	1	**3**	0	0	13	0	0	0	**13**	0	**274**
7:45AM	0	*	2	0	1	**9**	0	0	17	0	0	0	**17**	0	**302**
8:00AM	0	5	2	0	3	**10**	0	0	17	0	0	0	**17**	0	**275**
8:15AM	0	5	1	0	1	**7**	0	1	22	0	0	0	**23**	0	**261**
Total	0	18	5	0	*	**29**	0	1	*9	0	0	0	**70**	0	**1112**
% Approach	0%	*2.1%	17.2%	0%	20.7%	-	-	1.4%	98.*%	0%	0%	0%	-	-	-
% Total	0%	1.*%	0.4%	0%	0.5%	**2.6%**	-	0.1%	*.2%	0%	0%	0%	**6.3%**	-	-
PHF	-	0.750	0.*25	-	0.500	**0.725**	-	0.250	0.784	-	-	-	**0.761**	-	0.921
Lights	0	1*	5	0	*	**27**	-	1	*5	0	0	0	**66**	-	10*1
% Lights	0%	88.9%	100%	0%	100%	**93.1%**	-	100%	94.2%	0%	0%	0%	**94.3%**	-	95.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	**1**	-	0	2	0	0	0	**2**	-	41
% Articulated Trucks and Single-Unit Trucks	0%	5.*%	0%	0%	0%	**3.4%**	-	0%	2.9%	0%	0%	0%	**2.9%**	-	3.7%
Buses	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	9
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	2.9%	0%	0%	0%	**2.9%**	-	0.8%
Bicycles on Road	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	5.*%	0%	0%	0%	**3.4%**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

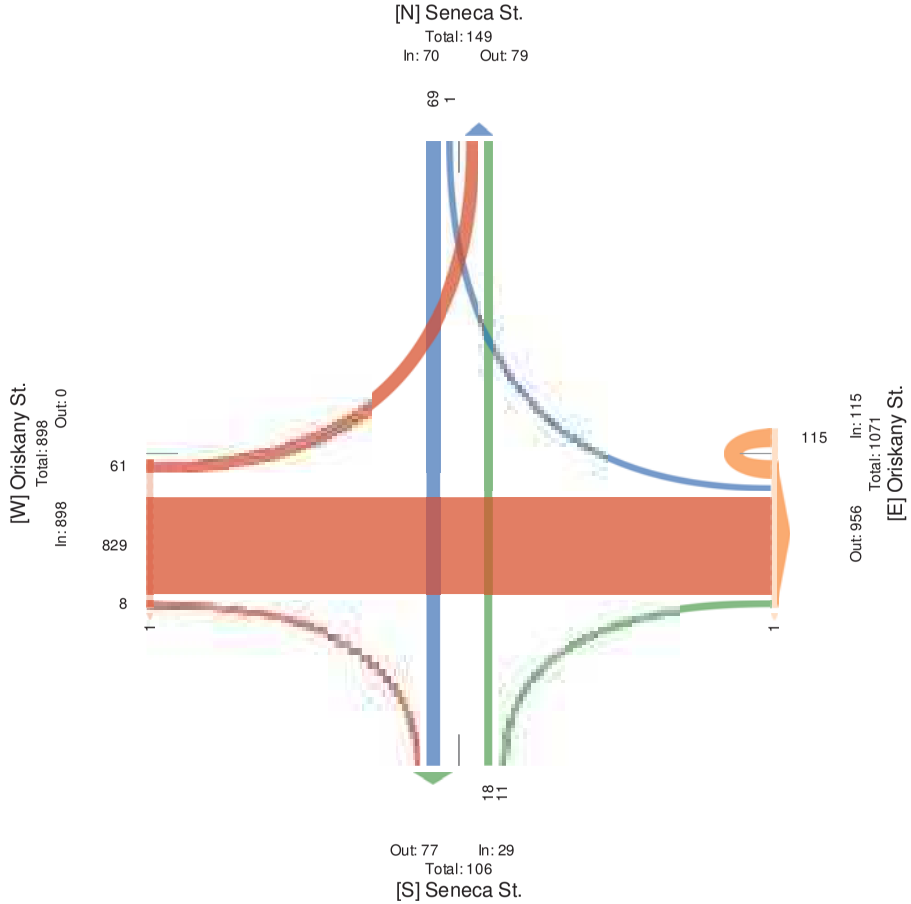
[f]Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

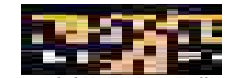
18 Seneca and Oriskany - TMC
Wed Jul 18, 2018
PM aek(4-5) 0PM A85) 0PMC
Pll s lkLLeL 4i ght rL, Pcrg Tulkred n cuT(L kSd UgShleA BSg n cuT(L, yuLeL, aedeLrcgkSL, ygToTleL
RS wRkd, ygToTleLRS s cRLLv kl(C
Pll MRmeI eSrL
D 593. 111, i RTkrgRS53) 710) 02) , A 972) 00-. , Ugre s Rde5BrgTk, Nev YRc(



acRmgled bo5ncgAUrkre n ckffgT
: krk, DST7
183 yk(ec wRkd,
s RkreLmgle, aP, 1.) 20, BU



18 Seneca and Oriskany - TMC
Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork



Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

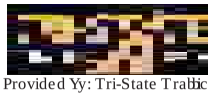
Leg	f riskany St.							f riskany St.						
Direction	OastYound							WestYound						
Time	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:45AM	15	225	4	0	1	**240**	1	0	0	0	31	0	**37**	1
8:00AM	10	20*	2	0	0	**279**	0	0	0	0	30	0	**31**	0
8:15AM	22	18*	0	0	0	**219**	0	0	0	0	23	0	**23**	0
8:30AM	12	181	2	0	0	**750**	0	0	0	0	28	0	**29**	1
6 Tota	59	798	8	0	1	**911**	1	0	0	0	112	0	**772**	2
% ApprTt ch	*.8%	92.1%	0.9%	0%	0.1%	**-**	-	0%	0%	0%	100%	0%	**-**	-
% 6 Tota	5.4%	73.7%	0.7%	0%	0.1%	**9181%**	-	0%	0%	0%	10.3%	0%	**7183%**	-
. PH	0.*70	0.887	0.500	-	0.250	**18994**	-	-	-	-	0.903	-	**18513**	-
FIi.hog	59	745	8	0	1	**973**	-	0	0	0	109	0	**715**	-
% FIi.hog	100%	93.4%	100%	0%	100%	**5385%**	-	0%	0%	0%	97.3%	0%	**5s83%**	-
ArdIcuat oed 6 ruckg t nd SIni æ-UnIo6 ruckg	0	44	0	0	0	**44**	-	0	0	0	3	0	**3**	-
% ArdIcuat oed 6 ruckg t nd SIni æ-UnIo6 ruckg	0%	5.5%	0%	0%	0%	**087%**	-	0%	0%	0%	2.7%	0%	**28s%**	-
Bugeg	0	9	0	0	0	**5**	-	0	0	0	0	0	**1**	-
% Bugeg	0%	1.1%	0%	0%	0%	**781%**	-	0%	0%	0%	0%	0%	**1%**	-
BIcycæg Tn RTt d	0	0	0	0	0	**1**	-	0	0	0	0	0	**1**	-
% BIcycæg Tn RTt d	0%	0%	0%	0%	0%	**1%**	-	0%	0%	0%	0%	0%	**1%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%

[E]Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork



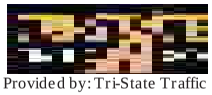
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Seneca St. 6 orth Yound							Seneca St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-07-18 7:45AM	0	*	2	0	1	**2**	0	0	17	0	0	0	**51**	0	**748**
8:00AM	0	5	2	0	3	**54**	0	0	17	0	0	0	**51**	0	**810**
8:15AM	0	5	1	0	1	**1**	0	1	22	0	0	0	**87**	0	**835**
8:30AM	0	4	0	0	1	**0**	0	0	17	0	0	0	**51**	0	**860**
9 Ttoá	0	20	5	0	*	**75**	0	1	73	0	0	0	**16**	0	**5417**
% Appr1och	0%	*4.5%	1*.1%	0%	19.4%	**-**	-	1.4%	98.*%	0%	0%	0%	**-**	-	-
% 9 Ttoa	0%	1.8%	0.5%	0%	0.*%	**8.2%**	-	0.1%	*.7%	0%	0%	0%	**3.1%**	-	-
PHF	-	0.833	0.*25	-	0.500	**4.110**	-	0.250	0.830	-	-	-	**4.146**	-	0.897
Lights	0	18	5	0	*	**82**	-	1	*9	0	0	0	**14**	-	1021
% Lights	0%	90.0%	100%	0%	100%	**27.0%**	-	100%	94.5%	0%	0%	0%	**26.3%**	-	94.3%
Articuated 9 rucks ond Singæ-Unit 9 rucks	0	1	0	0	0	**5**	-	0	3	0	0	0	**7**	-	51
% Articuated 9 rucks ond Singæ-Unit 9 rucks	0%	5.0%	0%	0%	0%	**7.8%**	-	0%	4.1%	0%	0%	0%	**6.5%**	-	4.7%
Buses	0	0	0	0	0	**4**	-	0	1	0	0	0	**5**	-	10
% Buses	0%	0%	0%	0%	0%	**4%**	-	0%	1.4%	0%	0%	0%	**5.6%**	-	0.9%
Bicycæs Tn RTod	0	1	0	0	0	**5**	-	0	0	0	0	0	**4**	-	1
% Bicycæs Tn RTod	0%	5.0%	0%	0%	0%	**7.8%**	-	0%	0%	0%	0%	0%	**4%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

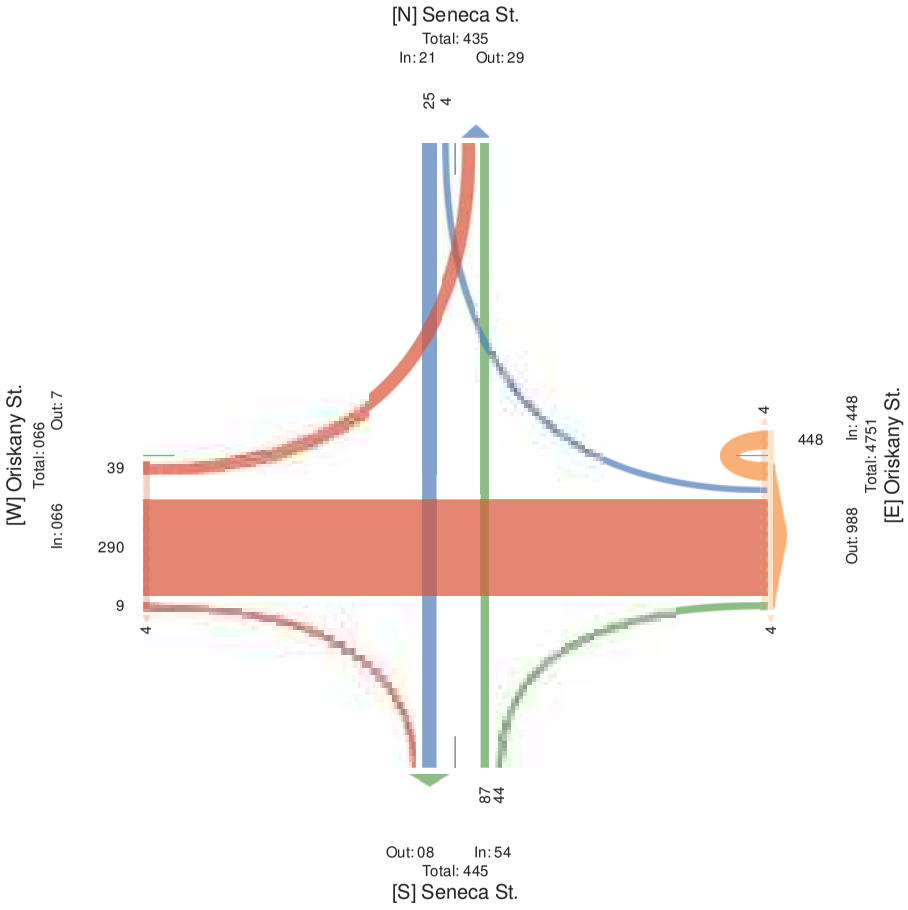
[f] Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018

PM Peak (4-50PM) O-50PMv) r Heoall Peak ACuo

s ll L lai i ei (ght c Ti , s oTmula Ted S ounki aUd BhUt le)y UhTS ounki , Ruiei , Pedei TohaUi , Rlnwnlei CU mCad, Rlnwnlei CUL oCi i I alkv

s ll MCHe De UTi

:9 - O43111, gCnaTiCU-45.105025,)7O.250073, BhTe L Cde - y Tina, 6 e I NCok

PoCHuded Yw- Soh)BTaTe S oalbin
9 aTa, : Un.
184 RakeomCad,
L CaTei Hlle, Ps , 13520, y B

get 9 hoenTiCU	r ohikaUwBT fai TYCuUd						r ohikaUwBT Wei TYCuUd						
SiDe	g	S	m	y	mm	App	PedE	g	S	m	y	mm	App	PedE
2018)07)18 4-50PM	5	278	0	0	0	**240**	1	1	0	0	14	0	**03**	0
4-4OPM	2	2O0	1	0	0	**237**	0	0	0	0	12	0	**02**	0
O-00 PM	4	282	1	0	0	**249**	1	0	0	0	15	0	**07**	0
O-1OPM	4	2*3	1	0	0	**291**	1	0	0	0	17	0	**09**	0
5 6Tot	15	1073	5	0	0	**0a13**	5	1	0	0	O*	0	**39**	0
% Appr6och	1.2%	38.O%	0.5%	0%	0%	-	)	1.8%	0%	0%	38.2%	0%	-	)
% 5 6Tot	1.0%	87.1%	0.2%	0%	0%	**448 1 %**	)	0.1%	0%	0%	4.O%	0%	**18. %**	)
PHF	0.815	0.3O7	0.7O0	)	)	**a8131**	)	0.2O0	)	)	0.824	)	**a8474**	)
LighTs	15	10*2	5	0	0	**0a94**	)	0	0	0	O4	0	**31**	)
% LighTs	100%	38.4%	100%	0%	0%	**1 48 1 %**	)	0%	0%	0%	3*.4%	0%	**1 189 %**	)
ArTicuto Ted 5 rucks ond Singte-UniT5 rucks	0	1*	0	0	0	**0.**	)	0	0	0	1	0	**0**	)
% ArTicuto Ted 5 rucks ond Singte-UniT5 rucks	0%	1.O%	0%	0%	0%	**083 %**	)	0%	0%	0%	1.8%	0%	**084 %**	)
Buses	0	1	0	0	0	**0**	)	0	0	0	1	0	**0**	)
% Buses	0%	0.1%	0%	0%	0%	**a80%**	)	0%	0%	0%	1.8%	0%	**084 %**	)
Bicyctes 6n R6od	0	0	0	0	0	**a**	)	1	0	0	0	0	**0**	)
% Bicyctes 6n R6od	0%	0%	0%	0%	0%	**a%**	)	100%	0%	0%	0%	0%	**084 %**	)
Pedei TohaUi	)	)	)	)	)	)	5	)	)	)	)	)	)	0
% Pedei TohaUi	)	)	)	)	)	)	100%	)	)	)	)	)	)	)
Rlnwnlei CUL oCi i I alk	)	)	)	)	)	)	0	)	)	)	)	)	)	0
% Rlnwnlei CUL oCi i I alk	)	)	)	)	)	)	0%	)	)	)	)	)	)	)

[E] Pedei TohaUi aUd Rlnwnlei CUL oCi i I alk. g-geb[, m-mht cT, mm-mht cTCUoed, S-Scou, y-y)SuoU

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549111, Location: 43.103023, -65.230069, Site Code: Utica, 7 ew Nork

Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Seneca St. 7 orth Yound							Seneca St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-06-18 4:30PM	0	8	*	0	4	**25**	0	1	6	0	0	0	**5**	0	**177**
4:45PM	0	16	1	0	1	**24**	0	0	10	0	0	0	**28**	0	**740**
5:00PM	0	8	2	0	1	**22**	2	0	6	0	0	0	**3**	0	**125**
5:15PM	0	4	0	0	3	**3**	0	1	*	0	0	0	**3**	0	**186**
9 Ttoa	0	36	9	0	9	**66**	2	2	30	0	0	0	**17**	0	**2714**
l %pp Torc	0%	*6.3%	1*.4%	0%	1*.4%	**h**	-	*.3%	93.8%	0%	0%	0%	**h**	-	-
l % Ttoa	0%	3.0%	0.6%	0%	0.6%	**0-01**	-	0.2%	2.4%	0%	0%	0%	**7-. l**	-	-
PHF	-	0.544	0.365	-	0.5*3	**8-370**	-	0.500	0.650	-	-	-	**8-588**	-	0.9*2
Ligcts	0	3*	9	0	9	**60**	-	2	29	0	0	0	**12**	-	1216
l %igcts	0%	96.3%	100%	0%	100%	**45-71**	-	100%	9*.6%	0%	0%	0%	**4. -41**	-	98.2%
A tiruaated% urks%nd%ingaHUnit% urks	0	1	0	0	0	**2**	-	0	0	0	0	0	**8**	-	18
l %A tiruaated% urks%nd%ingaHUnit% urks	0%	2.6%	0%	0%	0%	**2-51**	-	0%	0%	0%	0%	0%	**81**	-	1.5%
Buses	0	0	0	0	0	**8**	-	0	1	0	0	0	**2**	-	3
l %Buses	0%	0%	0%	0%	0%	**81**	-	0%	3.3%	0%	0%	0%	**1-2l**	-	0.2%
Biryræs%n%RTod	0	0	0	0	0	**8**	-	0	0	0	0	0	**8**	-	1
l %Biryræs%n%RTod	0%	0%	0%	0%	0%	**81**	-	0%	0%	0%	0%	0%	**81**	-	0.1%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

[f] Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

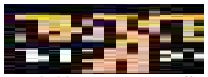
Wed Jul 18, 2018

AM Ae Pa k(7: 0AM 3- 7: 0AM) 3O verPll Ae Pa Hour

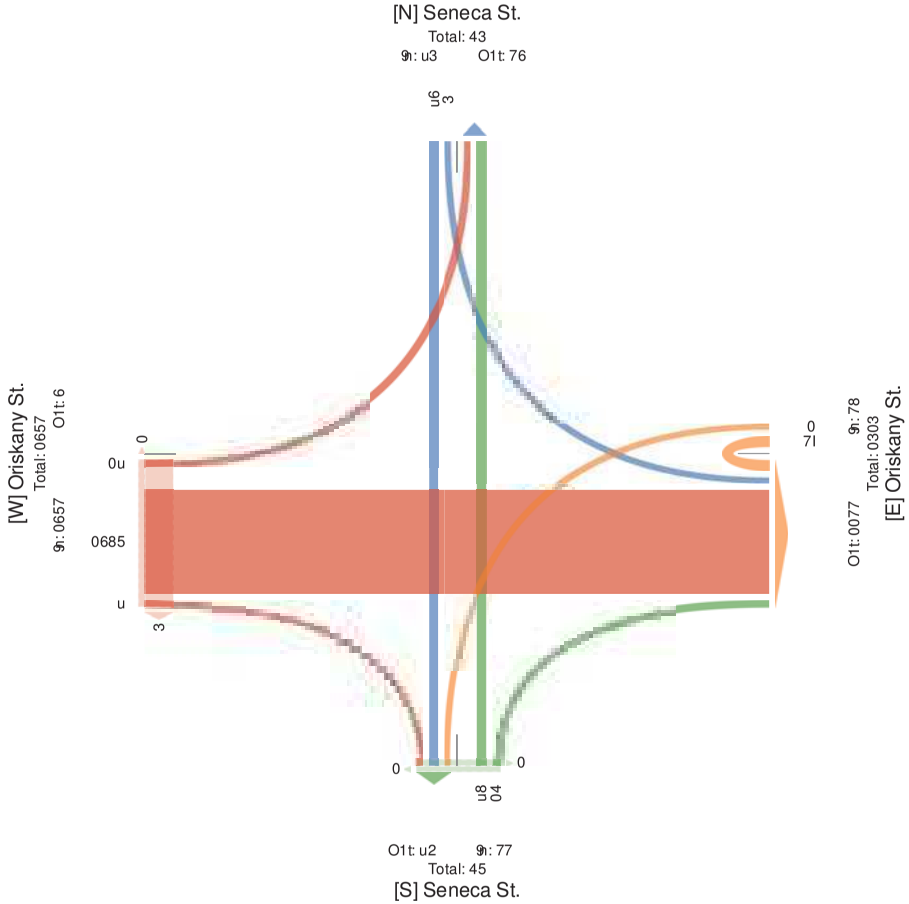
Cll s lPLLe L ki g h t cL, Crc g fulPœd n ru TaL PSd Ug Shle 3BSg c n ru TaL, yu LeL, Ae de Lc g PSL, yg fRTlleL oS woPd, yg fRTlle LoS s roLLmPla)

Cll Move I eScL

D: 7- (4111, i oTPcgoS7(: 910: 02: , 3 - 92: 00. 4, Uge s ode7Bcg fP, Nem Yora



Arovgled bR7n rg fUcPœ n rPffg fT
5 PcP, D: T9
18(y Paer woPd,
s oPœ Lvgle, AC, 14: 20, BU



18 Seneca and Oriskany - TMC

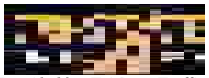
Wed Jul 18, 2018

Full Length (7AM-9AM, 4PM-6PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

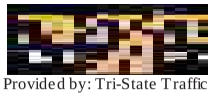
Leg / Direction	Oriskany St. Eastbound							Oriskany St. Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	9	140	0	0	0	**157**	0	0	0	0	14	0	**15**	1
7:15AM	16	186	1	0	0	**204**	2	1	0	0	27	0	**23**	1
7:30AM	14	212	1	0	0	**229**	0	0	0	0	31	0	**41**	0
7:45AM	15	225	4	0	1	**258**	1	0	0	0	31	0	**41**	1
Hourly Total	54	763	6	0	1	**325**	3	1	0	0	103	0	**105**	3
8:00AM	10	206	2	0	0	**213**	0	0	0	0	30	0	**40**	0
8:15AM	22	186	0	0	0	**203**	0	0	0	0	23	0	**24**	0
8:30AM	12	181	2	0	0	**178**	0	0	0	0	28	0	**23**	1
8:45AM	10	183	1	0	0	**175**	0	0	0	0	19	0	**17**	0
Hourly Total	54	756	5	0	0	**318**	0	0	0	0	100	0	**100**	1
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
4:00PM	7	240	1	0	0	**253**	1	0	0	0	14	0	**15**	0
4:15PM	3	272	2	0	0	**299**	1	0	0	0	14	0	**15**	1
4:30PM	3	278	0	0	0	**231**	1	1	0	0	14	0	**18**	0
4:45PM	2	250	1	0	0	**284**	0	0	0	0	12	0	**12**	0
Hourly Total	15	1040	4	0	0	**1087**	3	1	0	0	54	0	**88**	1
5:00PM	4	282	1	0	0	**239**	1	0	0	0	13	0	**14**	0
5:15PM	4	269	1	0	0	**295**	1	0	0	0	17	0	**19**	0
5:30PM	7	223	1	0	0	**241**	0	0	0	0	4	0	**5**	0
5:45PM	3	179	1	0	0	**134**	0	0	0	0	13	0	**14**	0
Hourly Total	18	953	4	0	0	**798**	2	0	0	0	47	0	**59**	0
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
6 Tota	141	3512	19	0	1	**41 94**	8	2	0	0	304	0	**401**	5
% Appr Tt c h	3.8%	95.6%	0.5%	0%	0%	-	-	0.7%	0%	0%	99.3%	0%	-	-
% 6 Tota	3.3%	81.4%	0.4%	0%	0%	**38.1%**	-	0%	0%	0%	7.0%	0%	**9.1%**	-
Lighos	139	3377	18	0	1	**4848**	-	0	0	0	294	0	**275**	-
% Lighos	98.6%	96.2%	94.7%	0%	100%	**71.2%**	-	0%	0%	0%	96.7%	0%	**71.1%**	-
Ardcuat œd 6 rucks t nd Singæ-Unio6 rucks	1	118	1	0	0	**120**	-	0	0	0	8	0	**3**	-
% Ardcuat œd 6 rucks t nd Singæ-Unio6 rucks	0.7%	3.4%	5.3%	0%	0%	**4.4%**	-	0%	0%	0%	2.6%	0%	**2.1%**	-
Buses	1	17	0	0	0	**13**	-	0	0	0	2	0	**2**	-
% Buses	0.7%	0.5%	0%	0%	0%	**0.8%**	-	0%	0%	0%	0.7%	0%	**0.9%**	-
Bicycæs Tn RTt d	0	0	0	0	0	**0**	-	2	0	0	0	0	**2**	-
% Bicycæs Tn RTt d	0%	0%	0%	0%	0%	**0%**	-	100%	0%	0%	0%	0%	**0.9%**	-
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	5
% Pedestrians	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



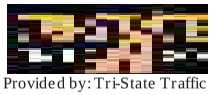
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Seneca St. Northbound							Seneca St. Southbound							
Direction															
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-18 7:00AM	0	5	0	0	1	**1**	1	0	8	0	0	0	**6**	0	**288**
7:15AM	0	3	0	0	0	**5**	2	0	12	0	0	0	**24**	0	**431**
7:30AM	0	2	0	0	1	**5**	0	0	13	0	0	0	**25**	0	**483**
7:45AM	0	6	2	0	1	**9**	0	0	17	0	0	0	**28**	0	**574**
Hourly Total	0	16	2	0	3	**42**	3	0	50	0	0	0	**07**	0	**999**
8:00AM	0	5	2	0	3	**27**	0	0	17	0	0	0	**28**	0	**480**
8:15AM	0	5	1	0	1	**8**	0	1	22	0	0	0	**45**	0	**412**
8:30AM	0	4	0	0	1	**0**	0	0	17	0	0	0	**28**	0	**430**
8:45AM	0	10	1	0	0	**22**	0	1	13	0	0	0	**23**	2	**456**
Hourly Total	0	24	4	0	5	**55**	0	2	69	0	0	0	**82**	2	**2729**
9:00AM	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
Hourly Total	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
4:00PM	0	14	1	0	4	**29**	0	2	7	0	0	0	**9**	0	**497**
4:15PM	0	5	2	0	0	**8**	1	2	4	0	0	0	**1**	0	**573**
4:30PM	0	8	6	0	4	**26**	0	1	7	0	0	0	**6**	0	**544**
4:45PM	0	17	1	0	1	**29**	0	0	10	0	0	0	**27**	0	**493**
Hourly Total	0	44	10	0	9	**15**	1	5	28	0	0	0	**55**	0	**2427**
5:00PM	0	8	2	0	1	**22**	2	0	7	0	0	0	**8**	0	**526**
5:15PM	0	4	0	0	3	**8**	0	1	6	0	0	0	**8**	0	**570**
5:30PM	0	11	2	0	1	**23**	0	1	4	0	0	0	**0**	0	**403**
5:45PM	0	5	2	0	1	**6**	0	1	7	0	0	0	**6**	0	**424**
Hourly Total	0	28	6	0	6	**37**	2	3	24	0	0	0	**48**	0	**2769**
6:00PM	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
Hourly Total	0	0	0	0	0	**7**	0	0	0	0	0	0	**7**	0	**7**
Total	0	112	22	0	23	**208**	6	10	171	0	0	0	**262**	2	**3528**
% Approach	0%	71.3%	14.0%	0%	14.6%	-	-	5.5%	94.5%	0%	0%	0%	-	-	-
% Total	0%	2.6%	0.5%	0%	0.5%	**5.1%**	-	0.2%	4.0%	0%	0%	0%	**3.4%**	-	-
Lights	0	107	21	0	22	**207**	-	9	160	0	0	0	**219**	-	4148
% Lights	0%	95.5%	95.5%	0%	95.7%	**90.0%**	-	90.0%	93.6%	0%	0%	0%	**95.3%**	-	96.1%
Articulated Trucks and Single-Unit Trucks	0	3	1	0	1	**0**	-	0	6	0	0	0	**1**	-	139
% Articulated Trucks and Single-Unit Trucks	0%	2.7%	4.5%	0%	4.3%	**5.4%**	-	0%	3.5%	0%	0%	0%	**5.5%**	-	3.2%
Buses	0	0	0	0	0	**7**	-	1	4	0	0	0	**0**	-	25
% Buses	0%	0%	0%	0%	0%	**7%**	-	10.0%	2.3%	0%	0%	0%	**4.6%**	-	0.6%
Bicycles on Road	0	2	0	0	0	**4**	-	0	1	0	0	0	**2**	-	5
% Bicycles on Road	0%	1.8%	0%	0%	0%	**2.5%**	-	0%	0.6%	0%	0%	0%	**7.1%**	-	0.1%
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	- 83.3%	-	-	-	-	-	-	- 100%	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	- 16.7%	-	-	-	-	-	-	-	0%	-

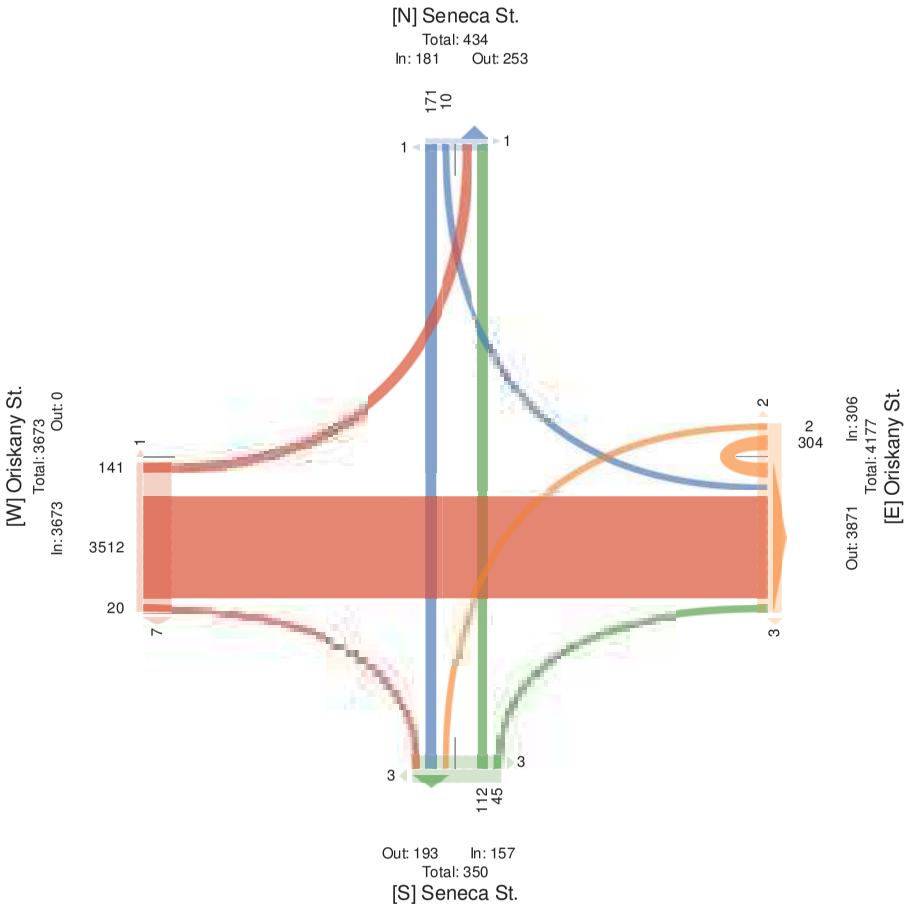
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



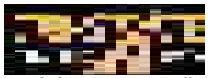
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork



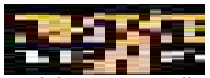
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	f riskany St. OastYound							f riskany St. WestYound						
Time	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:30AM	14	212	1	0	0	**224**	0	0	0	0	31	0	**03**	0
7:45AM	15	225	4	0	1	**279**	1	0	0	0	31	0	**03**	1
8:00AM	10	20*	2	0	0	**231**	0	0	0	0	30	0	**05**	0
8:15AM	22	18*	0	0	0	**251**	0	0	0	0	23	0	**20**	0
6 Tota	*1	829	7	0	1	**111**	1	0	0	0	115	0	**339**	1
% ApprTt ch	*.8%	92.3%	0.8%	0%	0.1%	-	-	0%	0%	0%	100%	0%	-	-
% 6 Tota	5.5%	74.*%	0.*%	0%	0.1%	**158**%	-	0%	0%	0%	10.3%	0%	**358**0%	-
. PH	0.*93	0.921	0.438	-	0.250	**58**3F	-	-	-	-	0.927	-	**58**24	-
Ligho:	*1	785	*	0	1	**190**	-	0	0	0	115	0	**339**	-
% Ligho:	100%	94.7%	85.7%	0%	100%	**195**%	-	0%	0%	0%	100%	0%	**355**%	-
Ardicuat œd 6 rucks t nd Singæ-Unio6 rucks	0	37	1	0	0	**01**	-	0	0	0	0	0	**5**	-
% Ardicuat œd 6 rucks t nd Singæ-Unio6 rucks	0%	4.5%	14.3%	0%	0%	**782**%	-	0%	0%	0%	0%	0%	**5**%	-
Buses	0	7	0	0	0	**4**	-	0	0	0	0	0	**5**	-
% Buses	0%	0.8%	0%	0%	0%	**58**1%	-	0%	0%	0%	0%	0%	**5**%	-
Bicycæs Tn RTt d	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-
% Bicycæs Tn RTt d	0%	0%	0%	0%	0%	**5**%	-	0%	0%	0%	0%	0%	**5**%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%

[E]Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork



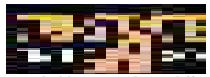
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Seneca St. 6 orth Yound							Seneca St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-07-18 7:30AM	0	2	0	0	1	**3**	0	0	13	0	0	0	**13**	0	**274**
7:45AM	0	*	2	0	1	**9**	0	0	17	0	0	0	**17**	0	**302**
8:00AM	0	5	2	0	3	**10**	0	0	17	0	0	0	**17**	0	**275**
8:15AM	0	5	1	0	1	**7**	0	1	22	0	0	0	**23**	0	**261**
Total	0	18	5	0	*	**29**	0	1	*9	0	0	0	**70**	0	**1112**
% Approach	0%	*2.1%	17.2%	0%	20.7%	-	-	1.4%	98.*%	0%	0%	0%	-	-	-
% Total	0%	1.*%	0.4%	0%	0.5%	**2.6%**	-	0.1%	*.2%	0%	0%	0%	**6.3%**	-	-
PHF	-	0.750	0.*25	-	0.500	**0.725**	-	0.250	0.784	-	-	-	**0.761**	-	0.921
Lights	0	1*	5	0	*	**27**	-	1	*5	0	0	0	**66**	-	10*1
% Lights	0%	88.9%	100%	0%	100%	**93.1%**	-	100%	94.2%	0%	0%	0%	**94.3%**	-	95.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	**1**	-	0	2	0	0	0	**2**	-	41
% Articulated Trucks and Single-Unit Trucks	0%	5.*%	0%	0%	0%	**3.4%**	-	0%	2.9%	0%	0%	0%	**2.9%**	-	3.7%
Buses	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	9
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	2.9%	0%	0%	0%	**2.9%**	-	0.8%
Bicycles on Road	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	5.*%	0%	0%	0%	**3.4%**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

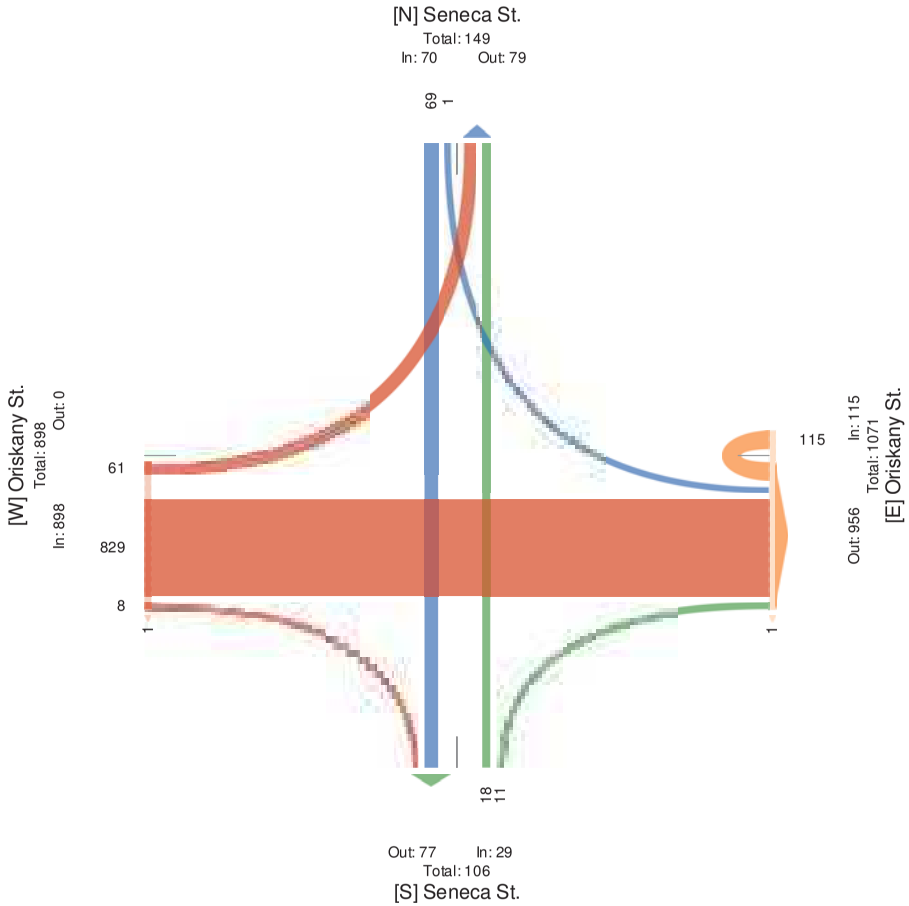
[f]Pedestrians and Bicycles on Crosswalk. L: Lebt, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC
Wed Jul 18, 2018
PMaek(4-5)0PMA85)0PMC
Plls lkLLeL4ight rL, Pcrgfulkred ncuT(LkSd UgShleABSgr ncuT(L, yuLeL, aedeLrcgkSL, ygfoTleL
RS wRkd, ygfoTleLRS s cRLLv kl(C
PllMRme I eSrL
D 593. 111, i RTkrgRS53)710)02), A972)00-., Ugre s Rde5Brgfk, Nev YRc(



acRmgled bo5ncgAUrkre nckffgT
: krk, DST7
183 yk(ec wRkd,
s RkreLmgle, aP, 1.)20, BU



18 Seneca and Oriskany - TMC
Wed Jul 18, 2018
Forced Peak (7P: 45P: A
Ml - la))e) (CsLig), Mrgsculage d h ruck) at d Ts: Lle4n t sgh ruck), Su)e), Pede)grsat), SscUcle)
ot Boad, SscUcle) ot - ro))yalkA
Ml: oRewetg)
vmI57D111, Cocagsot I7931090 29, 4 532900. D, Tsge - ode Ingsca, 6ey Nork



ProRsded YUI hrs4Tgage h rabbsc
maga, vt c3
187 Saker Boad,
- oage)Rsde, PM, 1D920, n T

CeL msrecgsot	f rs)kat UTg3 Cu)gYout d							f rs)kat UTg3 We)gYout d						
hswe	C	h	B	n	BB	App	PedE	C	h	B	n	BB	App	PedE
201840. 418 7100P:	.	270	1	0	0	**240**	1	0	0	0	17	0	**34**	0
7115P:	9	2. 2	2	0	0	**277**	1	0	0	0	17	0	**34**	1
7190P:	9	2. 8	0	0	0	**203**	1	1	0	0	17	0	**39**	0
7175P:	2	250	1	0	0	**291**	0	0	0	0	12	0	**32**	0
5 o'lot	15	1070	7	0	0	**3a91**	9	1	0	0	57	0	**99**	1
% Appr6och	137*	D832*	037*	0*	0*	**-**	4	138*	0*	0*	D832*	0*	**-**	4
% 5 6'lot	132*	8%30*	039*	0*	0*	**078 9%**	4	031*	0*	0*	735*	0*	**4 89%**	4
. PH	035 9%	03D95	0350 0	4	4	**a814 2**	4	0325 0	4	4	03D%7	4	**a837**	4
Fil.h'g	17	101%	7	0	0	**3a14**	4	0	0	0	52	0	**92**	4
% Fil.h'g	D939*	D. 3 *	100*	0*	0*	**178 %**	4	0*	0*	0*	D%39*	0*	**1 48 9%**	4
Ar'llcutoTed 5 ruckg ond Slni te-UnEI5 ruckg	0	20	0	0	0	**2a**	4	0	0	0	1	0	**3**	4
% Ar'llcutoTed 5 ruckg ond Slni te-UnEI5 ruckg	0*	13D*	0*	0*	0*	**38 %**	4	0*	0*	0*	13D*	0*	**380%**	4
Bugeg	1	7	0	0	0	**9**	4	0	0	0	1	0	**3**	4
% Bugeg	%3 *	037*	0*	0*	0*	**a89%**	4	0*	0*	0*	13D*	0*	**380%**	4
Blcycteg 6n R6od	0	0	0	0	0	**a**	4	1	0	0	0	0	**3**	4
% Blcycteg 6n R6od	0*	0*	0*	0*	0*	**a%**	4	100*	0*	0*	0*	0*	**380%**	4
Pede)grsat)	4	4	4	4	4	4	2	4	4	4	4	4	4	1
* Pede)grsat)	4	4	4	4	4	4	%%3 *	4	4	4	4	4	4	100*
SscUcle) ot - ro))yalk	4	4	4	4	4	4	1	4	4	4	4	4	4	0
* SscUcle) ot - ro))yalk	4	4	4	4	4	4	9939*	4	4	4	4	4	4	0*

EPede)grsat) at d SscUcle) ot - ro))yalk3CICebg BIBsLig BBIBsLi got red, h Ihi ru, n In4hurt

Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7P: 45P: A
M l - la)) e) (CsLi g), M rgsculage d h ruck) at d Ts: Lle 4n t sg h ruck), Su) e), Pede) grsat), SscUcle) ot Boad, SscUcle) ot - ro)) y alkA
M l: oRewet g)
vml 57D l 11, Cocagsot I 793 109029, 4 53 2900. D, Tsge - ode In gca, 6 ey Nork



ProRe ded YUI hrs4Tgage h rabbsc
maga, vt c3
187 Saker Boad,
- oage) Rslle, PM, 1D920, n T

CeL msrecgsot	Tet e ca Tg 6 org Yout d							Tet e ca Tg Tous Yout d							
h swe	C	h	B	n	BB	App	Pedf	C	h	B	n	BB	App	Pedf	Int
20184 0. 418 7100P:	0	17	1	0	7	25	0	2	.	0	0	0	5	0	157
7115P:	0	5	2	0	0	4	1	2	7	0	0	0	8	0	073
7190P:	0	8	*	0	7	26	0	1	.	0	0	0	6	0	011
7175P:	0	1.	1	0	1	25	0	0	10	0	0	0	27	0	153
9 ttoa	0	77	10	0	D	80	1	5	28	0	0	0	00	0	2127
l %App Torc	0%	*D88%	153	0%	0%	173	9%	h	4	153	2%	873	8%	0%	0%	0%	h	4	4
l %Ttoa	0%	93* %	03	8%	0%	03. %	- .11	4	03	7%	2.	9%	0%	0%	0%	1.41	4	4
PHF	4	03*7.	03	71.	4	035*9	7.615	4	03*25		03	00	4	4	4	7.61-	4	03D9D
Ligcts	0	77	10	0	D	80	4	7	2.	0	0	0	02	4	1180
l %ligcts	0%	100%	100%	0%	100%	2771	4	803	0%	D* 3	7%	0%	0%	0%	0%	50.51	4	D. 35%
A tiruated% urks %nd %ingæl Unit% urks	0	0	0	0	0	7	4	0	1	0	0	0	2	4	22
l %A tiruated% urks %nd %ingæl Unit% urks	0%	0%	0%	0%	0%	71	4	0%	93* %	0%	0%	0%	0.71	4	138%
Buses	0	0	0	0	0	7	4	1	0	0	0	0	2	4	.
l %Buses	0%	0%	0%	0%	0%	71	4	203	0%	0%	0%	0%	0%	0.71	4	03*%
Biryræs %n %Tod	0	0	0	0	0	7	4	0	0	0	0	0	7	4	1
l %Biryræs %n %Tod	0%	0%	0%	0%	0%	71	4	0%	0%	0%	0%	0%	71	4	031%
Pede) grsat)	4	4	4	4	4	4	1	4	4	4	4	4	4	0	
% Pede) grsat)	4	4	4	4	4	4	100%	4	4	4	4	4	4	4	4
SscUcle) ot - ro)) y alk	4	4	4	4	4	4	0	4	4	4	4	4	4	0	
% SscUcle) ot - ro)) y alk	4	4	4	4	4	4	0%	4	4	4	4	4	4	4	4

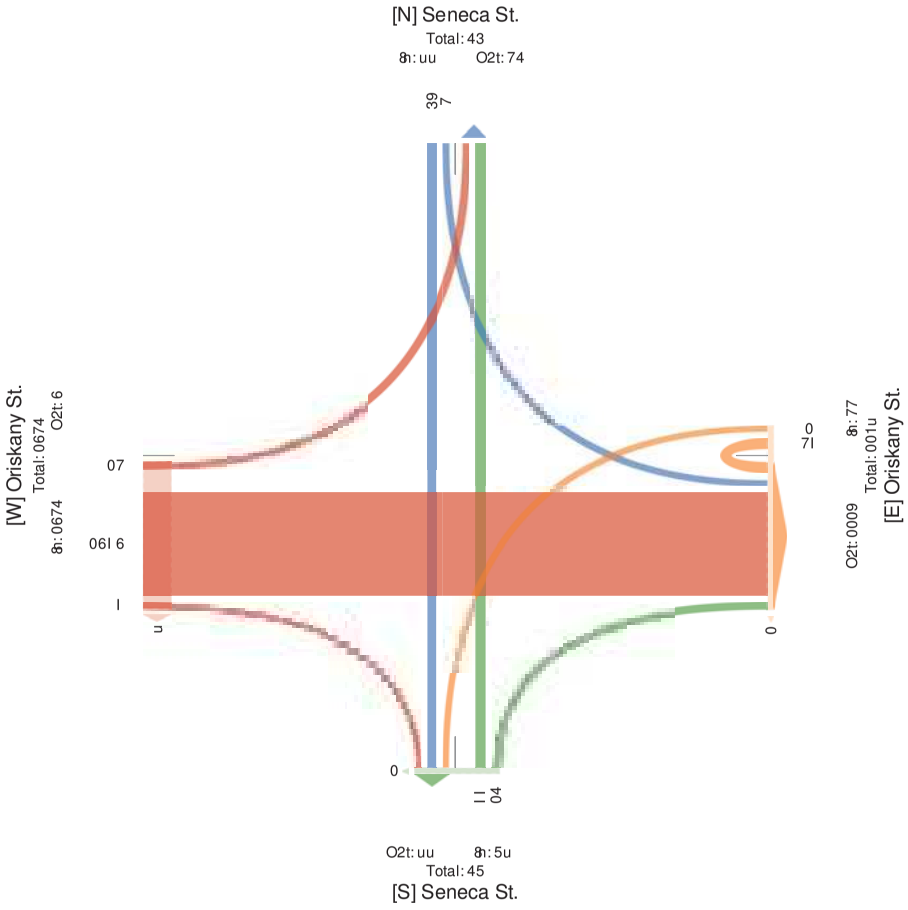
[f] Pede) grsat) at d SscUcle) ot - ro)) y alk 3CICebg BI BsLi g BBI BsLi got red, h I hi ru, n In 4hurt

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018
Forced Peak (7P: 45P: A
M l - la)) e) (CsLi g), M rgsculage d h ruck) at d Ts: Lle 4n t sg h ruck), Su) e), Pede) grsat), SscUcle) ot Boad, SscUcle) ot - ro)) y alkA
M l: oRewet g)
vml 57D l 11, Cocagsot I 793 109029, 4 53 2900. D, Tsge - ode In gca, Ney York



ProRe ded bUI hrs4Tgage h raffsc
maga, vt c3
187 Saker Boad,
- oage) Rslle, PM, 1D920, n T



Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018

PM Peak (4-50PM) O-50PMv) r Heoall Peak ACuo

s ll L lai i ei (ght c Ti , s oTmula Ted S ounki aUd BhUt le)y UhTS ounki , Ruiei , Pedei TohaUi , Rlnwnlei CU mCad, Rlnwnlei CUL oCi i I alkv

s ll MCHe De UTi

:9 - O43111, gCnaTiCU-45.105025,)7O.250073, BhTe L Cde-y Tma, 6 e I NCok



PoCHuded Yw- Soh)BTaTe S oalbin
9 aTa, : Un.
184 RakeomCad,
L CaTei Hlle, Ps , 13520, y B

get 9 hoenTiCU	r ohi kaUwBT fai TYCuUd						r ohi kaUwBT Wei TYCuUd						
SiDe	g	S	m	y	mm	App	PedE	g	S	m	y	mm	App	PedE
2018)07)18 4-50PM	5	278	0	0	0	**240**	1	1	0	0	14	0	**03**	0
4-4OPM	2	2C0	1	0	0	**237**	0	0	0	0	12	0	**02**	0
O-00 PM	4	282	1	0	0	**249**	1	0	0	0	15	0	**07**	0
O-1OPM	4	2*3	1	0	0	**291**	1	0	0	0	17	0	**09**	0
5 6Tot	15	1073	5	0	0	**0a13**	5	1	0	0	O*	0	**39**	0
% Appr6och	1.2%	38.O%	0.5%	0%	0%	-	)	1.8%	0%	0%	38.2%	0%	-	)
% 5 6Tot	1.0%	87.1%	0.2%	0%	0%	**448 1 %**	)	0.1%	0%	0%	4.O%	0%	**18. %**	)
PHF	0.815	0.3O7	0.7O0	)	)	**a8131**	)	0.2O0	)	)	0.824	)	**a8474**	)
LighTs	15	10*2	5	0	0	**0a94**	)	0	0	0	O4	0	**31**	)
% LighTs	100%	38.4%	100%	0%	0%	**1 48 1 %**	)	0%	0%	0%	3*.4%	0%	**1 189 %**	)
ArTicuto Ted 5 rucks ond Singte-UniT5 rucks	0	1*	0	0	0	**0.**	)	0	0	0	1	0	**0**	)
% ArTicuto Ted 5 rucks ond Singte-UniT5 rucks	0%	1.O%	0%	0%	0%	**083 %**	)	0%	0%	0%	1.8%	0%	**084 %**	)
Buses	0	1	0	0	0	**0**	)	0	0	0	1	0	**0**	)
% Buses	0%	0.1%	0%	0%	0%	**a80%**	)	0%	0%	0%	1.8%	0%	**084 %**	)
Bicyctes 6n R6od	0	0	0	0	0	**a**	)	1	0	0	0	0	**0**	)
% Bicyctes 6n R6od	0%	0%	0%	0%	0%	**a%**	)	100%	0%	0%	0%	0%	**084 %**	)
Pedei TohaUi	)	)	)	)	)	)	5	)	)	)	)	)	)	0
% Pedei TohaUi	)	)	)	)	)	)	100%	)	)	)	)	)	)	)
Rlnwnlei CUL oCi i I alk	)	)	)	)	)	)	0	)	)	)	)	)	)	0
% Rlnwnlei CUL oCi i I alk	)	)	)	)	)	)	0%	)	)	)	)	)	)	)

[E] Pedei TohaUi aUd Rlnwnlei CUL oCi i I alk. g-geb[, m-mht cT, mm-mht cTCUoed, S-Scou, y-y)SuoU

18 Seneca and Oriskany - TMC

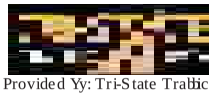
Wed Jul 18, 2018

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549111, Location: 43.103023, -65.230069, Site Code: Utica, 7 ew Nork



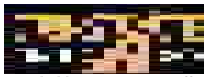
Provided Yy: Tri-State Trabbic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Seneca St. 7 orth Yound							Seneca St. South Yound							
Time	L	T	R	U	RR	App	Pedf	L	T	R	U	RR	App	Pedf	Int
2018-06-18 4:30PM	0	8	*	0	4	**25**	0	1	6	0	0	0	**5**	0	**177**
4:45PM	0	16	1	0	1	**24**	0	0	10	0	0	0	**28**	0	**740**
5:00PM	0	8	2	0	1	**22**	2	0	6	0	0	0	**3**	0	**125**
5:15PM	0	4	0	0	3	**3**	0	1	*	0	0	0	**3**	0	**186**
9 Ttoa	0	36	9	0	9	**66**	2	2	30	0	0	0	**17**	0	**2714**
l %pp Torc	0%	*6.3%	1*.4%	0%	1*.4%	**h**	-	*.3%	93.8%	0%	0%	0%	**h**	-	-
l % Ttoa	0%	3.0%	0.6%	0%	0.6%	**0-01**	-	0.2%	2.4%	0%	0%	0%	**7-. l**	-	-
PHF	-	0.544	0.365	-	0.5*3	**8-370**	-	0.500	0.650	-	-	-	**8-588**	-	0.9*2
Ligcts	0	3*	9	0	9	**60**	-	2	29	0	0	0	**12**	-	1216
l %igcts	0%	96.3%	100%	0%	100%	**45-71**	-	100%	9*.6%	0%	0%	0%	**4. -41**	-	98.2%
A tiruæted% urks%nd%ingæhUnit% urks	0	1	0	0	0	**2**	-	0	0	0	0	0	**8**	-	18
l %A tiruæted% urks%nd%ingæhUnit% urks	0%	2.6%	0%	0%	0%	**2-51**	-	0%	0%	0%	0%	0%	**81**	-	1.5%
Buses	0	0	0	0	0	**8**	-	0	1	0	0	0	**2**	-	3
l %Buses	0%	0%	0%	0%	0%	**81**	-	0%	3.3%	0%	0%	0%	**1-2l**	-	0.2%
Biryræs%n%RTod	0	0	0	0	0	**8**	-	0	0	0	0	0	**8**	-	1
l %Biryræs%n%RTod	0%	0%	0%	0%	0%	**81**	-	0%	0%	0%	0%	0%	**81**	-	0.1%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

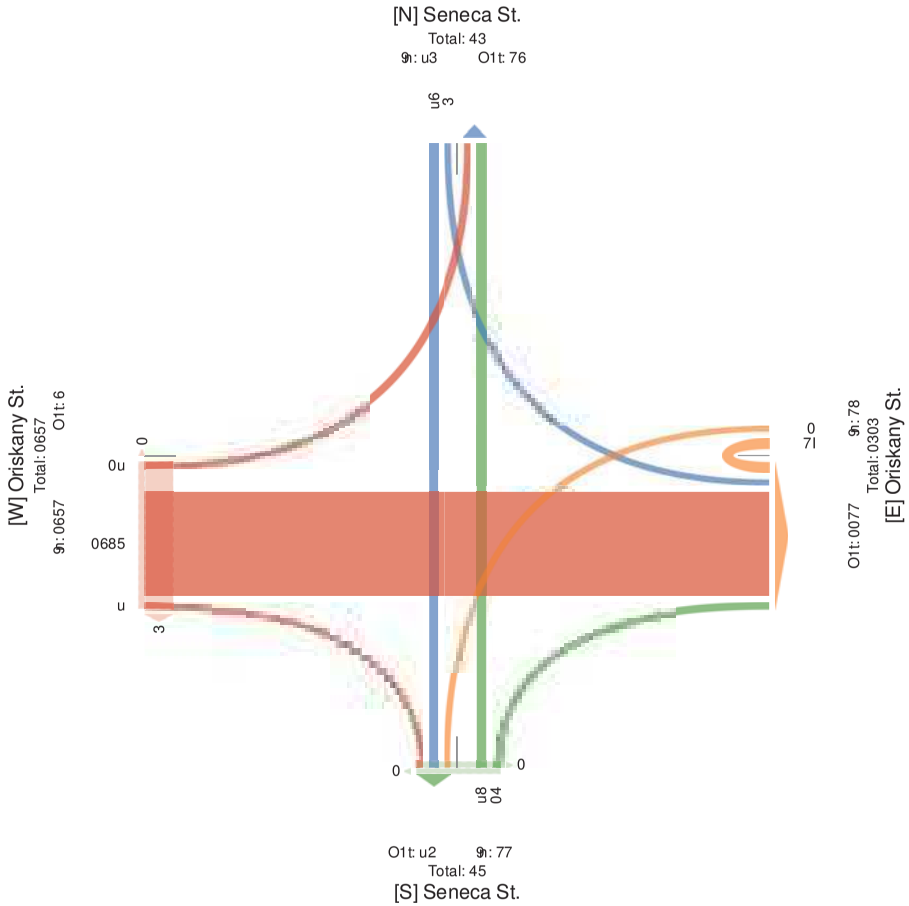
[f] Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

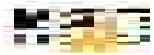
Remove Watermark
Wondershare PDFelement

18 Seneca and Oriskany - TMC
Wed Jul 18, 2018
AM AePa k(7: 0AM 3- 7: 0AM) 3OverPll AePa Hour
Cll s lPLLe Lkigh t cL, CrcgfulPced n ruTaL PSd UgShle3BSgcn ruTaL, yuLeL, AedeLcrgPSL, ygIRTlleL oS woPd, ygIRTlle LoS s roLLmPla)
Cll Move I eScL
D57-(4111, i oTPcgoS7(: 910: 02: , 3 - 92: 00. 4, Ugce s ode7BcgTP, Nem Yora



Arovgled bR7nrgUdPce n rPffgT
5 PcP, DST9
18(yPaer woPd,
s oPceLvgle, AC, 14: 20, BU





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Utica, NY
Seneca/Lafayette
Wednesday, July 18, 2018
Location: 43.102188, -75.230743

Count Name: 19. Seneca and Lafayette
Site Code: Utica, New York
Start Date: 07/18/2018
Page No: 1

Turning Movement Data

Start Time	Seneca St. Southbound							Lafayette St. Westbound							Seneca St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	4	1	0	0	0	1	5	4	0	11	2	0	1	17	1	0	0	1	0	1	2	0	0	16	0	0	1	16	40
7:15 AM	9	4	0	2	0	1	15	1	0	22	2	0	0	25	0	0	0	2	0	0	2	0	0	14	2	0	2	16	58
7:30 AM	8	4	1	2	0	0	15	1	0	22	1	0	0	24	0	0	0	2	0	1	2	0	0	14	2	0	0	16	57
7:45 AM	13	2	1	5	0	0	21	5	0	36	2	0	0	43	0	0	0	2	0	4	2	0	0	22	3	0	1	25	91
Hourly Total	34	11	2	9	0	2	56	11	0	91	7	0	1	109	1	0	0	7	0	6	8	0	0	66	7	0	4	73	246
8:00 AM	4	7	2	4	0	2	17	3	0	27	4	0	4	34	1	2	2	2	0	0	7	1	0	29	5	0	0	35	93
8:15 AM	10	10	0	1	0	2	21	4	0	31	0	0	0	35	0	0	0	0	0	5	0	1	0	27	4	0	1	32	88
8:30 AM	5	9	0	3	0	0	17	2	0	27	1	0	0	30	0	1	1	0	0	3	2	1	1	33	2	0	2	37	86
8:45 AM	5	5	1	2	0	2	13	7	0	36	2	0	0	45	3	0	0	2	0	1	5	2	0	19	5	0	2	26	89
Hourly Total	24	31	3	10	0	6	68	16	0	121	7	0	4	144	4	3	3	4	0	9	14	5	1	108	16	0	5	130	356
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	4	0	2	0	1	8	9	1	57	7	0	1	74	1	2	5	2	0	5	10	5	0	36	2	0	1	43	135
4:15 PM	2	4	1	0	0	1	7	3	0	51	3	0	0	57	0	2	0	5	0	4	7	5	0	33	5	1	1	44	115
4:30 PM	3	2	1	4	0	0	10	9	0	59	0	0	1	68	2	4	1	1	0	2	8	1	0	37	7	0	3	45	131
4:45 PM	5	3	0	2	0	0	10	12	0	45	3	0	0	60	1	2	2	1	0	2	6	3	1	32	4	0	1	40	116
Hourly Total	12	13	2	8	0	2	35	33	1	212	13	0	2	259	4	10	8	9	0	13	31	14	1	138	18	1	6	172	497
5:00 PM	2	0	0	3	0	1	5	4	0	41	1	0	0	46	0	2	1	1	0	1	4	1	0	37	2	0	0	40	95
5:15 PM	3	0	1	2	0	0	6	6	0	45	0	0	1	51	1	1	1	1	0	1	4	1	0	18	0	0	1	19	80
5:30 PM	3	1	0	1	0	0	5	10	0	29	1	0	1	40	0	1	1	1	0	3	3	1	0	26	3	1	0	31	79
5:45 PM	2	1	1	0	0	1	4	6	0	29	1	0	0	36	0	1	1	1	0	1	3	1	0	18	1	0	5	20	63
Hourly Total	10	2	2	6	0	2	20	26	0	144	3	0	2	173	1	5	4	4	0	6	14	4	0	99	6	1	6	110	317
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	80	57	9	33	0	12	179	86	1	568	30	0	9	685	10	18	15	24	0	34	67	23	2	411	47	2	21	485	1416
Approach %	44.7	31.8	5.0	18.4	0.0	-	-	12.6	0.1	82.9	4.4	0.0	-	-	14.9	26.9	22.4	35.8	0.0	-	-	4.7	0.4	84.7	9.7	0.4	-	-	-
Total %	5.6	4.0	0.6	2.3	0.0	-	12.6	6.1	0.1	40.1	2.1	0.0	-	48.4	0.7	1.3	1.1	1.7	0.0	-	4.7	1.6	0.1	29.0	3.3	0.1	-	34.3	-
Lights	75	55	9	28	0	-	167	83	1	534	30	0	-	648	10	18	15	24	0	-	67	22	2	382	46	2	-	454	1336
% Lights	93.8	96.5	100.0	84.8	-	-	93.3	96.5	100.0	94.0	100.0	-	-	94.6	100.0	100.0	100.0	100.0	-	-	100.0	95.7	100.0	92.9	97.9	100.0	-	93.6	94.4
Buses	0	0	0	4	0	-	4	0	0	25	0	0	-	25	0	0	0	0	0	-	0	0	0	18	0	0	-	18	47
% Buses	0.0	0.0	0.0	12.1	-	-	2.2	0.0	0.0	4.4	0.0	-	-	3.6	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	4.4	0.0	0.0	-	3.7	3.3
Trucks	4	2	0	1	0	-	7	3	0	8	0	0	-	11	0	0	0	0	0	-	0	0	0	7	0	0	-	7	25
% Trucks	5.0	3.5	0.0	3.0	-	-	3.9	3.5	0.0	1.4	0.0	-	-	1.6	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.7	0.0	0.0	-	1.4	1.8
Bicycles on Road	1	0	0	0	0	-	1	0	0	1	0	0	-	1	0	0	0	0	0	-	0	1	0	4	1	0	-	6	8
% Bicycles on Road	1.3	0.0	0.0	0.0	-	-	0.6	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	4.3	0.0	1.0	2.1	0.0	-	1.2	0.6
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	2.9	-	-	-	-	-	-	4.8	-	-
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	-	9	-	-	-	-	-	-	33	-	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	97.1	-	-	-	-	-	-	95.2	-	-

Remove Watermark
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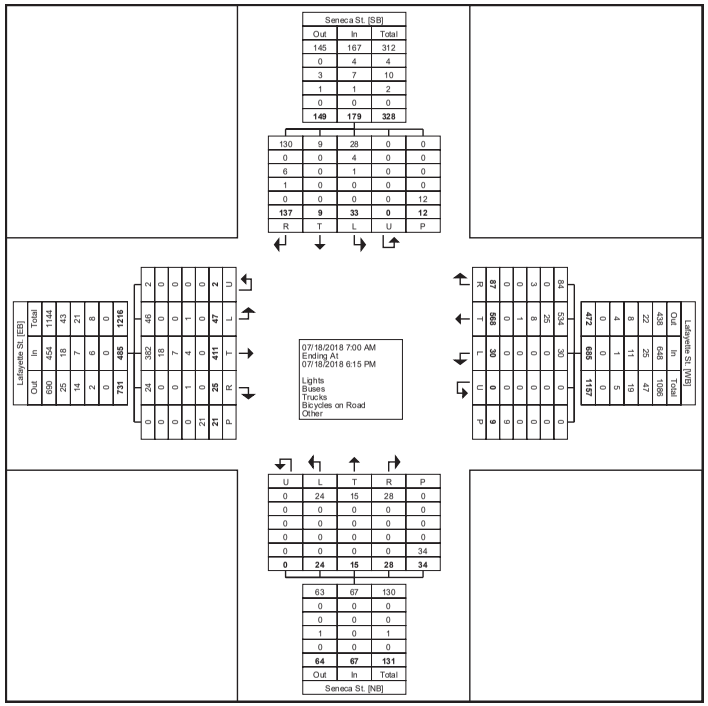

Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Seneca St. Southbound							Lafayette St. Westbound							Seneca St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	13	2	1	5	0	0	21	5	0	36	2	0	0	43	0	0	0	2	0	4	2	0	0	22	3	0	1	25	91
8:00 AM	4	7	2	4	0	2	17	3	0	27	4	0	4	34	1	2	2	2	0	0	7	1	0	29	5	0	0	35	93
8:15 AM	10	10	0	1	0	2	21	4	0	31	0	0	0	35	0	0	0	0	0	5	0	1	0	27	4	0	1	32	88
8:30 AM	5	9	0	3	0	0	17	2	0	27	1	0	0	30	0	1	1	0	0	3	2	1	1	33	2	0	2	37	86
Total	32	28	3	13	0	4	76	14	0	121	7	0	4	142	1	3	3	4	0	12	11	3	1	111	14	0	4	129	358
Approach %	42.1	36.8	3.9	17.1	0.0	-	-	9.9	0.0	85.2	4.9	0.0	-	-	9.1	27.3	27.3	36.4	0.0	-	-	2.3	0.8	86.0	10.9	0.0	-	-	-
Total %	8.9	7.8	0.8	3.6	0.0	-	21.2	3.9	0.0	33.8	2.0	0.0	-	39.7	0.3	0.8	0.8	1.1	0.0	-	3.1	0.8	0.3	31.0	3.9	0.0	-	36.0	-
PHF	0.615	0.700	0.375	0.650	0.000	-	0.905	0.700	0.000	0.840	0.438	0.000	-	0.826	0.250	0.375	0.375	0.500	0.000	-	0.393	0.750	0.250	0.841	0.700	0.000	-	0.872	0.962
Lights	31	27	3	12	0	-	73	13	0	112	7	0	-	132	1	3	3	4	0	-	11	2	1	103	14	0	-	120	336
% Lights	96.9	96.4	100.0	92.3	-	-	96.1	92.9	-	92.6	100.0	-	-	93.0	100.0	100.0	100.0	100.0	-	-	100.0	66.7	100.0	92.8	100.0	-	-	93.0	93.9
Buses	0	0	0	1	0	-	1	0	0	7	0	0	-	7	0	0	0	0	0	-	0	0	0	6	0	0	-	6	14
% Buses	0.0	0.0	0.0	7.7	-	-	1.3	0.0	-	5.8	0.0	-	-	4.9	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	5.4	0.0	-	-	4.7	3.9
Trucks	1	1	0	0	0	-	2	1	0	2	0	0	-	3	0	0	0	0	0	-	0	0	0	1	0	0	-	1	6
% Trucks	3.1	3.6	0.0	0.0	-	-	2.6	7.1	-	1.7	0.0	-	-	2.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.9	0.0	-	-	0.8	1.7
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	0	1	0	0	-	2	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	33.3	0.0	0.9	0.0	-	-	1.6	0.6
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	8.3	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	4	-	-	-	-	-	-	11	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	91.7	-	-	-	-	-	-	100.0	-	-

Remove Watermark
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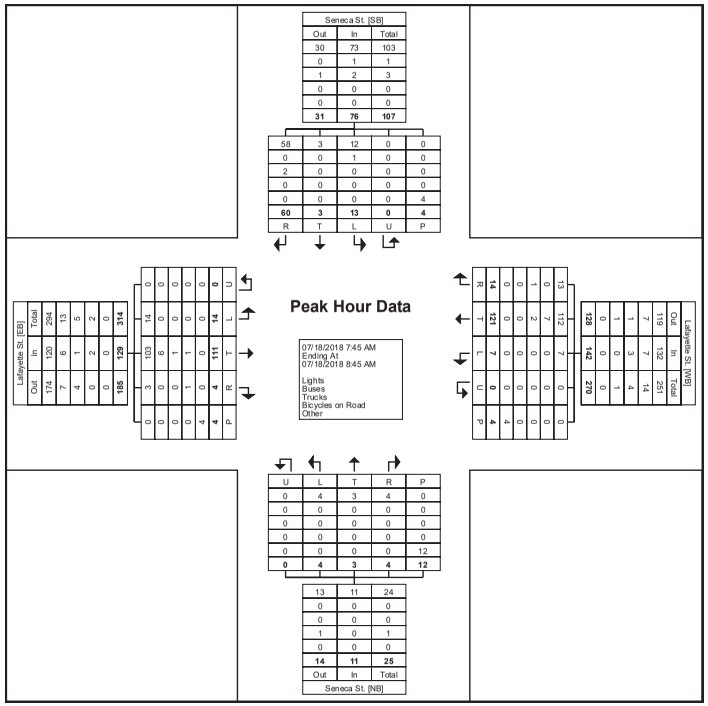
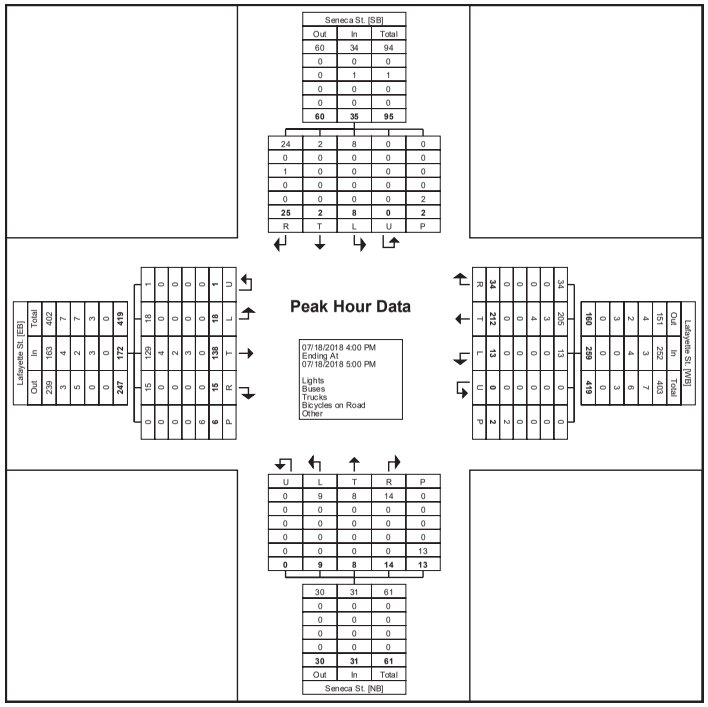


Turning Movement Peak Hour Data Plot (7:45 AM)

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Seneca St. Southbound							Lafayette St. Westbound							Seneca St. Northbound							Lafayette St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	2	4	0	2	0	1	8	9	1	57	7	0	1	74	1	2	5	2	0	5	10	5	0	36	2	0	1	43	135
4:15 PM	2	4	1	0	0	1	7	3	0	51	3	0	0	57	0	2	0	5	0	4	7	5	0	33	5	1	1	44	115
4:30 PM	3	2	1	4	0	0	10	9	0	59	0	0	1	68	2	4	1	1	0	2	8	1	0	37	7	0	3	45	131
4:45 PM	5	3	0	2	0	0	10	12	0	45	3	0	0	60	1	2	2	1	0	2	6	3	1	32	4	0	1	40	116
Total	12	13	2	8	0	2	35	33	1	212	13	0	2	259	4	10	8	9	0	13	31	14	1	138	18	1	6	172	497
Approach %	34.3	37.1	5.7	22.9	0.0	-	-	12.7	0.4	81.9	5.0	0.0	-	-	12.9	32.3	25.8	29.0	0.0	-	-	8.1	0.6	80.2	10.5	0.6	-	-	-
Total %	2.4	2.6	0.4	1.6	0.0	-	7.0	6.6	0.2	42.7	2.6	0.0	-	52.1	0.8	2.0	1.6	1.8	0.0	-	6.2	2.8	0.2	27.8	3.6	0.2	-	34.6	-
PHF	0.600	0.813	0.500	0.500	0.000	-	0.875	0.688	0.250	0.898	0.464	0.000	-	0.875	0.500	0.625	0.400	0.450	0.000	-	0.775	0.700	0.250	0.932	0.643	0.250	-	0.956	0.920
Lights	12	12	2	8	0	-	34	33	1	205	13	0	-	252	4	10	8	9	0	-	31	14	1	129	18	1	-	163	480
% Lights	100.0	92.3	100.0	100.0	-	-	97.1	100.0	100.0	96.7	100.0	-	-	97.3	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	93.5	100.0	100.0	-	94.8	96.6
Buses	0	0	0	0	0	-	0	0	0	3	0	0	-	3	0	0	0	0	0	-	0	0	0	4	0	0	-	4	7
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.4	0.0	-	-	1.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.9	0.0	0.0	-	2.3	1.4
Trucks	0	1	0	0	0	-	1	0	0	4	0	0	-	4	0	0	0	0	0	-	0	0	0	2	0	0	-	2	7
% Trucks	0.0	7.7	0.0	0.0	-	-	2.9	0.0	0.0	1.9	0.0	-	-	1.5	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.4	0.0	0.0	-	1.2	1.4
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	3	0	0	-	3	3
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.2	0.0	0.0	-	1.7	0.6
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	13	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	83.3	-	-

Remove Watermark
Wondershare PDFelement



Turning Movement Peak Hour Data Plot (4:00 PM)

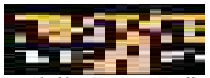
www.TSTData.com
184 Baker Rd
Coatesville, Pennsylvania, United States 19320
610-466-1469 jvetterlein@tstdata.com
Serving Transportation Professionals Since 1995

Utica, NY
Seneca/Lafayette
Wednesday, July 18, 2018
Location: 43.102188, -75.230743

Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



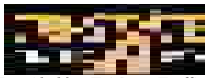
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Genesee St. Southbound							Oriskany St. Westbound						
Direction														
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2018-07-19 7:00AM	12	275	0	0	35	**155**	1	1	924	3	0	2	**712**	2
8:00AM	43	377	0	0	21	**004**	2	6	839	2	0	2	**307**	6
9:00AM	0	0	0	0	0	**2**	0	0	1	0	0	0	**4**	0
4:00PM	41	362	0	0	15	**043**	5	8	823	1	0	1	**311**	5
5:00PM	34	311	0	0	19	**190**	4	10	743	0	0	0	**861**	10
6:00PM	0	0	0	0	0	**2**	0	0	0	0	0	0	**2**	0
Total	130	1325	0	0	90	**4606**	12	25	3330	6	0	5	**1199**	23
% Approach	8.4%	85.8%	0%	0%	5.8%	-	-	0.7%	98.9%	0.2%	0%	0.1%	-	-
% Total	2.2%	22.7%	0%	0%	1.5%	**59.0%**	-	0.4%	57.0%	0.1%	0%	0.1%	**68.9%**	-
Lights	123	1284	0	0	86	**4071**	-	24	3166	5	0	5	**1522**	-
% Lights	94.6%	96.9%	0%	0%	95.6%	**79.9%**	-	96.0%	95.1%	83.3%	0%	100%	**76.4%**	-
Articulated Trucks and Single-Unit Trucks	4	32	0	0	1	**18**	-	1	144	0	0	0	**406**	-
% Articulated Trucks and Single-Unit Trucks	3.1%	2.4%	0%	0%	1.1%	**5.0%**	-	4.0%	4.3%	0%	0%	0%	**0.1%**	-
Buses	3	8	0	0	3	**40**	-	0	20	1	0	0	**54**	-
% Buses	2.3%	0.6%	0%	0%	3.3%	**2.7%**	-	0%	0.6%	16.7%	0%	0%	**2.9%**	-
Bicycles on Road	0	1	0	0	0	**4**	-	0	0	0	0	0	**2**	-
% Bicycles on Road	0%	0.1%	0%	0%	0%	**2.4%**	-	0%	0%	0%	0%	0%	**2%**	-
Pedestrians	-	-	-	-	-	-	9	-	-	-	-	-	-	21
% Pedestrians	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	91.3%
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	8.7%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

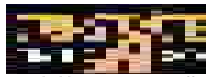
Leg	Genesee St. Northbound						Liberty St Eastbound						
Direction													
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2018-07-19 7:00AM	0	120	1	0	**161**	1	0	0	0	0	**2**	14	**1858**
8:00AM	0	156	1	0	**145**	0	0	0	0	0	**2**	9	**1335**
9:00AM	0	0	0	0	**2**	0	0	0	0	0	**2**	0	**1**
4:00PM	0	360	0	0	**892**	1	0	0	0	0	**2**	28	**1911**
5:00PM	0	294	0	0	**673**	0	0	0	0	0	**2**	18	**1311**
6:00PM	0	0	0	0	**2**	0	0	0	0	0	**2**	0	**2**
0 Ttoa	0	930	2	0	**786**	2	0	0	0	0	**2**	69	**4138**
% ApprToch	0%	99.8%	0.2%	0%	-	-	0%	0%	0%	0%	-	-	-
% 0 Ttoa	0%	15.9%	0%	0%	**19.2%**	-	0%	0%	0%	0%	**2%**	-	-
Lights	0	896	2	0	**171**	-	0	0	0	0	**2**	-	5591
% Lights	0%	96.3%	100%	0%	**79.3%**	-	0%	0%	0%	0%	-	-	95.7%
Articuated 0 rucks ond Singæ-Unit 0 rucks	0	15	0	0	**14**	-	0	0	0	0	**2**	-	197
% Articuated 0 rucks ond Singæ-Unit 0 rucks	0%	1.6%	0%	0%	**1.9%**	-	0%	0%	0%	0%	-	-	3.4%
Buses	0	14	0	0	**13**	-	0	0	0	0	**2**	-	49
% Buses	0%	1.5%	0%	0%	**1.4%**	-	0%	0%	0%	0%	-	-	0.8%
Bicycæs Tn RTod	0	5	0	0	**4**	-	0	0	0	0	**2**	-	6
% Bicycæs Tn RTod	0%	0.5%	0%	0%	**2.4%**	-	0%	0%	0%	0%	-	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	62	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	89.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	7	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	10.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

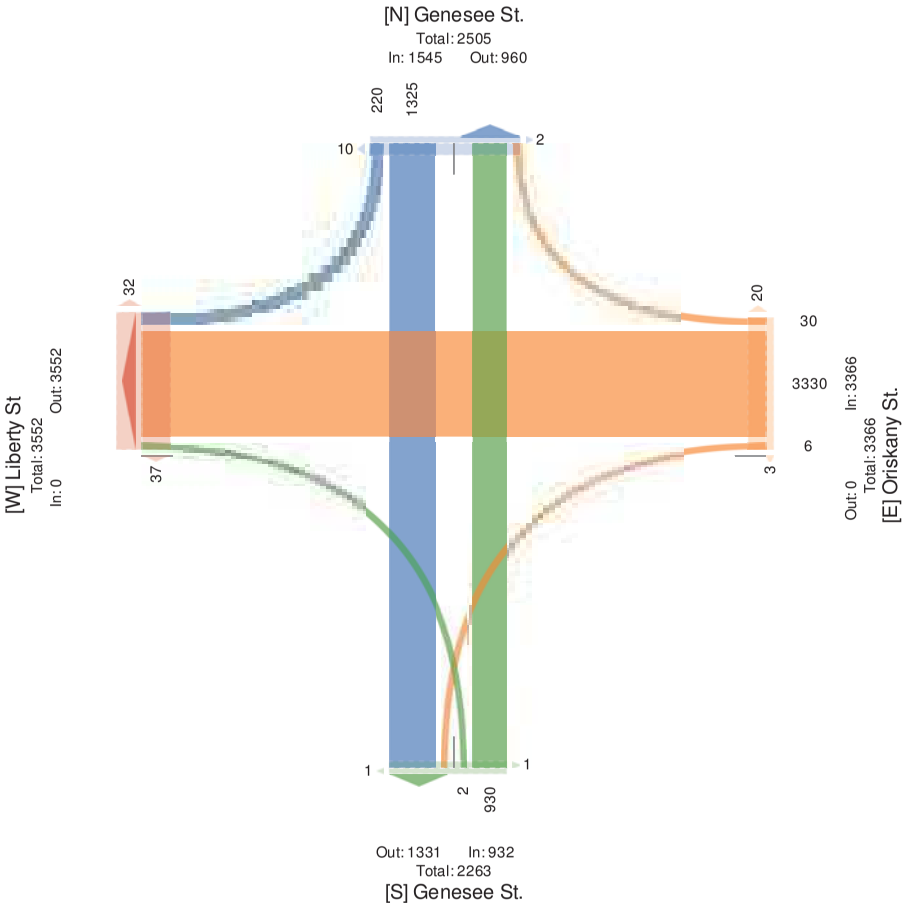
Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

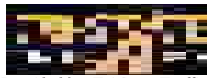


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



20. Genesee and Liberty - TMC

Thu Jul 19, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

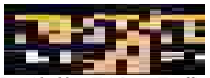
Leg	Genesee St. Southbound							Oriskany St. Westbound						
Direction														
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2018-07-19 7:30 AM	1	65	0	0	11	**22**	1	0	263	0	0	1	**403**	0
7:45 AM	4	99	0	0	11	**773**	0	1	289	2	0	0	**494**	2
8:00 AM	17	96	0	0	4	**772**	0	1	242	0	0	0	**431**	2
8:15 AM	7	92	0	0	7	**750**	0	1	212	1	0	0	**473**	0
6 Tota	29	352	0	0	33	**373**	1	3	1006	3	0	1	**7571**	4
l %App Trc	7.0%	85.0%	0%	0%	8.0%	**h**	-	0.3%	99.3%	0.3%	0%	0.1%	**h**	-
l % Tota	1.9%	22.6%	0%	0%	2.1%	**40-01**	-	0.2%	64.5%	0.2%	0%	0.1%	**08-5l**	-
. PH	0.426	0.889	-	-	0.750	**5-FF8**	-	0.750	0.870	0.375	-	0.250	**5-F02**	-
Ligcos	28	334	0	0	32	**193**	-	2	947	3	0	1	**981**	-
l %igcos	96.6%	94.9%	0%	0%	97.0%	**98-41**	-	66.7%	94.1%	100%	0%	100%	**93-7l**	-
A diruaœd% urks%nd%singælUnio% urks	1	17	0	0	0	**7F**	-	1	48	0	0	0	**39**	-
l % diruaœd% urks%nd%singælUnio% urks	3.4%	4.8%	0%	0%	0%	**3-11**	-	33.3%	4.8%	0%	0%	0%	**3-Fl**	-
Buses	0	1	0	0	1	**4**	-	0	11	0	0	0	**77**	-
l %Buses	0%	0.3%	0%	0%	3.0%	**5-8l**	-	0%	1.1%	0%	0%	0%	**7-7l**	-
Biryræs%n%Rtd	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-
l %Biryræs%n%Rtd	0%	0%	0%	0%	0%	**5l**	-	0%	0%	0%	0%	0%	**5l**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	4
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Genesee St. Northbound						Liberty St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2018-07-19 7:30 AM	0	27	0	0	**25**	0	0	0	0	0	**1**	3	**748**
7:45 AM	0	35	1	0	**74**	0	0	0	0	0	**1**	2	**002**
8:00 AM	0	34	0	0	**70**	0	0	0	0	0	**1**	1	**730**
8:15 AM	0	35	0	0	**76**	0	0	0	0	0	**1**	1	**766**
9 Ttoa	0	131	1	0	**172**	0	0	0	0	0	**1**	7	**1663**
% ApprToch	0%	99.2%	0.8%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% 9 Ttoa	0%	8.4%	0.1%	0%	**8.6%**	-	0%	0%	0%	0%	**1%**	-	-
PHF	-	0.936	0.250	-	**1.315**	-	-	-	-	-	**-**	-	0.882
Lights	0	119	1	0	**121**	-	0	0	0	0	**1**	-	1467
% Lights	0%	90.8%	100%	0%	**31.3%**	-	0%	0%	0%	0%	**-**	-	94.1%
Articuæted 9 rucks ond Singæ-Unit 9 rucks	0	8	0	0	**8**	-	0	0	0	0	**1**	-	75
% Articuæted 9 rucks ond Singæ-Unit 9 rucks	0%	6.1%	0%	0%	**4.1%**	-	0%	0%	0%	0%	**-**	-	4.8%
Buses	0	3	0	0	**7**	-	0	0	0	0	**1**	-	16
% Buses	0%	2.3%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**-**	-	1.0%
Bicycæs Tn RTod	0	1	0	0	**1**	-	0	0	0	0	**1**	-	1
% Bicycæs Tn RTod	0%	0.8%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**-**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	85.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	14.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

20. Genesee and Liberty - TMC

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All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
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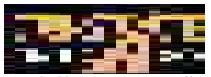
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



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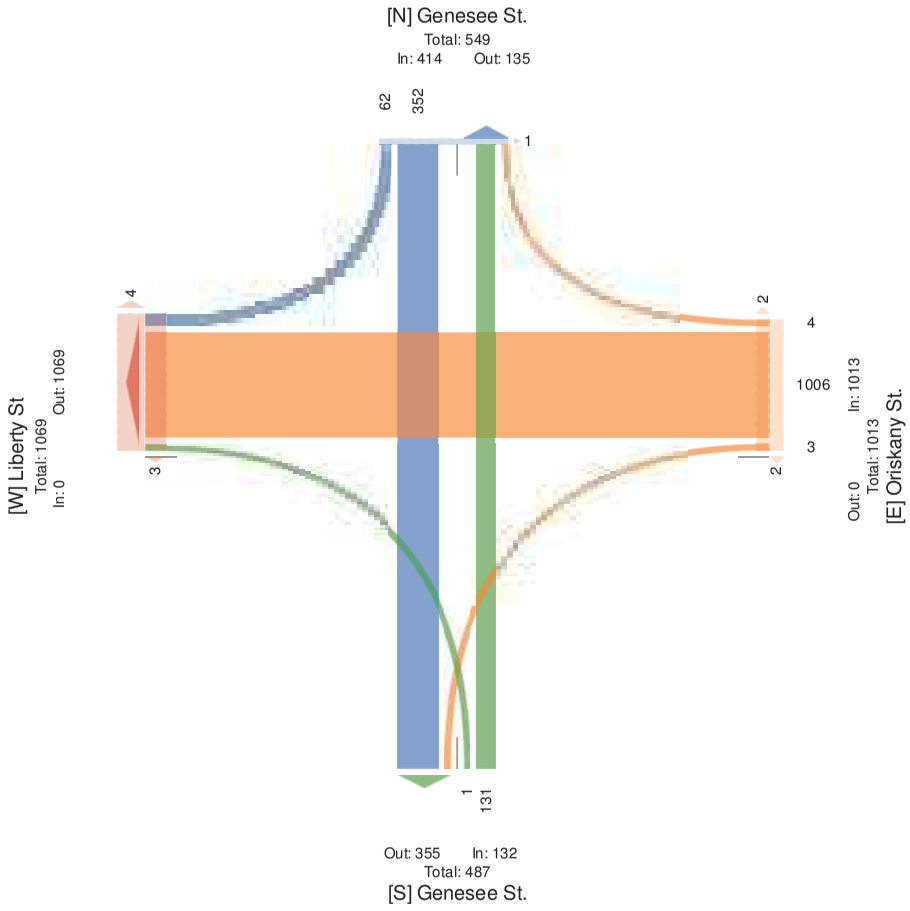


Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018

FLengt (g7AM4P6) C a84P6) C s

) lli l7rrgr Mdk hSr,) eShul7Sgt TeunAr 7Ut BdUklgay UdSTeunAr, ourgr, (gt grSed7Ur, odhRnlgr LUwL7t, odhRnlgr LUi eLrrv 7lAs

) llC LmgI gUSr

D 46P9122, cLn7SLU4P53102855, a- 63228108, BdSg i Lt g4y Sh7, . gv NLeA



(eLmdgt YR4TedaBS7Sg Te7bnh : 7S7, DUn3 18P o7Age wL7t, i L7Sgrmdlg, ( ) , 19520, y B

cgk : degnSiLU	f gUgrgg BS3 BLu ShYLuUt							Ged rA7UR BS3 OgrSYLuUt						
Tdlg	w	T	c	y	ww	App	(gt W	w	T	c	y	ww	App	(gt W
2018a0- a19 - 4P6) C	P	99	0	0	11	224	0	1	289	2	0	0	030	2
8400) C	1-	9*	0	0	P	227	0	1	2P2	0	0	0	049	2
8416) C	-	92	0	0	-	215	0	1	212	1	0	0	024	0
8450) C	9	9-	0	0	-	229	0	5	19-	1	0	1	010	1
6 tctc	5-	58P	0	0	29	411	0	*	9P0	P	0	1	312	6
% ApprTtch	832%	8635%	0%	0%	*3P%	-	a	03*%	9838%	03P%	0%	031%	-	a
% 6 Tota	23P%	2P38%	0%	0%	139%	03882%	a	03P%	*03-%	035%	0%	031%	5284%	a
. PH	0369P	039- 0	a	a	03*69	18850	a	03600	03815	03600	a	03260	18F24	a
Lighos	56	5*5	0	0	28	405	a	6	88-	P	0	1	F37	a
% Lighos	9P3*%	9P35%	0%	0%	9*3*%	34879%	a	8535%	9P3P%	100%	0%	100%	3489%	a
Arcicuatœd 6 rucks t nd Singæ-Unio6 rucks	2	19	0	0	0	02	a	1	P8	0	0	0	43	a
% Arcicuatœd 6 rucks t nd Singæ-Unio6 rucks	63P%	P39%	0%	0%	0%	487%	a	1*3- %	631%	0%	0%	0%	180%	a
Buses	0	2	0	0	1	9	a	0	6	0	0	0	l	a
% Buses	0%	036%	0%	0%	53P%	187%	a	0%	036%	0%	0%	0%	18 %	a
Bicycæs Tn RTtd	0	0	0	0	0	1	a	0	0	0	0	0	1	a
% Bicycæs Tn RTtd	0%	0%	0%	0%	0%	1%	a	0%	0%	0%	0%	0%	1%	a
(gt grSed7Ur	a	a	a	a	a	a	0	a	a	a	a	a	a	6
% (gt grSed7Ur	a	a	a	a	a	a	a	a	a	a	a	a	a	100%
odhRnlgr LUi eLrrv 7lA	a	a	a	a	a	a	0	a	a	a	a	a	a	0
% odhRnlgr LUi eLrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	a	a	0%

W (gt grSed7Ur 7Ut odhRnlgr LUi eLrrv 7lA3c4cghS, w4wdkhS, ww4wdkhSLUegt, T4Theu, y4yaTueU

20. Genesee and Liberty - TMC

Thu Jul 19, 2018

FLengt (g7AM4P6) C a84P6) C s

) lli l7rrgr Mdk hSr,) eShul7Sgt TeunAr 7Ut BdUklgay UdSTeunAr, ourgr, (gt grSed7Ur, odhRnlgr LUwL7t, odhRnlgr LUi eLrrv 7lAs

) llC LmgI gUSr

D 46P9122, cLn7SLU4P53102855, a- 63228108, BdSg i Lt g4y Sh7, . gv NLeA



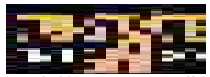
(eLmdgt YR4TedaBS7Sg Te7bnh : 7S7, DUn3 18P o7Age wL7t, i L7Sgrmdlg, ( ) , 19520, y B

cgk : degnSiLU	f gUgrgg BS3 . LeShYLuUt						cdYgeSR BS G7rSYLuUt						
Tdlg	w	T	c	y	App	(gt E	w	T	c	y	App	(gt E	Int
2018a0- a19 - 4P6) C	0	56	1	0	25	0	0	0	0	0	1	2	774
8400) C	0	5P	0	0	27	0	0	0	0	0	1	1	287
8416) C	0	56	0	0	20	0	0	0	0	0	1	1	200
8450) C	0	P1	1	0	74	0	0	0	0	0	1	5	203
6 ytcc	0	1P6	2	0	a73	0	0	0	0	0	1	-	a071
% Appr9Tch	0*	983%*	13P*	0*	-	a	0*	0*	0*	0*	-	a	a
% 6 9rTo	0*	93P*	031*	0*	8.0%	a	0*	0*	0*	0*	1%	a	a
PHF	a	0388P	03600	a	1.130	a	a	a	a	a	-	a	038- %
Lights	0	15%	2	0	a2l	a	0	0	0	0	1	a	1P%l
% Lights	0*	9538*	100*	0*	82.8%	a	0*	0*	0*	0*	-	a	9P3P*
ArticudTed 6 rucks Tnd Singœ-Unit 6 rucks	0	P	0	0	7	a	0	0	0	0	1	a	- P
% ArticudTed 6 rucks Tnd Singœ-Unit 6 rucks	0*	238*	0*	0*	4.3%	a	0*	0*	0*	0*	-	a	P38*
Buses	0	P	0	0	7	a	0	0	0	0	1	a	12
% Buses	0*	238*	0*	0*	4.3%	a	0*	0*	0*	0*	-	a	038*
Bicycœs 9n R9Td	0	1	0	0	a	a	0	0	0	0	1	a	1
% Bicycœs 9n R9Td	0*	03- *	0*	0*	1.3%	a	0*	0*	0*	0*	-	a	031*
(gt grSed7Ur	a	a	a	a	a	0	a	a	a	a	a	%	
* (gt grSed7Ur	a	a	a	a	a	a	a	a	a	a	a	863- *	a
odhRnlgr LUi eLrrv 7lA	a	a	a	a	a	0	a	a	a	a	a	1	
* odhRnlgr LUi eLrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	1P35*	a

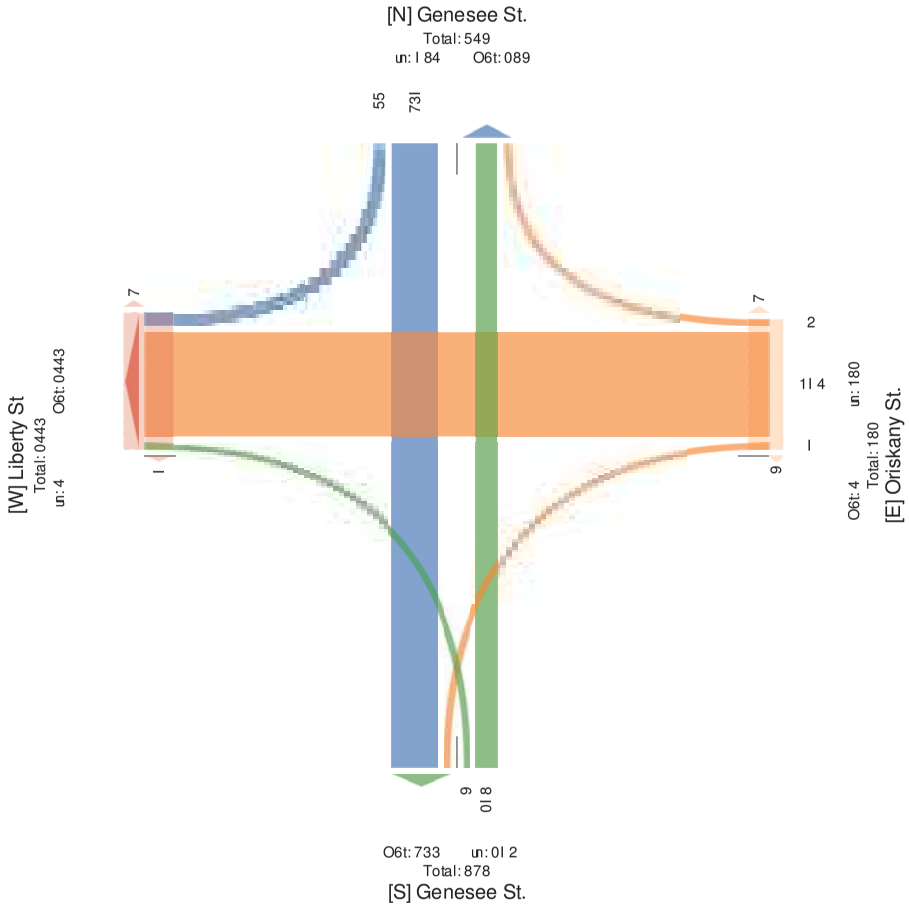
E (gt grSed7Ur 7Ut odhRnlgr LUi eLrrv 7lA3c4cghS, w4wdkhS, ww4wdkhSLUegt, T4Theu, y4yaTueU

Remove Watermark
Wondershare PDFelement

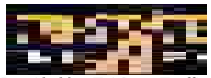
20. Genesee and Liberty - TMC
Thu Jul 19, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



20. Genesee and Liberty - TMC
Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

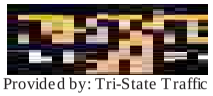
Leg	Genesee St.							Oriskany St.						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2018-07-19 4:15PM	8	101	0	0	4	**224**	2	1	189	0	0	0	**203**	1
4:30PM	15	76	0	0	5	**07**	0	2	216	0	0	0	**921**	1
4:45PM	5	88	0	0	1	**05**	2	1	189	0	0	0	**203**	2
5:00PM	11	99	0	0	5	**226**	1	5	217	0	0	0	**999**	0
Total	39	364	0	0	15	**521**	5	9	811	0	0	0	**193**	4
% Approach	9.3%	87.1%	0%	0%	3.6%	**-**	-	1.1%	98.9%	0%	0%	0%	**-**	-
% Total	2.4%	22.6%	0%	0%	0.9%	**9680%**	-	0.6%	50.3%	0%	0%	0%	**6381%**	-
. PH	0.650	0.901	-	-	0.750	**38030**	-	0.450	0.934	-	-	-	**38094**	-
Flihtg	37	359	0	0	15	**522**	-	9	783	0	0	0	**s09**	-
% Flihtg	94.9%	98.6%	0%	0%	100%	**0184%**	-	100%	96.5%	0%	0%	0%	**0787%**	-
Articulated Truckg and Sinile-Unit Truckg	1	2	0	0	0	**4**	-	0	26	0	0	0	**97**	-
% Articulated Truckg and Sinile-Unit Truckg	2.6%	0.5%	0%	0%	0%	**38s%**	-	0%	3.2%	0%	0%	0%	**489%**	-
Bugeg	1	3	0	0	0	**5**	-	0	2	0	0	0	**9**	-
% Bugeg	2.6%	0.8%	0%	0%	0%	**283%**	-	0%	0.2%	0%	0%	0%	**389%**	-
Bicycleg on Road	0	0	0	0	0	**3**	-	0	0	0	0	0	**3**	-
% Bicycleg on Road	0%	0%	0%	0%	0%	**3%**	-	0%	0%	0%	0%	0%	**3%**	-
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	80.0%	-	-	-	-	-	-	75.0%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	20.0%	-	-	-	-	-	-	25.0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



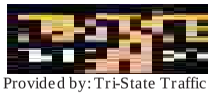
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Genesee St. Northbound						Liberty St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2018-07-19 4:15PM	0	87	0	0	25	0	0	0	0	0	1	8	741
4:30PM	0	94	0	0	48	0	0	0	0	0	1	9	812
4:45PM	0	95	0	0	40	1	0	0	0	0	1	9	754
5:00PM	0	99	0	0	44	0	0	0	0	0	1	5	873
6 9tTo	0	375	0	0	750	1	0	0	0	0	1	31	a3a7
l %App 9Trc	0%	100%	0%	0%	h	-	0%	0%	0%	0%	h	-	-
l %6 9tTo	0%	23.2%	0%	0%	-7.-1	-	0%	0%	0%	0%	11	-	-
PHF	-	0.947	-	-	1.485	-	-	-	-	-	h	-	0.925
Ligcts	0	370	0	0	751	-	0	0	0	0	1	-	1573
l %igcts	0%	98.7%	0%	0%	42.5l	-	0%	0%	0%	0%	h	-	97.5%
A tiruoTted% urks%nd%ingœhUnit% urks	0	2	0	0	-	-	0	0	0	0	1	-	31
l %A tiruoTted% urks%nd%ingœhUnit% urks	0%	0.5%	0%	0%	1.0l	-	0%	0%	0%	0%	h	-	1.9%
Buses	0	2	0	0	-	-	0	0	0	0	1	-	8
l %Buses	0%	0.5%	0%	0%	1.0l	-	0%	0%	0%	0%	h	-	0.5%
Biryœes%n%29Td	0	1	0	0	a	-	0	0	0	0	1	-	1
l %Biryœes%n%29Td	0%	0.3%	0%	0%	1.7l	-	0%	0%	0%	0%	h	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	27	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	87.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	12.9%	-

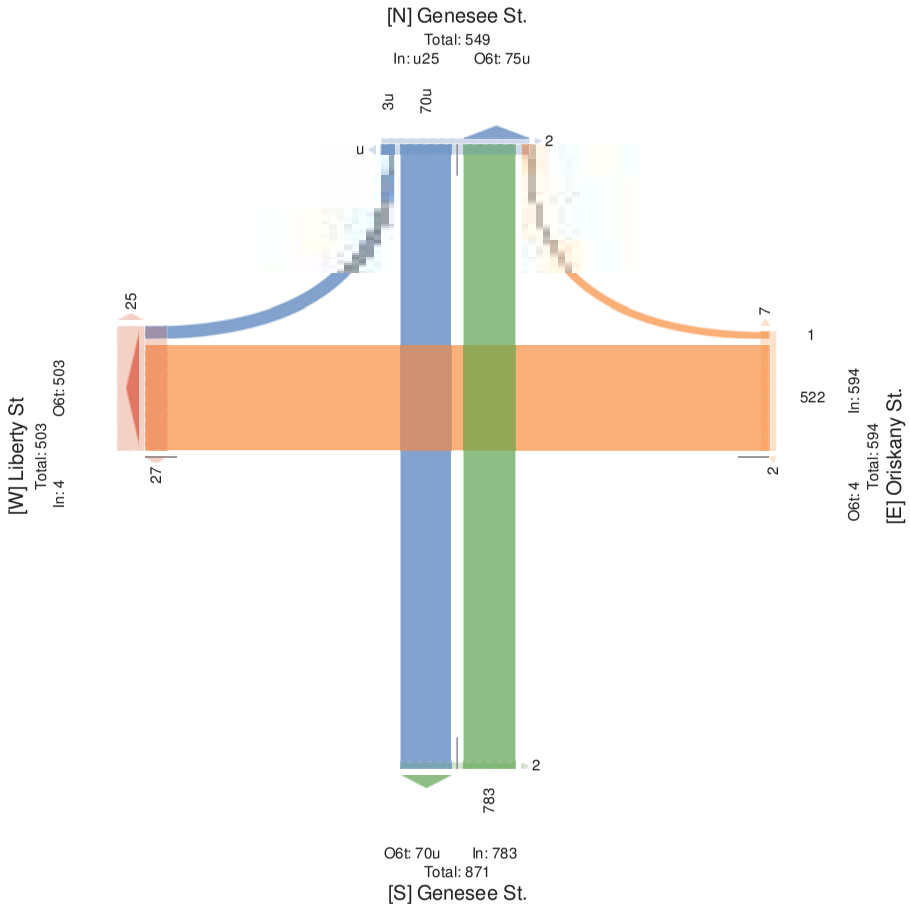
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



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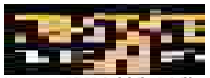
Wondershare PDFelement

20. Genesee and Liberty - TMC

Wed Jdul 18, 21 0
FduuLngt he (7AM-1AM894M-P4M6
Auu) uCaana (Lst e ha8Ai hsrduCnc WidrTa Cgc ksgt un-SgshWidrTa8Udana84ncnahisCga8UsrBruna yg o yCc8UsrBruna yg) iyaaRCiil6
AuuMywnv ngha
nh D: 911, , 8LyrChsygD953:2, 0558-7: 3, , 0l 208ksmn) ycnDShsrC8. nR NyiT



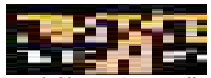
4iywscnc YBDWis-khCnn WiCbsr
I ChC8mgr3
l 09 UCTni o yCc8
) yCnawsum84A8l 15, 28Sk

Lnt l sinr hsyg	LsYnihBkh OGahYydgc						f isaTCgBkl8 E nahYydgc						
Wsv n	L	W	o	S	App	4nc*	L	W	o	S	oo	App	4nc*
, 210-27-11 7D2 2AM	2	2	2	2	**1**	9	2	105	2	2	l	**572**	2
7D: AM	2	2	2	2	**1**	:	l	101	2	2	2	**501**	2
7 52 2AM	2	2	2	2	**1**	5	2	, P5	2	2	l	**432**	2
7D9: AM	2	2	2	2	**1**	,	,	, 01	l	2	2	**404**	,
HydiuBWyhCu	2	2	2	2	**1**	19	5	1, 9	l	2	,	**091**	,
0 D2 2AM	2	2	2	2	**1**	l	2	, 9,	l	2	2	**429**	,
0D: AM	2	2	2	2	**1**	l	l	, l,	l	2	2	**452**	2
0 52 2AM	2	2	2	2	**1**	5	l	117	5	2	l	**414**	l
0D9: AM	2	2	2	2	**1**	9	2	100	l	2	l	**501**	5
HydiuBWyhCu	2	2	2	2	**1**	l	,	051	P	2	,	**720**	P
1 D2 2AM	2	2	2	2	**1**	2	2	l	2	2	2	**5**	2
HydiuBWyhCu	2	2	2	2	**1**	2	2	l	2	2	2	**5**	2
9D2 24M	2	2	2	2	**1**	,	l	, , 1	9	2	l	**498**	l
9D: 4M	2	2	2	2	**1**	0	2	101	l	2	2	**501**	l
9 52 4M	2	2	2	2	**1**	l	2	, 1P	,	2	2	**457**	l
9D9: 4M	2	2	2	2	**1**	l	2	101	l	2	2	**501**	,
HydiuBWyhCu	2	2	2	2	**1**	, 0	l	0, 5	0	2	l	**799**	:
: D2 24M	2	2	2	2	**1**	:	2	, 17	:	2	2	**444**	2
: D: 4M	2	2	2	2	**1**	P	2	10l	5	2	2	**572**	l
: 52 4M	2	2	2	2	**1**	P	2	1P,	l	2	2	**539**	l
: D9: 4M	2	2	2	2	**1**	l	2	105	l	2	2	**572**	2
HydiuBWyhCu	2	2	2	2	**1**	10	2	795	12	2	2	**689**	12
PD2 24M	2	2	2	2	**1**	2	2	2	2	2	2	**1**	2
HydiuBWyhCu	2	2	2	2	**1**	2	2	2	2	2	2	**1**	2
Total	2	2	2	2	**1**	P1	P	5552	, :	2	:	**9933**	, 5
% Approach	2%	2%	2%	2%	**-**	-	23.%	103.%	23.%	2%	23.%	**-**	-
% Total	2%	2%	2%	2%	**1%**	-	23.%	: 73.%	23.%	2%	23.%	**86.3%**	-
Lights	2	2	2	2	**1**	-	:	5lPP	, 9	2	:	**9411**	-
% Lights	2%	2%	2%	2%	**-**	-	0535%	1: 3.%	1P32%	2%	122%	**08.5%**	-
Articulated Trucks and Single-Unit Trucks	2	2	2	2	**1**	-	2	199	l	2	2	**528**	-
% Articulated Trucks and Single-Unit Trucks	2%	2%	2%	2%	**-**	-	2%	93.%	93.%	2%	2%	**2.9%**	-
Buses	2	2	2	2	**1**	-	l	, 2	2	2	2	**45**	-
% Buses	2%	2%	2%	2%	**-**	-	1P.7%	23.%	2%	2%	2%	**1.3%**	-
Bicycles on Road	2	2	2	2	**1**	-	2	2	2	2	2	**1**	-
% Bicycles on Road	2%	2%	2%	2%	**-**	-	2%	2%	2%	2%	2%	**1%**	-
4ncnahisCga	-	-	-	-	-	P,	-	-	-	-	-	-	, l
% 4ncnahisCga	-	-	-	-	-	013.%	-	-	-	-	-	-	11 35%
UsrBruna yg) iyaaRCiil	-	-	-	-	-	7	-	-	-	-	-	-	,
% UsrBruna yg) iyaaRCiil	-	-	-	-	-	123.%	-	-	-	-	-	-	03.%

*4ncnahisCga Cgc UsrBruna yg) iyaaRCiil3LDLnhBoDost elBooDost ehyginc8WDWeid8SDS-Wdlig

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

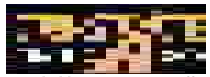
Leg Direction	Genesee St. Northbound						Genesee St. Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00AM	0	29	0	0	**16**	1	0	40	5	0	8	**28**	0	**155**
7:15AM	0	29	0	0	**16**	0	0	71	2	0	5	**43**	0	**164**
7:30AM	0	27	0	0	**14**	0	0	65	1	0	11	**44**	1	**853**
7:45AM	1	35	0	0	**85**	0	0	99	4	0	11	**997**	0	**771**
Hourly Total	1	120	0	0	**919**	1	0	275	12	0	35	**811**	1	**9848**
8:00AM	0	34	0	0	**87**	0	0	96	17	0	4	**994**	0	**867**
8:15AM	0	35	0	0	**82**	0	0	92	7	0	7	**905**	0	**822**
8:30AM	1	41	0	0	**71**	0	0	97	9	0	7	**998**	0	**824**
8:45AM	0	46	0	0	**75**	0	0	92	10	0	3	**902**	2	**879**
Hourly Total	1	156	0	0	**924**	0	0	377	43	0	21	**779**	2	**9774**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**9**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**9**
4:00PM	0	84	0	0	**37**	0	0	97	13	0	5	**992**	1	**787**
4:15PM	0	87	0	0	**34**	0	0	101	8	0	4	**998**	2	**860**
4:30PM	0	94	0	0	**67**	0	0	76	15	0	5	**65**	0	**703**
4:45PM	0	95	0	0	**62**	1	0	88	5	0	1	**67**	2	**846**
Hourly Total	0	360	0	0	**850**	1	0	362	41	0	15	**793**	5	**9599**
5:00PM	0	99	0	0	**66**	0	0	99	11	0	5	**992**	1	**785**
5:15PM	0	70	0	0	**40**	0	0	65	6	0	3	**47**	0	**813**
5:30PM	0	61	0	0	**59**	0	0	79	9	0	6	**67**	3	**893**
5:45PM	0	64	0	0	**57**	0	0	68	8	0	5	**39**	0	**816**
Hourly Total	0	294	0	0	**167**	0	0	311	34	0	19	**857**	4	**9799**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	2	930	0	0	**681**	2	0	1325	130	0	90	**927 2**	12	**2378**
% Approach	0.2%	99.8%	0%	0%	**-**	-	0%	85.8%	8.4%	0%	5.8%	**-**	-	-
% Total	0%	15.9%	0%	0%	**95.0%**	-	0%	22.7%	2.2%	0%	1.5%	**15.7%**	-	-
Lights	2	896	0	0	**363**	-	0	1284	123	0	86	**97 68**	-	5591
% Lights	100%	96.3%	0%	0%	**65.7%**	-	0%	96.9%	94.6%	0%	95.6%	**65.5%**	-	95.7%
Articulated Trucks and Single-Unit Trucks	0	15	0	0	**92**	-	0	32	4	0	1	**84**	-	197
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	**9.5%**	-	0%	2.4%	3.1%	0%	1.1%	**1.7%**	-	3.4%
Buses	0	14	0	0	**97**	-	0	8	3	0	3	**97**	-	49
% Buses	0%	1.5%	0%	0%	**9.2%**	-	0%	0.6%	2.3%	0%	3.3%	**0.6%**	-	0.8%
Bicycles on Road	0	5	0	0	**2**	-	0	1	0	0	0	**9**	-	6
% Bicycles on Road	0%	0.5%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	0%	**0.9%**	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

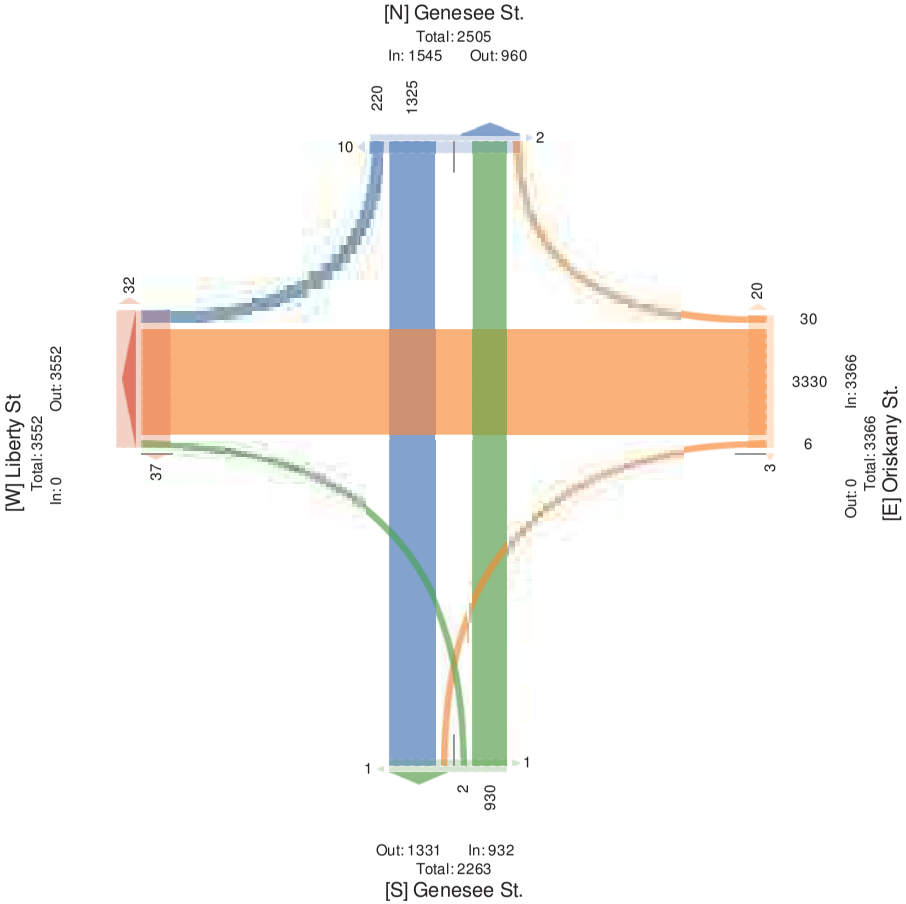
Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

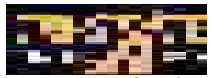


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



20. Genesee and Liberty - TMC

Wed Jdul 18, 2l 0
AM Pak(7: 3 2AM) 03 2AMC
Auus ukLLaL 7i ghetL8Artgcdukta TWrdc(LknTSgnhua)UngWrdc(L8BdLaL8PaTaLtrgknL8BgcycuaL on RokT8BgcycuaLon s roLLwku(C
AuuMovamantL
ID35411 , , 8i ocktgon34- 9 2, 0- - 8): 59 , 0l 208Sgia s oTa3Utgck8. aw 6or(



ProvgTa T Ny3WrgSt kta WrkYg Dktk8Inc9
l 04 Bk(ar RokT8
s oktaLvgua8PA8l 1-, 28US

i ah Dgractgon	i gNarty St fkLtNodnT						b rgL(kny St9 OaLtNodnT					
Wgma	i	W	R	U	App	PaTE	i	W	R	U	RR	App	PaTE
, 2l 0)2:)l 1 : 3- 2AM	2	2	2	2	**2**	-	2	, *-	2	2	l	**403**	2
: 345 AM	2	2	2	2	**2**	,	,	, 01	l	2	2	**474**	,
0322 AM	2	2	2	2	**2**	l	2	, 4,	l	2	2	**439**	,
0315 AM	2	2	2	2	**2**	l	l	, l,	l	2	2	**413**	2
5 6Tot	2	2	2	2	**2**	:	-	122*	-	2	l	**1219**	4
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8 . P	)	)	)	)	**c**	)	29- : 5	29 0: 2	29 52	)	29 52	**2-H0F**	)
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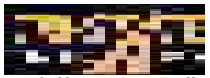
A%Tuto Tedl5 %u kslondlSingtecUniT5 %u ks	2	2	2	2	**2**	)	2	40	l	2	2	**37**	)
a lA%Tuto Tedl5 %u kslondlSingtecUniT5 %u ks	2%	2%	2%	2%	**c**	)	2%	490%	- - 9 %	2%	2%	**3 -Ha**	)
Buses	2	2	2	2	**2**	)	2	11	2	2	2	**11**	)
a lBuses	2%	2%	2%	2%	**c**	)	2%	19 %	2%	2%	2%	**1-1a**	)
Bi y tesl6nlR6od	2	2	2	2	**2**	)	2	2	2	2	2	**2**	)
a lBi y tesl6nlR6od	2%	2%	2%	2%	**c**	)	2%	2%	2%	2%	2%	**2a**	)
PaTaLtrgknL	)	)	)	)	)	*	)	)	)	)	)	)	4
% PaTaLtrgknL	)	)	)	)	)	059 %	)	)	)	)	)	)	122%
BgcycuaLon s roLLwku(	)	)	)	)	)	l	)	)	)	)	)	)	2
% BgcycuaLon s roLLwku(	)	)	)	)	)	149- %	)	)	)	)	)	)	2%

EPaTaLtrgknLknT BgcycuaLon s roLLwku(9i 3i aY8R3Rghet8RR3Rghet on raT8W3Werd8U3U)Wdrn

Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



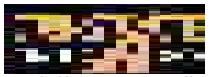
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Genesee St. Northbound						Genesee St. Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:30AM	0	27	0	0	**25**	0	0	65	1	0	11	**55**	1	**174**
7:45AM	1	35	0	0	**17**	0	0	99	4	0	11	**880**	0	**002**
8:00AM	0	34	0	0	**10**	0	0	96	17	0	4	**885**	0	**130**
8:15AM	0	35	0	0	**16**	0	0	92	7	0	7	**897**	0	**166**
Total	1	131	0	0	**812**	0	0	352	29	0	33	**080**	1	**8663**
% Approach	0.8%	99.2%	0%	0%	-	-	0%	85.0%	7.0%	0%	8.0%	-	-	-
% Total	0.1%	8.4%	0%	0%	**4.6%**	-	0%	22.6%	1.9%	0%	2.1%	**27.7%**	-	-
PHF	0.250	0.936	-	-	**9.385**	-	-	0.889	0.426	-	0.750	**9.446**	-	0.882
Lights	1	119	0	0	**829**	-	0	334	28	0	32	**130**	-	1467
% Lights	100%	90.8%	0%	0%	**39.3%**	-	0%	94.9%	96.6%	0%	97.0%	**36.2%**	-	94.1%
Articulated Trucks and Single-Unit Trucks	0	8	0	0	**4**	-	0	17	1	0	0	**84**	-	75
% Articulated Trucks and Single-Unit Trucks	0%	6.1%	0%	0%	**7.8%**	-	0%	4.8%	3.4%	0%	0%	**0.1%**	-	4.8%
Buses	0	3	0	0	**1**	-	0	1	0	0	1	**2**	-	16
% Buses	0%	2.3%	0%	0%	**2.1%**	-	0%	0.3%	0%	0%	3.0%	**9.6%**	-	1.0%
Bicycles on Road	0	1	0	0	**8**	-	0	0	0	0	0	**9**	-	1
% Bicycles on Road	0%	0.8%	0%	0%	**9.4%**	-	0%	0%	0%	0%	0%	**9%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

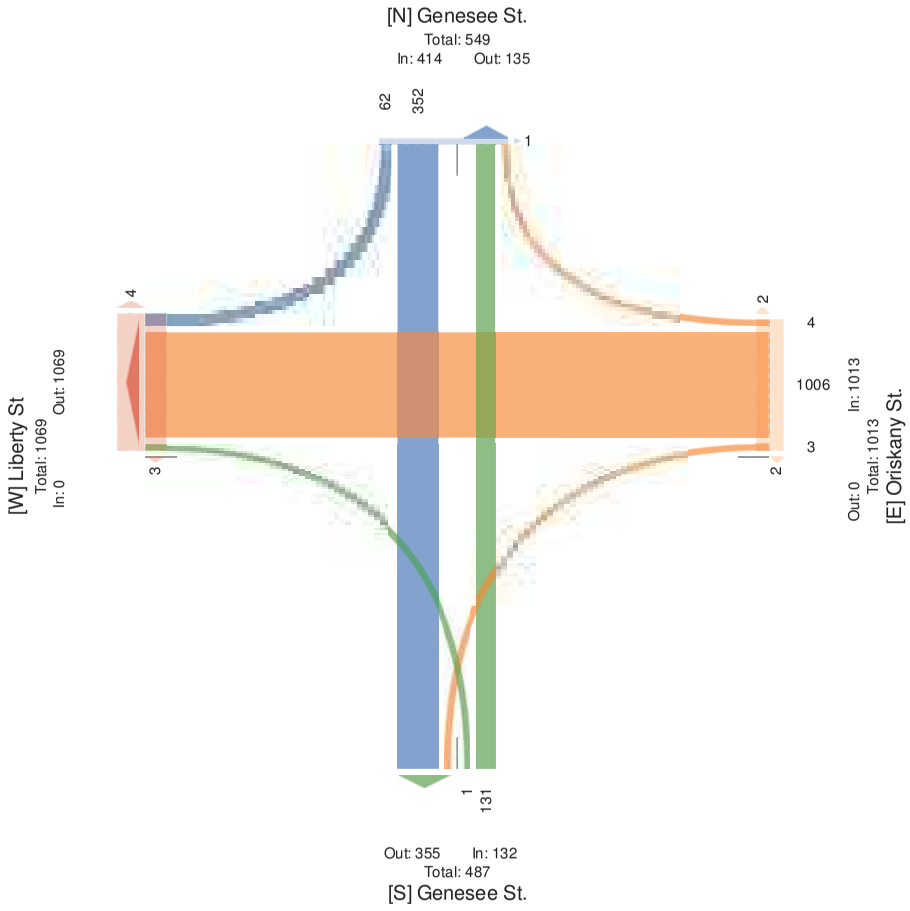
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



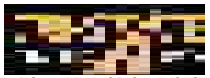
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Wed Jdul 18, 21 0
PM Pak(4-3) PM O) 3) PMvOr HaokuuPak(ACdo
suuLuki i ai 4ght ec i 8s odhTdukcan WodT(i kSn UhSt uaOB Shc WodT(i 8ydi ai 8Panai colkSi 8yhTRTuai CS wCkn8yhTRTuai CS LoCi imku(v
suuMCHaI aSci
D: 5) - 11 , , 8gCTkdCS5-93 2, 0998O) 3 , 0l 208Ulka LCna5BdhTk87 am 6Co(



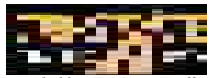
PoCHman NR5WdhOUckca WokYYT
: kck8DST3
l 0- yk(aowCkn8
LCkcai Hhun8Ps 8l 19, 28BU

gat : hoaTdCS	gINaocRUc bki cNCdSn						r oh i (kSRUt3 f ai cNCdSn						
Wi a	g	W	w	B	App	PanE	g	W	w	B	ww	App	PanE
, 210Cl. 01 - 5) PM	2	2	2	2	**0**	0	2	101	l	2	2	**190**	l
- 5)2 PM	2	2	2	2	**0**	1	2	, l *	,	2	2	**218**	l
- 5-) PM	2	2	2	2	**0**	1	2	101	l	2	2	**190**	,
) 522 PM	2	2	2	2	**0**	)	2	, l .	)	2	2	**222**	2
Total	2	2	2	2	**0**	9l	2	011	1	2	2	**820**	-
% Approach	2%	2%	2%	2%	-	0	2%	103 1%	13 1%	2%	2%	-	0
% Total	2%	2%	2%	2%	**0%**	0	2%	) 23 9%	23 7%	2%	2%	**50.8%**	0
PHF	O	O	O	O	-	0	O	2319-	23-) 2	O	O	**0.923**	0
Lights	2	2	2	2	**0**	0	2	. 09	1	2	2	**792**	0
% Lights	2%	2%	2%	2%	-	0	2%	1* 3 %	122%	2%	2%	**96.6%**	0
Articulated Trucks and Single-Unit Trucks	2	2	2	2	**0**	0	2	, *	2	2	2	**26**	0
% Articulated Trucks and Single-Unit Trucks	2%	2%	2%	2%	-	0	2%	9 3 %	2%	2%	2%	**3.2%**	0
Buses	2	2	2	2	**0**	0	2	,	2	2	2	**2**	0
% Buses	2%	2%	2%	2%	-	0	2%	23 %	2%	2%	2%	**0.2%**	0
Bicycles on Road	2	2	2	2	**0**	0	2	2	2	2	2	**0**	0
% Bicycles on Road	2%	2%	2%	2%	-	0	2%	2%	2%	2%	2%	**0%**	0
PanaicolkSi	O	O	O	O	O	, .	O	O	O	O	O	O	9
% PanaicolkSi	O	O	O	O	O	0. 3 %	O	O	O	O	O	O	.) 32%
yhTRTuai CS LoCi imku(	O	O	O	O	O	-	O	O	O	O	O	O	l
% yhTRTuai CS LoCi imku(	O	O	O	O	O	l , 3 l %	O	O	O	O	O	O	,) 32%

EPanaicolkSi kSn yhTRTuai CS LoCi imku(3g5gaY8w5wht ec8ww5wht ec CS oan8W5Wed8B5BOWdoS

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Genesee St. Northbound						Genesee St. Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 4:15PM	0	87	0	0	**25**	0	0	101	8	0	4	**117**	2	**748**
4:30PM	0	94	0	0	**40**	0	0	76	15	0	5	**43**	0	**082**
4:45PM	0	95	0	0	**46**	1	0	88	5	0	1	**40**	2	**754**
5:00PM	0	99	0	0	**44**	0	0	99	11	0	5	**116**	1	**073**
9 Ttoa	0	375	0	0	**756**	1	0	364	39	0	15	**012**	5	**1317**
l %pp Torc	0%	100%	0%	0%	**h**	-	0%	87.1%	9.3%	0%	3.6%	**h**	-	-
l %Ttoa	0%	23.2%	0%	0%	**- 7.- l**	-	0%	22.6%	2.4%	0%	0.9%	**- 6.4l**	-	-
PHF	-	0.947	-	-	**8.405**	-	-	0.901	0.650	-	0.750	**8.484**	-	0.925
Ligcts	0	370	0	0	**758**	-	0	359	37	0	15	**011**	-	1573
l %igcts	0%	98.7%	0%	0%	**42.5l**	-	0%	98.6%	94.9%	0%	100%	**42.7l**	-	97.5%
A tiruated% urks%nd%ingæUnit% urks	0	2	0	0	**-**	-	0	2	1	0	0	**7**	-	31
l %A tiruated% urks%nd%ingæUnit% urks	0%	0.5%	0%	0%	**8.6l**	-	0%	0.5%	2.6%	0%	0%	**8.5l**	-	1.9%
Buses	0	2	0	0	**-**	-	0	3	1	0	0	**0**	-	8
l %Buses	0%	0.5%	0%	0%	**8.6l**	-	0%	0.8%	2.6%	0%	0%	**1.8l**	-	0.5%
Biryræs%in%RTod	0	1	0	0	**1**	-	0	0	0	0	0	**8**	-	1
l %Biryræs%in%RTod	0%	0.3%	0%	0%	**8.7l**	-	0%	0%	0%	0%	0%	**8l**	-	0.1%
Pedestrians	-	-	-	-	-	l	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	20.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
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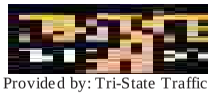
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



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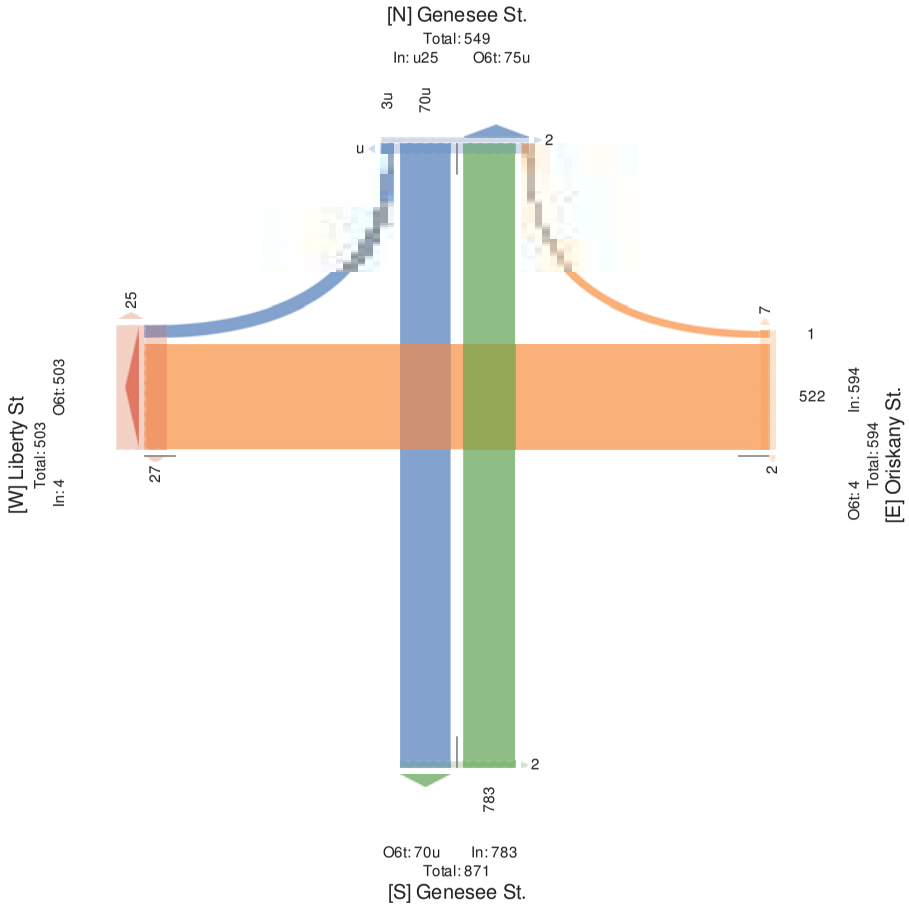


20. Genesee and Liberty - TMC

Wed Jdul 18, 2l 0
FduuLngt he (7AM-1AM894M-P4M6
Auu) uCaana (Lst eha8AihsrduCmc WidrTa Cgc ksgt un-SgshWidrTa8Udana84ncnahisCga8UsrBruna yg o yCc8UsrBruna yg) iyaaRCiiT6
AuuMywnv ngha
nh D 911, , 8LyrChsygD953 2, 0558-7: 3, 0l 208kshn) ycnDShsrC8. nR NyiT



4iywscnc YBDWiskhCnn WiChbsr
I ChC8ngr3
l 09 UCTni oyCc8
) yCnawsun84A8l 15, 28Sk

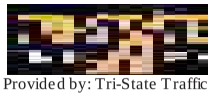
Lnt I sinrhsyg	LsYniHBkh OGahYydgc						fisaTCgBkl8 EnahYydgc					
Wsvn	L	W	o	S	**App**	4nc*	L	W	o	S	oo	**App**	4nc*
, 210-27-l1 7D2AM	2	2	2	2	**1**	9	2	l 05	2	2	l	**572**	2
7D: AM	2	2	2	2	**1**	:	l	l 01	2	2	2	**501**	2
7D2AM	2	2	2	2	**1**	5	2	, P5	2	2	l	**432**	2
7D9: AM	2	2	2	2	**1**	,	,	, 01	l	2	2	**404**	,
HydiuBWyhCu	2	2	2	2	**1**	19	5	1, 9	l	2	,	**091**	,
0D2AM	2	2	2	2	**1**	l	2	, 9,	l	2	2	**429**	,
0D: AM	2	2	2	2	**1**	l	l	, l,	l	2	2	**452**	2
0D2AM	2	2	2	2	**1**	5	l	l 17	5	2	l	**414**	l
0D9: AM	2	2	2	2	**1**	9	2	l 00	l	2	l	**501**	5
HydiuBWyhCu	2	2	2	2	**1**	l	,	051	P	2	,	**720**	P
1D2AM	2	2	2	2	**1**	2	2	l	2	2	2	**5**	2
HydiuBWyhCu	2	2	2	2	**1**	2	2	l	2	2	2	**5**	2
9D24M	2	2	2	2	**1**	,	l	, , 1	9	2	l	**498**	l
9D: 4M	2	2	2	2	**1**	0	2	l 01	l	2	2	**501**	l
9D24M	2	2	2	2	**1**	l	2	, lP	,	2	2	**457**	l
9D9: 4M	2	2	2	2	**1**	l	2	l 01	l	2	2	**501**	,
HydiuBWyhCu	2	2	2	2	**1**	, 0	l	0, 5	0	2	l	**799**	:
: D24M	2	2	2	2	**1**	:	2	, 17	:	2	2	**444**	2
: D: 4M	2	2	2	2	**1**	P	2	l 01	5	2	2	**572**	l
: D24M	2	2	2	2	**1**	P	2	l P,	l	2	2	**539**	l
: D9: 4M	2	2	2	2	**1**	l	2	l 05	l	2	2	**572**	2
HydiuBWyhCu	2	2	2	2	**1**	l0	2	795	l2	2	2	**689**	l2
PD24M	2	2	2	2	**1**	2	2	2	2	2	2	**1**	2
HydiuBWyhCu	2	2	2	2	**1**	2	2	2	2	2	2	**1**	2
Total	2	2	2	2	**1**	P1	P	5552	, :	2	:	**9933**	, 5
% Approach	2%	2%	2%	2%	-	-	23.%	1031%	237%	2%	23%	-	-
% Total	2%	2%	2%	2%	**1%**	-	23%	: 732%	239%	2%	23%	**86.3%**	-
Lights	2	2	2	2	**1**	-	:	5l PP	, 9	2	:	**9411**	-
% Lights	2%	2%	2%	2%	-	-	0535%	1: 3l%	1P32%	2%	l 22%	**08.5%**	-
Articulated Trucks and Single-Unit Trucks	2	2	2	2	**1**	-	2	l 99	l	2	2	**528**	-
% Articulated Trucks and Single-Unit Trucks	2%	2%	2%	2%	-	-	2%	935%	932%	2%	2%	**2.9%**	-
Buses	2	2	2	2	**1**	-	l	, 2	2	2	2	**45**	-
% Buses	2%	2%	2%	2%	-	-	lP37%	23P%	2%	2%	2%	**1.3%**	-
Bicycles on Road	2	2	2	2	**1**	-	2	2	2	2	2	**1**	-
% Bicycles on Road	2%	2%	2%	2%	-	-	2%	2%	2%	2%	2%	**1%**	-
4ncnahisCga	-	-	-	-	-	P,	-	-	-	-	-	-	, l
% 4ncnahisCga	-	-	-	-	-	0l3l%	-	-	-	-	-	-	l l35%
UsrBruna yg) iyaaRCiiT	-	-	-	-	-	7	-	-	-	-	-	-	,
% UsrBruna yg) iyaaRCiiT	-	-	-	-	-	l23%	-	-	-	-	-	-	037%

*4ncnahisCga Cgc UsrBruna yg) iyaaRCiiT3LDLnhH8o Dost elBoo Dost ehyginc8WDWeid8SDS-Wdig

Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



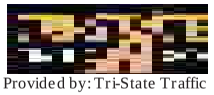
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Genesee St. Northbound						Genesee St. Southbound							
Direction														
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00 AM	0	29	0	0	**16**	1	0	40	5	0	8	**28**	0	**155**
7:15 AM	0	29	0	0	**16**	0	0	71	2	0	5	**43**	0	**164**
7:30 AM	0	27	0	0	**14**	0	0	65	1	0	11	**44**	1	**853**
7:45 AM	1	35	0	0	**85**	0	0	99	4	0	11	**997**	0	**771**
Hourly Total	1	120	0	0	**919**	1	0	275	12	0	35	**811**	1	**9848**
8:00 AM	0	34	0	0	**87**	0	0	96	17	0	4	**994**	0	**867**
8:15 AM	0	35	0	0	**82**	0	0	92	7	0	7	**905**	0	**822**
8:30 AM	1	41	0	0	**71**	0	0	97	9	0	7	**998**	0	**824**
8:45 AM	0	46	0	0	**75**	0	0	92	10	0	3	**902**	2	**879**
Hourly Total	1	156	0	0	**924**	0	0	377	43	0	21	**779**	2	**9774**
9:00 AM	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**9**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**9**
4:00 PM	0	84	0	0	**37**	0	0	97	13	0	5	**992**	1	**787**
4:15 PM	0	87	0	0	**34**	0	0	101	8	0	4	**998**	2	**860**
4:30 PM	0	94	0	0	**67**	0	0	76	15	0	5	**65**	0	**703**
4:45 PM	0	95	0	0	**62**	1	0	88	5	0	1	**67**	2	**846**
Hourly Total	0	360	0	0	**850**	1	0	362	41	0	15	**793**	5	**9599**
5:00 PM	0	99	0	0	**66**	0	0	99	11	0	5	**992**	1	**785**
5:15 PM	0	70	0	0	**40**	0	0	65	6	0	3	**47**	0	**813**
5:30 PM	0	61	0	0	**59**	0	0	79	9	0	6	**67**	3	**893**
5:45 PM	0	64	0	0	**57**	0	0	68	8	0	5	**39**	0	**816**
Hourly Total	0	294	0	0	**167**	0	0	311	34	0	19	**857**	4	**9799**
6:00 PM	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	2	930	0	0	**681**	2	0	1325	130	0	90	**9272**	12	**2378**
% Approach	0.2%	99.8%	0%	0%	-	-	0%	85.8%	8.4%	0%	5.8%	-	-	-
% Total	0%	15.9%	0%	0%	**95.0%**	-	0%	22.7%	2.2%	0%	1.5%	**15.7%**	-	-
Lights	2	896	0	0	**363**	-	0	1284	123	0	86	**9768**	-	5591
% Lights	100%	96.3%	0%	0%	**65.7%**	-	0%	96.9%	94.6%	0%	95.6%	**65.5%**	-	95.7%
Articulated Trucks and Single-Unit Trucks	0	15	0	0	**92**	-	0	32	4	0	1	**84**	-	197
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	**9.5%**	-	0%	2.4%	3.1%	0%	1.1%	**1.7%**	-	3.4%
Buses	0	14	0	0	**97**	-	0	8	3	0	3	**97**	-	49
% Buses	0%	1.5%	0%	0%	**9.2%**	-	0%	0.6%	2.3%	0%	3.3%	**0.6%**	-	0.8%
Bicycles on Road	0	5	0	0	**2**	-	0	1	0	0	0	**9**	-	6
% Bicycles on Road	0%	0.5%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	0%	**0.9%**	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%	-

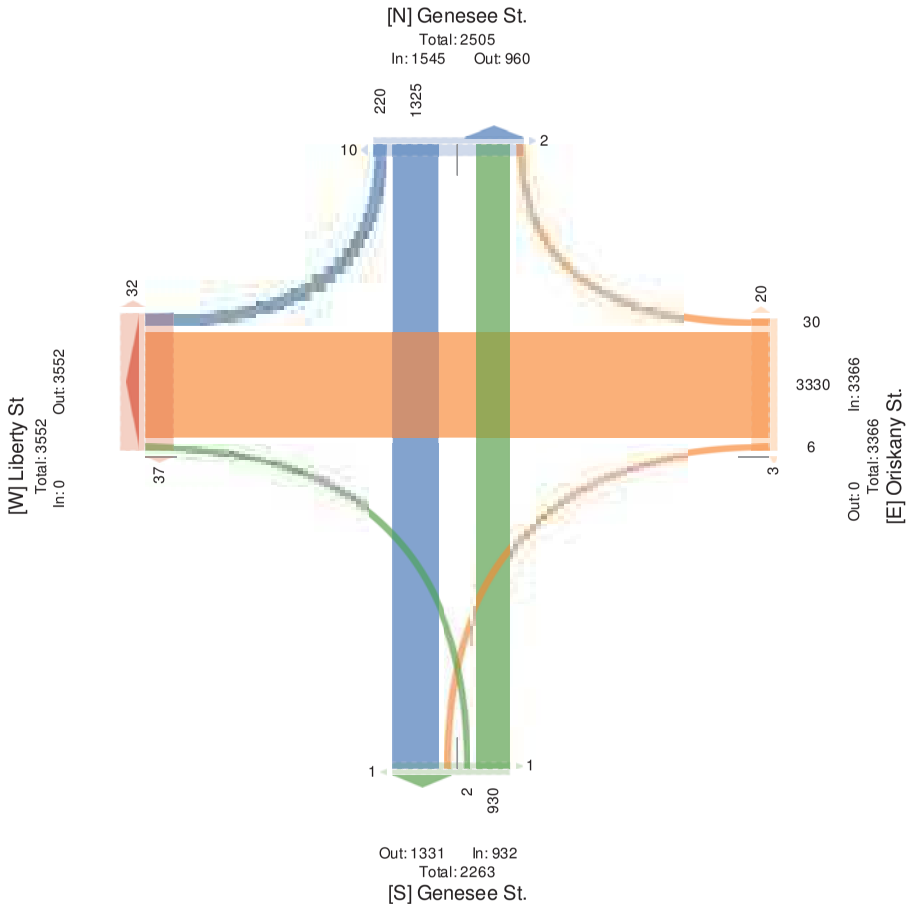
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Wed Jdul 18, 21 0
AM Pak(7: 3-2AM) 03-2AMC
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AuuMovamantL
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s oktaLvgun8PA8l 1- , 28US

i a h Dgractugn	i gNarty St fkLiNodnT						b rgL(kny St9 OaLiNodnT						
Wgma	i	W	R	U	App	PaTE	i	W	R	U	RR	App	PaTE
, 210)2:)l 1 : 3-2AM	2	2	2	2	**2**	-	2	, *-	2	2	l	**403**	2
: 3l5AM	2	2	2	2	**2**	,	,	, 01	l	2	2	**474**	,
03:2AM	2	2	2	2	**2**	l	2	, 4,	l	2	2	**439**	,
03l5AM	2	2	2	2	**2**	l	l	, l,	l	2	2	**413**	2
5 6'Tot	2	2	2	2	**2**	:	-	l22*	-	2	l	**1219**	4
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a l5 6'Tot	2%	2%	2%	2%	**2a**	)	29 %	*45 5%	29 %	2%	29 1%	**0h-2a**	)
8 . P	)	)	)	)	**c**	)	29 - : 5	29 0: 2	29 52	)	29 52	**2-HDF**	)
Ligr'Tot	2	2	2	2	**2**	)	-	14:	,	2	l	**7h9**	)
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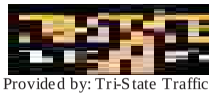
a lA%Tot uto'Ted l5 %u kslondlSingtecUniT5 %u ks	2%	2%	2%	2%	**c**	)	2%	49 0%	- - 9 %	2%	2%	**3 -Ha**	)
Buses	2	2	2	2	**2**	)	2	11	2	2	2	**11**	)
a lBuses	2%	2%	2%	2%	**c**	)	2%	19 %	2%	2%	2%	**1-1a**	)
Bi y tesl6nlR6od	2	2	2	2	**2**	)	2	2	2	2	2	**2**	)
a lBi y tesl6nlR6od	2%	2%	2%	2%	**c**	)	2%	2%	2%	2%	2%	**2a**	)
PaTaLrrgknL	)	)	)	)	)	*	)	)	)	)	)	)	4
% PaTaLrrgknL	)	)	)	)	)	059 %	)	)	)	)	)	)	l22%
Bgcycua Lon s roLLwku(	)	)	)	)	)	l	)	)	)	)	)	)	2
% Bgcycua Lon s roLLwku(	)	)	)	)	)	149 %	)	)	)	)	)	)	2%

EPaTaLrrgknL knT Bgcycua Lon s roLLwku(9i 3i aY8R3Rghet8RR3Rghet on raT8W3Werd8U3U)Wdrn

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

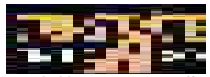
Leg Direction	Genesee St. Northbound						Genesee St. Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:30AM	0	27	0	0	**25**	0	0	65	1	0	11	**55**	1	**174**
7:45AM	1	35	0	0	**17**	0	0	99	4	0	11	**880**	0	**002**
8:00AM	0	34	0	0	**10**	0	0	96	17	0	4	**885**	0	**130**
8:15AM	0	35	0	0	**16**	0	0	92	7	0	7	**897**	0	**166**
Total	1	131	0	0	**812**	0	0	352	29	0	33	**080**	1	**8663**
% Approach	0.8%	99.2%	0%	0%	**-**	-	0%	85.0%	7.0%	0%	8.0%	**-**	-	**-**
% Total	0.1%	8.4%	0%	0%	**4.6%**	-	0%	22.6%	1.9%	0%	2.1%	**27.7%**	-	**-**
PHF	0.250	0.936	-	-	**9.385**	-	-	0.889	0.426	-	0.750	**9.446**	-	0.882
Lights	1	119	0	0	**829**	-	0	334	28	0	32	**130**	-	1467
% Lights	100%	90.8%	0%	0%	**39.3%**	-	0%	94.9%	96.6%	0%	97.0%	**36.2%**	-	94.1%
Articulated Trucks and Single-Unit Trucks	0	8	0	0	**4**	-	0	17	1	0	0	**84**	-	75
% Articulated Trucks and Single-Unit Trucks	0%	6.1%	0%	0%	**7.8%**	-	0%	4.8%	3.4%	0%	0%	**0.1%**	-	4.8%
Buses	0	3	0	0	**1**	-	0	1	0	0	1	**2**	-	16
% Buses	0%	2.3%	0%	0%	**2.1%**	-	0%	0.3%	0%	0%	3.0%	**9.6%**	-	1.0%
Bicycles on Road	0	1	0	0	**8**	-	0	0	0	0	0	**9**	-	1
% Bicycles on Road	0%	0.8%	0%	0%	**9.4%**	-	0%	0%	0%	0%	0%	**9%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

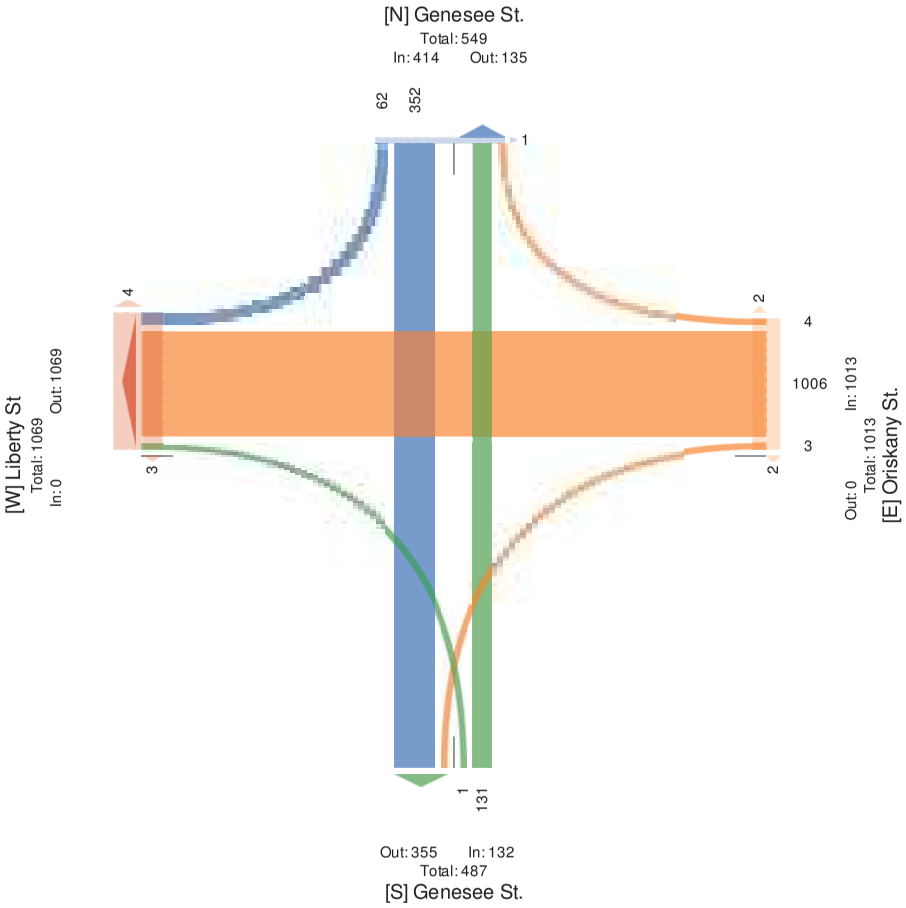
Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

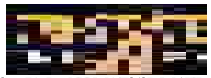


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



20. Genesee and Liberty - TMC

Wed Jdul 18, 2l 0
ForcPa kP(7:4k5 AMk5 -
) uuCu(ssPs :Ligehs8) rhicdu(hPa Wrdc7s (t a Tit guPAnt ihWrdc7s8SdsPs8kPaPshri(t s8SicUcuPs ot Bo(a8SicUcuPs ot Crossy (u7-
) uu5 oRPwPt hs
vmIM41l, , 8Loc(hiot I4D9 2, 0DD8A3M9, 0l 208TihP CoaPI n hic(8. Py 6 or7



kroRiaPa NUI WriATh(hP Wr(Yrc m(h(8vt c9
l 04 S(7Pr Bo(a8
Co(hPsRiuP8k) 8l 1D, 28n T

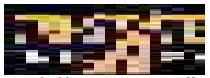
LPg mirPchiot	LiNPrhUTh f(sINodt a						b ris7(t UTh9 OPshNodt a						
WiwP	L	W	B	n	App	kPa E	L	W	B	n	BB	App	kPa E
, 2l0A3A1 4I22k5	2	2	2	2	**2**	,	l	, , 1	4	2	l	**403**	l
4I1Mk5	2	2	2	2	**2**	0	2	l 01	l	2	2	**792**	l
4ID2k5	2	2	2	2	**2**	1	2	, l *	,	2	2	**471**	l
4I4Mk5	2	2	2	2	**2**	1	2	l 01	l	2	2	**792**	,
5 tot	**2**	**2**	**2**	**2**	**2**	**. 0**	**l**	**0. D**	**0**	**2**	**l**	**100**	M
a lApp%6 o r	2%	2%	2%	2%	**c**	A	29 l %	109 0%	l 92%	2%	29 l %	**c**	A
a l5 6Tot	2%	2%	2%	2%	**2a**	A	29 l %	M 9 l %	29M%	2%	29 l %	**37h a**	A
8. P	A	A	A	A	**c**	A	29, M2	29 0 10	29M2 2	A	29, M2	**2h1 1H**	A
FIi r Tg	2	2	2	2	**2**	A	l	314	0	2	l	**12s**	A
a lFIi r Tg	2%	2%	2%	2%	**c**	A	l 22%	1*9M%	l 22%	2%	l 22%	**9H8 a**	A
A%L uto Tedl5 %a kglondlSInitecUnDI5 %a kg	2	2	2	2	**2**	A	2	, 0	2	2	2	**41**	A
a lA%L uto Tedl5 %a kglondlSInitecUnDI5 %a kg	2%	2%	2%	2%	**c**	A	2%	D94%	2%	2%	2%	**0hs a**	A
Bugeg	2	2	2	2	**2**	A	2	l	2	2	2	**7**	A
a lBugeg	2%	2%	2%	2%	**c**	A	2%	29 l %	2%	2%	2%	**2h7a**	A
BL y tegl6nlR6od	2	2	2	2	**2**	A	2	2	2	2	2	**2**	A
a lBL y tegl6nlR6od	2%	2%	2%	2%	**c**	A	2%	2%	2%	2%	2%	**2a**	A
kPaPshri(t s	A	A	A	A	A	, D	A	A	A	A	A	A	D
% kPaPshri(t s	A	A	A	A	A	0, 9 l %	A	A	A	A	A	A	*29 2%
SicUcuPs ot Crossy (u7	A	A	A	A	A	M	A	A	A	A	A	A	,
% SicUcuPs ot Crossy (u7	A	A	A	A	A	l 39 l %	A	A	A	A	A	A	429 2%

E kPaPshri(t s (t a SicUcuPs ot Crossy (u79LILPY8BIBigeh8BBIBigehot rPa8WIWerd8nInAWdrt

Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Forced Peak (4PM - 5PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



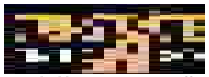
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Genesee St. Northbound						Genesee St. Southbound						
Direction													
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 4:00PM	0	84	0	0	**25**	0	0	97	13	0	5	**117**	1	**545**
4:15PM	0	87	0	0	**28**	0	0	101	8	0	4	**114**	2	**403**
4:30PM	0	94	0	0	**05**	0	0	76	15	0	5	**06**	0	**532**
4:45PM	0	95	0	0	**07**	1	0	88	5	0	1	**05**	2	**480**
9 ttoa	0	360	0	0	**463**	1	0	362	41	0	15	**512**	5	**1611**
l %pp Torc	0%	100%	0%	0%	**h**	-	0%	86.6%	9.8%	0%	3.6%	**h**	-	-
l %Ttoa	0%	22.3%	0%	0%	**--.41**	-	0%	22.5%	2.5%	0%	0.9%	**-7.01**	-	-
PHF	-	0.947	-	-	**3.058**	-	-	0.896	0.683	-	0.750	**3.030**	-	0.928
Ligcts	0	353	0	0	**474**	-	0	356	39	0	15	**513**	-	1567
l %igcts	0%	98.1%	0%	0%	**02.1l**	-	0%	98.3%	95.1%	0%	100%	**02.1l**	-	97.3%
A tiruated% urks%nd%ingæhUnit% urks	0	2	0	0	**-**	-	0	3	1	0	0	**5**	-	34
l %A tiruated% urks%nd%ingæhUnit% urks	0%	0.6%	0%	0%	**3.6l**	-	0%	0.8%	2.4%	0%	0%	**1.3l**	-	2.1%
Buses	0	2	0	0	**-**	-	0	3	1	0	0	**5**	-	7
l %Buses	0%	0.6%	0%	0%	**3.6l**	-	0%	0.8%	2.4%	0%	0%	**1.3l**	-	0.4%
Biryræs%InRTod	0	3	0	0	**4**	-	0	0	0	0	0	**3**	-	3
l %Biryræs%InRTod	0%	0.8%	0%	0%	**3.2l**	-	0%	0%	0%	0%	0%	**3l**	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	40.0%	-

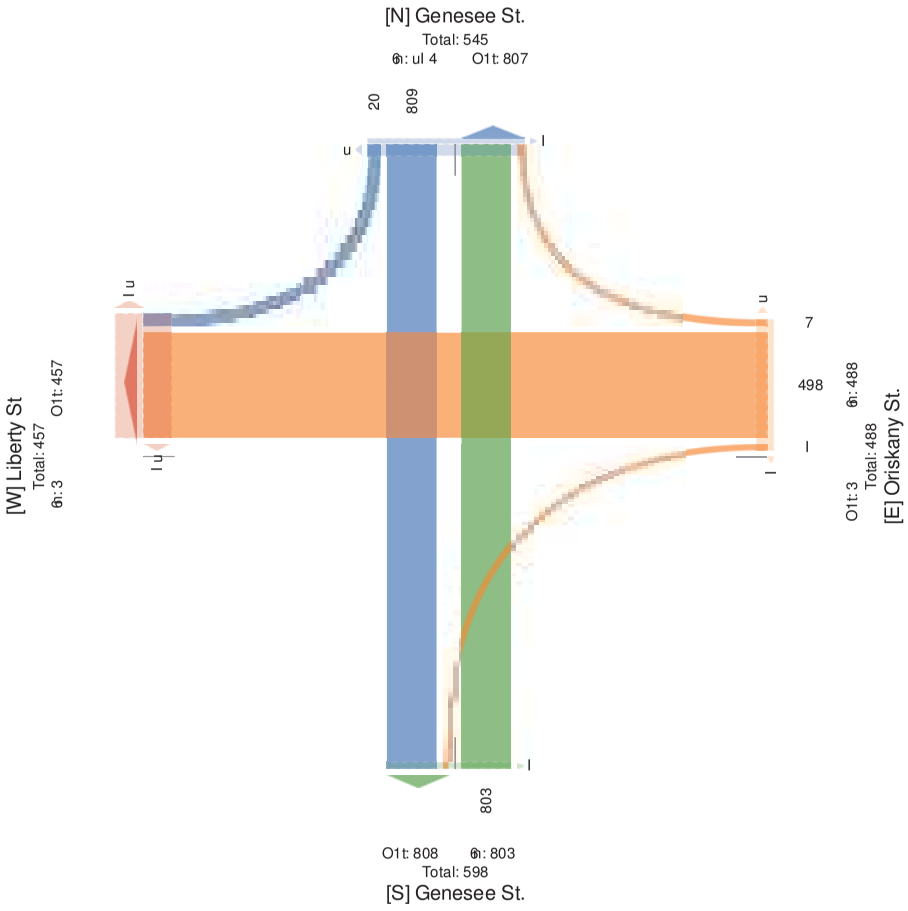
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
Forced Peak (7P: 45P: A
M1 - la)) e) (CsLhi), Mrisculaied Truck) agd t sgLle4ngsi Truck), Su) e), Pede)irsag), SscUcle) og Boad, SscUcle) og - ro)) yalkA
M1: oRewegi)
vml 579122, CocaisogI7D31028DD, 4 53228108, t sie - odeIn isca, Ney York



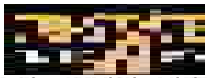
ProRcded bUITrs4t iaie Traffsc maia, vgc3
187 Saker Boad,
- oaie) Rslle, PM, 19D20, n t



Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Wed Jdul 18, 21 0
PM Pak(4-5) PM O) 5) PMvOr HaokuuPak(ACdo
suuLuki i ai 4ght ec i 8s odTdukcan WodT(i kSn UfSt uaOBSlr WodT(i 8ydi ai 8Panai colkSi 8yhTRTuai CS wCkn8yhTRTuai CS LoCi imku(v
suuMCHaI aSci
D: 5) - 11 , , 8gCTkdCS5-93 2, 0998O) 3 , 0l 208Ulka LCna5BdhTk87 am 6Co(



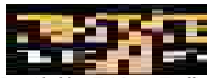
PoCHman NR5WdO0dkca WokYYT
: kck8DST3
l 0- yk(aowCkn8
LCkcai Hhun8Ps 8l 19, 28BU

gat : hoaTdCS	gINaocRUc bki cNCdSn						roli (kSRUt3 f ai cNCdSn						
Wi a	g	W	w	B	App	PanE	g	W	w	B	ww	App	PanE
, 210Cl. 01 - 5) PM	2	2	2	2	**0**	0	2	101	l	2	2	**190**	l
- 5)2 PM	2	2	2	2	**0**	1	2	, l *	,	2	2	**218**	l
- 5-) PM	2	2	2	2	**0**	1	2	101	l	2	2	**190**	,
) 522 PM	2	2	2	2	**0**	)	2	, l .	)	2	2	**222**	2
Total	2	2	2	2	**0**	9l	2	011	1	2	2	**820**	-
% Approach	2%	2%	2%	2%	-	0	2%	103 1%	13 1%	2%	2%	-	0
% Total	2%	2%	2%	2%	**0%**	0	2%	) 23 9%	23 7%	2%	2%	**50.8%**	0
PHF	O	O	O	O	-	0	O	2319-	23-) 2	O	O	**0.923**	0
Lights	2	2	2	2	**0**	0	2	. 09	1	2	2	**792**	0
% Lights	2%	2%	2%	2%	-	0	2%	1* 3 %	122%	2%	2%	**96.6%**	0
Articulated Trucks and Single-Unit Trucks	2	2	2	2	**0**	0	2	, *	2	2	2	**26**	0
% Articulated Trucks and Single-Unit Trucks	2%	2%	2%	2%	-	0	2%	9 3 %	2%	2%	2%	**3.2%**	0
Buses	2	2	2	2	**0**	0	2	,	2	2	2	**2**	0
% Buses	2%	2%	2%	2%	-	0	2%	23 %	2%	2%	2%	**0.2%**	0
Bicycles on Road	2	2	2	2	**0**	0	2	2	2	2	2	**0**	0
% Bicycles on Road	2%	2%	2%	2%	-	0	2%	2%	2%	2%	2%	**0%**	0
PanaicolkSi	O	O	O	O	O	, .	O	O	O	O	O	O	9
% PanaicolkSi	O	O	O	O	O	0. 3 %	O	O	O	O	O	O	.) 32%
yhTRTuai CS LoCi imku(	O	O	O	O	O	-	O	O	O	O	O	O	l
% yhTRTuai CS LoCi imku(	O	O	O	O	O	l , 3 1%	O	O	O	O	O	O	,) 32%

EPanaicolkSi kSn yhTRTuai CS LoCi imku(3g5gaY8w5wht ec8ww5wht ec CS oan8W5Wed8B5BOWdoS

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

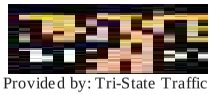
Leg Direction	Genesee St. Northbound						Genesee St. Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 4:15PM	0	87	0	0	**25**	0	0	101	8	0	4	**117**	2	**748**
4:30PM	0	94	0	0	**40**	0	0	76	15	0	5	**43**	0	**082**
4:45PM	0	95	0	0	**46**	1	0	88	5	0	1	**40**	2	**754**
5:00PM	0	99	0	0	**44**	0	0	99	11	0	5	**116**	1	**073**
9 Ttoa	0	375	0	0	**756**	1	0	364	39	0	15	**012**	5	**1317**
l %pp Torc	0%	100%	0%	0%	**h**	-	0%	87.1%	9.3%	0%	3.6%	**h**	-	-
l %Ttoa	0%	23.2%	0%	0%	**- 7.- l**	-	0%	22.6%	2.4%	0%	0.9%	**- 6.4l**	-	-
PHF	-	0.947	-	-	**8.405**	-	-	0.901	0.650	-	0.750	**8.484**	-	0.925
Ligcts	0	370	0	0	**758**	-	0	359	37	0	15	**011**	-	1573
l %igcts	0%	98.7%	0%	0%	**42.5l**	-	0%	98.6%	94.9%	0%	100%	**42.7l**	-	97.5%
A tiruated% urks %nd %ingæUnit% urks	0	2	0	0	-	-	0	2	1	0	0	**7**	-	31
l %A tiruated% urks %nd %ingæUnit% urks	0%	0.5%	0%	0%	**8.6l**	-	0%	0.5%	2.6%	0%	0%	**8.5l**	-	1.9%
Buses	0	2	0	0	-	-	0	3	1	0	0	**0**	-	8
l %Buses	0%	0.5%	0%	0%	**8.6l**	-	0%	0.8%	2.6%	0%	0%	**1.8l**	-	0.5%
Biryræs%in%RTod	0	1	0	0	**1**	-	0	0	0	0	0	**8**	-	1
l %Biryræs%in%RTod	0%	0.3%	0%	0%	**8.7l**	-	0%	0%	0%	0%	0%	**8l**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	20.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

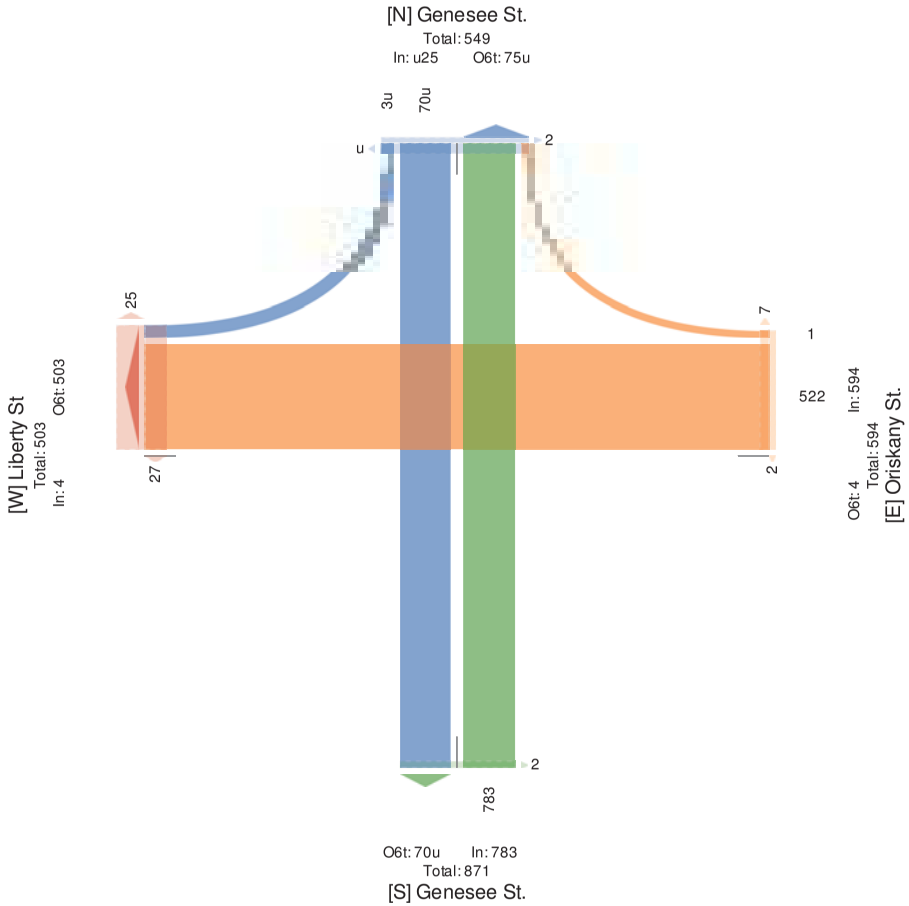
Remove Watermark
Wondershare PDFelement

20. Genesee and Liberty - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



21. Genesee & Oriskany - TMC

Wed Jdul 18, 2l 0
FduuLngt he (7AM-1AM894M-P4M6
Auu) uCaana (Lst eha8AihsrduCmc WidrTa Cgc ksgt un-SgshWidrTa8Udana84ncnahisCga8UsrBruna yg o yCc8UsrBruna yg) iyaaRCiiT6
AuuMywnv ngha
nh D 900P08LyrChsygD953 2, P, 58-7: 3, 00: P8kshn) ycnDShsrC8. nR NyiT



4iywscnc YBDWiskhCnn WiChbsr
I ChC8ngr3
l 09 UCTni o yCc8
) yCnawsun84A8l 15, 28Sk

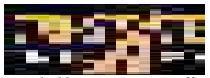
Lnt I sinrhsyg Wsv n	f isaTCgBkh OCahYydgc L	W	o	S	oo	App	4nc*	f isaTCgBkh E nahYydgc L	W	o	S	oo	App	4nc*
, 2l0-27-l1 7l22AM	2	l, 1	11	2	l5	**151**	5	2	2	2	2	2	**7**	1
7l1: AM	2	l09	lP	2	, l	**221**	:	2	2	2	2	2	**7**	2
7l32 AM	l	, 2,	, :	2	:	**200**	:	2	2	2	2	2	**7**	2
7l9: AM	2	, 2:	5,	2	l2	**243**	,	2	2	2	2	2	**7**	,
HydiuBWyhCu	l	7, 2	1,	2	91	**952**	l:	2	2	2	2	2	**7**	5
0l22AM	2	l05	, 7	2	0	**219**	l	2	2	2	2	2	**7**	,
0l1: AM	l	lPl	91	2	l	**212**	l	2	2	2	2	2	**7**	l
0l32 AM	l	lP0	, ,	2	l9	**278**	9	2	2	2	2	2	**7**	5
0l9: AM	2	l59	, P	2	l7	**133**	5	2	2	2	2	2	**7**	9
HydiuBWyhCu	,	P9P	llP	2	90	**912**	l	2	2	2	2	2	**7**	l2
l l22AM	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
HydiuBWyhCu	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
9l224M	2	, 5,	55	2	1	**234**	l	2	2	2	2	2	**7**	2
9l1: 4M	2	, 51	, 2	2	7	**255**	P	2	2	2	2	2	**7**	l
9l324M	2	520	, 5	2	P	**003**	ll	2	2	2	2	2	**7**	l
9l9: 4M	l	, 57	l:	2	P	**286**	P	2	2	2	2	2	**7**	5
HydiuBWyhCu	l	l2lP	ll	2	, 0	**1105**	, 9	2	2	2	2	2	**7**	:
: l224M	l	, 09	l,	2	l:	**012**	7	2	2	2	2	2	**7**	2
: l1: 4M	2	, P0	l9	2	l	**261**	5	2	2	2	2	2	**7**	,
: l324M	l	, ll	l2	2	:	**223**	:	2	2	2	2	2	**7**	P
: l9: 4M	l	l00	l0	2	0	**218**	l	2	2	2	2	2	**7**	2
HydiuBWyhCu	5	l: l	: 9	2	57	**1748**	lP	2	2	2	2	2	**7**	0
Pl224M	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
HydiuBWyhCu	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
Total	7	5555	5: 5	2	lP,	**0988**	P9	2	2	2	2	2	**7**	, P
% Approach	2 3 %	0P3 %	l3 %	2%	93 %	-	-	2%	2%	2%	2%	2%	-	-
% Total	2 3 %	: , 37%	: 3P%	2%	, 3P%	**51.7%**	-	2%	2%	2%	2%	2%	**7%**	-
Lights	P	5171	590	2	lP2	**0598**	-	2	2	2	2	2	**7**	-
% Lights	0: 37%	1: 3 1%	103P%	2%	103 0%	**68.5%**	-	2%	2%	2%	2%	2%	-	-
Articulated Trucks and Single-Unit Trucks	l	l51	:	2	l	**145**	-	2	2	2	2	2	**7**	-
% Articulated Trucks and Single-Unit Trucks	193 5%	93 %	l39%	2%	23P%	**0.9%**	-	2%	2%	2%	2%	2%	-	-
Buses	2	, 5	2	2	2	**20**	-	2	2	2	2	2	**7**	-
% Buses	2%	23 7%	2%	2%	2%	**7.5%**	-	2%	2%	2%	2%	2%	-	-
Bicycles on Road	2	2	2	2	l	**1**	-	2	2	2	2	2	**7**	-
% Bicycles on Road	2%	2%	2%	2%	23P%	**7%**	-	2%	2%	2%	2%	2%	-	-
4ncnahisCga	-	-	-	-	-	-	: 7	-	-	-	-	-	-	, P
% 4ncnahisCga	-	-	-	-	-	-	013 1%	-	-	-	-	-	-	122%
UsrBruna yg) iyaaRCiiT	-	-	-	-	-	-	7	-	-	-	-	-	-	2
% UsrBruna yg) iyaaRCiiT	-	-	-	-	-	-	123 1%	-	-	-	-	-	-	2%

*4ncnahisCga Cgc UsrBruna yg) iyaaRCiiT3LDLnhH8o Dost elBoo Dost ehyginc8WDWeid8SDS-Wdlig

Remove Watermark
Wondershare PDFelement

21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York



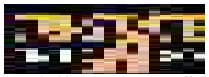
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Genesee St Northbound							Genesee St Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00AM	0	25	6	0	1	**16**	0	0	44	0	0	0	**22**	1	**618**
7:15AM	0	28	6	0	0	**12**	0	0	66	0	0	0	**55**	0	**164**
7:30AM	0	24	10	0	0	**12**	0	1	70	0	0	0	**84**	0	**113**
7:45AM	0	36	10	0	0	**25**	0	2	96	0	0	0	**93**	0	**194**
Hourly Total	0	113	32	0	1	**425**	0	3	276	0	0	0	**689**	1	**4638**
8:00AM	0	37	4	0	3	**22**	1	0	99	0	0	0	**99**	0	**154**
8:15AM	0	33	6	0	4	**21**	1	3	93	0	0	0	**95**	0	**174**
8:30AM	0	43	12	0	1	**75**	2	0	92	0	0	0	**96**	0	**171**
8:45AM	0	46	8	0	0	**72**	1	0	93	0	0	0	**91**	0	**162**
Hourly Total	0	159	30	0	8	**498**	5	3	377	0	0	0	**130**	0	**4139**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
4:00PM	0	87	15	0	0	**406**	0	1	96	0	0	0	**98**	0	**281**
4:15PM	0	89	21	0	0	**440**	0	0	93	0	0	0	**91**	0	**259**
4:30PM	0	95	22	0	1	**443**	0	0	79	0	0	0	**89**	0	**712**
4:45PM	0	90	18	0	2	**440**	1	2	81	0	0	0	**31**	1	**276**
Hourly Total	0	361	76	0	3	**220**	1	3	349	0	0	0	**176**	1	**4963**
5:00PM	0	104	17	0	0	**464**	2	0	101	0	0	0	**404**	0	**712**
5:15PM	0	66	20	0	2	**33**	0	0	70	0	0	0	**80**	0	**229**
5:30PM	0	56	10	0	3	**59**	0	1	74	0	0	0	**87**	0	**184**
5:45PM	0	64	14	0	0	**83**	0	0	67	0	0	0	**58**	0	**150**
Hourly Total	0	290	61	0	5	**175**	2	1	312	0	0	0	**141**	0	**4842**
6:00PM	0	2	0	0	0	**6**	0	0	0	0	0	0	**0**	0	**6**
Hourly Total	0	2	0	0	0	**6**	0	0	0	0	0	0	**0**	0	**6**
Total	0	925	199	0	17	**4424**	8	10	1314	0	0	0	**4162**	2	**5160**
% Approach	0%	81.1%	17.4%	0%	1.5%	-	-	0.8%	99.2%	0%	0%	0%	-	-	-
% Total	0%	14.6%	3.1%	0%	0.3%	**43.4%**	-	0.2%	20.8%	0%	0%	0%	**60.9%**	-	-
Lights	0	894	189	0	17	**4400**	-	10	1272	0	0	0	**4636**	-	6067
% Lights	0%	96.6%	95.0%	0%	100%	**95.2%**	-	100%	96.8%	0%	0%	0%	**95.3%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	0	19	9	0	0	**63**	-	0	31	0	0	0	**14**	-	205
% Articulated Trucks and Single-Unit Trucks	0%	2.1%	4.5%	0%	0%	**6.7%**	-	0%	2.4%	0%	0%	0%	**6.1%**	-	3.2%
Buses	0	10	0	0	0	**40**	-	0	10	0	0	0	**40**	-	43
% Buses	0%	1.1%	0%	0%	0%	**0.9%**	-	0%	0.8%	0%	0%	0%	**0.3%**	-	0.7%
Bicycles on Road	0	2	1	0	0	**1**	-	0	1	0	0	0	**4**	-	5
% Bicycles on Road	0%	0.2%	0.5%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	0%	**0.4%**	-	0.1%
Pedestrians	-	-	-	-	-	-	8	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

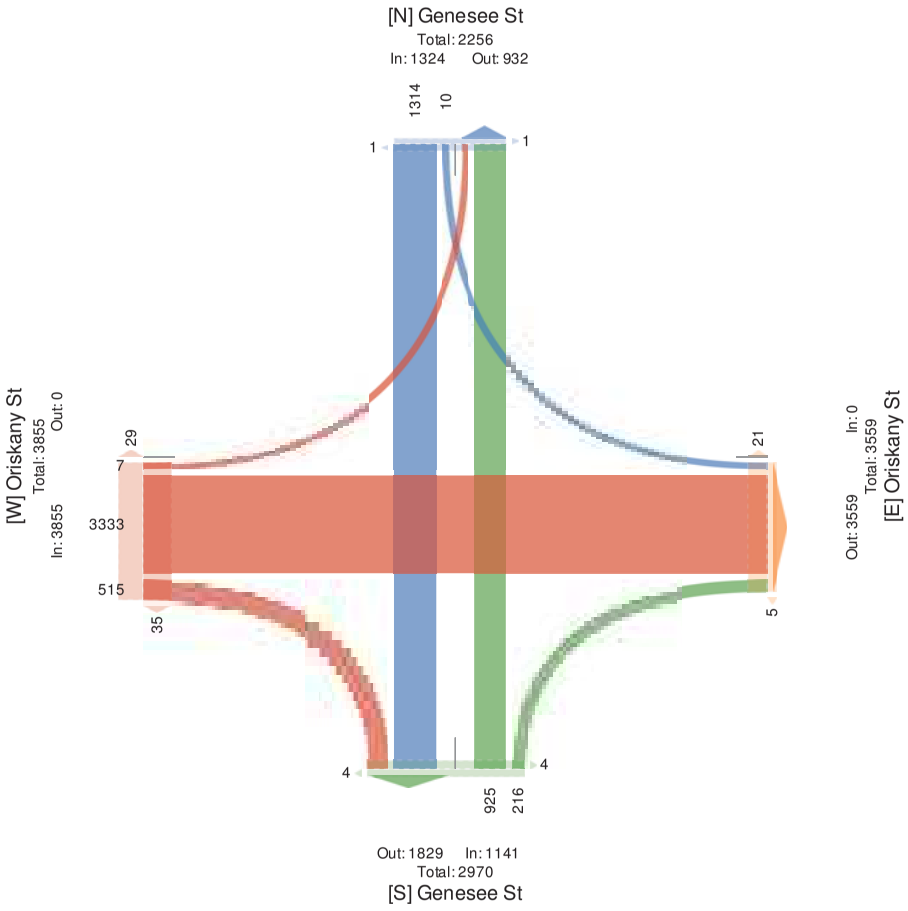
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York



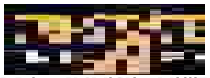
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

21. Genesee & Oriskany - TMC

Wed Jdul 18, 21 0
AM Pak(7: 3) AM CD3) AMs
AuuLuki i ai 7ght eri 8AcrhTdukran WcdT(i kSn UlSt uaCB Shr WcdT(i 8ydiai 8Panairchk Si 8yhTo Tuai RS wRkn8yhTo Tuai RS LcRi i vku(s
AuuMRmaI aSri
D3 3) - 00408gRTkrhRS3- 9.12, 4, 98C) ., , 00) 48 Uhra LRna3BrhTk86 av NRc(



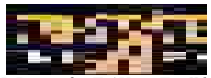
PcRmhman Yo3WchCUrkra WckbbTT
5 krk8DST.
l 0- yk(ac wRkn8
LRkrai mhun8PA8l 19, 28BU

gat 5 hca TthRS	f chi (kSo Ur Oki rYRd Sn						f chi (kSo Ur E ai rYRd Sn						
Wi a	g	W	w	B	ww	App	Pan*	g	W	w	B	ww	App	Pan*
, 210C2: C1 : 3-) AM	2	, 2)	9,	2	12	**240**	,	2	2	2	2	2	**3**	,
0322 AM	2	109	, :	2	0	**279**	l	2	2	2	2	2	**3**	,
03) AM	1	141	-1	2	1	**272**	l	2	2	2	2	2	**3**	l
0392 AM	1	140	, ,	2	l-	**231**	-	2	2	2	2	2	**3**	9
5 6TTot	.	: l :	l . .	2	- l	**992**	0	2	2	2	2	2	**3**	0
a lApp%o r	2., %	01.9%	19.0%	2%	-.4%	**c**	C	2%	2%	2%	2%	2%	**c**	C
a l5 6TTot	2.l %	- 1., %	0.-%	2%	, .0%	**h3-ha**	C	2%	2%	2%	2%	2%	**3a**	C
8 . P	2.) 22	2.0: -	2.: - -	C	2.: 9,	**3-9HF**	C	C	C	C	C	C	**c**	C
Ligr'S	,	4: 9	l11	2	- 2	**9F4**	C	2	2	2	2	2	**3**	C
a lLigr'S	122%	19.1%	1: .)%	2%	1: .4%	**H4 -ha**	C	2%	2%	2%	2%	2%	**c**	C
A%i utoTed l5 %u ks lond lSingte cUni T5 %u ks	2	99	9	2	l	**F0**	C	2	2	2	2	2	**3**	C
a lA%i utoTed l5 %u ks lond lSingte cUni T5 %u ks	2%	-.4%	, .)%	2%	, .- %	**4 -2a**	C	2%	2%	2%	2%	2%	**c**	C
Buses	2	11	2	2	2	**77**	C	2	2	2	2	2	**3**	C
a lBuses	2%	1.) %	2%	2%	2%	**7-2a**	C	2%	2%	2%	2%	2%	**c**	C
Bi y tesl6nlR6od	2	2	2	2	2	**3**	C	2	2	2	2	2	**3**	C
a lBi y tesl6nlR6od	2%	2%	2%	2%	2%	**3a**	C	2%	2%	2%	2%	2%	**c**	C
Panairchk Si	C	C	C	C	C	C	0	C	C	C	C	C	C	0
% Panairchk Si	C	C	C	C	C	C	l 22%	C	C	C	C	C	C	l 22%
yhTo Tuai RS LcRi i vku(	C	C	C	C	C	C	2	C	C	C	C	C	C	2
% yhTo Tuai RS LcRi i vku(	C	C	C	C	C	C	2%	C	C	C	C	C	C	2%

*Panairchk Si kSn yhTo Tuai RS LcRi i vku(. g3gabr8w3wht er8ww3wht er RS can8W3Wed8B3BCWdcS

21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
AM Peak (7:3- AM) 8:3- AMC
All s laLLeL (i g hrL, Acrglularen TcudkLaSn UgSt le) BSg TcudkL, yuLeL, PeneLrcgaSL, yglodleL RS wRan, yglodleLRS s cRLLv alkC
All MRmeI eSrL
D3 : - 38848, i RdargRS: 3. N10242. ,)7- N2288- 4, Uge s Rne: Brgla, Yev b Rck



PcRmmen f o: TcgUrare TcaCGgd
5 ara, DSdN
183 yake c wRan,
s RareLmgle, PA, 19. 20, BU

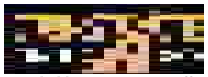
i et 5 gedrgRS	* eSeLee Ur YRcrh f RuSn							* eSeLee Ur URurh f RuSn							
Tgl e	i	T	w	B	ww	App	Pen6	i	T	w	B	ww	App	Pen6	Int
2018)07)19 7:3- AM	0	. 4	10	0	0	**25**	0	2	94	0	0	0	**17**	0	**418**
8:00 AM	0	. 7	3	0	.	**22**	1	0	99	0	0	0	**11**	0	**458**
8:1- AM	0	. .	4	0	3	**24**	1	.	9.	0	0	0	**15**	0	**408**
8:. 0 AM	0	3.	12	0	1	**05**	2	0	92	0	0	0	**13**	0	**404**
6 9 tTo	0	139	. 2	0	8	**871**	3	-	. 80	0	0	0	**470**	0	**8205**
a lApp%9T r	0%	78N8%	14N9%	0%	3N2%	**c**	)	1N%	98N7%	0%	0%	0%	**c**	)	)
a l6 9 tTo	0%	10N2%	2N1%	0%	0N%	**84h-a**	)	0N%	24N%	0%	0%	0%	**35h2a**	)	)
. PH	)	0N844	0N447	)	0N00	**- h7 22**	)	0N817	0N940	)	)	)	**- hlF3**	)	0N9. 1
Ligrts	0	1. 8	24	0	8	**8F3**	)	-	. 41	0	0	0	**455**	)	1. 72
a lLigrts	0%	92N%	81N%	0%	100%	**18h-a**	)	100%	9- N0%	0%	0%	0%	**10h8a**	)	93N2%
A%i uoTed l6 %u ks lTnd lSingœcUnitl6 %u ks	0	8	-	0	0	**84**	)	0	14	0	0	0	**85**	)	44
a lA%i uoTed l6 %u ks lTnd lSingœcUnitl6 %u ks	0%	- N8%	1- N4%	0%	0%	**5hla**	)	0%	3N2%	0%	0%	0%	**2h3a**	)	3N%
Buses	0	2	0	0	0	**3**	)	0	.	0	0	0	**4**	)	14
a lBuses	0%	1N %	0%	0%	0%	**8h8a**	)	0%	0N8%	0%	0%	0%	**- h7a**	)	1N%
Bi y œsl9nlR9Td	0	1	1	0	0	**3**	)	0	0	0	0	0	**-**	)	2
a lBi y œsl9nlR9Td	0%	0N7%	. N%	0%	0%	**8h8a**	)	0%	0%	0%	0%	0%	**- a**	)	0N%
PeneLrcgaSL	)	)	)	)	)	)	3	)	)	)	)	)	)	0	
% PeneLrcgaSL	)	)	)	)	)	)	100%	)	)	)	)	)	)	)	)
yglodleLRS s cRLLv alk	)	)	)	)	)	)	0	)	)	)	)	)	)	0	
% yglodleLRS s cRLLv alk	)	)	)	)	)	)	0%	)	)	)	)	)	)	)	)

6PeneLrcgaSLaSn yglodleLRS s cRLLv alkN : i eG, w: wg hr, ww: wg hr RS cen, T: Thcu, B: B) TucS

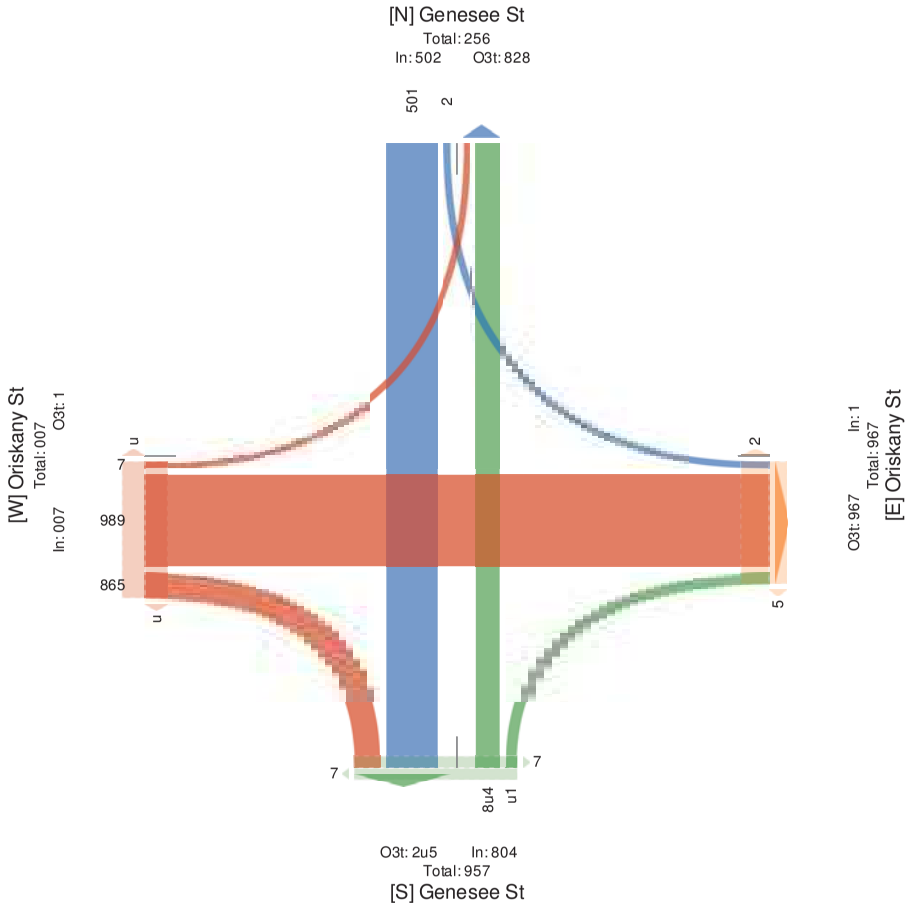
Remove Watermark
Wondershare PDFelement

21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
AM Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York

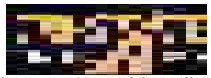


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



21. Genesee & Oriskany - TMC

Wed Jdul 18, 2l 0
ForcPa kP(7:4k5 AMk5 -
) uuCu(ssPs :Ligehs8) rhicdu(hPa Wrdc7s (t a Tit guPAnt ihWrdc7s8SdsPs8kPaPshri(t s8SicUcuPs ot Bo(a8SicUcuPs ot Crossy (u7-
) uu5 oRPw Pt hs
vmIM400D08Loc(hiot I49 3 2, D, 98A M3, 00MD8TihP CoaPI n hic(86 Py Nor7



kroRiaPa YUI WriATh(hP Wr(hic m(h(8vt c3
l 04 S(7Pr Bo(a8
Co(hPsRiuP8k) 8l 19, 28n T

LPg mirPchiot	f ris7(t UTh O(shYodt a							f ris7(t UTh E PshYodt a						
WiwP	L	W	B	n	BB	App	kPa*	L	W	B	n	BB	App	kPa*
, 2l 0A2. A1 4I22k5	2	, 9,	99	2	1	240	l	2	2	2	2	2	3	2
4ll Mk5	2	, 91	, 2	2	.	277	D	2	2	2	2	2	3	l
4I92k5	2	920	, 9	2	D	994	ll	2	2	2	2	2	3	l
4I4Mk5	l	, 9.	l M	2	D	215	D	2	2	2	2	2	3	9
6 ıcı a	l	l2lD	1l	2	. 0	l197	. 4	2	2	2	2	2	3	M
% ApprTt ch	23 %	0134%	032%	2%	, 3M%	-	A	2%	2%	2%	2%	2%	-	A
% 6 Tcı a	23 %	M, 3 %	43 %	2%	l3M%	18.5%	A	2%	2%	2%	2%	2%	3%	A
PHF	23, M2	230, M	23D01	A	23 . 0	3.809	A	A	A	A	A	A	-	A
Lighos	l	1D0	12	2	, 0	l384	A	2	2	2	2	2	3	A
% Lighos	l22%	1M99%	1031%	2%	l22%	51.4%	A	2%	2%	2%	2%	2%	-	A
Aroicuatoed 6 rucks t nd Singæ-Unio6 rucks	2	49	l	2	2	00	A	2	2	2	2	2	3	A
% Aroicuatoed 6 rucks t nd Singæ-Unio6 rucks	2%	43, %	l31%	2%	2%	9.5%	A	2%	2%	2%	2%	2%	-	A
Buses	2	M	2	2	2	1	A	2	2	2	2	2	3	A
% Buses	2%	23M%	2%	2%	2%	3.0%	A	2%	2%	2%	2%	2%	-	A
Bicycæs Tn RTt d	2	2	2	2	2	3	A	2	2	2	2	2	3	A
% Bicycæs Tn RTt d	2%	2%	2%	2%	2%	3%	A	2%	2%	2%	2%	2%	-	A
kPaPshri(t s	A	A	A	A	A	A	l1	A	A	A	A	A	A	M
% kPaPshri(t s	A	A	A	A	A	A	. 13, %	A	A	A	A	A	A	l22%
SicUcuPs ot Crossy(u7	A	A	A	A	A	A	M	A	A	A	A	A	A	2
% SicUcuPs ot Crossy(u7	A	A	A	A	A	A	, 230%	A	A	A	A	A	A	2%

*kPaPshri(t s (t a SicUcuPs ot Crossy(u73LILPbh8BIBigeh8BBIBigehot rPa8WIWerd8nInAWdrt

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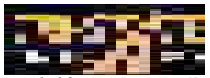
21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
Forced Peak (4PM - 5PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548838, Location: 4. 710232. , -N57228853, Site Code: Utica, Yew bork



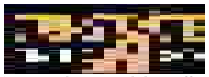
Provided f y: Tri-State TraGic Data, Inc7
184 Baker Road,
Coatesville, PA, 19. 20, US

Leg Direction	* enesee St Yorthfound							* enesee St Southfound							
Time	L	T	R	U	RR	App	Ped6	L	T	R	U	RR	App	Ped6	Int
2018-0N-19 4:00PM	0	8N	15	0	0	**251**	0	1	93	0	0	0	**74**	0	**840**
4:15PM	0	89	21	0	0	**225**	0	0	9.	0	0	0	**70**	0	**837**
4:. 0PM	0	95	22	0	1	**226**	0	0	N9	0	0	0	**47**	0	**908**
4:45PM	0	90	18	0	2	**225**	1	2	81	0	0	0	**60**	1	**891**
Total	0	. 31	N3	0	.	**885**	1	.	. 49	0	0	0	**091**	1	**2716**
% Approach	0%	8270%	1N7. %	0%	07N%	**-**	-	079%	9971%	0%	0%	0%	**-**	-	-
% Total	0%	187N%	. 79%	0%	072%	**11.6%**	-	072%	1871%	0%	0%	0%	**26.0%**	-	-
PHF	-	07950	07834	-	07. N5	**5.701**	-	07. N5	07909	-	-	-	**5.754**	-	0790.
Lights	0	. 53	N5	0	.	**808**	-	.	. 4.	0	0	0	**083**	-	183N
% Lights	0%	9873%	987N%	0%	100%	**76.3%**	-	100%	987. %	0%	0%	0%	**76.0%**	-	9378%
Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	**0**	-	0	.	0	0	0	**0**	-	50
% Articulated Trucks and Single-Unit Trucks	0%	073%	17. %	0%	0%	**5.4%**	-	0%	079%	0%	0%	0%	**5.7%**	-	273%
Buses	0	2	0	0	0	**1**	-	0	.	0	0	0	**0**	-	10
% Buses	0%	073%	0%	0%	0%	**5.9%**	-	0%	079%	0%	0%	0%	**5.7%**	-	075%
Bicycles on Road	0	1	0	0	0	**2**	-	0	0	0	0	0	**5**	-	1
% Bicycles on Road	0%	07. %	0%	0%	0%	**5.1%**	-	0%	0%	0%	0%	0%	**5%**	-	071%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

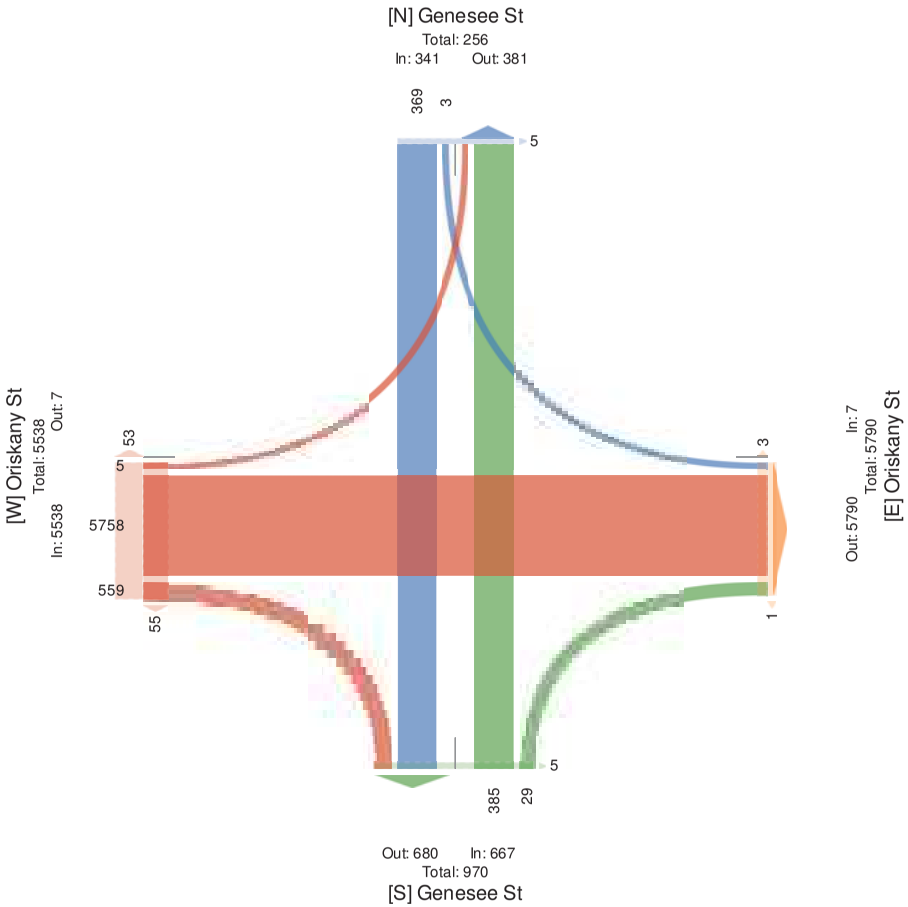
[6]Pedestrians and Bicycles on Crosswalk7L: LeG, R: Right, RR: Right on red, T: Thru, U: U-Turn

21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
FLengt (g7AM(4 P6(4)
Cll a l7ssgs Mrchds, Cedmul7dgt TeunAs 7kt SrkclgPUkrdTeunAs, Busgs, (gt gsder7ks, Bmynlgs Lk o L7t , Bmynlgs Lk a eLssR7lA)
Cll 4 Lwgv gkds
mi D6- 88: 8, i Ln7dLkD- 53102: 25, P. 632886: , Srdg a Lt gDUdm7, NgR YLeA



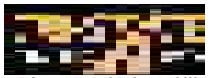
(eLwrt gt byDTerPSd7dg Te7ffm I 7d7, mkn3
18- B7Age o L7t ,
a L7dgswrllg, (C, 19520, US



Remove Watermark
Wondershare PDFelement

21. Genesee & Oriskany - TMC

Wed Jdul 18, 21 0
PM Pak(4-5) PM O)5) PMvOr HaokuuPak(ACdo
suuLuki i ai 4ght ec i 8s odTdukcan WodT(i kSn UfSt uaOBSlcWodT(i 8ydi ai 8Panai colkSi 8yhTRTuai
CS wCkn8yhTRTuai CS LoCi imku(v
suuMCHaI aSci
D: 5) - 00908gCTkdCS5- 3.12, 9, 38O7) ., , 00) 98Ulua LCna5BdhTk86 am NCo(



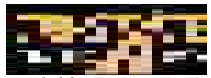
PoCHman YR5WdO0dkca WokbhT
: kck8DST.
l 0- yk(aowCkn8
LCkcai Hhun8Ps 8l 13, 28BU

gat : hoaTdCS	r oh i (kSR Uc f ki cYCd Sn							r oh i (kSR Uc E ai cYCd Sn						
Wi a	g	W	w	B	ww	App	Pan*	g	W	w	B	ww	App	Pan*
, 210C270)1 - 5) PM	2	, 31	, 2	2	7	**244**	9	2	2	2	2	2	**0**	1
- 52 PM	2	320	, 3	2	9	**337**	11	2	2	2	2	2	**0**	1
- 5) PM	1	, 37	l)	2	9	**291**	9	2	2	2	2	2	**0**	3
) 52 PM	1	, 0-	1,	2	l)	**352**	7	2	2	2	2	2	**0**	2
6 Tota	,	1290	72	2	3-	**5571**	32	2	2	2	2	2	**0**	)
% Appr Tt c h	2., %	11.2%	9.2%	2%	, .1%	-	(	2%	2%	2%	2%	2%	-	(
% 6 Tota	2.1%	) 3.7%	3.) %	2%	1.7%	**9180%**	(	2%	2%	2%	2%	2%	**0%**	(
. PH	2.) 22	2.097	2.79 l		O 2.) 97	**08F75**	(	O	O	O	O	O	-	(
Lighos	,	1239	91	2	3-	**55l 5**	(	2	2	2	2	2	**0**	(
% Lighos	122%	17.2%	10.9%	2%	122%	**1782%**	(	2%	2%	2%	2%	2%	-	(
Ardicuat ced 6 rucks t nd Singæ -Unio6 rucks	2	, 1	1	2	2	**30**	(	2	2	2	2	2	**0**	(
% Ardicuat ced 6 rucks t nd Singæ -Unio6 rucks	2%	, .7%	1.-%	2%	2%	**284%**	(	2%	2%	2%	2%	2%	-	(
Buses	2	3	2	2	2	**3**	(	2	2	2	2	2	**0**	(
% Buses	2%	2.3%	2%	2%	2%	**083%**	(	2%	2%	2%	2%	2%	-	(
Bicycæs Tn RTt d	2	2	2	2	2	**0**	(	2	2	2	2	2	**0**	(
% Bicycæs Tn RTt d	2%	2%	2%	2%	2%	**0%**	(	2%	2%	2%	2%	2%	-	(
Panai colkSi	O	O	O	O	O	O	,)	O	O	O	O	O	O	)
% Panai colkSi	O	O	O	O	O	O	O 03.3%	O	O	O	O	O	O	122%
yhTRTuai CS LoCi imku(	O	O	O	O	O	O	)	O	O	O	O	O	O	2
% yhTRTuai CS LoCi imku(	O	O	O	O	O	O	O 19.7%	O	O	O	O	O	O	2%

*Panai colkSi kSn yhTRTuai CS LoCi imku(. g5gabt8w5wht ec8ww5wht ec CS oan8W5Wèod8B5BOWdoS

21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548838, Location: 4. 710232. , -N5728853, Site Code: Utica, Yew bork



Provided f y: Tri-State TraGic Data, Inc7
184 Baker Road,
Coatesville, PA, 19. 20, US

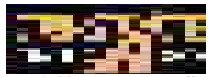
Leg Direction	*enesee St Yorthf ound							*enesee St Southf ound							
Time	L	T	R	U	RR	App	Ped6	L	T	R	U	RR	App	Ped6	Int
2018-0N-19 4:15PM	0	89	21	0	0	**225**	0	0	9.	0	0	0	**17**	0	**481**
4:. 0PM	0	95	22	0	1	**220**	0	0	N9	0	0	0	**31**	0	**674**
4:45PM	0	90	18	0	2	**225**	1	2	81	0	0	0	**07**	1	**469**
5:00PM	0	104	1N	0	0	**292**	2	0	101	0	0	0	**252**	0	**674**
Total	0	. N8	N8	0	.	**461**	.	2	. 54	0	0	0	**768**	1	**2101**
% Approach	0%	82.4%	1N.0%	0%	0.N%	-	-	0.3%	99.4%	0%	0%	0%	-	-	-
% Total	0%	19.0%	. 9%	0%	0.2%	**97.2%**	-	0.1%	1N.8%	0%	0%	0%	**23.1%**	-	-
PHF	-	0.909	0.883		- 0.N5	**5.140**	-	0.250	0.8N3	-	-	-	**5.002**	-	0.9. 1
Lights	0	. N.	NN	0	.	**467**	-	2	. 50	0	0	0	**769**	-	1943
% Lights	0%	98.N%	98.N%	0%	100%	**10.3%**	-	100%	98.9%	0%	0%	0%	**10.1%**	-	9N.8%
Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	**7**	-	0	1	0	0	0	**2**	-	. 4
% Articulated Trucks and Single-Unit Trucks	0%	0.5%	1.7. %	0%	0%	**5.3%**	-	0%	0.7. %	0%	0%	0%	**5.7%**	-	1.N%
Buses	0	.	0	0	0	**7**	-	0	.	0	0	0	**7**	-	9
% Buses	0%	0.8%	0%	0%	0%	**5.3%**	-	0%	0.8%	0%	0%	0%	**5.0%**	-	0.5%
Bicycles on Road	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	**5%**	-	0%	0%	0%	0%	0%	**5%**	-	0%
Pedestrians	-	-	-	-	-	-	.	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

[6]Pedestrians and Bicycles on Crosswalk7L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

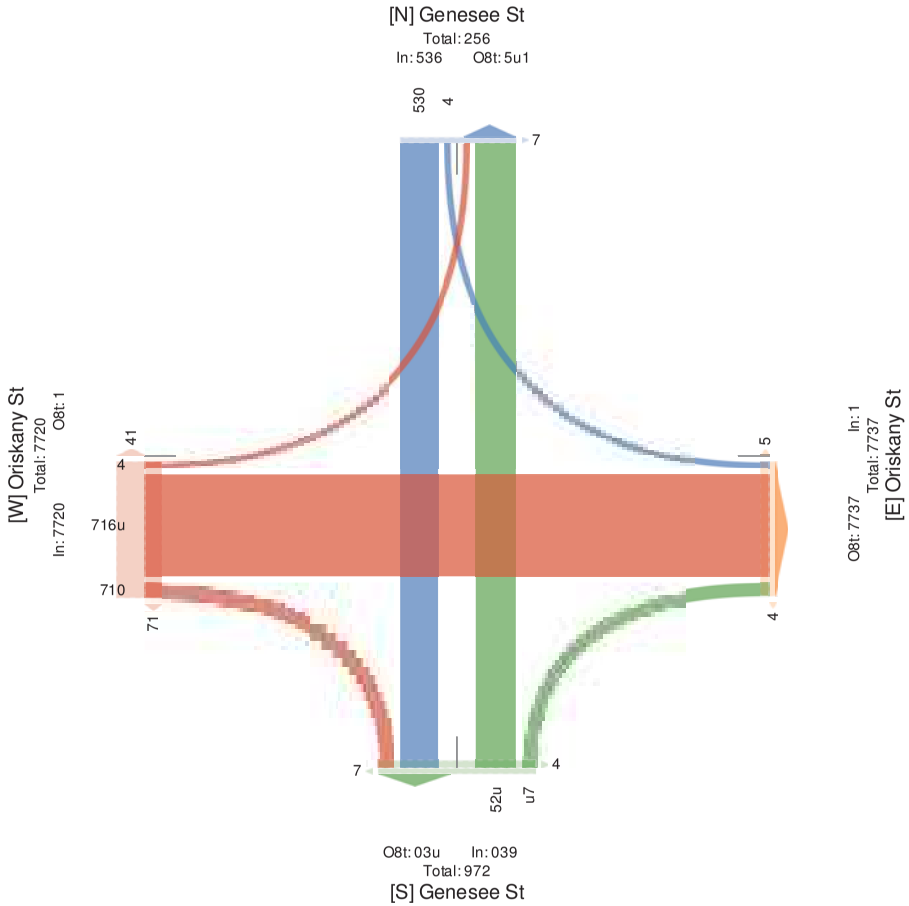
Remove Watermark
Wondershare PDFelement

21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



22. Genesee and Lafayette/Bleeker - TMC

Wed Jdul 18, 2l 0
FduuLngt he (7AM-1AM894M-P4M6
Auu) uCaana (Lst eha8AihsrduCmc WidrTa Cgc ksgt un-SgshWidrTa8Udana84ncnahisCga8UsrBruna yg o yCc8UsrBruna yg) iyaaRCiiT6
AuuMywnv ngha
mh D 911, 58LyrChsygD953 2, 2558-7: 3, 10298kshn) ycnDShsrC8. nR NyiT



4iywscnc YBDWiskhCnn WiChbsr
l ChC8ngr3
l 09 UCTni o yCc8
) yChnawsun84A8l 15, 28Sk

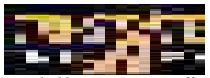
Lnt l sinrhsyg	LChCBnhn kl8 fCahYydgc							UnnTni kl8 EnahYydgc						
Wsvn	L	W	o	S	oo	App	4nc*	L	W	o	S	oo	App	4nc*
, 210-27-l1 7D2AM	9	l9	l	2	2	**15**	5	,	7	2	2	l	**17**	2
7D: AM	,	l,	,	2	2	**12**	P	l	0	2	2	l	**17**	P
7D2AM	5	0	9	2	2	**10**	,	9	l:	,	2	2	**41**	5
7D9: AM	7	, 2	:	2	l	**33**	2	:	15	,	2	2	**47**	5
HydiuBWyhCu	l P	: 9	l,	2	l	**93**	l l	l,	95	9	2	,	**21**	l,
0D2AM	5	5,	P	2	l	**84**	l	9	l9	2	2	l	**15**	l
0D: AM	,	, ,	l7	2	2	**81**	l	l	, 9	,	2	,	**36**	,
0D2AM	l	, :	:	2	2	**35**	,	l2	, 0	,	2	2	**87**	,
0D9: AM	:	l l	5	2	l	**49**	,	9	55	5	2	l	**81**	2
HydiuBWyhCu	l l	l 0	5l	2	,	**107**	P	, 7	l l	7	2	9	**136**	:
l D2 2AM	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
HydiuBWyhCu	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
9D2 4M	l	, P	:	2	l	**81**	l	l,	P7	P	2	2	**90**	P
9D: 4M	l	, ,	7	2	l	**31**	P	l l	5:	:	2	2	**01**	9
9D5 2 4M	l	l7	7	2	l	**38**	l	l5	: 2	:	2	l	**25**	,
9D9: 4M	P	l7	l2	2	l	**38**	l	:	9,	:	2	l	**03**	l
HydiuBWyhCu	, :	0,	, l	2	9	**187**	l	9l	l l9	, l	2	,	**409**	l 5
: D2 2 4M	7	, 5	9	2	,	**32**	:	l	9:	P	2	l	**21**	:
: D: 4M	P	l7	P	2	l	**37**	,	0	l l	,	2	l	**37**	2
: D5 2 4M	P	, 2	2	2	5	**45**	9	5	l7	5	2	l	**48**	l 2
: D9: 4M	5	l,	5	2	5	**41**	:	:	, 7	7	2	,	**81**	:
HydiuBWyhCu	, ,	7,	l5	2	l	**112**	l P	, :	l 20	l 0	2	:	**102**	, 2
PD2 2 4M	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
HydiuBWyhCu	2	2	2	2	2	**7**	2	2	2	2	2	2	**7**	2
Total	0,	52P	0:	2	l P	**895**	9,	l2:	999	: 2	2	l5	**214**	: 2
% Approach	l P30%	P, 3P%	l739%	2%	535%	-	-	l73 %	7, 3 %	03 %	2%	, 3 %	-	-
% Total	, 32%	739%	, 3 %	2%	239%	**11.9%**	-	, 3 %	l237%	l3 %	2%	235%	**18.9%**	-
Lights	70	, 71	05	2	l P	**802**	-	l7	9, ,	92	2	l l	**067**	-
% Lights	l: 3 %	l l3 %	l73%	2%	l22%	**53.3%**	-	l, 39%	l: 32%	023%	2%	093%	**53.1%**	-
Articulated Trucks and Single-Unit Trucks	9	P	,	2	2	**14**	-	2	,	2	2	2	**4**	-
% Articulated Trucks and Single-Unit Trucks	93 l%	, 32%	, 39%	2%	2%	**4.0%**	-	2%	23 %	2%	2%	2%	**7.3%**	-
Buses	2	, l	2	2	2	**41**	-	7	l l	l2	2	,	**39**	-
% Buses	2%	P3 l%	2%	2%	2%	**8.3%**	-	P37%	935%	, 232%	2%	l: 39%	**2.4%**	-
Bicycles on Road	2	2	2	2	2	**7**	-	l	l	2	2	2	**4**	-
% Bicycles on Road	2%	2%	2%	2%	2%	**7%**	-	l32%	23 %	2%	2%	2%	**7.3%**	-
4ncnahisCga	-	-	-	-	-	-	5P	-	-	-	-	-	-	: 2
% 4ncnahisCga	-	-	-	-	-	-	0: 37%	-	-	-	-	-	-	l22%
UsrBruna yg) iyaaRCiiT	-	-	-	-	-	-	P	-	-	-	-	-	-	2
% UsrBruna yg) iyaaRCiiT	-	-	-	-	-	-	l935%	-	-	-	-	-	-	2%

*4ncnahisCga Cgc UsrBruna yg) iyaaRCiiT3LDLnhH8o Dost elBoo Dost ehyginc8WDWeid8SDS-Wdig

Remove Watermark
Wondershare PDFelement

22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549123, Location: 43.102033, -75.229804, Site Code: Utica, New York



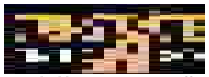
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Genesee St.							Genesee St.							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00AM	3	29	2	0	0	**16**	0	16	54	6	0	0	**28**	0	**514**
7:15AM	3	28	0	0	0	**15**	2	17	75	10	0	0	**539**	0	**574**
7:30AM	2	31	1	0	0	**16**	2	16	85	6	0	0	**532**	3	**522**
7:45AM	5	36	5	0	0	**68**	3	19	107	8	0	3	**512**	1	**918**
Hourly Total	13	124	8	0	0	**567**	7	68	321	30	0	3	**699**	4	**255**
8:00AM	2	41	3	0	0	**68**	2	21	101	11	0	0	**511**	0	**963**
8:15AM	5	37	5	0	0	**62**	2	17	118	6	0	1	**569**	1	**982**
8:30AM	6	44	7	1	0	**70**	4	24	100	13	0	0	**512**	0	**926**
8:45AM	4	45	7	0	0	**78**	0	20	108	9	0	2	**514**	2	**986**
Hourly Total	17	167	22	1	0	**932**	8	82	427	39	0	3	**775**	3	**5367**
9:00AM	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
Hourly Total	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
4:00PM	12	89	16	0	0	**552**	3	25	101	14	0	0	**563**	3	**101**
4:15PM	7	99	8	0	1	**557**	3	28	89	14	0	0	**515**	1	**190**
4:30PM	10	103	8	0	0	**595**	5	27	76	5	0	1	**534**	0	**111**
4:45PM	6	103	5	0	0	**556**	13	21	80	3	0	2	**538**	4	**132**
Hourly Total	35	394	37	0	1	**682**	24	101	346	36	0	3	**608**	8	**5175**
5:00PM	8	104	12	0	0	**596**	1	17	98	11	0	0	**598**	3	**162**
5:15PM	3	78	11	1	0	**41**	3	18	70	5	0	0	**41**	0	**968**
5:30PM	8	58	4	0	0	**23**	4	16	64	4	0	2	**08**	2	**934**
5:45PM	5	60	4	0	0	**84**	0	17	76	4	0	1	**40**	1	**994**
Hourly Total	24	300	31	1	0	**178**	8	68	308	24	0	3	**631**	6	**5315**
6:00PM	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
Hourly Total	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
Total	89	985	98	2	1	**5527**	47	319	1402	129	0	12	**5089**	21	**6510**
% Approach	7.6%	83.8%	8.3%	0.2%	0.1%	-	-	17.1%	75.3%	6.9%	0%	0.6%	-	-	-
% Total	2.2%	23.8%	2.4%	0%	0%	**90.6%**	-	7.7%	33.9%	3.1%	0%	0.3%	**67.3%**	-	-
Lights	88	963	97	2	1	**5575**	-	310	1370	125	0	12	**5052**	-	3994
% Lights	98.9%	97.8%	99.0%	100%	100%	**40.3%**	-	97.2%	97.7%	96.9%	0%	100%	**42.8%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	1	17	1	0	0	**54**	-	7	26	3	0	0	**18**	-	69
% Articulated Trucks and Single-Unit Trucks	1.1%	1.7%	1.0%	0%	0%	**5.8%**	-	2.2%	1.9%	2.3%	0%	0%	**5.4%**	-	1.7%
Buses	0	3	0	0	0	**1**	-	2	6	1	0	0	**4**	-	71
% Buses	0%	0.3%	0%	0%	0%	**3.1%**	-	0.6%	0.4%	0.8%	0%	0%	**3.7%**	-	1.7%
Bicycles on Road	0	2	0	0	0	**9**	-	0	0	0	0	0	**3**	-	4
% Bicycles on Road	0%	0.2%	0%	0%	0%	**3.9%**	-	0%	0%	0%	0%	0%	**3%**	-	0.1%
Pedestrians	-	-	-	-	-	-	46	-	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	-	97.9%	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	7	
% Bicycles on Crosswalk	-	-	-	-	-	-	2.1%	-	-	-	-	-	-	33.3%	-

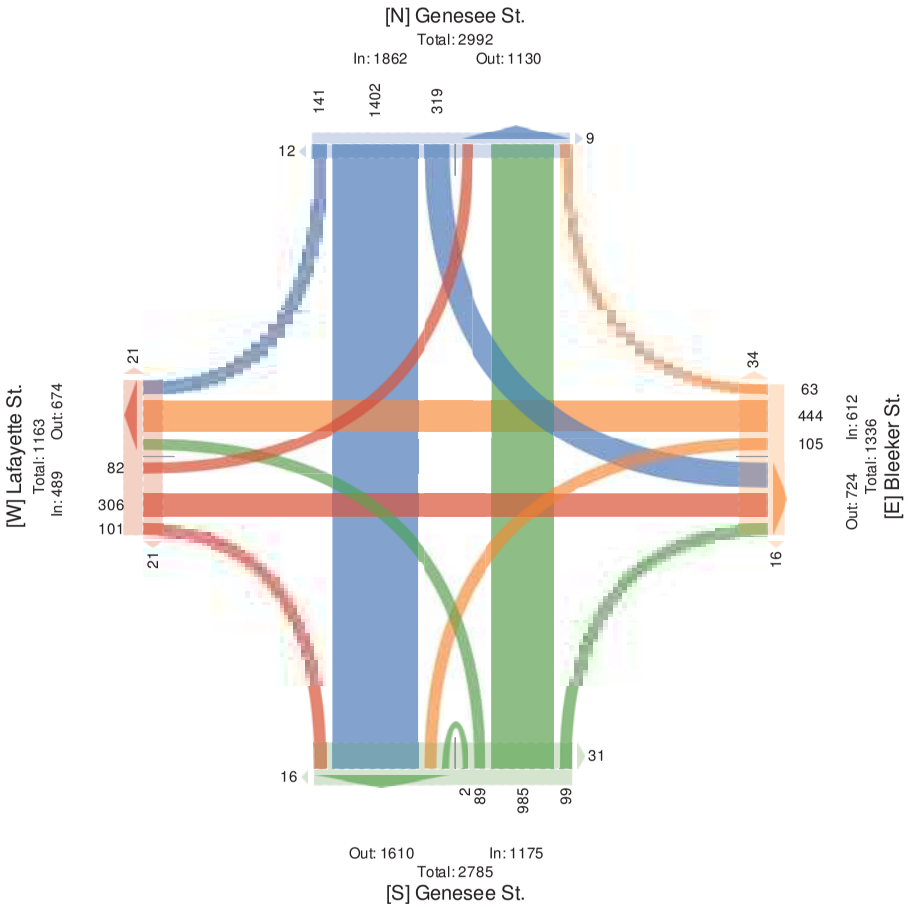
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549123, Location: 43.102033, -75.229804, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

22. Genesee and Lafayette/Bleeker - TMC

Wed Jdul 18, 21 0
ForcPa kP(7 :45AM4) CD5AM4) s
- uuLu(iiPi :ght eTi 8- rTfedu(TPa Wdc7i (na Shnt uPCUnhTWdc7i 8BdiPi 8kPaPiTFh(ni 8BhcycuPi on Ro(a8BhcycuPi on Lroiiw(u7s
- uu) ovPmPnTfi
ID5MA1l , 68goc(Tfon5A63 2, 2668G4M3 , 102A8SHfP LoaP5UTfc(8. Pw 9 or7



krovhaPa Ny5WhCST(TP Wr(YYc
D(T(8Inc3
l 0AB(7Pr Ro(a8
Lo(TPi vhuP8k- 8l 16, 28US

gPt DhrPcTon	g(YyPTfP STB b(iTNodna							BuPP7Pr STB f PiTNodna						
WmP	g	W	R	U	RR	App	kPaE	g	W	R	U	RR	App	kPaE
, 210C24C1 45AM)	4	, 2	M	2	l	**22**	2	M	16	,	2	2	**40**	6
052 -)	6	6,	*	2	l	**34**	l	A	lA	2	2	l	**79**	l
05M)	,	, ,	14	2	2	**37**	l	1	, A	,	2	,	**21**	,
052 -)	1	, M	M	2	2	**29**	,	12	, 0	,	2	2	**30**	,
56Tot	. 1	11	66	2	.	**7aa**	A	. 0	41	*	2	6	**771**	0
% Appr6och	163M%	*631%	, 136%	2%	136%	**-**	C	, A3 1%	*031%	M1%	2%	, 3*%	**-**	C
% 56Tot	, 3 1%	134%	63 %	2%	23 %	**7a84%**	C	, 30%	430%	23*%	2%	236%	**7783 %**	C
. PH	23M06	23446	23A0M		C23M22	**0894 2**	C	234 22	2342M	234M2	C	2364M	**0814a**	C
FiLhTg	14	11	61	2	,	**737**	C	, *	4A	6	2	,	**70a**	C
% FiLhTg	0132%	1131%	1631%	2%	122%	**9780%**	C	1, 31%	1634%	M232%	2%	**34%	**908a%**	C
ArTfcs to The 5 rs cdg oke nIki tu-SkDI5 rs cdg	A	,	,	2	2	**U**	C	2	l	2	2	2	**7**	C
% ArTfcs to The 5 rs cdg oke nIki tu-SkDI5 rs cdg	1132%	, 32%	*31%	2%	2%	**a84%**	C	2%	136%	2%	2%	2%	**089%**	C
Bsgug	2	*	2	2	2	**l**	C	,	A	6	2	l	**70**	C
% Bsgug	2%	*31%	2%	2%	2%	**289%**	C	431%	M1%	M232%	2%	6636%	**U81%**	C
BkcytugGk R6oe	2	2	2	2	2	**0**	C	2	2	2	2	2	**0**	C
% BkcytugGk R6oe	2%	2%	2%	2%	2%	**0%**	C	2%	2%	2%	2%	2%	**0%**	C
kPaPiTFh(ni	C	C	C	C	C	C	6	C	C	C	C	C	C	0
% kPaPiTFh(ni	C	C	C	C	C	C4M22%		C	C	C	C	C	C122%	
BhcycuPi on Lroiiw(u7	C	C	C	C	C	C	l	C	C	C	C	C	C	2
% BhcycuPi on Lroiiw(u7	C	C	C	C	C	C, M22%		C	C	C	C	C	C	2%

[E] kPaPiTFh(ni (na BhcycuPi on Lroiiw(u73g5gPYfBR5Rht eTBRR5Rht eTon rPa8W5Wèrd8U5UCWdrn

22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
Forced Peak (4M5) A C8M5) As
) llLlaiiei (gtnhSi ,) rSiculaSed Trucki aUd BtUnleGyUtSTrucki, Ruiei, Pedei StaUi, RtcwcleioUvoad, RtcwcleioULroiimalks
) llAoIeDeUSi
:3 M5 - 912. , gocaStoUM4. 71020. . , G45722980 - , BtSe LodeMySica, Nem York



ProItded bwMTrtCBSnSe Trafftc
3 aSa, : Uc7
18 - Raker v oad,
LoaSeiItdle, P) , 19. 20, y B

gen 3 trecStoU	GeUeiee BS7 NorShbouUd							GeUeiee BS7 BouShbouUd							
TtDe	g	T	v	y	vv	App	Ped*	g	T	v	y	vv	App	Ped*	Int
2018C04C19 4M5) A	5	. 6	5	0	0	**25**	.	19	104	8	0	.	**174**	1	**875**
8M10) A	2	- 1	.	0	0	**25**	2	21	101	11	0	0	**177**	0	**820**
8M5) A	5	. 4	5	0	0	**24**	2	14	118	6	0	1	**128**	1	**854**
8M0) A	6	- -	4	1	0	**36**	-	2-	100	1.	0	0	**174**	0	**842**
9 Ttoa	18	158	20	1	0	**114**	11	81	- 26	. 8	0	-	**321**	2	**1014**
% Appr1och	9.1%	807 2%	1072%	075%	0%	**-**	C	1- 78%	44 76%	679%	0%	074%	**-**	C	C
% 9 Ttoa	178%	1575%	270%	071%	0%	**11 .2 %**	C	870%	- 179%	. 74%	0%	07- %	**32.0%**	C	C
PHF	0745 0	07898	0741-	0725 0	C	**0.621**	C	078 - -	079 0.	074. 1	C07. .		**0.154**	C	07928
Lights	18	152	19	1	0	**110**	C	46	- 1.	. 5	0	-	**386**	C	96-
% Lights	100%	967 2%	957 0%	100%	0%	**15.2 %**	C	9. 78%	967 9%	927 1%	0%	100%	**15.8%**	C	9- 78%
Articuated 9 rucks ond Singæ-Unit 9 rucks	0	5	1	0	0	**5**	C	-	12	.	0	0	**11**	C	. -
% Articuated 9 rucks ond Singæ-Unit 9 rucks	0%	. 72%	570%	0%	0%	**7.0%**	C	- 79%	278%	479%	0%	0%	**7.3%**	C	. 7. %
Buses	0	0	0	0	0	**0**	C	1	1	0	0	0	**8**	C	18
% Buses	0%	0%	0%	0%	0%	**0%**	C	172%	072%	0%	0%	0%	**0.2%**	C	178%
Bicycæs Tn RTod	0	1	0	0	0	**1**	C	0	0	0	0	0	**0**	C	1
% Bicycæs Tn RTod	0%	076%	0%	0%	0%	**0.3%**	C	0%	0%	0%	0%	0%	**0%**	C	071%
PedeiStaUi	C	C	C	C	C	C	11	C	C	C	C	C	C	1	
% PedeiStaUi	C	C	C	C	C	C100%		C	C	C	C	C	C507 0%		C
RtcwcleioULroiimalk	C	C	C	C	C	C	0	C	C	C	C	C	C	1	
% RtcwcleioULroiimalk	C	C	C	C	C	C	0%	C	C	C	C	C	C507 0%		C

*PedeiStaUi aUd RtcwcleioULroiimalk 7gMgefS, v M tmhS, v v M tmhSoUred, TM Thru, y My CTurU

Remove Watermark
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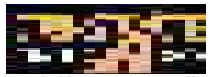
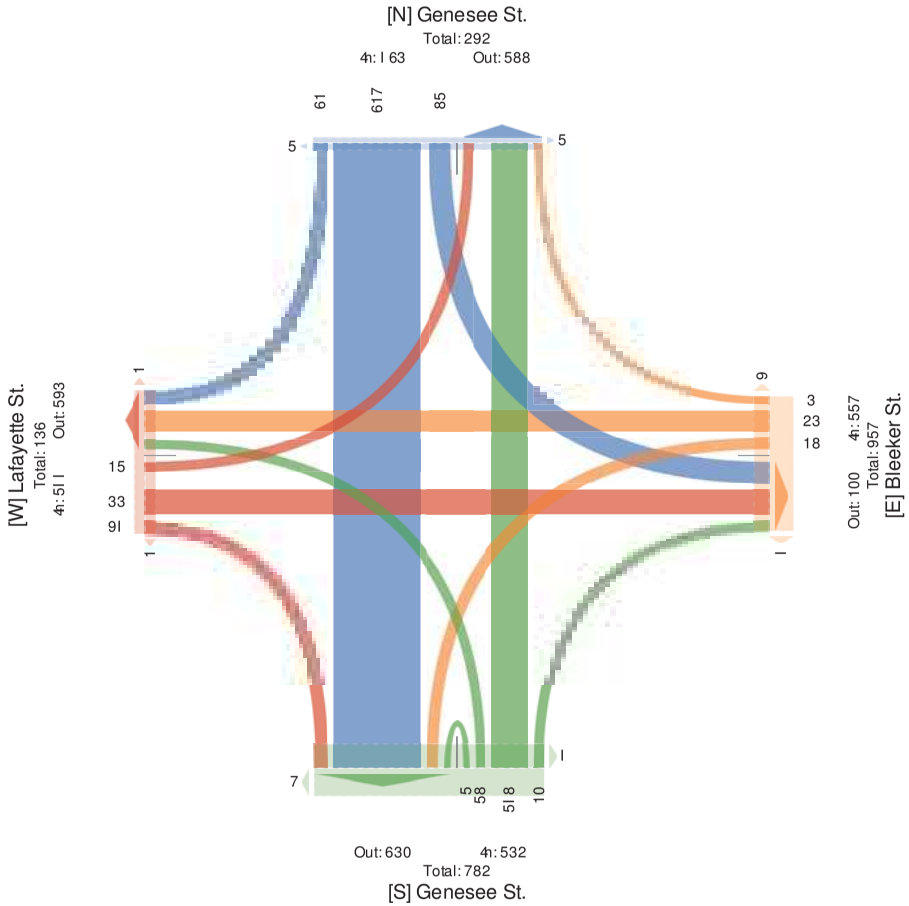
22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549123, Location: 43.102033, -75.229804, Site Code: Utica, New York

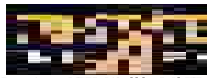


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



22. Genesee and Lafayette/Bleeker - TMC

Wed Jdul 18, 2l 0
AM Pak(-0AM 91AM)
AuuCukssas -Ligelns8Athirdukhac Wtdr(s kTc niTgua9STihWtdr(s8Udsas8PacashtikTs8UirBruas yTo ykc8UirBruas yTCtyssRku( )
AuuMywav aThs
nh D: 511, 48LyrkhiyTD546l 2, 24489B: 6, , 10258niha CycaDShirk8. aR 7yt(



Ptywicac NBDWti9nhkha WlkYar
l khk8nfTr6
l 05 Uk(at oykc8
Cykhaswiua8PA8l 14, 28Sn

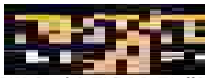
Lag l itarhiyT	LkYBahn nl6 bkshNydTc							Uuna(at nl6 f ashNydTc						
Wiv a	L	W	o	S	oo	App	PacE	L	W	o	S	oo	App	PacE
, 2109239 1 0D2AM	4	4,	*	2	l	**25**	l	5	15	2	2	l	**04**	l
0D: AM	,	, ,	13	2	2	**20**	l	1	, 5	,	2	,	**9T**	,
0E2AM	1	, :	:	2	2	**94**	,	l2	, 0	,	2	2	**2o**	;
0l5: AM	:	l l	4	2	l	**5t**	,	5	44	4	2	l	**20**	2
a l l%	l l	10	4l	2	,	**0ro**	*	, 3	11	3	2	5	**09T**	:
c hApp-l %7.	l, 63%	*: 64%	, 263%	2%	l64%	**P**	9	1163%	3, 64%	: 6%	2%	, 6l %	**P**	9
c ha l l%	l60%	l65%	462%	2%	26, %	**02Elc**	9	, 6*%	l6 %	263%	2%	265%	**09Hc**	9
FLi	26, 0	263**	265: *	926 22		**oH49**	9	26*3:	26: 2	26 04	9	26 22	**oH9r**	9
gs8. lu	l *	11	, 1	2	,	**09t**	9	, :	15	4	2	4	**05r**	9
c lgs8. lu	056 %	1, 6l %	146 %	2%	122%	**45Hc**	9	1, 6*%	156l%	5, 6l %	2%	3: 62%	**40Elc**	9
A-ls7e %dklu -e7nulf%kUsS8 dB Ssllu -e7nu	4	,	,	2	2	**T**	9	2	2	2	2	2	**o**	9
c lA-ls7e %dklu -e7nulf%kUsS8 dB Ssllu -e7nu	l : 60%	, 62%	*6 %	2%	2%	**2Flc**	9	2%	2%	2%	2%	2%	**oc**	9
Beudu	2	:	2	2	2	**r**	9	,	:	5	2	l	**05**	9
c lBeudu	2%	: 6 %	2%	2%	2%	**9Hc**	9	365%	: 6 %	: 36 %	2%	, : 62%	**t Hc**	9
Bs7y7 dulH SlRl %k	2	2	2	2	2	**o**	9	2	2	2	2	2	**o**	9
c lBs7y7 dulH SlRl %k	2%	2%	2%	2%	2%	**oc**	9	2%	2%	2%	2%	2%	**oc**	9
PacashtikTs	9	9	9	9	9	9	:	9	9	9	9	9	9	:
% PacashtikTs	9	9	9	9	9	9046 4%		9	9	9	9	9	9122%	
UirBruas yTCtyssRku(	9	9	9	9	9	9	l	9	9	9	9	9	9	2
% UirBruas yTCtyssRku(	9	9	9	9	9	91*63%		9	9	9	9	9	9	2%

EPacashtikTs kTc UirBruas yTCtyssRku(6LDLaY8oDoigelBoo Doigehy Ttac8WDWetd8SDS9WdtT

Remove Watermark
Wondershare PDFelement

22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
AM Peak (8AM 79AM:
All 3 la--e- ()GhL-, AiIGgulaIet Tiugk- art cCsle7drCLTiugk-, nu-e-, Pete-IiGar-, nGSgle-Ur BUat, nGSgle- Ur 3iU--yalk:
All MUoeRer L-
wmiD9125,)UgaICrmD54102055, 7.I42980D, cCle 3Ue mdIGga, Ney YUik

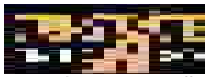


PiUoCet bSmTiCcIaIe Tiaffg
vaIa, wg4
18Dnakei BUat,
3UaIe-oCle, PA, 19520, dc

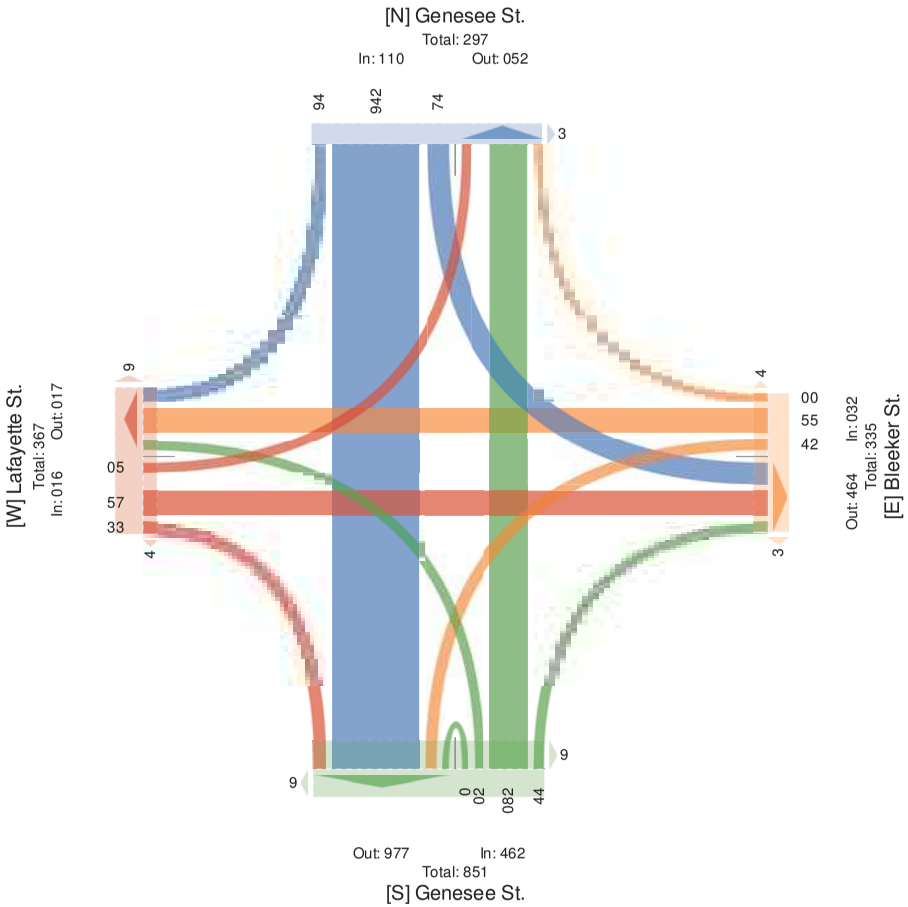
)es vGegICUr	Gere-ee cI4 NUIInbUurt							Ger e-ee cI4 cUuIInbUurt							
TCRe	)	T	B	d	BB	App	Pet*	)	T	B	d	BB	App	Pet*	Int
20187). 719 8m00AM	2	D1	5	0	0	**25**	2	21	101	11	0	0	**177**	0	**428**
8m1 AM	I	5.	I	0	0	**20**	2	1.	118	6	0	1	**124**	1	**450**
8m50AM	6	DD	.	1	0	**36**	D	2D	100	15	0	0	**170**	0	**402**
8m01 AM	D	DI	.	0	0	**35**	0	20	108	9	0	2	**179**	2	**452**
Total	1.	16.	22	1	0	**480**	8	82	D2.	59	0	5	**331**	5	**1823**
% Approach	842%	804 %	1046%	04 %	0%	-	7	1D49%	. . 4 %	. 41%	0%	041%	-	7	7
% Total	145%	164 0%	241%	041%	0%	**19.6%**	7	. 48%	DD49%	54 %	0%	045%	**34.0%**	7	7
PHF	04 08	04928	04 86	04210	7	**8.694**	7	048I D	04901	04 I 0	7	045. I	**8.908**	7	04915
Lights	1.	165	21	1	0	**484**	7	. 8	DI1	5.	0	5	**377**	7	998
% Lights	100%	9. 45%	91 4%	100%	0%	**90.5%**	7	91 41%	9. 42%	9D49%	0%	100%	**95.0%**	7	91 4%
Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	**7**	7	5	11	2	0	0	**15**	7	26
% Articulated Trucks and Single-Unit Trucks	0%	142%	D4I %	0%	0%	**1.2 %**	7	54 %	246%	I 41%	0%	0%	**4.9%**	7	241%
Buses	0	1	0	0	0	**1**	7	1	1	0	0	0	**4**	7	20
% Buses	0%	045%	0%	0%	0%	**8.3%**	7	142%	042%	0%	0%	0%	**8.2%**	7	149%
Bicycles on Road	0	1	0	0	0	**1**	7	0	0	0	0	0	**8**	7	1
% Bicycles on Road	0%	045%	0%	0%	0%	**8.3%**	7	0%	0%	0%	0%	0%	**8%**	7	041%
Pete-IiGar-	7	7	7	7	7	7	8	7	7	7	7	7	7	2	
% Pete-IiGar-	7	7	7	7	7	7	100%	7	7	7	7	7	7	664 %	7
nGSgle- Ur 3iU--yalk	7	7	7	7	7	7	0	7	7	7	7	7	7	1	
% nGSgle- Ur 3iU--yalk	7	7	7	7	7	7	0%	7	7	7	7	7	7	55 45%	7

*Pete-IiGar- art nGSgle- Ur 3iU--yalk4) mefL, BmBGhL, BBmBGhLUriet, TmThiu, dnd7Tuir

22. Genesee and Lafayette/Bleeker - TMC
Thu Jul 19, 2018
AM Peak (8AM 79AM:
All 3 la--e- ()GhL-, AiIGgulaIet Tiugk- art cCsle7drCLTiugk-, nu-e-, Pete-IiGar-, nGSgle-Ur BUat, nGSgle- Ur 3iU--yalk:
All MUoeRer L-
wmiD9125,)UgaICrmD54102055, 7.I42980D, cCle 3Ue mdIGga, Ney YUik



PiUoCet bSmTiCcIaIe Tiaffg
vaIa, wg4
18Dnakei BUat,
3UaIe-oCle, PA, 19520, dc



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Wondershare PDFelement

22. Genesee and Lafayette/Bleeker - TMC

Wed Jdul 18, 21 0
PM Pak(4- PM 5) PMO5v r aHkuuPak(oAdH
Cuus ukLLaL4i ghetL8CHgcdukta T WHlc(L8BdLaL8PaTaLtHgknL8Bgcycua L
An RAkT8Bgcycua LAn s HALLwku(O
CuuMAr amantL
ID:) - 11 , 98i AcktgAn: - 9312, 29985.) 3 , 102 - 8 Sgta s ATa: Utgck87 aw 6 AH(



PHArgTaT Ny: WHgSt kta WHkYg
Dktk8Inc3
l 0- Bk(aHRAkT8
s AktaLr gun8PC8l 19, 28US

i a h DgkluctgAn	i kYkyatta St3 bkLtNAdnT							Buua(aHSt3 f aLtNAdnT						
Wgma	i	W	R	U	RR	App	PaTE	i	W	R	U	RR	App	PaTE
, 2105 2. 31 - :22PM	1	, *	)	2	l	**24**	l	l,	*.	*	2	2	**03**	*
- :1) PM	1	, ,	.	2	1	**74**	*	11	9)	)	2	2	**34**	-
- :92PM	1	1.	.	2	1	**72**	1	19	) 2	)	2	1	**91**	,
- :-) PM	*	1.	12	2	1	**72**	l	)	- ,	)	2	1	**37**	1
5 o'tot	.)	0.	. 1	2	-	**42a**	1	- l	11 -	. 1	2	.	**l 30**	19
% Appr6och	1. 31%	) 03*%	, 23 %	2%	, 31%	**-**	5	1) 31%	.) 3 %	031%	2%	230%	**-**	5
% 5 6'Tot	131%	*31%	, 31 %	2%	239%	**4a82%**	5	932%	1 - 3 - %	13*%	2%	231%	**4184%**	5
. PH	23*1 -	23 00	23 ,)	5	13222	**a8032**	5	23 00	23 , -	230.)	5	23) 22	**a8F31**	5
Ligh'Ts	,)	. 0	, 1	2	-	**479**	5	91	111	11	2	,	**l 34**	5
% Ligh'Ts	122%	1) 31%	122%	2%	122%	**1F84%**	5	1) 31%	103) %	123)%	2%	122%	**1F87%**	5
ArTcuto'Ed 5 rucks ond Singte-UniT5 rucks	2	2	2	2	2	**a**	5	2	2	2	2	2	**a**	5
% ArTcuto'Ed 5 rucks ond Singte-UniT5 rucks	2%	2%	2%	2%	2%	**a%**	5	2%	2%	2%	2%	2%	**a%**	5
Buses	2	-	2	2	2	**2**	5	,	9	,	2	2	**F**	5
% Buses	2%	- 31%	2%	2%	2%	**l 81%**	5	- 31%	13)%	13)%	2%	2%	**l 8F%**	5
Bicyctes 6n R6od	2	2	2	2	2	**a**	5	2	2	2	2	2	**a**	5
% Bicyctes 6n R6od	2%	2%	2%	2%	2%	**a%**	5	2%	2%	2%	2%	2%	**a%**	5
PaTaLtHgknL	5	5	5	5	5	5	*	5	5	5	5	5	5	19
% PaTaLtHgknL	5	5	5	5	5	5	**3 %	5	5	5	5	5	5	122%
Bgcycua L An s HALLwku(	5	5	5	5	5	5	9	5	5	5	5	5	5	2
% Bgcycua L An s HALLwku(	5	5	5	5	5	5	99 39%	5	5	5	5	5	5	2%

EPaTaLtHgknL knT Bgcycua L An s HALLwku(3i : i aY8R: Rghet8RR: Rghet An HaT8W. WeHd8U: U5WdHn

22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
PM Peak (4PM : 5PM - :) Oevall Peak r Huv
o ll AlaCCeC (s Li, hgC, o vgtu lage c T vut kCadc n ldi le: SdIgT vut kC, UuCeC, PeceCgyladC, UtLBtleC
Hd y Hac, UtLBtleCHd AvHCCRalk-
o ll MHOewedgC
mh D549123, s HeagEHdD43.102033, :75.229804, n Ige AHceDSgLta, NeR YHwk



PvHOlcec bBDFvLngage T vaffLt
I aga, mdt.
184 Uakevy Hac,
AHage COOlle, Po, 19320, S n

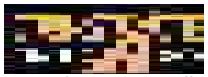
s e i I Ive t gEHd	Gede Cee ng NHvghb Hudc							Gede Cee ng nHughb Hudc							
TIwe	s	T	y	S	yy	App	Pec*	s	T	y	S	yy	App	Pec*	Int
2018:07:19 4D0 PM	12	89	16	0	0	**225**	3	25	101	14	0	0	**217**	3	**484**
4D5 PM	7	99	8	0	1	**220**	3	28	89	14	0	0	**242**	1	**438**
4D30 PM	10	103	8	0	0	**232**	5	27	76	5	0	1	**276**	0	**444**
4D45 PM	6	103	5	0	0	**221**	13	21	80	3	0	2	**279**	4	**475**
Total	35	394	37	0	1	**195**	24	101	346	36	0	3	**189**	8	**2402**
% Approach	7.5%	84.4%	7.9%	0%	0.2%	**-**	:	20.8%	71.2%	7.4%	0%	0.6%	**-**	:	:
% Total	2.6%	29.2%	2.7%	0%	0.1%	**41.9%**	:	7.5%	25.6%	2.7%	0%	0.2%	**49.7%**	:	:
PHF	0.729	0.956	0.578	:	0.250	**7.690**	:	0.902	0.856	0.643	:	0.375	**7.898**	:	0.882
Lights	35	390	37	0	1	**194**	:	100	340	36	0	3	**156**	:	1329
% Lights	100%	99.0%	100%	0%	100%	**66.2%**	:	99.0%	98.3%	100%	0%	100%	**68.9%**	:	98.4%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	0	**3**	:	0	4	0	0	0	**1**	:	6
% Articulated Trucks and Single-Unit Trucks	0%	0.5%	0%	0%	0%	**7.1%**	:	0%	1.2%	0%	0%	0%	**7.8%**	:	0.4%
Buses	0	1	0	0	0	**2**	:	1	2	0	0	0	**4**	:	15
% Buses	0%	0.3%	0%	0%	0%	**7.3%**	:	1.0%	0.6%	0%	0%	0%	**7.9%**	:	1.1%
Bicycles on Road	0	1	0	0	0	**2**	:	0	0	0	0	0	**7**	:	1
% Bicycles on Road	0%	0.3%	0%	0%	0%	**7.3%**	:	0%	0%	0%	0%	0%	**7%**	:	0.1%
PeceCgyladC	:	:	:	:	:	:	23	:	:	:	:	:	:	4	
% PeceCgyladC	:	:	:	:	:	:	95.8%	:	:	:	:	:	:	50.0%	:
UtLBtleCHd AvHCCRalk	:	:	:	:	:	:	1	:	:	:	:	:	:	4	
% UtLBtleCHd AvHCCRalk	:	:	:	:	:	:	4.2%	:	:	:	:	:	:	50.0%	:

*PeceCgyladCadc UtLBtleCHd AvHCCRalk. s Dsefg. y Dy Li hg. y y Dy Li hg Hd vec, T DThvu, S DS: Tuvd

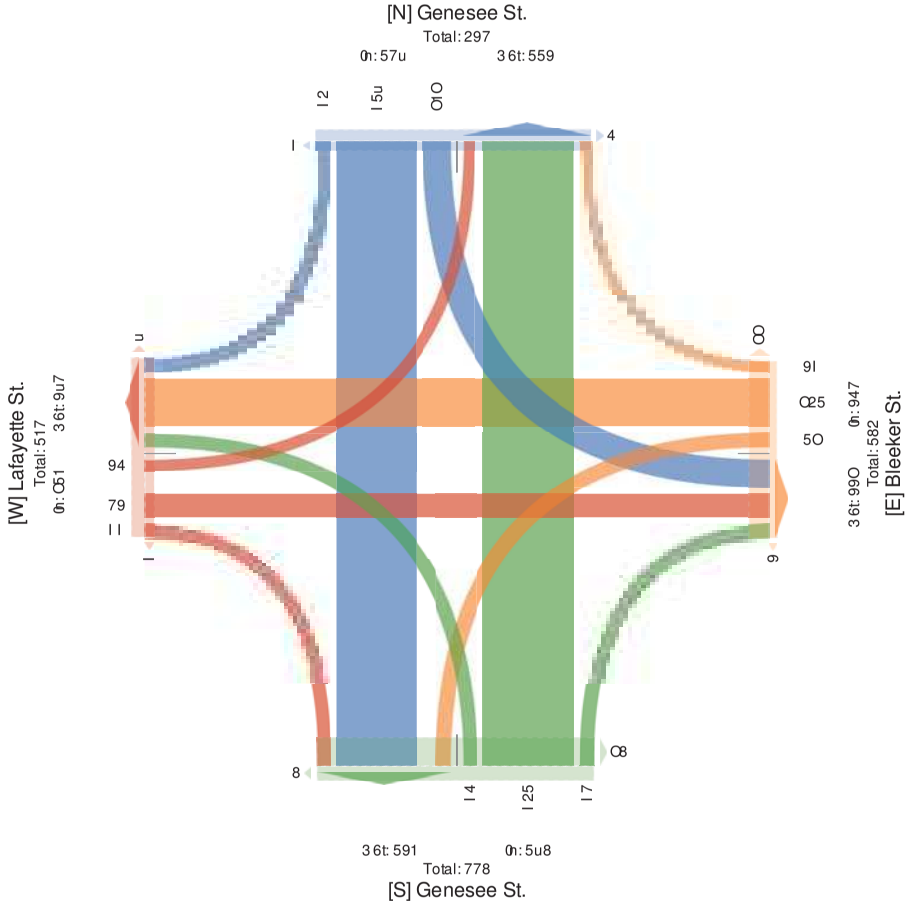
Remove Watermark
Wondershare PDFelement

22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
PM Peak (4PM: 5PM- :) Oevall Peakr Huv
oll AlaCCeC(sli hgC, ovgltulagec TvutkCadc nIdi le:SdlgTvutkC, UuCeC, PeceCgyladC, UltBtleC
Hl y Hac, UltBtleCHd AvHCCRalk-
oll MHDewedgC
nli D549123, sHtagEHdD43.102033, :75.229804, nIge AHceDSgltta, NeR YHvk

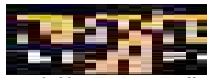


PvHOlcec bBDTvl:ngage Tvaffltt
I aga, mdt.
184 Uakevy Hac,
AHage COlle, Po , 19320, Sn



23. Genesee and Columbia - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

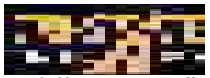
Leg	Columbia St.							Elizabeth St.						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 7:00 AM	5	2	2	0	1	**15**	5	5	3	2	0	2	**17**	3
7:15 AM	2	9	2	0	2	**12**	2	1	2	0	0	0	**0**	3
7:30 AM	2	15	4	0	0	**71**	4	3	4	0	0	1	**4**	0
7:45 AM	3	19	7	0	3	**07**	1	2	11	2	0	0	**12**	3
Hourly Total	12	45	15	0	6	**34**	12	11	20	4	0	3	**04**	9
8:00 AM	6	28	1	0	2	**03**	2	3	10	2	0	1	**19**	1
8:15 AM	8	60	9	0	0	**33**	3	3	13	7	0	1	**78**	8
8:30 AM	5	18	5	0	0	**74**	5	3	11	6	0	1	**71**	5
8:45 AM	5	20	6	0	1	**07**	3	4	14	3	0	3	**78**	4
Hourly Total	24	126	21	0	3	**138**	13	13	48	18	0	6	**42**	18
9:00 AM	0	1	0	0	0	**1**	0	0	0	0	0	0	**5**	0
Hourly Total	0	1	0	0	0	**1**	0	0	0	0	0	0	**5**	0
4:00 PM	7	38	15	0	5	**92**	5	10	39	24	0	0	**30**	9
4:15 PM	14	30	10	0	1	**22**	9	10	39	16	0	0	**92**	12
4:30 PM	8	24	10	0	2	**88**	9	10	50	25	0	2	**43**	6
4:45 PM	6	21	4	0	2	**00**	4	7	17	11	0	2	**03**	4
Hourly Total	35	113	39	0	10	**163**	27	37	145	76	0	4	**797**	31
5:00 PM	14	19	9	0	0	**87**	7	9	24	10	0	2	**82**	2
5:15 PM	10	5	5	0	4	**78**	4	6	20	2	0	0	**74**	5
5:30 PM	7	18	5	0	1	**01**	9	7	17	4	0	0	**74**	7
5:45 PM	3	24	5	0	1	**00**	6	3	8	7	0	3	**71**	1
Hourly Total	34	66	24	0	6	**105**	26	25	69	23	0	5	**177**	15
6:00 PM	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0
Hourly Total	0	0	0	0	0	**5**	0	0	0	0	0	0	**5**	0
Total	105	351	99	0	25	**245**	78	86	282	121	0	18	**253**	73
% Approach	18.1%	60.5%	17.1%	0%	4.3%	-	-	17.0%	55.6%	23.9%	0%	3.6%	-	-
% Total	2.7%	9.1%	2.6%	0%	0.7%	**12.1%**	-	2.2%	7.3%	3.2%	0%	0.5%	**10.7%**	-
Lights	100	342	95	0	25	**297**	-	63	277	120	0	18	**834**	-
% Lights	95.2%	97.4%	96.0%	0%	100%	**69.6%**	-	73.3%	98.2%	99.2%	0%	100%	**68.0%**	-
Articulated Trucks and Single-Unit Trucks	5	1	3	0	0	**6**	-	0	5	0	0	0	**2**	-
% Articulated Trucks and Single-Unit Trucks	4.8%	0.3%	3.0%	0%	0%	**1.9%**	-	0%	1.8%	0%	0%	0%	**1.5%**	-
Buses	0	5	1	0	0	**9**	-	22	0	0	0	0	**77**	-
% Buses	0%	1.4%	1.0%	0%	0%	**1.5%**	-	25.6%	0%	0%	0%	0%	**8.0%**	-
Bicycles on Road	0	3	0	0	0	**0**	-	1	0	1	0	0	**7**	-
% Bicycles on Road	0%	0.9%	0%	0%	0%	**5.2%**	-	1.2%	0%	0.8%	0%	0%	**5.8%**	-
Pedestrians	-	-	-	-	-	-	76	-	-	-	-	-	-	72
% Pedestrians	-	-	-	-	-	-	97.4%	-	-	-	-	-	-	98.6%
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	2.6%	-	-	-	-	-	-	1.4%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

23. Genesee and Columbia - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York



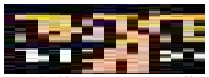
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Genesee St. Northbound							Genesee St. Southbound							
Direction															
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00AM	1	27	1	0	1	**16**	1	6	51	0	0	0	**28**	1	**564**
7:15AM	4	32	4	0	0	**36**	0	6	79	1	0	0	**97**	2	**533**
7:30AM	3	30	2	0	1	**17**	0	8	77	3	0	0	**99**	1	**521**
7:45AM	6	43	4	0	0	**21**	4	16	97	5	0	0	**559**	2	**059**
Hourly Total	14	132	11	0	2	**524**	5	36	304	9	0	0	**134**	6	**703**
8:00AM	5	38	5	0	1	**34**	1	21	90	7	0	1	**554**	1	**005**
8:15AM	7	43	4	0	0	**23**	3	33	102	6	0	0	**535**	9	**047**
8:30AM	8	39	7	0	1	**22**	4	25	82	6	0	0	**551**	6	**058**
8:45AM	8	56	10	0	1	**82**	4	20	93	3	0	0	**557**	4	**038**
Hourly Total	28	176	26	0	3	**011**	12	99	367	22	0	1	**394**	20	**495**
9:00AM	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	1	**5**
Hourly Total	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	1	**5**
4:00PM	13	93	4	0	0	**556**	5	5	110	5	0	1	**505**	4	**174**
4:15PM	13	78	6	0	1	**49**	2	9	89	6	0	0	**563**	12	**100**
4:30PM	8	86	4	0	1	**44**	3	10	81	3	0	0	**43**	4	**103**
4:45PM	10	91	2	0	1	**563**	4	9	74	5	0	0	**99**	3	**070**
Hourly Total	44	348	16	0	3	**355**	14	33	354	19	0	1	**368**	23	**5088**
5:00PM	11	99	1	0	0	**555**	0	4	106	9	0	0	**554**	4	**158**
5:15PM	12	75	2	0	0	**94**	7	4	69	9	1	2	**92**	2	**007**
5:30PM	5	52	2	0	3	**70**	2	0	66	7	0	2	**82**	0	**547**
5:45PM	11	64	4	0	0	**84**	1	1	80	4	0	0	**92**	3	**059**
Hourly Total	39	290	9	0	3	**135**	10	9	321	29	1	4	**173**	9	**428**
6:00PM	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	0	**6**
Hourly Total	0	0	0	0	0	**6**	0	0	0	0	0	0	**6**	0	**6**
Total	125	946	62	0	11	**5533**	41	177	1346	79	1	6	**5764**	59	**1936**
% Approach	10.9%	82.7%	5.4%	0%	1.0%	-	-	11.0%	83.7%	4.9%	0.1%	0.4%	-	-	-
% Total	3.3%	24.6%	1.6%	0%	0.3%	**04.9%**	-	4.6%	35.1%	2.1%	0%	0.2%	**35.4%**	-	-
Lights	122	928	39	0	5	**5643**	-	171	1313	73	1	6	**5273**	-	3698
% Lights	97.6%	98.1%	62.9%	0%	45.5%	**42.7%**	-	96.6%	97.5%	92.4%	100%	100%	**48.0%**	-	96.3%
Articulated Trucks and Single-Unit Trucks	0	15	0	0	0	**52**	-	1	23	4	0	0	**09**	-	57
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	0%	**5.1%**	-	0.6%	1.7%	5.1%	0%	0%	**5.8%**	-	1.5%
Buses	2	2	23	0	6	**11**	-	5	8	0	0	0	**51**	-	74
% Buses	1.6%	0.2%	37.1%	0%	54.5%	**0.4%**	-	2.8%	0.6%	0%	0%	0%	**6.9%**	-	1.9%
Bicycles on Road	1	1	0	0	0	**0**	-	0	2	2	0	0	**3**	-	11
% Bicycles on Road	0.8%	0.1%	0%	0%	0%	**6.0%**	-	0%	0.1%	2.5%	0%	0%	**6.0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	39	-	-	-	-	-	-	55	
% Pedestrians	-	-	-	-	-	-	95.1%	-	-	-	-	-	-	93.2%	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	-	4.9%	-	-	-	-	-	-	6.8%	-

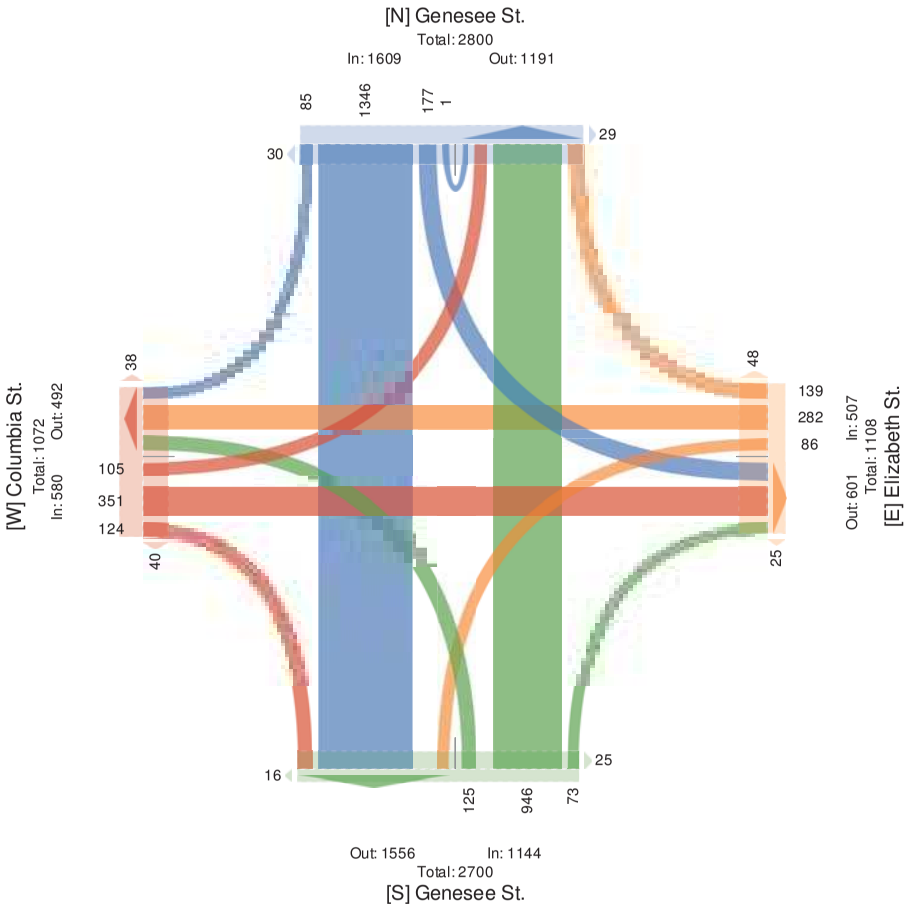
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

23. Genesee and Columbia - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

23. Genesee and Columbia - TMC

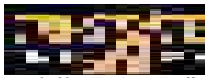
Thu Jul 19, 2018

Forced Peak (7:45AM - 8:45AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Columbia St.							Elizabeth St.						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 7:45AM	3	19	7	0	3	**24**	1	2	11	2	0	0	**03**	3
8:00AM	6	28	1	0	2	**27**	2	3	10	2	0	1	**09**	1
8:15AM	8	60	9	0	0	**77**	3	3	13	7	0	1	**41**	8
8:30AM	5	18	5	0	0	**45**	5	3	11	6	0	1	**40**	5
6 Tota	22	125	22	0	5	**071**	11	11	45	17	0	3	**79**	17
l %App Ttrc	12.6%	71.8%	12.6%	0%	2.9%	**h**	-	14.5%	59.2%	22.4%	0%	3.9%	**h**	-
l %Tota	2.3%	13.1%	2.3%	0%	0.5%	**05-21**	-	1.2%	4.7%	1.8%	0%	0.3%	**5-81**	-
. PH	0.688	0.521	0.611	-	0.417	**8-393**	-	0.917	0.865	0.607	-	0.750	**8-7F4**	-
Ligcos	21	124	19	0	5	**09F**	-	5	41	16	0	3	**93**	-
l %ligcos	95.5%	99.2%	86.4%	0%	100%	**F7-0l**	-	45.5%	91.1%	94.1%	0%	100%	**53-3l**	-
A diruatœd%urks%nd%singæhUnio%urks	1	0	2	0	0	**2**	-	0	4	0	0	0	**1**	-
l %A diruatœd%urks%nd%singæhUnio%urks	4.5%	0%	9.1%	0%	0%	**0-7l**	-	0%	8.9%	0%	0%	0%	**3-2l**	-
Buses	0	1	1	0	0	**4**	-	6	0	0	0	0	**9**	-
l %Buses	0%	0.8%	4.5%	0%	0%	**0-0l**	-	54.5%	0%	0%	0%	0%	**7-Fl**	-
Biryræs%n%RTtd	0	0	0	0	0	**8**	-	0	0	1	0	0	**0**	-
l %Biryræs%n%RTtd	0%	0%	0%	0%	0%	**8l**	-	0%	0%	5.9%	0%	0%	**0-2l**	-
Pedestrians	-	-	-	-	-	-	11	-	-	-	-	-	-	17
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

23. Genesee and Columbia - TMC

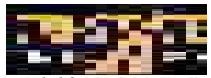
Thu Jul 19, 2018

Forced Peak (4M5) A C8M5) As

) ll Llaiiei (gtnhSi ,) rSculaSed Trucki aUd BtUnleGyUtSTrucki , Ruiiei , PedeiStaUi , Rtcwcleioluv oad, Rtcwcleioulroiimalks

) ll AoIeDeUSi

:3 M5 - 912 - , gocaStoUM. 7101 - N2, C4572. 0924, BtSe LodeMySica, Yembork



ProItded fwMTrtCBSnSe TraGGc
3 aSa, : Uc7
18 - Raker v oad,
LoaSeiItlle, P) , 19. 20, y B

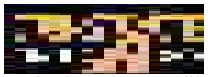
gen	*eUeiee BS7							*eUeiee BS7							
3 trecStoU	YorShfouUd							BouShfouUd							
TtDe	g	T	v	y	vv	App	Ped6	g	T	v	y	vv	App	Ped6	Int
2018(04(19 4M5) A	N	-.	-	0	0	**25**	-	1N	94	5	0	0	**117**	2	**417**
8M0) A	5	. 8	5	0	1	**80**	1	21	90	4	0	1	**110**	1	**441**
8M5) A	4	-.	-	0	0	**28**	.	. .	102	N	0	0	**181**	9	**403**
8M0) A	8	. 9	4	0	1	**22**	-	25	82	N	0	0	**115**	N	**416**
9 Ttoa	2N	1N.	20	0	2	**411**	12	95	. 41	2-	0	1	**801**	18	**024**
l %pp Torc	127. %	447. %	97.5%	0%	07.9%	**h**	(	197. %	457.N%	-79%	0%	072%	**h**	(	(
l %Ttoa	2.74%	147.1%	27.1%	0%	072%	**44-41**	(	107.0%	. 97.0%	27.5%	0%	07.1%	**21-31**	(	(
. PH	0781.	079 - 8	0741 -		C07500	**F-020**	(	07420	07909	07854		C07250	**F-761**	(	0780 -
Ligcts	2-	158	1-	0	0	**103**	(	9.	. 54	2.	0	1	**868**	(	90 -
l %ligcts	92.7 %	9N.9%	40.7%	0%	0%	**04-01**	(	94.9%	9N.2%	95.8%	0%	100%	**03-21**	(	95.0%
A diruatœd%urks%nd%singæhUnit%urks	0	5	0	0	0	**2**	(	1	12	1	0	0	**18**	(	2N
l %A diruatœd%urks%nd%singæhUnit%urks	0%	. 7.1%	0%	0%	0%	**4-81**	(	17.1%	. 2.2%	- 72%	0%	0%	**4-01**	(	2.4%
Buses	2	0	N	0	2	**1F**	(	1	2	0	0	0	**5**	(	21
l %Buses	4.4%	0% . 0.7.0%		0%	100%	**8-6l**	(	17.1%	0.7.5%	0%	0%	0%	**F-31**	(	2.2%
Biryræs%n%RTod	0	0	0	0	0	**F**	(	0	0	0	0	0	**F**	(	1
l %Biryræs%n%RTod	0%	0%	0%	0%	0%	**Fl**	(	0%	0%	0%	0%	0%	**Fl**	(	07.1%
PedeiStaUi	C	C	C	C	C	C	11	C	C	C	C	C	C	14	
% PedeiStaUi	C	C	C	C	C	C9174%		C	C	C	C	C	C9 - 7 - %		(
Rtcwcleioulroiimalk	C	C	C	C	C	C	1	C	C	C	C	C	C	1	
% Rtcwcleioulroiimalk	C	C	C	C	C	C 87.%		C	C	C	C	C	C 57.N%		(

[6]PedeiStaUi aUd Rtcwcleioulroiimalk7gMyeCSi v MmtnhS, v v MmtnhSoUred, TMThru, y MyCTurU

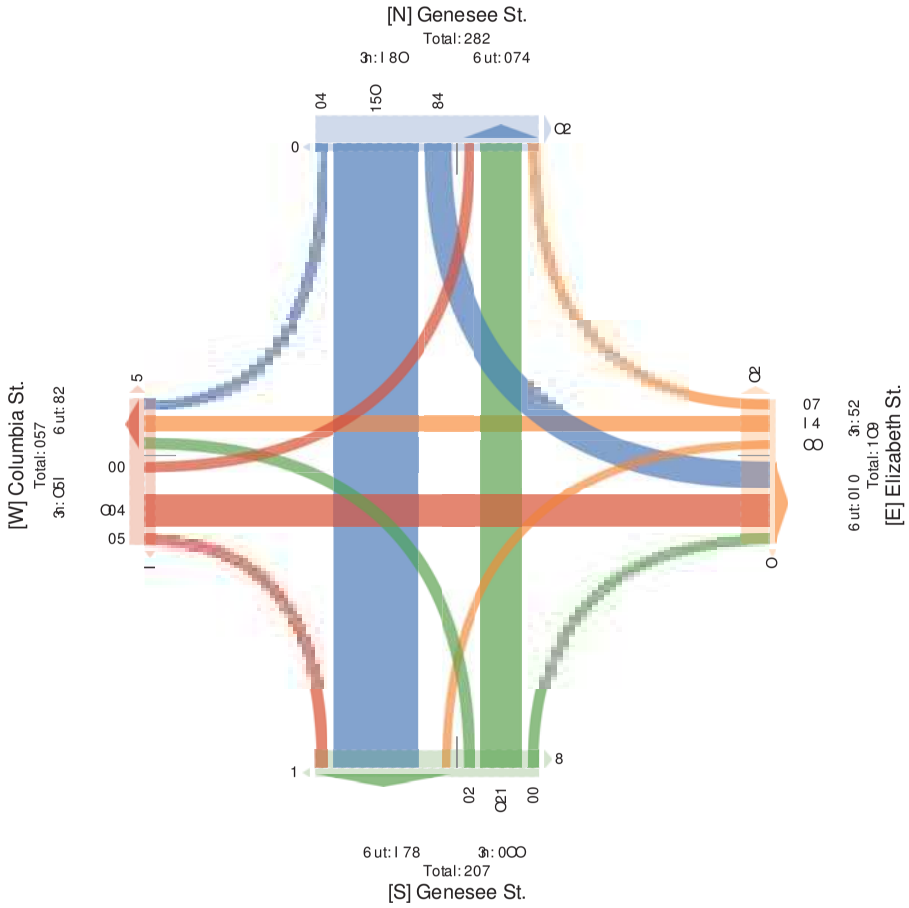
Remove Watermark
Wondershare PDFelement

23. Genesee and Columbia - TMC

Thu Jul 19, 2018
FLengt (g7AM4P6) C a84P6) C s
) lli l7rrgr Mdkh Sr,) eSthul7Sgt TeunAr 7Ut BdUklgay UdSTeunAr, ourgr, (gt gr Sed7Ur, odhRnlgr
LUwL7t , odhRnlgr LUi eLrrv 7lAs
) ll C LmgI gUSr
D 46P912P, cLn7SLU4P53101P. 2, a- 6325092- , Bdsg i Lt g4y Sth7, Ngv YLeA

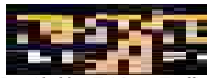


(eLmd gt bR4TedaBS7Sg Te7ffdh
: 7S7, DUn3
18P o7AgewL7t ,
i L7Sgrmdlg, () , 19520, y B



23. Genesee and Columbia - TMC

Thu Jul 19, 2018
AM Peak (8AM - 9AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Columbia St.							Elizabeth St.						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 8:00AM	6	28	1	0	2	**24**	2	3	10	2	0	1	**03**	1
8:15AM	8	60	9	0	0	**44**	3	3	13	7	0	1	**79**	8
8:30AM	5	18	5	0	0	**71**	5	3	11	6	0	1	**70**	5
8:45AM	5	20	6	0	1	**27**	3	4	14	3	0	3	**79**	4
5 6Tot	24	126	21	0	3	**049**	13	13	48	18	0	6	**1a**	18
l %App 6orc	13.8%	72.4%	12.1%	0%	1.7%	**h**	-	15.3%	56.5%	21.2%	0%	7.1%	**h**	-
l %6Tot	2.4%	12.8%	2.1%	0%	0.3%	**04-4l**	-	1.3%	4.9%	1.8%	0%	0.6%	**1-4l**	-
8. P	0.750	0.525	0.583	-	0.375	**H-a3a**	-	0.813	0.857	0.643	-	0.500	**H-11a**	-
FlicTg	24	124	19	0	3	**04H**	-	8	45	17	0	6	**43**	-
l %FlicTg	100%	98.4%	90.5%	0%	100%	**s4-4l**	-	61.5%	93.8%	94.4%	0%	100%	**1s-9l**	-
A TrutoTed% urkg%nd%InitehUnIT% urkg	0	0	2	0	0	**7**	-	0	3	0	0	0	**2**	-
l %A TrutoTed% urkg%nd%InitehUnIT% urkg	0%	0%	9.5%	0%	0%	**0-0l**	-	0%	6.3%	0%	0%	0%	**2-al**	-
Bugeg	0	2	0	0	0	**7**	-	5	0	0	0	0	**a**	-
l %Bugeg	0%	1.6%	0%	0%	0%	**0-0l**	-	38.5%	0%	0%	0%	0%	**a-sl**	-
BIryrteg%n%R6od	0	0	0	0	0	**H**	-	0	0	1	0	0	**0**	-
l %BIryrteg%n%R6od	0%	0%	0%	0%	0%	**Hl**	-	0%	0%	5.6%	0%	0%	**0-7l**	-
Pedestrians	-	-	-	-	-	-	13	-	-	-	-	-	-	18
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

23. Genesee and Columbia - TMC

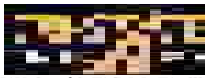
Thu Jul 19, 2018

AM Peak (8AM 79AM:

All 3 la--e- ()GhL-, AiIGulaIet Tiugk- art cCsle7drCLTiugk-, nu-e-, Pete-LiGr-, nGSgle-Ur BUat , nGSgle- Ur 3 iU--yalk:

All MUoeRerL-

wvmI D912D,) UgaICrmD541 01D: 2, 7NI 425092N, cCle 3 Ut endIGga, Yey bUik



PiUoCet f SmTiCcIaIe TiaGG
valа, wg4
18Dnakei BUat ,
3 UaIe-oCle, PA, 19520, dc

) es v GegKUr	* e r e-ee cI4 YUIIh f Uur t							* e r e-ee cI4 cUuIh f Uur t							
TGRe	)	T	B	d	BB	App	Pet 6	)	T	B	d	BB	App	Pet 6	Int
201870N719 8m00AM	I	58	I	0	1	**25**	1	21	90	N	0	1	**115**	1	**771**
8mI AM	N	D5	D	0	0	**42**	5	55	102	.	0	0	**121**	9	**758**
8m50AM	8	59	N	0	1	**44**	D	21	82	.	0	0	**110**	.	**713**
8m0I AM	8	I.	10	0	1	**34**	D	20	95	5	0	0	**118**	D	**723**
69tTo	28	1N	2.	0	5	**700**	12	99	5. N	22	0	1	**2a5**	20	**5a1**
l %pp 9Trc	1240%	NI 4%	114 2%	0%	145%	**h**	7	2042%	NI 41%	D4%	0%	042%	**h**	7	7
l %9tTo	249%	1N49%	24N%	0%	045%	**70-al**	7	1041%	5N4D%	242%	0%	041%	**25-al**	7	7
. PH	048NI	04N8.	04.I 0	7	04NI 0	**F-333**	7	04NI 0	04900	04N8.	7	042I 0	**F-a83**	7	04829
Ligcts	2N	1N2	20	0	1	**77F**	7	98	515	21	0	1	**230**	7	959
l %igcts	9. 4D%	9N4N%	N. 4%	0%	5545%	**52-21**	7	9940%	9. 42%	914%	0%	100%	**58-31**	7	91 4N%
A tiruoIted% urks%nd%singœlUnit% urks	0	5	0	0	0	**0**	7	0	12	1	0	0	**10**	7	21
l %A tiruoIted% urks%nd%singœlUnit% urks	0%	14N%	0%	0%	0%	**1-0l**	7	0%	545%	D4%	0%	0%	**7-3l**	7	241%
Buses	1	1	.	0	2	**1F**	7	1	2	0	0	0	**0**	7	20
l %Buses	54%	04%	254I%	0%	. . 4N%	**2-0l**	7	140%	041%	0%	0%	0%	**F-81**	7	240%
Biryrœs%n%9Td	0	0	0	0	0	**F**	7	0	0	0	0	0	**F**	7	1
l %Biryrœs%n%9Td	0%	0%	0%	0%	0%	**Fl**	7	0%	0%	0%	0%	0%	**Fl**	7	041%
Pete-LiGr-	7	7	7	7	7	7	12	7	7	7	7	7	7	19	
% Pete-LiGr-	7	7	7	7	7	7	100%	7	7	7	7	7	7	914 0%	7
nGSgle- Ur 3 iU--yalk	7	7	7	7	7	7	0	7	7	7	7	7	7	1	
% nGSgle- Ur 3 iU--yalk	7	7	7	7	7	7	0%	7	7	7	7	7	7	140%	7

[6]Pete-LiGr- art nGSgle- Ur 3 iU--yalk4) m) eCL, BmBGhL, BBmBGhLUr iet , TmThiu, dnd 7Tuir

23. Genesee and Columbia - TMC

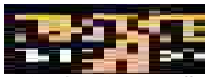
Thu Jul 19, 2018

AM Peak (8AM 79AM:

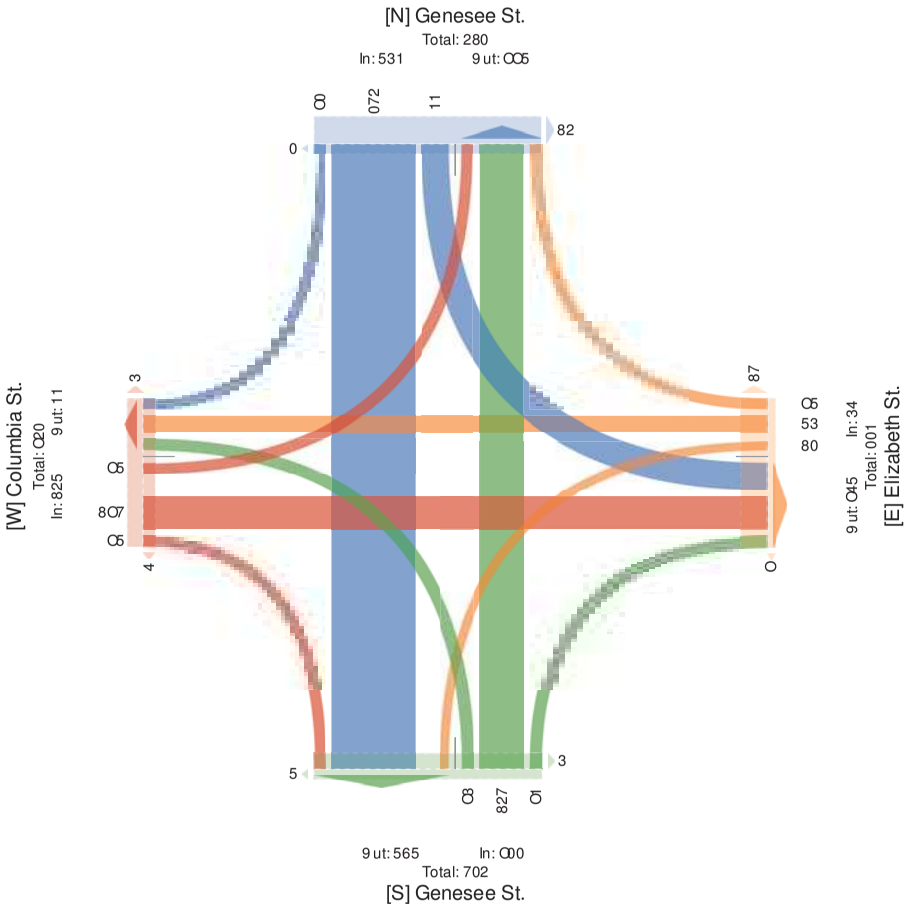
All 4 la55e5 (-)Chs5, ALs)iulaseg TLuik5 atg r): Cle7c t)s TLuik5, du5e5, Pege5sL)at 5, d) i nile5 St USag, d) i nile5 St 4 LS55Balk:

All MSyeo et s5

Rvvm I 9121, - Si as)St vI D61 01132, 7. m62D092. , r)se 4 Sgevc s)i a, NeB YSIk



PISy)geg bnvTL)7r sase TLaff)i
wasa, Rt i 6
18I dakeLUSag,
4 Sase5y)lle, PA, 19D20, c r



Remove Watermark
Wondershare PDFelement

23. Genesee and Columbia - TMC

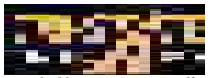
Thu Jul 19, 2018

PM Peak (4PM - 5PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Columbia St. Eastbound							Elizabeth St. Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 4:00PM	7	38	15	0	5	**24**	5	10	39	24	0	0	**03**	9
4:15PM	14	30	10	0	1	**44**	9	10	39	16	0	0	**24**	12
4:30PM	8	24	10	0	2	**77**	9	10	50	25	0	2	**90**	6
4:45PM	6	21	4	0	2	**33**	4	7	17	11	0	2	**30**	4
1 >tic	**35**	**113**	**39**	**0**	**10**	**ta0**	**27**	**37**	**145**	**76**	**0**	**4**	**l 21**	**31**
% Appr5Tch	17.8%	57.4%	19.8%	0%	5.1%	**-**	-	14.1%	55.3%	29.0%	0%	1.5%	**-**	-
% 1 56To	2.7%	8.8%	3.1%	0%	0.8%	**t47%**	-	2.9%	11.4%	6.0%	0%	0.3%	**l . 84%**	-
PHF	0.625	0.743	0.650	-	0.500	**.8049**	-	0.925	0.725	0.760	-	0.500	**.8043**	-
Ligh6s	34	110	39	0	10	**ta3**	-	32	144	76	0	4	**l 42**	-
% Ligh6s	97.1%	97.3%	100%	0%	100%	**a98.%**	-	86.5%	99.3%	100%	0%	100%	**a080%**	-
Ar6cuoTed 1rucks Tnd Singœ-Uni61rucks	1	1	0	0	0	**l**	-	0	1	0	0	0	**t**	-
% Ar6cuoTed 1rucks Tnd Singœ-Uni61rucks	2.9%	0.9%	0%	0%	0%	**t8.%**	-	0%	0.7%	0%	0%	0%	**.87%**	-
Buses	0	1	0	0	0	**t**	-	5	0	0	0	0	**4**	-
% Buses	0%	0.9%	0%	0%	0%	**.84%**	-	13.5%	0%	0%	0%	0%	**ta%**	-
Bicycœs 5n R5Td	0	1	0	0	0	**t**	-	0	0	0	0	0	**.**	-
% Bicycœs 5n R5Td	0%	0.9%	0%	0%	0%	**.84%**	-	0%	0%	0%	0%	0%	**.%**	-
Pedestrians	-	-	-	-	-	-	27	-	-	-	-	-	-	30
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	96.8%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	3.2%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

23. Genesee and Columbia - TMC

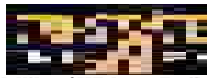
Thu Jul 19, 2018

PM Peak (4PM : 5PM- :) Oevall Peak r Huv

oll AlaCCeC (sLi hgC, ovgtulagec TvutkCadc nldi le:SdIgTvutkC, UuCeC, PeceCgvladC, UltBtleC Hdy Hac, UltBtleCHdl AvHCCRalk-

oll MHOewedgC

nh D549124, sHragEHdD43.101472, :N5.23092N, nIge AHceDSgta, YeR bHvk



PvHOlcec f BDFvEnagge TvaCGl. Iaga, mdt.
184 Uakevy Hac,
AHage COlle, Po, 19320, Sn

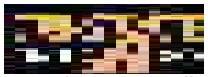
sei I IvetgHd	*edeCee ng YHvghf Hudc							*edeCee ng nHughf Hudc							
TIwe	s	T	y	S	yy	App	Pec6	s	T	y	S	yy	App	Pec6	Int
2018:0N:19 4D0PM	13	93	4	0	0	**225**	5	5	110	5	0	1	**212**	4	**748**
4D5PM	13	N8	7	0	1	**80**	2	9	89	7	0	0	**253**	12	**711**
4D0PM	8	87	4	0	1	**88**	3	10	81	3	0	0	**83**	4	**713**
4D5PM	10	91	2	0	1	**253**	4	9	N4	5	0	0	**00**	3	**141**
6 ytic	**44**	**348**	**17**	**0**	**3**	**322**	**14**	**33**	**354**	**19**	**0**	**1**	**35a**	**23**	**21aa**
l %App 9Trc	10.N%	84.N%	3.9%	0%	0.N%	**h**	:	8.1%	8N.0%	4.N%	0%	0.2%	**h**	:	:
l %9tTo	3.4%	2N.3%	1.3%	0%	0.2%	**71-11**	:	2.7%	2N.N%	1.5%	0%	0.1%	**72-81**	:	:
. PH	0.847	0.935	0.77N	:	0.N50	**5-873**	:	0.825	0.805	0.N92	:	0.250	**5-032**	:	0.875
Fil ctg	44	345	9	0	2	**355**	:	31	350	1N	0	1	**788**	:	1248
l %Lil ctg	100%	99.1%	57.3%	0%	77.N%	**8a-71**	:	93.9%	98.9%	89.5%	0%	100%	**80-51**	:	9N.N%
A tIrs oTtue % srdg %ne %Ini aulSnIt% srdg	0	2	0	0	0	**1**	:	0	2	2	0	0	**3**	:	9
l %A tIrs oTtue % srdg %ne %Ini aulSnIt% srdg	0%	0.7%	0%	0%	0%	**5-Ul**	:	0%	0.7%	10.5%	0%	0%	**2-51**	:	0.N%
Bsgug	0	0	N	0	1	**0**	:	2	2	0	0	0	**3**	:	18
l %Bsgug	0%	0%	43.8%	0%	33.3%	**2-81**	:	7.1%	0.7%	0%	0%	0%	**2-51**	:	1.4%
Blryraug%n%29Te	0	1	0	0	0	**2**	:	0	0	0	0	0	**5**	:	2
l %Blryraug%n%29Te	0%	0.3%	0%	0%	0%	**5-11**	:	0%	0%	0%	0%	0%	**51**	:	0.2%
PeceCgvladC	:	:	:	:	:	:	13	:	:	:	:	:	:	21	
% PeceCgvladC	:	:	:	:	:	:	92.9%	:	:	:	:	:	:	91.3%	:
UltBtleCHdl AvHCCRalk	:	:	:	:	:	:	1	:	:	:	:	:	:	2	
% UltBtleCHdl AvHCCRalk	:	:	:	:	:	:	N.1%	:	:	:	:	:	:	8.N%	:

6PeceCgvladCadc UltBtleCHdl AvHCCRalk. sDseCg y Dy Li hg y y Dy Li hgHdvec, TDThvu, SDS:Tuvd

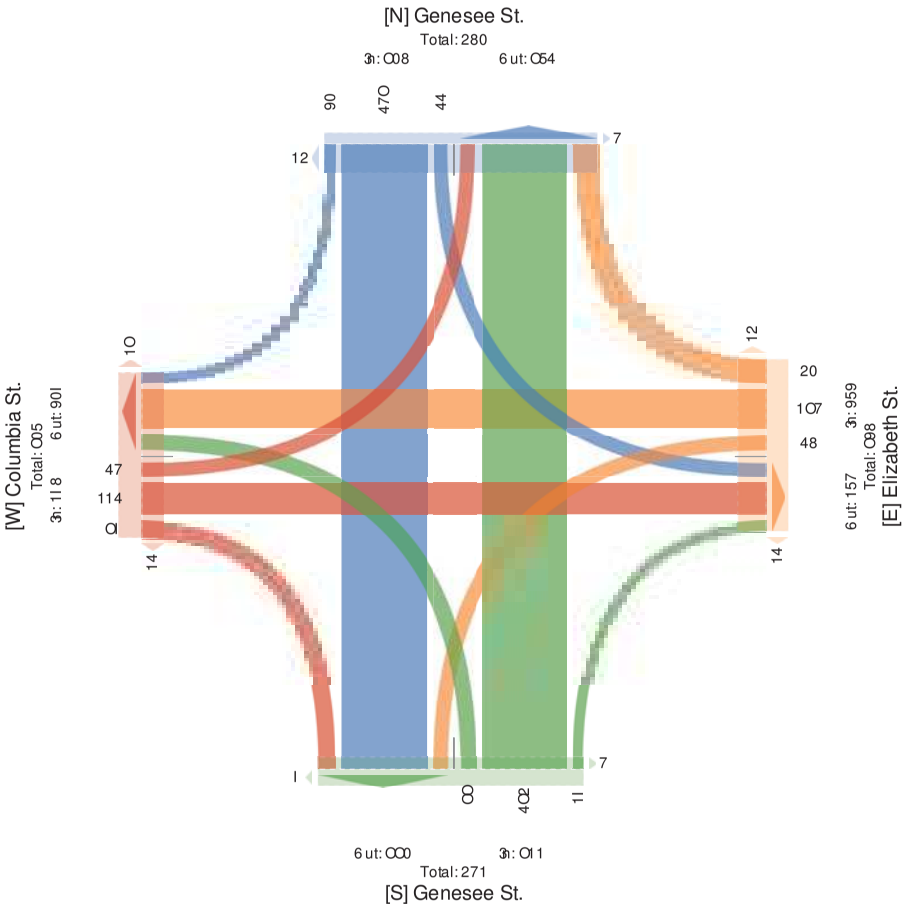
Remove Watermark
Wondershare PDFelement

23. Genesee and Columbia - TMC

Thu Jul 19, 2018
PM Peak (4PM - 5PM - :) Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548124, Location: 43.104027, -75.22639, Site Code: Utica, New York



Provided by: Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Leg	Whitesboro St						Whitesboro St						Genesee St SB ON Ramp						Genesee St SB OFF Ramp						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-07-19 7:00AM	0	11	2	0	**16**	1	2	6	0	0	**2**	0	0	0	0	0	**8**	1	84	10	0	0	**54**	0	**113**
7:15AM	0	17	3	0	**98**	1	7	9	0	0	**17**	0	0	0	0	0	**8**	1	86	13	0	0	**55**	0	**163**
7:30AM	0	17	5	0	**99**	0	3	9	0	0	**19**	0	0	0	0	0	**8**	0	127	13	0	0	**148**	0	**104**
7:45AM	1	27	9	0	**60**	0	5	27	0	0	**69**	0	0	0	0	0	**8**	1	145	15	0	0	**178**	0	**995**
Hourly Total	1	72	19	0	**59**	2	17	51	0	0	**72**	0	0	0	0	0	**8**	3	442	51	0	0	**456**	0	**736**
8:00AM	0	13	5	0	**12**	1	7	17	0	0	**94**	0	0	1	0	0	**1**	0	107	11	0	0	**112**	0	**171**
8:15AM	0	26	4	0	**68**	1	4	14	0	0	**12**	0	0	0	0	0	**8**	0	135	10	0	0	**143**	0	**156**
8:30AM	0	11	11	0	**99**	0	10	17	0	0	**90**	0	0	0	0	0	**8**	0	125	16	0	0	**141**	0	**158**
8:45AM	0	18	6	0	**94**	0	7	12	0	0	**15**	0	0	0	0	0	**8**	0	104	21	0	0	**193**	0	**172**
Hourly Total	0	68	26	0	**54**	2	28	60	0	0	**22**	0	0	1	0	0	**1**	0	471	58	0	0	**395**	0	**019**
9:00AM	0	0	0	0	**8**	0	0	0	0	0	**8**	0	0	0	0	0	**8**	0	2	0	0	0	**9**	0	**9**
Hourly Total	0	0	0	0	**8**	0	0	0	0	0	**8**	0	0	0	0	0	**8**	0	2	0	0	0	**9**	0	**9**
4:00PM	0	32	2	0	**64**	2	3	28	0	0	**61**	0	0	0	0	0	**8**	0	134	11	0	0	**143**	0	**918**
4:15PM	0	21	4	0	**93**	2	4	28	0	0	**69**	0	0	0	0	0	**8**	3	124	9	0	0	**166**	0	**158**
4:30PM	0	38	5	0	**46**	3	5	32	0	0	**60**	0	0	0	0	0	**8**	0	118	12	0	0	**168**	0	**918**
4:45PM	0	17	3	0	**98**	3	2	14	0	0	**17**	0	0	0	0	0	**8**	2	131	8	0	0	**165**	0	**103**
Hourly Total	0	108	14	0	**199**	10	14	102	0	0	**117**	0	0	0	0	0	**8**	5	507	40	0	0	**340**	0	**023**
5:00PM	0	26	5	0	**61**	0	9	29	0	0	**62**	0	0	0	0	0	**8**	1	139	9	0	0	**142**	0	**910**
5:15PM	0	15	5	0	**98**	2	3	15	0	0	**12**	0	0	0	0	0	**8**	2	130	8	0	0	**162**	0	**107**
5:30PM	0	10	9	0	**15**	1	0	17	0	0	**10**	0	0	0	0	0	**8**	0	122	8	0	0	**168**	0	**177**
5:45PM	0	13	4	0	**10**	0	5	20	0	0	**93**	0	0	0	0	0	**8**	1	83	13	0	0	**57**	0	**162**
Hourly Total	0	64	23	0	**20**	3	17	81	0	0	**52**	0	0	0	0	0	**8**	4	474	38	0	0	**319**	0	**750**
6:00PM	0	0	0	0	**8**	0	0	0	0	0	**8**	0	0	0	0	0	**8**	0	0	0	0	0	**8**	0	**8**
Hourly Total	0	0	0	0	**8**	0	0	0	0	0	**8**	0	0	0	0	0	**8**	0	0	0	0	0	**8**	0	**8**
Total	1	312	82	0	**653**	17	76	294	0	0	**608**	0	0	1	0	0	**1**	12	1896	187	0	0	**9826**	0	**9245**
% Approach	0.3%	79.0%	20.8%	0%	-	-	20.5%	79.5%	0%	0%	-	-	0%	100%	0%	0%	-	-	91.0%	9.0%	0%	0%	-	-	-
% Total	0%	11.0%	2.9%	0%	**16.5%**	-	2.7%	10.3%	0%	0%	**16.8%**	-	0%	0%	0%	0%	**8%**	-	66.5%	6.6%	0%	0%	**06.1%**	-	-
Lights	1	297	82	0	**628**	-	74	284	0	0	**632**	-	0	0	0	0	**8**	-	1790	171	0	0	**1571**	-	2699
% Lights	100%	95.2%	100%	0%	**57.9%**	-	97.4%	96.6%	0%	0%	**57.2%**	-	0%	0%	0%	0%	**8%**	-	94.4%	91.4%	0%	0%	**54.1%**	-	94.7%
Articulated Trucks and Single-Unit Trucks	0	14	0	0	**14**	-	2	7	0	0	**5**	-	0	0	0	0	**8**	-	90	4	0	0	**54**	-	117
% Articulated Trucks and Single-Unit Trucks	0%	4.5%	0%	0%	**6.3%**	-	2.6%	2.4%	0%	0%	**9.4%**	-	0%	0%	0%	0%	**8%**	-	4.7%	2.1%	0%	0%	**4.3%**	-	4.1%
Buses	0	1	0	0	**1**	-	0	3	0	0	**6**	-	0	0	0	0	**8**	-	15	9	0	0	**94**	-	28
% Buses	0%	0.3%	0%	0%	**8.6%**	-	0%	1.0%	0%	0%	**8.2%**	-	0%	0%	0%	0%	**8%**	-	0.8%	4.8%	0%	0%	**1.9%**	-	1.0%
Bicycles on Road	0	0	0	0	**8**	-	0	0	0	0	**8**	-	0	1	0	0	**1**	-	1	3	0	0	**4**	-	5
% Bicycles on Road	0%	0%	0%	0%	**8%**	-	0%	0%	0%	0%	**8%**	-	0%	100%	0%	0%	**188%**	-	0.1%	1.6%	0%	0%	**8.9%**	-	0.2%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	- 76.5%	-	-	-	-	-	-	-	-	-	-	-	- 83.3%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	- 23.5%	-	-	-	-	-	-	-	-	-	-	-	- 16.7%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

24. Genesee St SB Off Ramp & Whitesboro St - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York

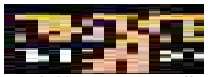


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

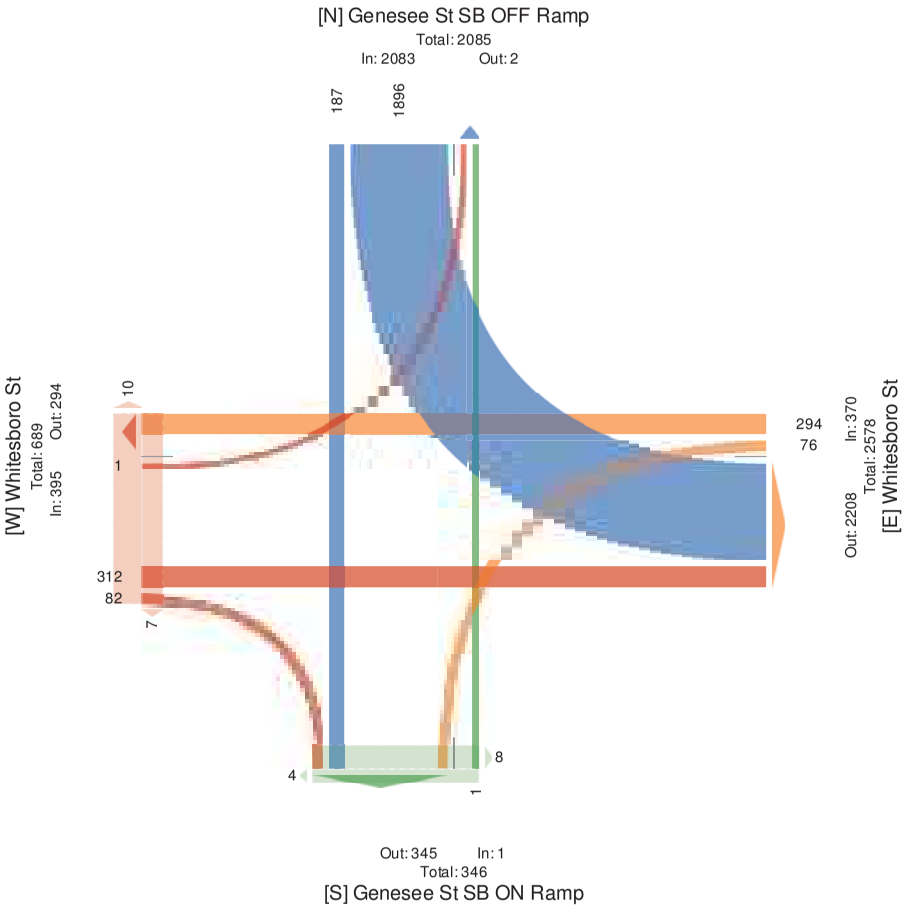
Remove Watermark
Wondershare PDFelement

24. Genesee St SB Off Ramp & Whitesboro St - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York

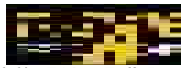


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



24. Genesee St SB Off Ramp & Whitesboro St - TMC

Thu Jul 19, 2018
AM Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

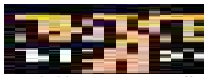
Leg	Whitesboro St Eastbound						Whitesboro St Westbound						Genesee St SB ON Ramp Northbound						Genesee St SB OFF Ramp Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-07-19 7:45 AM	1	27	9	0	**25**	0	5	27	0	0	**21**	0	0	0	0	0	**7**	1	145	15	0	0	**487**	0	**110**
8:00 AM	0	13	5	0	**43**	1	7	17	0	0	**16**	0	0	1	0	0	**4**	0	107	11	0	0	**443**	0	**484**
8:15 AM	0	26	4	0	**27**	1	4	14	0	0	**43**	0	0	0	0	0	**7**	0	135	10	0	0	**469**	0	**402**
8:30 AM	0	11	11	0	**11**	0	10	17	0	0	**15**	0	0	0	0	0	**7**	0	125	16	0	0	**464**	0	**407**
Total	1	77	29	0	**475**	2	26	75	0	0	**474**	0	0	1	0	0	**4**	1	512	52	0	0	**986**	0	**552**
% Approach	0.9%	72.0%	27.1%	0%	-	-	25.7%	74.3%	0%	0%	-	-	0%	100%	0%	0%	-	-	90.8%	9.2%	0%	0%	-	-	-
% Total	0.1%	10.0%	3.8%	0%	**42.3%**	-	3.4%	9.7%	0%	0%	**42.4%**	-	0%	0.1%	0%	0%	**7.4%**	-	66.2%	6.7%	0%	0%	**52.7%**	-	-
PHF	0.250	0.713	0.659	-	**7.512**	-	0.650	0.694	-	-	**7.530**	-	-	0.250	-	-	**7.197**	-	0.883	0.813	-	-	**7.334**	-	0.844
Lights	1	75	29	0	**479**	-	26	70	0	0	**08**	-	0	0	0	0	**7**	-	479	48	0	0	**915**	-	728
% Lights	100%	97.4%	100%	0%	**03.4%**	-	100%	93.3%	0%	0%	**09.7%**	-	0%	0%	0%	0%	**7%**	-	93.6%	92.3%	0%	0%	**02.6%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	**1**	-	0	3	0	0	**2**	-	0	0	0	0	**7**	-	27	2	0	0	**10**	-	34
% Articulated Trucks and Single-Unit Trucks	0%	2.6%	0%	0%	**4.0%**	-	0%	4.0%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**7%**	-	5.3%	3.8%	0%	0%	**9.4%**	-	4.4%
Buses	0	0	0	0	**7**	-	0	2	0	0	**1**	-	0	0	0	0	**7**	-	6	2	0	0	**3**	-	10
% Buses	0%	0%	0%	0%	**7%**	-	0%	2.7%	0%	0%	**1.7%**	-	0%	0%	0%	0%	**7%**	-	1.2%	3.8%	0%	0%	**4.6%**	-	1.3%
Bicycles on Road	0	0	0	0	**7**	-	0	0	0	0	**7**	-	0	1	0	0	**4**	-	0	0	0	0	**7**	-	1
% Bicycles on Road	0%	0%	0%	0%	**7%**	-	0%	0%	0%	0%	**7%**	-	0%	100%	0%	0%	**477%**	-	0%	0%	0%	0%	**7%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	- 50.0%	-	-	-	-	-	-	-	-	-	-	-	- 100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	- 50.0%	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

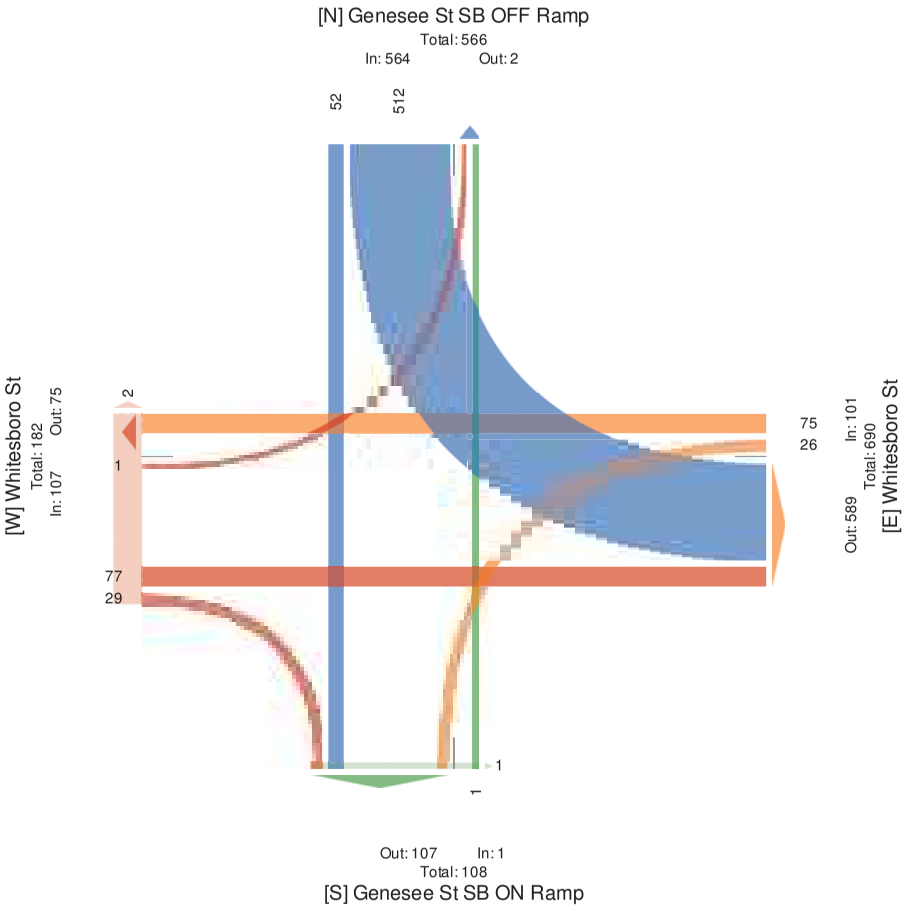
Remove Watermark
Wondershare PDFelement

24. Genesee St SB Off Ramp & Whitesboro St - TMC

Thu Jul 19, 2018
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York

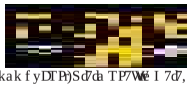


Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



24. Genesee St SB Off Ramp & Whitesboro St - TMC

Thu Jul 19, 2018
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York



(Provided by: Tri-State Traffic Data, Inc.
185 Baker Road,
Coatesville, PA, 19320, US

Int	Ghrdlgf MPMSd E7gdf Mnk						Ghrdlgf MPMSd Gagdf Mnk						Oanagaa SdSB p Y o7v F YMRhf Mnk						Oanagaa SdSB p AAo7v F SMdhf Mnk						
Trv a	t	T	o	U	App	(ak*	t	T	o	U	App	(ak*	t	T	o	U	App	(ak*	t	T	o	U	App	(ak*	Int
2018)0N)19 5i00(-	0	32	2	0	**25**	2	3	28	0	0	**21**	0	0	0	0	0	**7**	0	135	11	0	0	**154**	0	**817**
5DC(-	0	21	5	0	**84**	2	5	28	0	0	**28**	0	0	0	0	0	**7**	3	125	9	0	0	**122**	0	**107**
5D0(-	0	38	C	0	**52**	3	C	32	0	0	**23**	0	0	0	0	0	**7**	0	118	12	0	0	**127**	0	**817**
5D3C(-	0	1N	3	0	**87**	3	2	15	0	0	**16**	0	0	0	0	0	**7**	2	131	8	0	0	**120**	0	**134**
9 itoa	0	108	15	0	**188**	10	15	102	0	0	**116**	0	0	0	0	0	**7**	C	C0N	50	0	0	**453**	0	**314**
% Appr Toch	0%	88.C%	11.C%	0%	-	)	12.1%	8N.9%	0%	0%	-	)	0%	0%	0%	0%	-	)	92.N%	N.3%	0%	0%	-	)	)
% 9 Ttoa	0%	13.8%	1.8%	0%	**14.4%**	)	1.8%	13.0%	0%	0%	**15.1%**	)	0%	0%	0%	0%	**7%**	)	65.6%	C.1%	0%	0%	**60.3%**	)	)
PHF	)	0.N11	0.N00	)	**7.370**	)	0.N00	0.N9N	)	)	**7.315**	)	)	)	)	)	-	)	0.956	0.833	)	)	**7.052**	)	0.93C
Lights	0	10C	15	0	**110**	)	13	99	0	0	**118**	)	0	0	0	0	**7**	)	586	3N	0	0	**482**	)	NC5
% Lights	0%	9N.2%	100%	0%	**03.4%**	)	92.9%	9N.1%	0%	0%	**06.6%**	)	0%	0%	0%	0%	-	)	9C.9%	92.C%	0%	0%	**04.6%**	)	96.1%
Articuated 9 rucks ond Singæ-Unit 9 rucks	0	3	0	0	**2**	)	1	2	0	0	**2**	)	0	0	0	0	**7**	)	1N	0	0	0	**13**	)	23
% Articuated 9 rucks ond Singæ-Unit 9 rucks	0%	2.8%	0%	0%	**8.4%**	)	N.1%	2.0%	0%	0%	**8.6%**	)	0%	0%	0%	0%	-	)	3.5%	0%	0%	0%	**2.1%**	)	2.9%
Buses	0	0	0	0	**7**	)	0	1	0	0	**1**	)	0	0	0	0	**7**	)	5	2	0	0	**6**	)	N
% Buses	0%	0%	0%	0%	**7%**	)	0%	1.0%	0%	0%	**7.0%**	)	0%	0%	0%	0%	-	)	0.8%	C.0%	0%	0%	**1.1%**	)	0.9%
Bicycæs Tn RTod	0	0	0	0	**7**	)	0	0	0	0	**7**	)	0	0	0	0	**7**	)	0	1	0	0	**1**	)	1
% Bicycæs Tn RTod	0%	0%	0%	0%	**7%**	)	0%	0%	0%	0%	**7%**	)	0%	0%	0%	0%	-	)	0%	2.C%	0%	0%	**7.8%**	)	0.1%
(akagdP7ng	)	)	)	)	)	9	)	)	)	)	)	0	)	)	)	)	)	C	)	)	)	)	)	0	
% (akagdP7ng	)	)	)	)	)	90.0%	)	)	)	)	)	)	)	)	)	)	)	100%	)	)	)	)	)	)	)
Breyelag Mn i PMggR7l:	)	)	)	)	)	1	)	)	)	)	)	0	)	)	)	)	)	0	)	)	)	)	)	0	
% Breyelag Mn i PMggR7l:	)	)	)	)	)	10.0%	)	)	)	)	)	)	)	)	)	)	)	0%	)	)	)	)	)	)	)

*(akagdP7ng 7nk Breyelag Mn i PMggR7l: . t Dl aW o Dorchd, TDFhPu, UDLJ)TuPn

Remove Watermark
Wondershare PDFelement

24. Genesee St SB Off Ramp & Whitesboro St - TMC

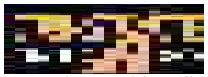
Thu Jul 19, 2018

FLengt (g7AM(4 P6(4)

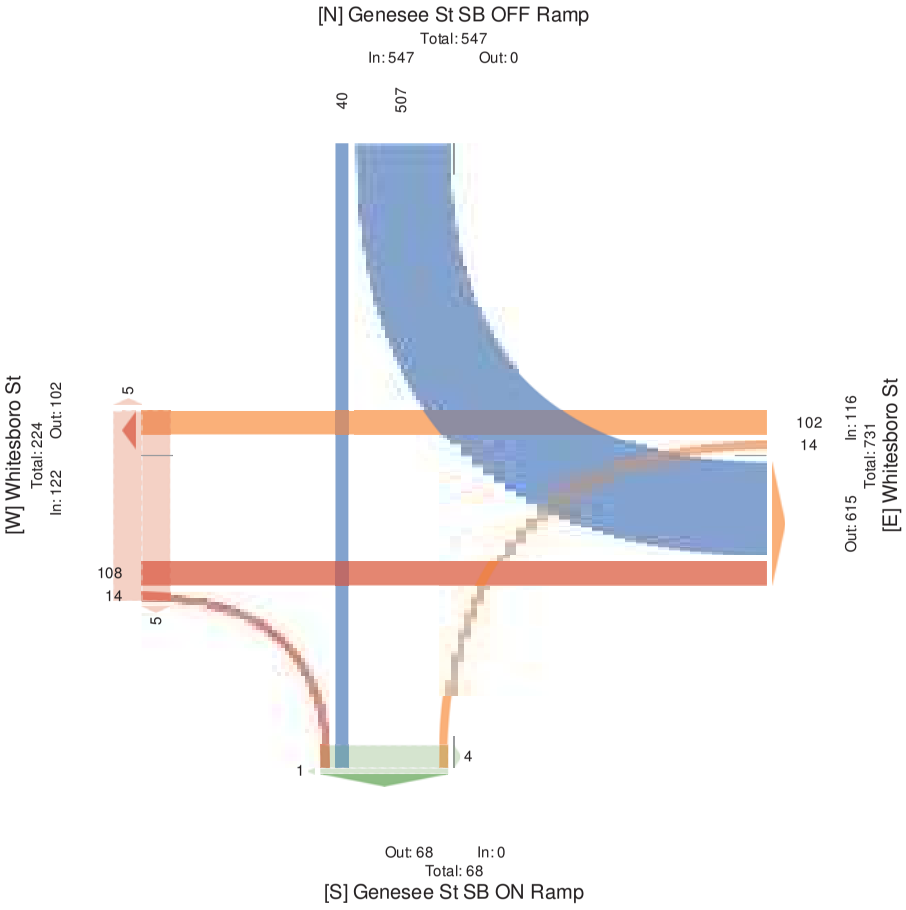
Cll a l7ssgs Mlrc hds, Cednul7dgt TeunAs 7kt SrkclgPUkrdTeunAs, Busgs, (gt gsder7ks, Bmynlgs Lk o L7t , Bmynlgs Lk a eLssR7lA)

Cll 4 Lwgv gkds

nli D6- 88: 0, i Ln7dLkD- 53l0- 02. , P. 6322: 59, Srdg a Lt gDUdn7, NgR YLeA



(eLwt gt byDTenPSd7dg Te7fffm
I 7d7, nkn3
18- B7Age o L7t ,
a L7dgswrllg, (C, 19520, US



24. Genesee St SB Off Ramp & Whitesboro St - TMC

Thu Jul 19, 2018

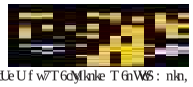
FL Feng t(7lAFL MA7lAFL - M4 Pe6nll Feng) Cu6

a ll s lniiei tr dlhki , a 6kSulnke UT6uSgi nBUy eBdle M Bck T6uSgi , Ruiei, Fe Ueik6cnBi , RcSwSlei CB s vCnU,

RcSwSlei CB s 6Ci i mnlg-

a ll L CPe I e Bki

D 7A(8850, r CSnkcCB7(3.10(02N, MWA 22539, y de s CUe7o kSn, Yem b C6g



F6CPcUe Uf w7T6cMknke T6nW65 : nkn,
DBS.
18(Rnge6v CnU,
s Cnkei Pdle, Fa , 19320, o y

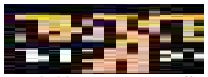
r e d : d e SkCB	G h d e i f C6C y k * n i k l Cu BU						G h d e i f C6C y k G e i k l Cu BU						O e Be i e e y k y R 4 Y v n l p YC6h h f Cu BU						O e Be i e e y k y R 4 EE v n l p y Cu h h f Cu BU						
Td e	r	T	v	o	App	Fe UH	r	T	v	o	App	Fe UH	r	T	v	o	App	Fe UH	r	T	v	o	App	Fe UH	Int
2018 MNN9 (7lAFL	0	21	(	0	**25**	2	(	28	0	0	**12**	0	0	0	0	0	**7**	3	12(	9	0	0	**411**	0	**487**
(730 FL	0	38	A	0	**01**	3	A	32	0	0	**13**	0	0	0	0	0	**7**	0	118	12	0	0	**417**	0	**247**
(7(AFL	0	1N	3	0	**27**	3	2	1(	0	0	**46**	0	0	0	0	0	**7**	2	131	8	0	0	**418**	0	**435**
A700 FL	0	25	A	0	**14**	0	9	29	0	0	**19**	0	0	0	0	0	**7**	1	139	9	0	0	**409**	0	**243**
Total	0	102	1N	0	**448**	8	20	103	0	0	**421**	0	0	0	0	0	**7**	5	A12	38	0	0	**557**	0	**382**
% Approach	0%	8A.N%	1(.3%	0%	-	M	15.3%	83.N%	0%	0%	-	M	0%	0%	0%	0%	-	M	93.1%	5.9%	0%	0%	-	M	M
% Total	0%	12.9%	2.1%	0%	**45.7%**	M	2.A%	13.0%	0%	0%	**45.5%**	M	0%	0%	0%	0%	**7%**	M	5(.5%	(.8%	0%	0%	**68.0%**	M	M
PHF	M	0.5N1	0.8A0		M **7.682**	M	0.AA5	0.80	A	M	M **7.978**	M	M	M	M	M	-	M	0.921	0.N92	M	M	**7.828**	M	0.912
Lights	0	99	1N	0	**446**	M	20	101	0	0	**424**	M	0	0	0	0	**7**	M	(9(	3A	0	0	**528**	M	N55
% Lights	0%	9N 1%	100%	0%	**83.5%**	M	100%	98.1%	0%	0%	**89.0%**	M	0%	0%	0%	0%	-	M	95.A%	92.1%	0%	0%	**86.2%**	M	95.N%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	**1**	M	0	2	0	0	**2**	M	0	0	0	0	**7**	M	1A	0	0	0	**45**	M	20
% Articulated Trucks and Single-Unit Trucks	0%	2.9%	0%	0%	**2.5%**	M	0%	1.9%	0%	0%	**4.6%**	M	0%	0%	0%	0%	-	M	2.9%	0%	0%	0%	**2.3%**	M	2.A%
Buses	0	0	0	0	**7**	M	0	0	0	0	**7**	M	0	0	0	0	**7**	M	3	2	0	0	**5**	M	A
% Buses	0%	0%	0%	0%	**7%**	M	0%	0%	0%	0%	**7%**	M	0%	0%	0%	0%	-	M	0.5%	A.3%	0%	0%	**7.8%**	M	0.5%
Bicycles on Road	0	0	0	0	**7**	M	0	0	0	0	**7**	M	0	0	0	0	**7**	M	0	1	0	0	**4**	M	1
% Bicycles on Road	0%	0%	0%	0%	**7%**	M	0%	0%	0%	0%	**7%**	M	0%	0%	0%	0%	-	M	0%	2.5%	0%	0%	**7.2%**	M	0.1%
Fe Uei l6cnBi	M	M	M	M	M	8	M	M	M	M	M	0	M	M	M	M	M	A	M	M	M	M	M	0	
% Fe Uei l6cnBi	M	M	M	M	M	100%	M	M	M	M	M	M	M	M	M	M	M	3.3%	M	M	M	M	M	M	M
RcSwSlei CB s 6Ci i mnlg	M	M	M	M	M	0	M	M	M	M	M	0	M	M	M	M	M	1	M	M	M	M	M	0	
% RcSwSlei CB s 6Ci i mnlg	M	M	M	M	M	0%	M	M	M	M	M	M	M	M	M	M	M	5.N%	M	M	M	M	M	M	M

[H] Fe Uei k6cnBi nBU RcSwSlei CB s 6Ci i mnlg. r 7r e W v 7v d lhk, T7Th6u, o 7o MTu6B

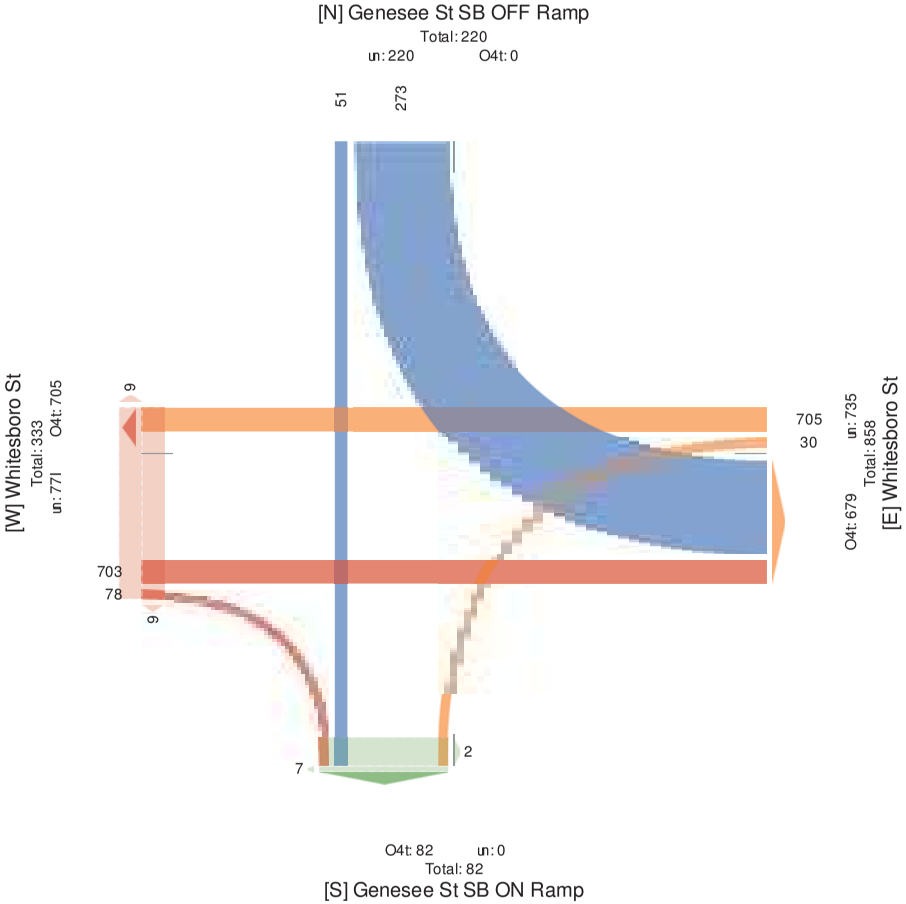
Remove Watermark
Wondershare PDFelement

24. Genesee St SB Off Ramp & Whitesboro St - TMC

Thu Jul 19, 2018
PM Peak (4:15PM - 5:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



25. Genesee St. and Blandina - TMC

Wed Jdul 18, 2l 0
FduuLngt he (7AM-1AM894M-P4M6
Auu) uCaana (Lst eha8AihsrduCmc WidrTa Cgc ksgt un-SgshWidrTa8Udana8Udana84ncnahisCga8
UsrBruna yg o yCc8UsrBruna yg) iyaaRCiiT6
AuuMywnv ngha
mh D 911, : 8LyrChsygD953 227918-7: 3 5, 5: : 8kshn) ycnDShsrC8. nR NyiT



4iywscnc YBDWiskhCnn WiChbsr
I ChC8ngr3
l 09 UCTni o yCc8
) yCnawsun84A8l 15, 28Sk

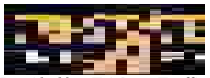
Lnt I sinrhsyg	f Caesgt hyg LCgn ECahYydgc							UuCgcsgCkh8 f nalhYydgc						
Wsvn	L	W	o	S	oo	**App**	4nc*	L	W	o	S	oo	**App**	4nc*
, 210-27-l1 7D2AM	5	2	2	2	2	**1**	5	2	2	2	2	2	**5**	1
7D: AM	,	1	1	2	1	**7**	1	2	2	2	2	2	**5**	9
7D32AM	:	2	5	2	,	**25**	5	2	2	2	2	2	**5**	1
7D9: AM	:	2	1	2	2	**0**	5	2	2	2	2	2	**5**	,
HydiuBWyhCu	1:	1	:	2	5	**43**	12	2	2	2	2	2	**5**	0
0D2AM	1	1	,	2	2	**3**	,	2	2	2	2	2	**5**	:
0D: AM	9	:	2	2	2	**9**	1	2	2	2	2	2	**5**	9
0D32AM	P	2	2	2	2	**0**	5	2	2	2	2	2	**5**	7
0D9: AM	1	2	,	2	2	**1**	:	2	2	2	2	2	**5**	:
HydiuBWyhCu	1,	P	9	2	2	**44**	11	2	2	2	2	2	**5**	10
1D2AM	2	2	2	2	2	**5**	2	2	2	2	2	2	**5**	2
HydiuBWyhCu	2	2	2	2	2	**5**	2	2	2	2	2	2	**5**	2
9D24M	11	1	5	2	2	**27**	:	2	2	2	2	2	**5**	0
9D: 4M	1	2	2	2	2	**9**	:	2	2	2	2	2	**5**	5
9D324M	7	5	1	2	2	**22**	1,	2	2	2	2	2	**5**	15
9D9: 4M	5	1	,	2	1	**8**	5	2	2	2	2	2	**5**	1
HydiuBWyhCu	52	:	P	2	1	**34**	, :	2	2	2	2	2	**5**	, :
: D24M	11	9	9	2	2	**29**	P	2	2	2	2	2	**5**	9
: D: 4M	5	1	2	2	2	**3**	P	2	2	2	2	2	**5**	0
: D324M	1	2	,	2	2	**1**	0	2	2	2	2	2	**5**	1
: D9: 4M	:	1	,	2	2	**6**	7	2	2	2	2	2	**5**	7
HydiuBWyhCu	, 2	P	0	2	2	**13**	, 7	2	2	2	2	2	**5**	, 2
Total	77	10	, 5	2	9	**244**	75	2	2	2	2	2	**5**	71
% Approach	P53%	193%	103%	2%	53%	**-**	-	2%	2%	2%	2%	2%	-	-
% Total	, 3%	23%	23%	2%	23%	**3.3%**	-	2%	2%	2%	2%	2%	**5%**	-
Lights	7P	10	, 5	2	9	**242**	-	2	2	2	2	2	**5**	-
% Lights	103%	122%	122%	2%	122%	**99.4%**	-	2%	2%	2%	2%	2%	-	-
Articulated Trucks and Single-Unit Trucks	1	2	2	2	2	**2**	-	2	2	2	2	2	**5**	-
% Articulated Trucks and Single-Unit Trucks	13%	2%	2%	2%	2%	**5.6%**	-	2%	2%	2%	2%	2%	-	-
Buses	2	2	2	2	2	**5**	-	2	2	2	2	2	**5**	-
% Buses	2%	2%	2%	2%	2%	**5%**	-	2%	2%	2%	2%	2%	-	-
Bicycles on Road	2	2	2	2	2	**5**	-	2	2	2	2	2	**5**	-
% Bicycles on Road	2%	2%	2%	2%	2%	**5%**	-	2%	2%	2%	2%	2%	-	-
Udana	-	-	-	-	-	-	2	-	-	-	-	-	-	1
% Udana	-	-	-	-	-	-	2%	-	-	-	-	-	-	139%
4ncnahisCga	-	-	-	-	-	-	72	-	-	-	-	-	-	P0
% 4ncnahisCga	-	-	-	-	-	-	1: 31%	-	-	-	-	-	-	1: 30%
UsrBruna yg) iyaaRCiiT	-	-	-	-	-	-	5	-	-	-	-	-	-	,
% UsrBruna yg) iyaaRCiiT	-	-	-	-	-	-	93%	-	-	-	-	-	-	, 30%

*4ncnahisCga Cgc UsrBruna yg) iyaaRCiiT3LDLnhH8o Dost elBoo Dost ehyg inc8WDWeid8SDS-Wdig

Remove Watermark
Wondershare PDFelement

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York



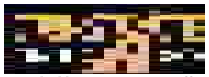
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Genesee St.							Genesee St							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00AM	0	30	3	0	0	**11**	0	14	40	2	1	0	**62**	1	**81**
7:15AM	0	35	1	0	0	**15**	2	19	54	7	0	0	**43**	1	**979**
7:30AM	1	29	1	0	0	**19**	0	20	61	4	0	1	**45**	5	**972**
7:45AM	0	45	4	0	0	**08**	0	22	76	8	0	0	**935**	10	**959**
Hourly Total	1	139	9	0	0	**908**	2	75	231	21	1	1	**178**	17	**637**
8:00AM	0	43	1	0	0	**00**	0	14	72	5	0	1	**87**	8	**903**
8:15AM	1	53	0	0	1	**66**	0	30	75	7	0	0	**997**	2	**925**
8:30AM	2	45	1	0	0	**04**	1	16	64	8	0	0	**44**	4	**907**
8:45AM	2	72	3	0	1	**24**	1	17	85	6	0	0	**934**	1	**948**
Hourly Total	5	213	5	0	2	**776**	2	77	296	26	0	1	**033**	15	**502**
9:00AM	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
Hourly Total	0	0	0	0	0	**3**	0	0	0	0	0	0	**3**	0	**3**
4:00PM	0	89	1	0	1	**89**	3	11	123	9	0	1	**900**	14	**763**
4:15PM	2	84	4	0	0	**83**	2	7	112	4	0	0	**971**	8	**777**
4:30PM	2	83	1	0	0	**45**	0	3	98	7	0	0	**934**	4	**736**
4:45PM	0	97	2	0	0	**88**	2	5	87	3	0	0	**86**	0	**739**
Hourly Total	4	353	8	0	1	**155**	7	26	420	23	0	1	**023**	26	**424**
5:00PM	1	87	0	0	0	**44**	2	3	115	8	0	0	**975**	1	**711**
5:15PM	0	85	0	0	0	**46**	1	2	81	2	0	0	**46**	0	**920**
5:30PM	1	57	1	0	0	**68**	0	2	72	4	0	0	**24**	3	**903**
5:45PM	4	63	2	0	2	**29**	1	1	88	2	0	0	**89**	2	**923**
Hourly Total	6	292	3	0	2	**131**	4	8	356	16	0	0	**143**	6	**292**
Total	16	997	25	0	5	**9301**	15	186	1303	86	1	3	**9628**	64	**7200**
% Approach	1.5%	95.6%	2.4%	0%	0.5%	-	-	11.8%	82.5%	5.4%	0.1%	0.2%	-	-	-
% Total	0.6%	36.3%	0.9%	0%	0.2%	**14.3%**	-	6.8%	47.5%	3.1%	0%	0.1%	**62.6%**	-	-
Lights	16	950	25	0	5	**885**	-	186	1242	84	1	2	**9696**	-	2632
% Lights	100%	95.3%	100%	0%	100%	**86.6%**	-	100%	95.3%	97.7%	100%	66.7%	**86.8%**	-	95.9%
Articulated Trucks and Single-Unit Trucks	0	15	0	0	0	**96**	-	0	29	1	0	1	**19**	-	47
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	0%	0%	0%	**9.0%**	-	0%	2.2%	1.2%	0%	33.3%	**7.3%**	-	1.7%
Buses	0	31	0	0	0	**19**	-	0	29	1	0	0	**13**	-	61
% Buses	0%	3.1%	0%	0%	0%	**1.3%**	-	0%	2.2%	1.2%	0%	0%	**9.8%**	-	2.2%
Bicycles on Road	0	1	0	0	0	**9**	-	0	3	0	0	0	**1**	-	4
% Bicycles on Road	0%	0.1%	0%	0%	0%	**3.9%**	-	0%	0.2%	0%	0%	0%	**3.7%**	-	0.1%
Buses	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Buses	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-
Pedestrians	-	-	-	-	-	-	14	-	-	-	-	-	-	64	
% Pedestrians	-	-	-	-	-	-	93.3%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	6.7%	-	-	-	-	-	-	0%	-

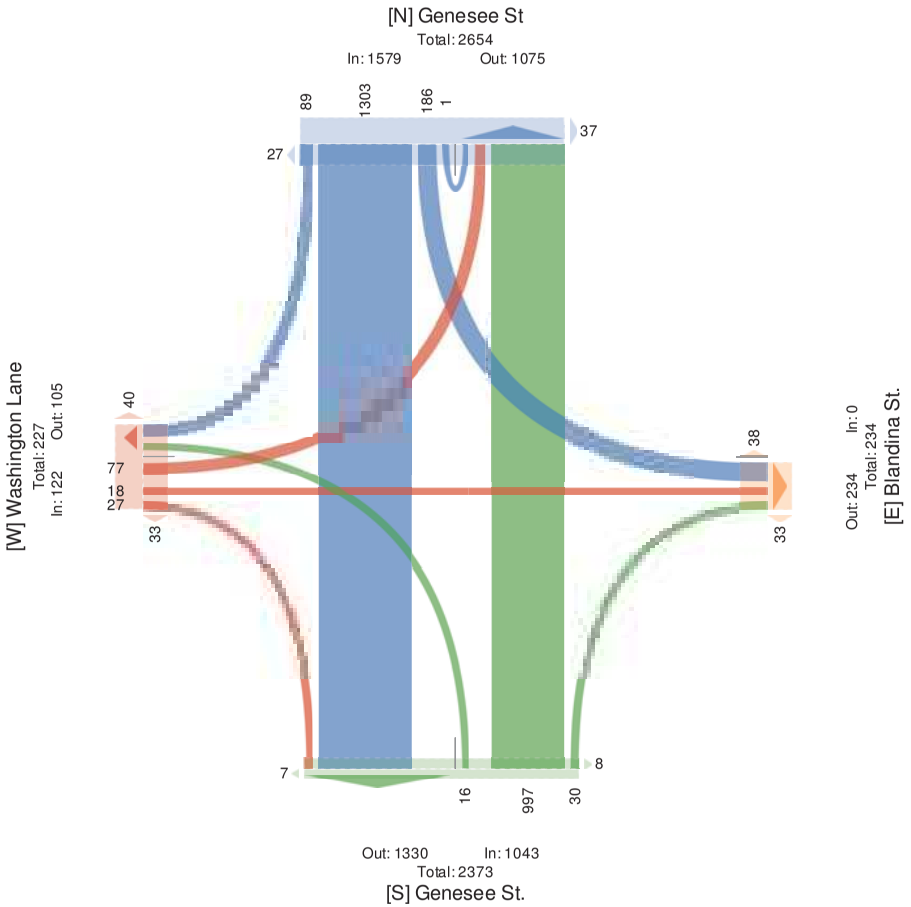
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

25. Genesee St. and Blandina - TMC

Wed Jdul 18, 21 0
ForcPa kP(7:45AM+) CD5AM+) s
- uuLu(iiPi :ghteTI8- rTIedu(TPa Wrdc7i (na Shnt uPCUnhTWrdc7i8BdiPi8BdiPi8kPaPiTFh(ni8
BlrcycuPi on Ro(a8BlrcycuPi on Lroiiw(u7s
- uu) ovPmPnTI
1D5MAl l, M8goc(Tfon5A63122 4A18G4M8 6, 6MM8SHP LoaP5UTfc(8. Pw 9or7



krovlnPa Ny5WHCST(TP Wr(YYc
D(T8Inc3
l 0AB(7Pr Ro(a8
Lo(TPivhuP8k- 8l 16, 28US

gPt DhrPcTon	b (ielntTon g(nP f(iTNodna							Bu(nalhn(S'B b PiTNodna						
WmP	g	W	R	U	RR	App	kPaE	g	W	R	U	RR	App	kPaE
, 210C24C1145AM+)	M	2	l	2	2	**6**	6	2	2	2	2	2	**0**	,
0522-)	l	l	,	2	2	**4**	,	2	2	2	2	2	**0**	,
05l M+)	A	M	2	2	2	**9**	l	2	2	2	2	2	**0**	A
0562-)	*	2	2	2	2	**6**	6	2	2	2	2	2	**0**	4
Total	l*	*	6	2	2	**25**	1	2	2	2	2	2	**0**	1M
% Approach	*A2%	, A2%	l, 2%	2%	2%	-	C	2%	2%	2%	2%	2%	-	C
% Total	, 3*%	l 2%	23M6	2%	2%	**4.0%**	C	2%	2%	2%	2%	2%	**0%**	C
PHF	23**4	2362 2	2364M	C	C	**0.694**	C	C	C	C	C	C	-	C
Lights	1M	*	6	2	2	**24**	C	2	2	2	2	2	**0**	C
% Lights	163 0%	l 22%	122%	2%	2%	**96.0%**	C	2%	2%	2%	2%	2%	-	C
Articulated Trucks and Single-Unit Trucks	l	2	2	2	2	**1**	C	2	2	2	2	2	**0**	C
% Articulated Trucks and Single-Unit Trucks	*35%	2%	2%	2%	2%	**4.0%**	C	2%	2%	2%	2%	2%	-	C
Buses	2	2	2	2	2	**0**	C	2	2	2	2	2	**0**	C
% Buses	2%	2%	2%	2%	2%	**0%**	C	2%	2%	2%	2%	2%	-	C
Bicycles on Road	2	2	2	2	2	**0**	C	2	2	2	2	2	**0**	C
% Bicycles on Road	2%	2%	2%	2%	2%	**0%**	C	2%	2%	2%	2%	2%	-	C
BdiPi	C	C	C	C	C	C	2	C	C	C	C	C	C	l
% BdiPi	C	C	C	C	C	C	2%	C	C	C	C	C	C	*34%
kPaPiTFh(ni	C	C	C	C	C	C	0	C	C	C	C	C	C	16
% kPaPiTFh(ni	C	C	C	C	C	C	003l%	C	C	C	C	C	C	0*34%
BlrcycuPi on Lroiiw(u7	C	C	C	C	C	C	1	C	C	C	C	C	C	1
% BlrcycuPi on Lroiiw(u7	C	C	C	C	C	C	113 1%	C	C	C	C	C	C	*34%

[E] kPaPiTFh(ni (na BlrcycuPi on Lroiiw(u73g5gPYBR5Rht eTBRR5Rht eTon rPa8W5Werd8U5UCWdrn

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018
Forced Peak (4M5) A C8M5) As
) ll Llaiiei (gtnhSi,) rSiculaSed Trucki aUd BtUnleGyUtSTrucki, Ruiei, Ruiei, PedeiStaUi, Rtcwclei oUvoad, RtcwcleioULroiimalks
) ll AoIeDeUSi
:3 M5-9125, gocaStoUM. 71004-9, C45l2. 2. 55, BtSe LodeMySica, Nem York



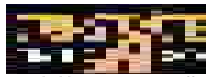
ProIted bwMTrtCBSaiSe Trafftc
3 aSa, :Uc7
18- Raker v oad,
LoaSeiItdle, P), 19. 20, y B

gen 3 trecStoU	GeUeiee BS? NorShbouUd							GeUeiee BS BouShbouUd							
TtDe	g	T	v	y	vv	App	Ped*	g	T	v	y	vv	App	Ped*	Int
20180C4C194M5) A	0	-5	-	0	0	**25**	0	22	46	8	0	0	**174**	10	**141**
8M10) A	0	-.	1	0	0	**22**	0	1-	42	5	0	1	**58**	8	**127**
8M5) A	1	5.	0	0	1	**00**	0	.0	45	4	0	0	**118**	2	**134**
8M0) A	2	-5	1	0	0	**26**	1	16	6-	8	0	0	**66**	-	**128**
9 Ttoa	.	186	6	0	1	**154**	1	82	284	28	0	1	**156**	2-	**415**
% Appr ioch	1.5%	9-79%	.71%	0%	075%	-	C	2076%	4271%	4709%	0%	07.%	-	C	C
% 9 Ttoa	075%	.070%	170%	0%	072%	**1 1.3%**	C	1. 72%	-67.%	-75%	0%	072%	**42.1%**	C	C
PHF	07.45	07844	07.45	C	07250	**7.651**	C	0768.	079--	07845	C	07250	**7.666**	C	07849
Lights	.	14.	6	0	1	**161**	C	82	265	24	0	0	**1 32**	C	581
% Lights	100%	9. 70%	100%	0%	100%	**51.2%**	C	100%	927.%	967.%	0%	0%	**52.7%**	C	9. 79%
Articuæted 9 rucks ond Singæ-Unit 9 rucks	0	-	0	0	0	**2**	C	0	15	0	0	1	**14**	C	21
% Articuæted 9 rucks ond Singæ-Unit 9 rucks	0%	272%	0%	0%	0%	**8.7%**	C	0%	572%	0%	0%	100%	**2.7%**	C	.7-%
Buses	0	9	0	0	0	**5**	C	0	4	1	0	0	**6**	C	14
% Buses	0%	-78%	0%	0%	0%	**2.4%**	C	0%	27.%	.76%	0%	0%	**8.7%**	C	274%
Bicycæs Tn RTod	0	0	0	0	0	**7**	C	0	0	0	0	0	**7**	C	0
% Bicycæs Tn RTod	0%	0%	0%	0%	0%	**7%**	C	0%	0%	0%	0%	0%	**7%**	C	0%
Ruiei	C	C	C	C	C	C	0	C	C	C	C	C	C	0	
% Ruiei	C	C	C	C	C	C	0%	C	C	C	C	C	C	0%	C
PedeiStaUi	C	C	C	C	C	C	1	C	C	C	C	C	C	2-	
% PedeiStaUi	C	C	C	C	C	C	100%	C	C	C	C	C	C	100%	C
RtcwcleioULroiimalk	C	C	C	C	C	C	0	C	C	C	C	C	C	0	
% RtcwcleioULroiimalk	C	C	C	C	C	C	0%	C	C	C	C	C	C	0%	C

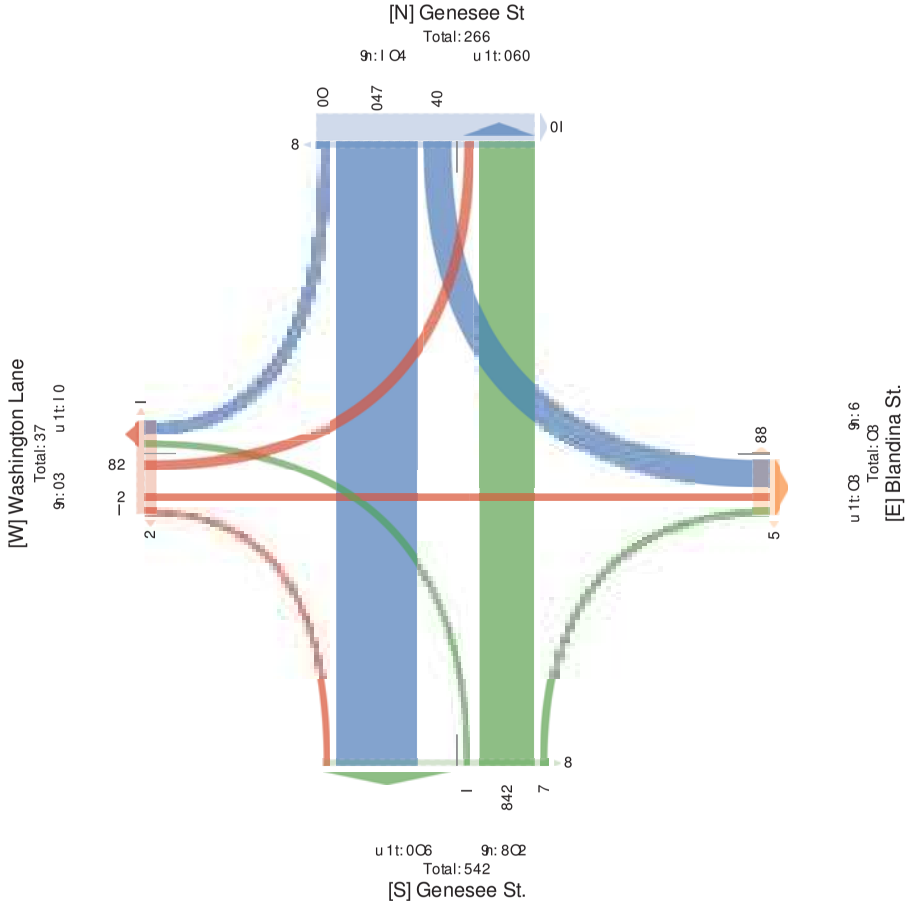
[*] PedeiStaUi aUd RtcwcleioULroiimalk7gMgefS, v Mtnh S, v v Mtnh SoUred, T MThru, y MyCTurU

Remove Watermark
Wondershare PDFelement

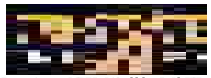
25. Genesee St. and Blandina - TMC
Thu Jul 19, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



25. Genesee St. and Blandina - TMC
Wed Jdul 18, 2l 0
AM Pak(-0AM 91AM)
AuuCukssas -Ligehs8AthirdukhacWtdr(skTcniTgua9STihWtdr(s8Udsas8Udsas8PacashtikTs8
UirBruus yTo ykc8UirBruus yTCtyssRku()
AuuMywav aThs
nhD: 511, : 8LyrkhiyTD546l 2235189B: 6, 4, 4: : 8nihaCycaDShirk8. aR 7yt(



Ptywicac NBDWt9nhkha WtkYar
l khk8nfTr6
l 05 Uk(at oykc8
Cykhaswiua8PA8l 14, 28Sn

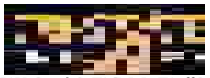
Lag l itarhiyT	bkseiTghyT LkTa fkshNydTc							UukTciTk nh6 b ashNydTc						
Wiva	L	W	o	S	oo	**App**	PacE	L	W	o	S	oo	**App**	PacE
,2109239l 10l2AM	l	l	,	2	2	**4**	,	2	2	2	2	2	**0**	,
0D: AM	5	:	2	2	2	**9**	l	2	2	2	2	2	**0**	5
0l2AM	*	2	2	2	2	**6**	4	2	2	2	2	2	**0**	3
0l3: AM	l	2	,	2	2	**3**	:	2	2	2	2	2	**0**	:
Total	l,	*	5	2	2	**22**	ll	2	2	2	2	2	**0**	l0
% Approach	:56%	,364%	l06%	2%	2%	-	9	2%	2%	2%	2%	2%	-	9
% Total	l6l%	26l%	26*%	2%	2%	**3.4%**	9	2%	2%	2%	2%	2%	**0%**	9
PHF	26i 22	2642 2	26i 22	9	9	**0.6ll**	9	9	9	9	9	9	-	9
Lights	ll	*	5	2	2	**21**	9	2	2	2	2	2	**0**	9
% Lights	ll6B%	l22%	l22%	2%	2%	**95.5%**	9	2%	2%	2%	2%	2%	-	9
Articulated Trucks and Single-Unit Trucks	l	2	2	2	2	**1**	9	2	2	2	2	2	**0**	9
% Articulated Trucks and Single-Unit Trucks	06l%	2%	2%	2%	2%	**4.5%**	9	2%	2%	2%	2%	2%	-	9
Buses	2	2	2	2	2	**0**	9	2	2	2	2	2	**0**	9
% Buses	2%	2%	2%	2%	2%	**0%**	9	2%	2%	2%	2%	2%	-	9
Bicycles on Road	2	2	2	2	2	**0**	9	2	2	2	2	2	**0**	9
% Bicycles on Road	2%	2%	2%	2%	2%	**0%**	9	2%	2%	2%	2%	2%	-	9
Udsas	9	9	9	9	9	9	2	9	9	9	9	9	9	l
% Udsas	9	9	9	9	9	9	2%	9	9	9	9	9	9	:6*%
PacashtikTs	9	9	9	9	9	9	ll	9	9	9	9	9	9	l*
% PacashtikTs	9	9	9	9	9	9	l22%	9	9	9	9	9	9	006l%
UirBruus yTCtyssRku(	9	9	9	9	9	9	2	9	9	9	9	9	9	l
% UirBruus yTCtyssRku(	9	9	9	9	9	9	2%	9	9	9	9	9	9	:6*%

EPacashtikTs kTc UirBruus yTCtyssRku(6LDLaYBo DoigelBoo DoigehyTtac8WDWetd8SDS9WdtT

Remove Watermark
Wondershare PDFelement

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018
AM Peak (8AM 79AM:
All 3 la--e- ()GhL-, AilGulaLet Tiugk- art cCsle7drCLTiugk-, nu-e-, nu-e-, Pete-liGr-, nGSgle- Ur BUat , nGSgle- Ur 3iU--yalk:
All MUoeRerL-
wmiD912I,) UgalCUrmD54100. D9, 7. I 42525II , cCle 3 Ui emdlGga, Ney YUik



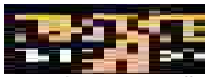
PiUoCCet bSmTiCClaLe TiaffGvala, wg4
18Dnakei BUat ,
3UaLe-oCle, PA, 19520, dc

) es v CegkCUr	Gere-ee cl4 NUIlhbUurt							Gere-ee cL cUuIhbUurt							
TCRe	)	T	B	d	BB	App	Pet*	)	T	B	d	BB	App	Pet*	Int
20187 0. 719 8m00 AM	0	D5	1	0	0	**2 2**	0	1D	. 2	I	0	1	**51**	8	**724**
8m1 AM	1	I 5	0	0	1	**88**	0	50	. I	.	0	0	**771**	2	**703**
8m50 AM	2	DI	1	0	0	**2 6**	1	16	6D	8	0	0	**66**	D	**721**
8mDI AM	2	. 2	5	0	1	**06**	1	1.	8I	6	0	0	**746**	1	**765**
9 Ttoa	I	215	I	0	2	**118**	2	. .	296	26	0	1	**244**	1I	**320**
l %App Torc	242%	9D4 %	242%	0%	049%	**h**	7	1945%	. D40%	64 %	0%	045%	**h**	7	7
l %Ttoa	048%	5249%	048%	0%	045%	**- 2.6l**	7	1149%	DI 4 %	D40%	0%	042%	**37.6l**	7	7
PHF	04521	04 D0	04D1.		704100	**4.017**	7	045D2	048. 1	04815		704210	**4.65-**	7	04816
Ligcts	I	201	I	0	2	**17-**	7	. .	2. 6	26	0	0	**- 05**	7	615
l %igcts	100%	9D4D%	100%	0%	100%	**52.0l**	7	100%	9542%	100%	0%	0%	**52.6l**	7	9D4 %
A tiruæted%urks%nd%ingæHUnit%urks	0	2	0	0	0	**1**	7	0	1D	0	0	1	**78**	7	18
l %A tiruæted%urks%nd%ingæHUnit%urks	0%	049%	0%	0%	0%	**4.5l**	7	0%	D4 %	0%	0%	100%	**- .6l**	7	248%
Buses	0	9	0	0	0	**5**	7	0	6	0	0	0	**3**	7	1I
l %Buses	0%	D42%	0%	0%	0%	**2.4l**	7	0%	240%	0%	0%	0%	**7.8l**	7	245%
Biryræs%in%RTod	0	1	0	0	0	**7**	7	0	0	0	0	0	**4**	7	1
l %Biryræs%in%RTod	0%	04 1 %	0%	0%	0%	**4.2l**	7	0%	0%	0%	0%	0%	**4l**	7	042%
nu-e-	7	7	7	7	7	7	0	7	7	7	7	7	7	0	
% nu-e-	7	7	7	7	7	7	0%	7	7	7	7	7	7	0%	7
Pete-liGr-	7	7	7	7	7	7	2	7	7	7	7	7	7	1I	
% Pete-liGr-	7	7	7	7	7	7	100%	7	7	7	7	7	7	100%	7
nGSgle- Ur 3iU--yalk	7	7	7	7	7	7	0	7	7	7	7	7	7	0	
% nGSgle- Ur 3iU--yalk	7	7	7	7	7	7	0%	7	7	7	7	7	7	0%	7

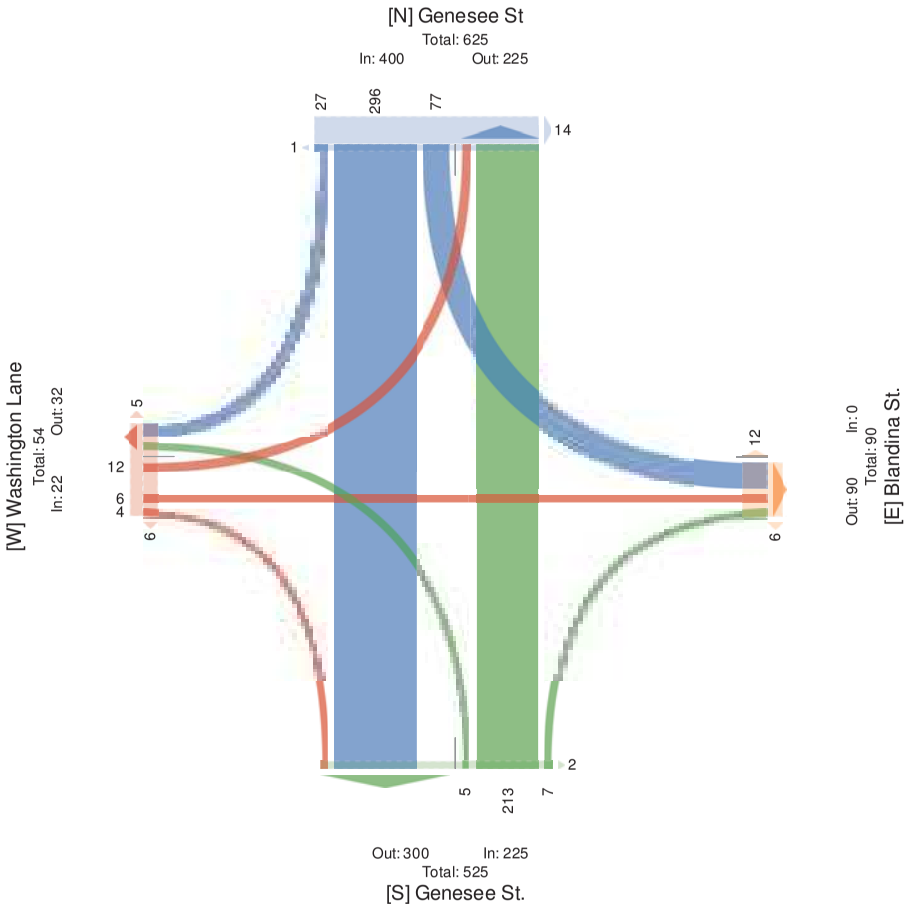
*Pete-liGr- art nGSgle- Ur 3iU--yalk4) mefL, BmBGhL, BBmBGhLUriet , TmThiu, dmd7Tuir

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018
AM Peak (8AM 79AM:
All 3 la--e- ()GhL-, AilGulaLet Tiugk- art cCsle7drCLTiugk-, nu-e-, nu-e-, Pete-liGr-, nGSgle- Ur BUat , nGSgle- Ur 3iU--yalk:
All MUoeRerL-
wmiD912I,) UgalCUrmD54100. D9, 7. I 42525II , cCle 3 Ui emdlGga, Ney YUik



PiUoCCet bSmTiCClaLe TiaffGvala, wg4
18Dnakei BUat ,
3UaLe-oCle, PA, 19520, dc



Remove Watermark
Wondershare PDFelement

25. Genesee St. and Blandina - TMC

Wed Jdul 18, 21 0
PM Pak(4- PM 5) PMO5v r a HkuuPak(o AdH
CuusukLLaL4ighetL8CHgcduktaT WHHc(LknT Sgnhua5Ungt WHHc(L8BdLaL8BdLaL8PaTaLrHgknL8
BgcycuaL An RAkT8BgcycuaL An s HALLwku(O
CuuMAr amantL
ID:) - 11 ,) 8i AcktgAn: - 93 22. - 185.) 3, 9, 9)) 8Sgta s ATa: Utgck87 aw 6 AH(



PHArgTaT Ny: WHgSt kta WHkYgt
Dktk8Inc3
l 0- Bk(aHRAkT8
s AktaLrgun8PC8l 19, 28US

i a h DgHuctgAn	b kLeghtAn i kna fkLtNAdnT							BuknTgnk St3 b aLtNAdnT							
Wgma	i	W	R	U	RR	App	PaTE	i	W	R	U	RR	App	PaTE	
, 21 052. 51 1 - :22 PM	11	1	9	2	2	**15**	)	2	2	2	2	2	**0**	0	
- :1) PM	1	2	2	2	2	**9**	)	2	2	2	2	2	**0**	9	
- :92 PM	.	9	l	2	2	**11**	l,	2	2	2	2	2	**0**	19	
- :-) PM	9	1	,	2	1	**7**	9	2	2	2	2	2	**0**	1	
Total	92	)	*	2	l	**42**	.)	2	2	2	2	2	**0**	.)	
% Approach	. 13 %	11 3 1%	1 - 39%	2%	, 3 - %	-	5	2%	2%	2%	2%	2%	-	5	
% Total	93 - %	23 * %	23 %	2%	23 1%	**4.8%**	5	2%	2%	2%	2%	2%	**0%**	5	
PHF	23 *0,	23 - l.	23) 22	5	23) 2	**0.700**	5	5	5	5	5	5	-	5	
Lights	92	)	*	2	l	**42**	5	2	2	2	2	2	**0**	5	
% Lights	l 22%	l 22%	l 22%	2%	l 22%	**100%**	5	2%	2%	2%	2%	2%	-	5	
Articulated Trucks and Single-Unit Trucks	2	2	2	2	2	**0**	5	2	2	2	2	2	**0**	5	
% Articulated Trucks and Single-Unit Trucks	2%	2%	2%	2%	2%	**0%**	5	2%	2%	2%	2%	2%	-	5	
Buses	2	2	2	2	2	**0**	5	2	2	2	2	2	**0**	5	
% Buses	2%	2%	2%	2%	2%	**0%**	5	2%	2%	2%	2%	2%	-	5	
Bicycles on Road	2	2	2	2	2	**0**	5	2	2	2	2	2	**0**	5	
% Bicycles on Road	2%	2%	2%	2%	2%	**0%**	5	2%	2%	2%	2%	2%	-	5	
BdLaL	5	5	5	5	5	5	2	5	5	5	5	5	5	2	
% BdLaL	5	5	5	5	5	5	2%	5	5	5	5	5	5	2%	
PaTaLrHgknL	5	5	5	5	5	5	,)	5	5	5	5	5	5	, -	
% PaTaLrHgknL	5	5	5	5	5	5	l 22%	5	5	5	5	5	5	1 * 32%	
BgcycuaL An s HALLwku(	5	5	5	5	5	5	2	5	5	5	5	5	5	1	
% BgcycuaL An s HALLwku(	5	5	5	5	5	5	2%	5	5	5	5	5	5	- 32%	

EPaTaLrHgknL knT BgcycuaL An s HALLwku(3i : i a Y8R: Rghet8RR: Rghet An HaT8W: WeHd8U: U5WdHn

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018
PM Peak (4PM : 5PM - :) Cevall Peak r Huv
oll AlaCCeC (s li, hgC, ovgtulagec T vutkCadc nldi le: SdIgT vutkC, UuCeC, UuCeC, PeceCgyladC,
UtLBtleCHdl y Hac, UtLBtleCHdl AvHCCRalk-
oll MHOewedgC
mlD549125, s HeagEHdD43.100749, :75.232355, nIge AHceDSgta, NeR YHwk



PvHOlcec bBDFvLngage T vaffLt
I aga, mdt.
184 Uakevy Hac,
AHageCOlle, Po, 19320, S n

s e i I Ivet gEHd	GedeCee ng NHvghbHudc							GedeCee ng nHughbHudc							
TIwe	s	T	y	S	yy	App	Pec*	s	T	y	S	yy	App	Pec*	Int
2018:07:19 4D0PM	0	89	1	0	1	**25**	3	11	123	9	0	1	**511**	14	**748**
4D5PM	2	84	4	0	0	**28**	2	7	112	4	0	0	**570**	8	**777**
4D0PM	2	83	1	0	0	**36**	0	3	98	7	0	0	**583**	4	**784**
4D5PM	0	97	2	0	0	**22**	2	5	87	3	0	0	**24**	0	**785**
9 ttoa	4	353	8	0	1	**066**	7	26	420	23	0	1	**118**	26	**313**
% ApprToch	1.1%	96.4%	2.2%	0%	0.3%	-	:	5.5%	89.4%	4.9%	0%	0.2%	-	:	:
% 9 Ttoa	0.5%	40.2%	0.9%	0%	0.1%	**15.1%**	:	3.0%	47.8%	2.6%	0%	0.1%	**40.4%**	:	:
PHF	0.500	0.910	0.500	:	0.250	**8.271**	:	0.591	0.854	0.639	:	0.250	**8.356**	:	0.878
Lights	4	344	8	0	1	**041**	:	26	410	23	0	1	**168**	:	859
% Lights	100%	97.5%	100%	0%	100%	**21.4%**	:	100%	97.6%	100%	0%	100%	**21.2%**	:	97.8%
Articuated 9 rucks ond Singæ-Unit 9 rucks	0	2	0	0	0	**7**	:	0	3	0	0	0	**0**	:	5
% Articuated 9 rucks ond Singæ-Unit 9 rucks	0%	0.6%	0%	0%	0%	**8.4%**	:	0%	0.7%	0%	0%	0%	**8.6%**	:	0.6%
Buses	0	7	0	0	0	**l**	:	0	7	0	0	0	**l**	:	14
% Buses	0%	2.0%	0%	0%	0%	**5.2%**	:	0%	1.7%	0%	0%	0%	**5.4%**	:	1.6%
Bicycæs Tn RTod	0	0	0	0	0	**8**	:	0	0	0	0	0	**8**	:	0
% Bicycæs Tn RTod	0%	0%	0%	0%	0%	**8%**	:	0%	0%	0%	0%	0%	**8%**	:	0%
UuCeC	:	:	:	:	:	:	0	:	:	:	:	:	:	0	
% UuCeC	:	:	:	:	:	:	0%	:	:	:	:	:	:	0%	:
PeceCgyladC	:	:	:	:	:	:	6	:	:	:	:	:	:	26	
% PeceCgyladC	:	:	:	:	:	:	85.7%	:	:	:	:	:	:	100%	:
UtLBtleCHdl AvHCCRalk	:	:	:	:	:	:	1	:	:	:	:	:	:	0	
% UtLBtleCHdl AvHCCRalk	:	:	:	:	:	:	14.3%	:	:	:	:	:	:	0%	:

*PeceCgyladCadc UtLBtleCHdl AvHCCRalk. s Dsefg y Dy Li hg y y Dy Li hg Hd vec, T DThvu, S DS: T uvd

Remove Watermark
Wondershare PDFelement

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018

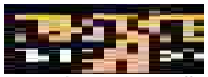
PM Peak (4PM: 5PM- :) Oevall Peak r Huv

o ll AlaCCeC(sli hgC, ovgltulagec TvutkCadc nIdi le:SdIgTvutkC, UuCeC, UuCeC, PeceCgMadC,

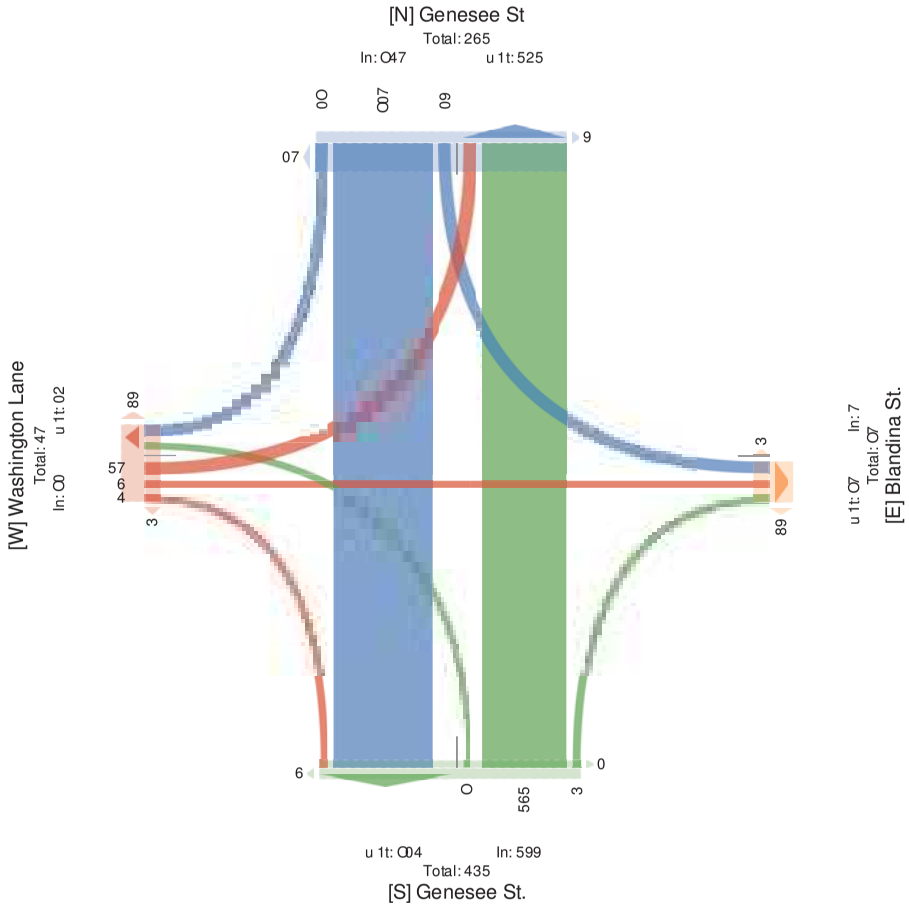
UltBtleCHdly Hac, UltBtleCHdl AvHCCRalk-

o ll MHDewedgC

ni D549125, sHtagEHdD43.100749, :75.232355, nIge AHceDSgltta, NeR YHvk



PvHOlcec bBDTvLngage Tvaffltt
I aga, mdt.
184 Uakevy Hac,
AHage COIlle, Po , 19320, Sn



26. Genesee St. and Bank Pl. - TMC

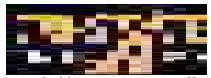
Thu Jul 19, 2018

Full Length (7AM-9AM, 4PM-6PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

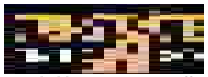
Leg / Direction	Bank Pl. Westbound					Genesee St. Northbound					Genesee St. Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-07-19 7:00AM	0	0	0	**1**	0	28	0	0	**62**	0	4	36	0	**81**	1	**52**
7:15AM	0	0	0	**1**	3	39	1	1	**84**	1	0	50	0	**31**	0	**94**
7:30AM	0	0	0	**1**	2	32	0	0	**76**	0	3	65	0	**52**	0	**411**
7:45AM	0	0	0	**1**	2	47	3	0	**31**	1	5	70	0	**03**	0	**463**
Hourly Total	0	0	0	**1**	7	146	4	1	**434**	2	12	221	0	**677**	1	**728**
8:00AM	0	0	0	**1**	2	46	2	0	**82**	0	6	77	0	**27**	0	**474**
8:15AM	0	0	0	**1**	7	56	6	0	**56**	5	7	57	0	**58**	0	**465**
8:30AM	0	0	0	**1**	9	51	6	0	**30**	5	4	65	0	**59**	0	**465**
8:45AM	0	0	0	**1**	5	67	3	1	**04**	5	9	76	0	**23**	2	**435**
Hourly Total	0	0	0	**1**	23	220	17	1	**672**	15	26	275	0	**714**	2	**379**
4:00PM	0	0	0	**1**	15	94	5	0	**99**	2	8	104	0	**446**	2	**644**
4:15PM	0	0	0	**1**	2	91	7	0	**92**	2	7	103	0	**441**	2	**612**
4:30PM	0	0	0	**1**	8	86	8	0	**98**	3	7	81	0	**22**	1	**426**
4:45PM	0	0	0	**1**	4	105	4	0	**419**	2	6	84	0	**91**	0	**499**
Hourly Total	0	0	0	**1**	29	376	24	0	**811**	9	28	372	0	**811**	5	**211**
5:00PM	0	0	0	**1**	3	87	3	0	**91**	5	5	115	0	**461**	0	**641**
5:15PM	0	0	0	**1**	14	91	7	0	**92**	3	6	69	0	**03**	0	**407**
5:30PM	0	0	0	**1**	0	60	6	0	**55**	0	4	74	0	**02**	0	**488**
5:45PM	0	0	0	**1**	3	71	5	0	**05**	1	8	80	2	**91**	0	**455**
Hourly Total	0	0	0	**1**	20	309	21	0	**771**	9	23	338	2	**757**	0	**597**
6:00PM	0	0	0	**1**	0	0	0	0	**1**	0	0	0	0	**1**	0	**1**
Hourly Total	0	0	0	**1**	0	0	0	0	**1**	0	0	0	0	**1**	0	**1**
Total	0	0	0	**1**	79	1051	66	2	**4449**	35	89	1206	2	**4690**	8	**6845**
% Approach	0%	0%	0%	-	-	93.9%	5.9%	0.2%	-	-	6.9%	93.0%	0.2%	-	-	-
% Total	0%	0%	0%	**1%**	-	43.5%	2.7%	0.1%	**85.7%**	-	3.7%	49.9%	0.1%	**37.0%**	-	-
Lights	0	0	0	**1**	-	1005	65	2	**4106**	-	88	1146	2	**4675**	-	2308
% Lights	0%	0%	0%	-	-	95.6%	98.5%	100%	**93.2%**	-	98.9%	95.0%	100%	**93.7%**	-	95.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	**1**	-	14	0	0	**48**	-	0	27	0	**60**	-	41
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	-	-	1.3%	0%	0%	**4.7%**	-	0%	2.2%	0%	**6.4%**	-	1.7%
Buses	0	0	0	**1**	-	32	0	0	**76**	-	0	30	0	**71**	-	62
% Buses	0%	0%	0%	-	-	3.0%	0%	0%	**6.9%**	-	0%	2.5%	0%	**6.7%**	-	2.6%
Bicycles on Road	0	0	0	**1**	-	0	1	0	**4**	-	1	3	0	**8**	-	5
% Bicycles on Road	0%	0%	0%	-	-	0%	1.5%	0%	**1.4%**	-	1.1%	0.2%	0%	**1.7%**	-	0.2%
Pedestrians	-	-	-	-	77	-	-	-	-	35	-	-	-	-	8	
% Pedestrians	-	-	-	-	97.5%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	2.5%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

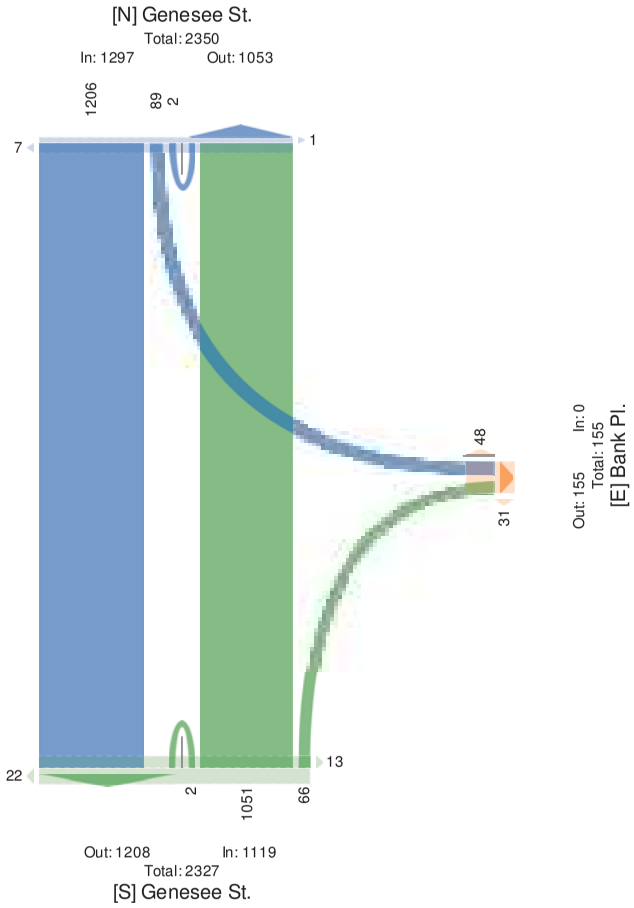
Remove Watermark
Wondershare PDFelement

26. Genesee St. and Bank Pl. - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

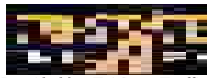


Leg / Direction	Bank Pl. Westbound					Genesee St. Northbound					Genesee St. Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-07-19 7:45AM	0	0	0	**2**	2	47	3	0	**52**	1	5	70	0	**15**	0	**745**
8:00AM	0	0	0	**2**	2	46	2	0	**80**	0	6	77	0	**03**	0	**737**
8:15AM	0	0	0	**2**	7	56	6	0	**64**	5	7	57	0	**68**	0	**746**
8:30AM	0	0	0	**2**	9	51	6	0	**51**	5	4	65	0	**69**	0	**746**
Total	0	0	0	**2**	20	200	17	0	**471**	11	22	269	0	**497**	0	**520**
% Approach	0%	0%	0%	-	-	92.2%	7.8%	0%	-	-	7.6%	92.4%	0%	-	-	-
% Total	0%	0%	0%	**2%**	-	39.4%	3.3%	0%	**84.1%**	-	4.3%	53.0%	0%	**51.3%**	-	-
PHF	-	-	-	-	-	0.893	0.708	-	**2.015**	-	0.786	0.873	-	**2.011**	-	0.969
Lights	0	0	0	**2**	-	187	17	0	**428**	-	22	246	0	**460**	-	472
% Lights	0%	0%	0%	-	-	93.5%	100%	0%	**98.2%**	-	100%	91.4%	0%	**94.7%**	-	92.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	**2**	-	4	0	0	**8**	-	0	16	0	**76**	-	20
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	-	-	2.0%	0%	0%	**7.0%**	-	0%	5.9%	0%	**5.5%**	-	3.9%
Buses	0	0	0	**2**	-	9	0	0	**9**	-	0	7	0	**1**	-	16
% Buses	0%	0%	0%	-	-	4.5%	0%	0%	**8.7%**	-	0%	2.6%	0%	**4.8%**	-	3.1%
Bicycles on Road	0	0	0	**2**	-	0	0	0	**2**	-	0	0	0	**2**	-	0
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	**2%**	-	0%	0%	0%	**2%**	-	0%
Pedestrians	-	-	-	-	20	-	-	-	-	11	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

26. Genesee St. and Bank Pl. - TMC

Thu Jul 19, 2018
Forced Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Remove Watermark
Wondershare PDFelement

26. Genesee St. and Bank Pl. - TMC

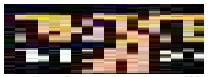
Thu Jul 19, 2018

FLengt (g7AM4P6) C a84P6) C s

) lli l7rrgr MdkhSr,) eSihul7Sgt TeunAr 7Ut BdUklgayUdSTeunAr, ourgr, (gt grSed7Ur, odnRnlgr LUwL7t, odnRnlgr LUi eLrrv 7lAs

) ll C LmgI gUSr

D 46P9125, cLn7SLU4P3.100182, a- 6.233P86, BdSg i Lt g4y Sh7, Ngv YLeA

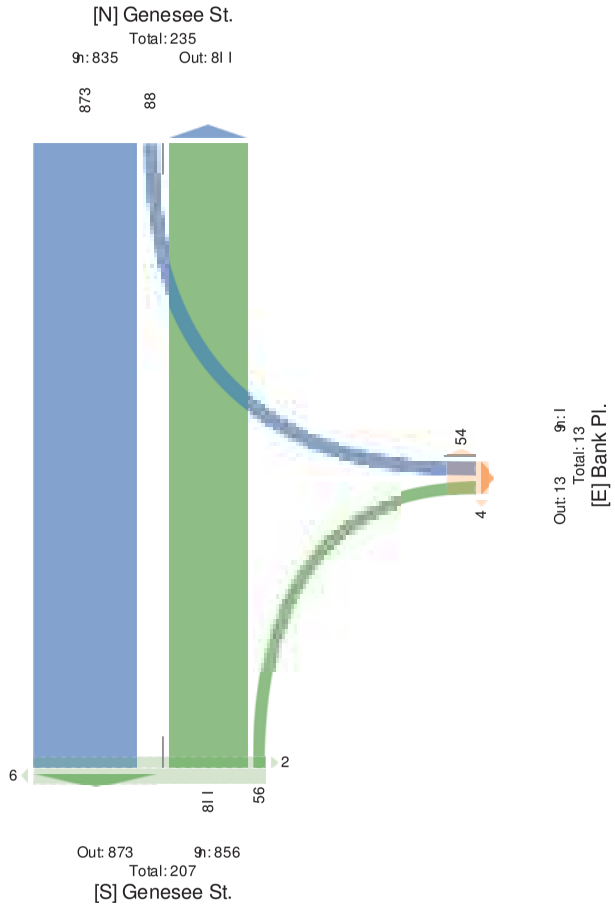


(eLmdgt bR4TedBS7Sg Te7ffdh

: 7S7, DUn.

18P o7AgewL7t,

i L7Sgrmdlg, () , 19320, y B



26. Genesee St. and Bank Pl. - TMC

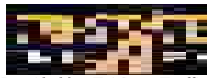
Thu Jul 19, 2018

AM Peak (8AM - 9AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Bank Pl. Westbound					Genesee St. Northbound					Genesee St. Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-07-19 8:00AM	0	0	0	**2**	2	46	2	0	**51**	0	6	77	0	**17**	0	**474**
8:15AM	0	0	0	**2**	7	56	6	0	**80**	5	7	57	0	**85**	0	**408**
8:30AM	0	0	0	**2**	9	51	6	0	**36**	5	4	65	0	**89**	0	**408**
8:45AM	0	0	0	**2**	5	67	3	1	**64**	5	9	76	0	**13**	2	**438**
Total	0	0	0	**2**	23	220	17	1	**071**	15	26	275	0	**724**	2	**379**
% Approach	0%	0%	0%	-	-	92.4%	7.1%	0.4%	-	-	8.6%	91.4%	0%	-	-	-
% Total	0%	0%	0%	**2%**	-	40.8%	3.2%	0.2%	**55.0%**	-	4.8%	51.0%	0%	**33.1%**	-	-
PHF	-	-	-	-	-	0.821	0.708	0.250	**2.171**	-	0.722	0.893	-	**2.113**	-	0.864
Lights	0	0	0	**2**	-	209	17	1	**006**	-	26	254	0	**012**	-	507
% Lights	0%	0%	0%	-	-	95.0%	100%	100%	**93.5%**	-	100%	92.4%	0%	**97.2%**	-	94.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	**2**	-	2	0	0	**0**	-	0	13	0	**47**	-	15
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	-	-	0.9%	0%	0%	**2.1%**	-	0%	4.7%	0%	**5.7%**	-	2.8%
Buses	0	0	0	**2**	-	9	0	0	**9**	-	0	8	0	**1**	-	17
% Buses	0%	0%	0%	-	-	4.1%	0%	0%	**7.1%**	-	0%	2.9%	0%	**0.6%**	-	3.2%
Bicycles on Road	0	0	0	**2**	-	0	0	0	**2**	-	0	0	0	**2**	-	0
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	**2%**	-	0%	0%	0%	**2%**	-	0%
Pedestrians	-	-	-	-	21	-	-	-	-	15	-	-	-	-	2	
% Pedestrians	-	-	-	-	91.3%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	8.7%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

26. Genesee St. and Bank Pl. - TMC

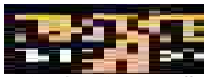
Thu Jul 19, 2018

AM Peak (8AM 79AM:

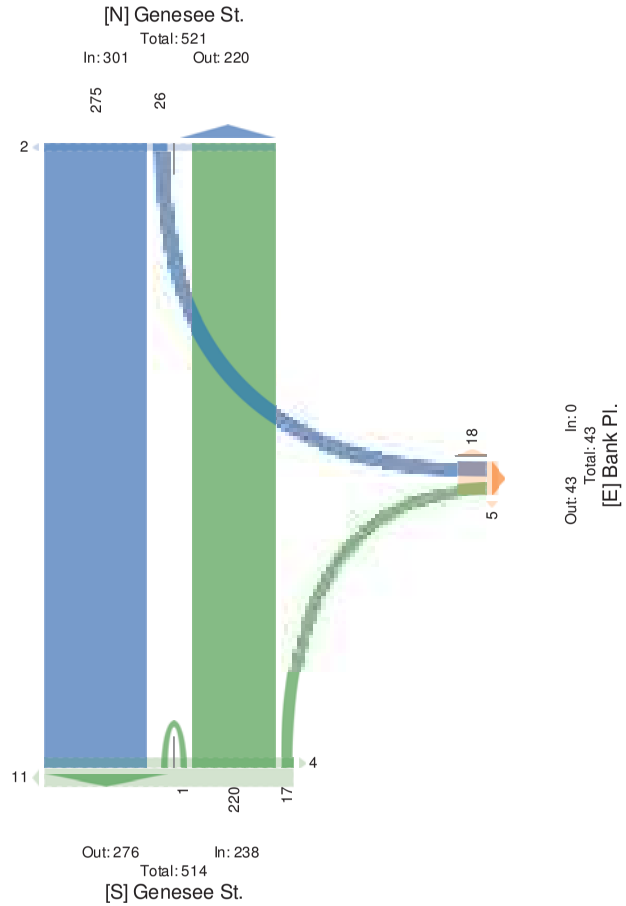
All 4 la55e5 (-)Chs5, ALs)iulaseg TLuik5 at g r)t Cle7c t)s TLuik5, du5e5, Pege5sL)at 5, d)i nile5 St USag, d)i nile5 St 4 LS55Balk:

All MSyeo et s5

Rvvm1 912D, - Si as)St vI 631 00182, 7. m2266I 8m, r)se 4 Sgevc s)i a, NeB YSIk



PLSy)geg bnvTL)7r sase TIaff)i
wasa, R i 3
18I dake LUSag,
4 Sase5y)lle, PA, 19620, c r



26. Genesee St. and Bank Pl. - TMC

Thu Jul 19, 2018

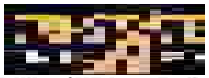
PM Peak (4PM : 5PM- :)

Ce vall Peak r Huv

o ll AlaCCeC (s Li, hgC, o vgit ulage c T vut kCadc n ldi le: SdIgT vut kC, UuCeC, PeceCgyladC, UltBtleC Hd y Hac, UltBtleCHd AvHCCRalk-

o ll MHOe wedgC

mi D549123, s Hr agLHd D4. 7100182, : N572. . 485, n Ige AHce DSgLta, Ye R b Hvk



PvHOlcec f BDF vLn gage T vaCGL
I aga, mdt 7
184 Uake v y Hac,
AHage COOlle, Po, 19. 20, S n

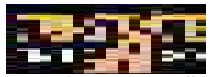
s e i I Ive t gLHd	Uadk Pl7 * e Cg f Hudc					We de Cee ng7 YHvgh f Hudc					We de Cee ng7 n Hugh f Hudc					
TIwe	s	y	S	**App**	Pec6	T	y	S	**App**	Pec6	s	T	S	**App**	Pec6	**Int**
2018:0N:19 4D0PM	0	0	0	**0**	15	94	5	0	**99**	2	8	104	0	**112**	2	**211**
4D5PM	0	0	0	**0**	2	91	N	0	**98**	2	N	10.	0	**110**	2	**208**
4D0PM	0	0	0	**0**	8	83	8	0	**94**	.	N	81	0	**88**	1	**182**
4D5PM	0	0	0	**0**	4	105	4	0	**109**	2	3	84	0	**90**	0	**199**
Total	**0**	**0**	**0**	**0**	29	. N3	**24**	**0**	**400**	9	28	. N2	**0**	**400**	5	**800**
% Approach	0%	0%	0%	-	:	94 70%	3 70%	0%	-	:	N0%	9. 70%	0%	-	:	:
% Total	0%	0%	0%	**0%**	:	4N70%	. 70%	0%	**50.0%**	:	. 75%	4375%	0%	**50.0%**	:	:
PHF	:	:	:	-	:	07895	07N50	:	**0.917**	:	07BN5	07894	:	**0.893**	:	07948
Lights	0	0	0	**0**	:	. 33	2.	0	**389**	:	2N	. 32	0	**389**	:	NN8
% Lights	0%	0%	0%	-	:	9N7 %	9578%	0%	**97.3%**	:	9374%	9N7. %	0%	**97.3%**	:	9N7. %
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	:	2	0	0	**2**	:	0	.	0	**3**	:	5
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	-	:	075%	0%	0%	**0.5%**	:	0%	078%	0%	**0.8%**	:	073%
Buses	0	0	0	**0**	:	8	0	0	**8**	:	0	N	0	**7**	:	15
% Buses	0%	0%	0%	-	:	271%	0%	0%	**2.0%**	:	0%	179%	0%	**1.8%**	:	179%
Bicycles on Road	0	0	0	**0**	:	0	1	0	**1**	:	1	0	0	**1**	:	2
% Bicycles on Road	0%	0%	0%	-	:	0%	472%	0%	**0.3%**	:	. 73%	0%	0%	**0.3%**	:	07. %
PeceCgyladC	:	:	:	:	29	:	:	:	:	9	:	:	:	:	5	
% PeceCgyladC	:	:	:	:	100%	:	:	:	:	100%	:	:	:	:	100%	:
UltBtleCHd AvHCCRalk	:	:	:	:	0	:	:	:	:	0	:	:	:	:	0	
% UltBtleCHd AvHCCRalk	:	:	:	:	0%	:	:	:	:	0%	:	:	:	:	0%	:

[6] PeceCgyladCadc UltBtleCHd AvHCCRalk 7s Dse Cg y Dy Li hg TDThvu, S DS: Tuvd

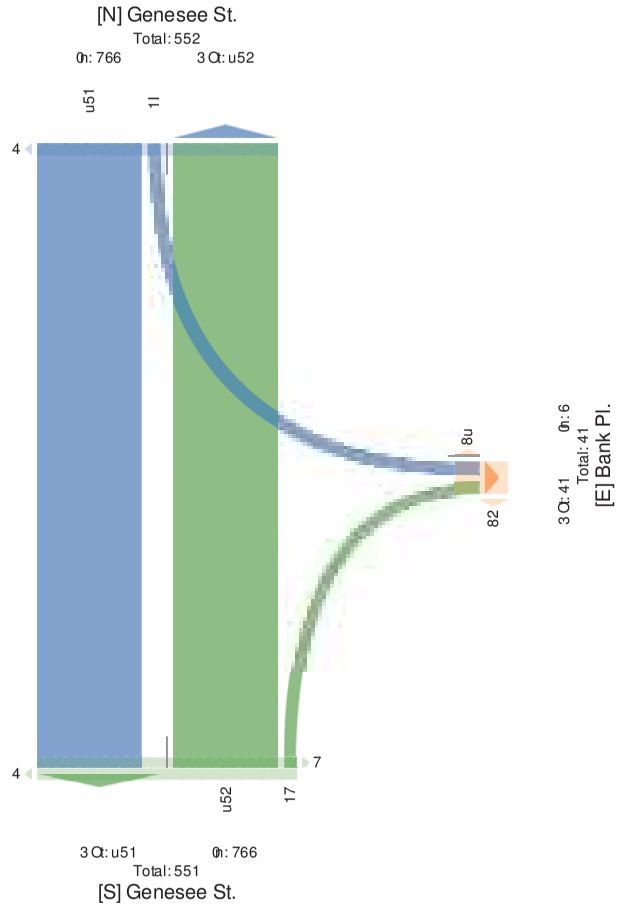
Remove Watermark
Wondershare PDFelement

26. Genesee St. and Bank Pl. - TMC

Thu Jul 19, 2018
PM Peak (4PM: 5PM- :) Oevall Peakr Huv
oll AlaCCeC(sli hgC, ovgltulagec TvutkCadc nIdi le:SdlgTvutkC, UuCeC, PeceCgyladC, UltBtleC
Hl y Hac, UltBtleCHd AvHCCRalk-
oll MHDewedgC
ni D549126, sHtagEHdD43.100182, :75.233485, nIge AHceDSgltta, NeR YHvk

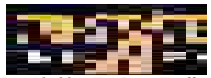


PvHOlcec bBDTvL:ngage Tvaffltt
I aga, mdt.
184 Uakevy Hac,
AHage COlle, Po , 19320, Sn



27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

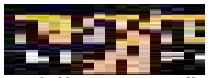
Leg	Court St.							Hopper St.						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 7:00 AM	1	27	4	0	0	**15**	3	4	11	1	0	0	**72**	0
7:15 AM	0	40	4	0	2	**02**	0	1	38	3	0	0	**05**	3
7:30 AM	3	45	3	0	1	**45**	3	0	49	3	0	0	**45**	3
7:45 AM	2	66	18	0	1	**39**	3	0	47	6	0	2	**44**	2
Hourly Total	6	178	29	0	4	**579**	9	5	145	13	0	2	**724**	8
8:00 AM	1	70	9	0	4	**30**	3	1	30	2	0	0	**11**	3
8:15 AM	0	94	14	0	3	**777**	2	0	45	9	0	0	**40**	4
8:30 AM	1	77	10	0	6	**80**	2	0	51	6	0	0	**49**	6
8:45 AM	1	77	11	0	1	**86**	6	0	55	8	0	2	**24**	7
Hourly Total	3	318	44	0	14	**198**	13	1	181	25	0	2	**568**	20
4:00 PM	1	64	4	0	2	**97**	9	1	117	15	0	5	**713**	7
4:15 PM	1	57	13	0	2	**91**	5	1	101	12	0	0	**770**	3
4:30 PM	1	84	15	0	0	**766**	7	0	97	12	0	2	**777**	11
4:45 PM	1	54	10	0	3	**23**	3	0	70	11	0	5	**32**	1
Hourly Total	4	259	42	0	7	**175**	24	2	385	50	0	12	**008**	22
5:00 PM	2	79	9	0	2	**85**	7	0	68	9	0	2	**98**	1
5:15 PM	3	46	7	0	2	**43**	4	1	45	6	0	3	**44**	19
5:30 PM	4	47	15	0	5	**97**	5	0	48	3	0	0	**47**	1
5:45 PM	6	57	4	0	1	**23**	7	0	53	13	0	3	**28**	8
Hourly Total	15	229	35	0	10	**538**	23	1	214	31	0	8	**540**	29
Total	28	984	150	0	35	**7789**	69	9	925	119	0	24	**7699**	79
% Approach	2.3%	82.2%	12.5%	0%	2.9%	-	-	0.8%	85.9%	11.0%	0%	2.2%	-	-
% Total	0.6%	20.7%	3.2%	0%	0.7%	**54.5%**	-	0.2%	19.5%	2.5%	0%	0.5%	**55.9%**	-
Lights	28	968	146	0	33	**7794**	-	7	909	114	0	24	**7640**	-
% Lights	100%	98.4%	97.3%	0%	94.3%	**83.5%**	-	77.8%	98.3%	95.8%	0%	100%	**89.8%**	-
Articulated Trucks and Single-Unit Trucks	0	7	4	0	2	**71**	-	1	11	1	0	0	**71**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	2.7%	0%	5.7%	**7.7%**	-	11.1%	1.2%	0.8%	0%	0%	**7.5%**	-
Buses	0	8	0	0	0	**3**	-	1	3	4	0	0	**3**	-
% Buses	0%	0.8%	0%	0%	0%	**6.9%**	-	11.1%	0.3%	3.4%	0%	0%	**6.9%**	-
Bicycles on Road	0	1	0	0	0	**7**	-	0	2	0	0	0	**5**	-
% Bicycles on Road	0%	0.1%	0%	0%	0%	**6.7%**	-	0%	0.2%	0%	0%	0%	**6.5%**	-
Pedestrians	-	-	-	-	-	-	68	-	-	-	-	-	-	74
% Pedestrians	-	-	-	-	-	-	98.6%	-	-	-	-	-	-	93.7%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	5
% Bicycles on Crosswalk	-	-	-	-	-	-	1.4%	-	-	-	-	-	-	6.3%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Remove Watermark
Wondershare PDFelement

27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York



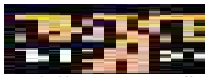
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Genesee St.							Genesee St.							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00AM	2	32	1	0	0	**16**	1	0	34	2	0	2	**12**	4	**858**
7:15AM	7	39	0	0	0	**43**	3	2	46	5	0	1	**64**	1	**822**
7:30AM	5	36	2	0	0	**41**	0	2	50	10	0	3	**36**	2	**585**
7:45AM	3	53	6	1	0	**31**	5	2	70	5	0	0	**99**	1	**525**
Hourly Total	17	160	9	1	0	**829**	9	6	200	22	0	6	**514**	8	**271**
8:00AM	2	57	2	0	2	**31**	1	3	59	10	0	2	**94**	0	**564**
8:15AM	3	69	8	0	0	**27**	5	1	52	4	0	1	**62**	2	**171**
8:30AM	2	73	4	0	0	**90**	1	0	55	9	0	1	**36**	1	**506**
8:45AM	3	72	3	0	0	**92**	3	3	65	6	0	3	**99**	2	**187**
Hourly Total	10	271	17	0	2	**177**	10	7	231	29	0	7	**594**	5	**8835**
4:00PM	9	96	3	0	0	**872**	2	5	97	11	0	2	**886**	1	**415**
4:15PM	3	96	3	0	0	**875**	8	3	98	8	0	3	**885**	2	**478**
4:30PM	8	87	3	0	0	**02**	4	0	80	5	0	1	**23**	1	**106**
4:45PM	5	93	4	0	0	**875**	3	2	79	9	0	2	**05**	0	**142**
Hourly Total	25	372	13	0	0	**487**	17	10	354	33	0	8	**476**	4	**8693**
5:00PM	4	92	3	1	0	**877**	2	3	108	7	0	1	**880**	0	**107**
5:15PM	4	85	4	0	1	**04**	6	3	61	4	0	1	**30**	11	**593**
5:30PM	2	60	0	0	0	**35**	5	1	62	11	0	0	**94**	0	**562**
5:45PM	2	62	1	0	1	**33**	5	1	68	11	0	0	**27**	2	**521**
Hourly Total	12	299	8	1	2	**155**	18	8	299	33	0	2	**145**	13	**8579**
Total	64	1102	47	2	4	**8580**	54	31	1084	117	0	23	**8566**	30	**4942**
% Approach	5.3%	90.4%	3.9%	0.2%	0.3%	-	-	2.5%	86.4%	9.3%	0%	1.8%	-	-	-
% Total	1.3%	23.2%	1.0%	0%	0.1%	**56.9%**	-	0.7%	22.8%	2.5%	0%	0.5%	**53.4%**	-	-
Lights	63	1062	45	2	4	**8893**	-	25	1038	113	0	21	**8809**	-	4602
% Lights	98.4%	96.4%	95.7%	100%	100%	**03.6%**	-	80.6%	95.8%	96.6%	0%	91.3%	**06.4%**	-	96.9%
Articulated Trucks and Single-Unit Trucks	1	13	0	0	0	**84**	-	1	21	4	0	1	**59**	-	67
% Articulated Trucks and Single-Unit Trucks	1.6%	1.2%	0%	0%	0%	**8.8%**	-	3.2%	1.9%	3.4%	0%	4.3%	**5.5%**	-	1.4%
Buses	0	27	2	0	0	**50**	-	5	23	0	0	0	**52**	-	73
% Buses	0%	2.5%	4.3%	0%	0%	**5.4%**	-	16.1%	2.1%	0%	0%	0%	**5.5%**	-	1.5%
Bicycles on Road	0	0	0	0	0	**7**	-	0	2	0	0	1	**1**	-	6
% Bicycles on Road	0%	0%	0%	0%	0%	**7%**	-	0%	0.2%	0%	0%	4.3%	**7.5%**	-	0.1%
Pedestrians	-	-	-	-	-	-	48	-	-	-	-	-	-	27	
% Pedestrians	-	-	-	-	-	-	88.9%	-	-	-	-	-	-	90.0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	6	-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	11.1%	-	-	-	-	-	-	10.0%	-

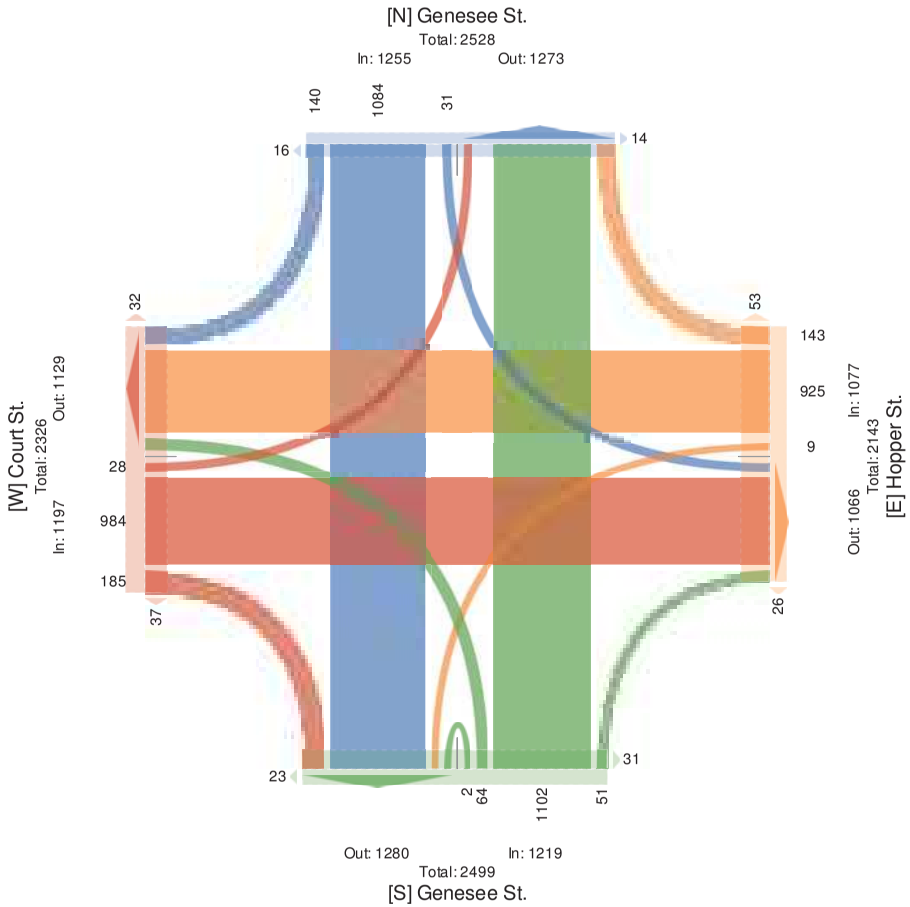
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018
Full Length (7AM-9AM, 4PM-6PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Remove Watermark
Wondershare PDFelement

27. Genesee St. and Court St. - TMC

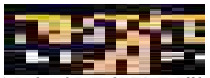
Thu Jul 19, 2018

FLengt (g7AM4P6) C a84P6) C s

) lli l7rrgr Mdkh Sr,) eShul7Sgt TeunAr 7Ut BdUklgay UdSTeunAr, ourgr, (gt grSed7Ur, odhRnlgr LUwL7t, odhRnlgr LUi eLrrv7lAs

) llC Lmg I gUSr

D 46P912-, cLn7SLU4P53099. 88, a-6325P8. 5, Bdg i Lt g4y Sh7, Ngv YLeA



(eLmtgt bR4TedBS7Sg Te7ffdh

: 7S7, DUn3

18Po7AgewL7t,

i L7Sgrmllg, ( ), 19520, yB

cgk : degnSLU	i LueSBS3 E7rSbLuUt							HLppgeBS3 WgrSbLuUt						
Td g	c	T	w	y	ww	App	(gt*	c	T	w	y	ww	App	(gt*
2018a0-a19-4P6) C	2	. .	18	0	1	**24**	5	0	P-	.	0	2	**00**	2
8400) C	1	-0	9	0	P	**23**	5	1	50	2	0	0	**77**	5
8416) C	0	9P	1P	0	5	**999**	2	0	P6	9	0	0	**03**	P
8450) C	1	--	10	0	.	**13**	2	0	61	.	0	0	**04**	.
56 Tot	P	50-	61	0	1P	**74a**	10	1	1-5	25	0	2	**911**	16
l %App 6orc	131%	813%	153%	0%	53%	**h**	a	036%	8.39%	113%	0%	130%	**h**	a
l %6Tot	03P%	2-31%	P36%	0%	132%	**77-81**	a	031%	16 35%	230%	0%	032%	**94-01**	a
. PH	03600	0381.	03-08	a	03685	**F-234**	a	02260	03BP8	03 59	a	02260	**F-247**	a
Ligc'E	P	501	60	0	12	**7a4**	a	1	1. .	22	0	2	**919**	a
l %igc'E	100%	983%	983%	0%	863%	**14-al**	a	100%	9.30%	963%	0%	100%	**1a-Fl**	a
A Tr uto'Ed% urks%nd%singteUniT% urks	0	5	1	0	2	**a**	a	0	.	1	0	0	**4**	a
l %A Tr uto'Ed% urks%nd%singteUniT% urks	0%	130%	230%	0%	1P35%	**9-al**	a	0%	536%	P35%	0%	0%	**7-01**	a
Buses	0	5	0	0	0	**7**	a	0	1	0	0	0	**9**	a
l %Buses	0%	130%	0%	0%	0%	**F-21**	a	0%	03%	0%	0%	0%	**F-01**	a
Biryrtes%n%R6od	0	0	0	0	0	**F**	a	0	0	0	0	0	**F**	a
l %Biryrtes%n%R6od	0%	0%	0%	0%	0%	**Fl**	a	0%	0%	0%	0%	0%	**Fl**	a
(gt grSed7Ur	a	a	a	a	a	a	10	a	a	a	a	a	a	1P
% (gt grSed7Ur	a	a	a	a	a	a	100%	a	a	a	a	a	a	95 35%
odhRnlgr LUi eLrrv7lA	a	a	a	a	a	a	0	a	a	a	a	a	a	1
% odhRnlgr LUi eLrrv7lA	a	a	a	a	a	a	0%	a	a	a	a	a	a	. 3%

*(gt grSed7Ur 7Ut odhRnlgr LUi eLrrv7lA3c4cgfS, w4wdkhS, ww4wdkhSLUegt, T4Theu, y4yaTueU

27. Genesee St. and Court St. - TMC

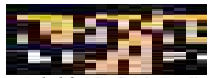
Thu Jul 19, 2018

Forced Peak (4M5) A C8M5) As

) llLlaiiei (gtnhSi,) rSculaSed Trucki aUd BtUnleGyUdSTrucki, Ruiei, PedeiStaUi, RtcwcleioUvoad, RtcwcleioULroiimalks

) llAoIeDeUSi

:3M5-9124, gocaStoUM4. 7099N88, C4572. -8N, BtSeLodeMySica, Yembork



ProItded fwMTrtCBSniSe TraGGc

3aSa, :Uc7

18- Raker voad,

LoaSeiItdle, P), 19. 20, yB

gen 3 trecStoU	*eUeiee BS7 YorShfouUd							*eUeiee BS7 BouShfouUd							
TtDe	g	T	v	y	vv	App	Ped6	g	T	v	y	vv	App	Ped6	Int
2018C04C19 4M5) A	.	5.	N	1	0	**25**	5	2	40	5	0	0	**11**	1	**747**
8M0) A	2	54	2	0	2	**25**	1	.	59	10	0	2	**18**	0	**708**
8M5) A	.	N9	8	0	0	**43**	5	1	52	-	0	1	**04**	2	**535**
8M0) A	2	4.	-	0	0	**16**	1	0	55	9	0	1	**20**	1	**760**
9 Ttoa	10	252	20	1	2	**740**	12	N	2. N	28	0	-	**718**	-	**1158**
% Appr ioch	.5%	887%	470%	07%	074%	**-**	C	272%	8N71%	1072%	0%	175%	**-**	C	C
% 9 Ttoa	079%	2272%	178%	071%	072%	**70.1%**	C	075%	2078%	275%	0%	07-%	**78.7%**	C	C
PHF	078. .	078N	07N25	07250	07250	**3.461**	C	07500	078-.	07400	C	07500	**3.463**	C	079. N
Lights	10	2-1	19	1	2	**715**	C	5	21N	2N	0	-	**701**	C	1082
% Lights	100%	957N%	957 0%	100%	100%	**60.4%**	C	8. 7%	917 5%	927 9%	0%	100%	**61.2%**	C	957-%
Articuæted 9 rucks ond Singæ-Unit 9 rucks	0	2	0	0	0	**7**	C	0	1-	2	0	0	**12**	C	. 1
% Articuæted 9 rucks ond Singæ-Unit 9 rucks	0%	078%	0%	0%	0%	**3.1%**	C	0%	579%	471%	0%	0%	**0.4%**	C	274%
Buses	0	9	1	0	0	**13**	C	1	N	0	0	0	**1**	C	21
% Buses	0%	.7N%	570%	0%	0%	**5.0%**	C	1N74%	275%	0%	0%	0%	**7.2%**	C	179%
Bicycæs Tn RTod	0	0	0	0	0	**3**	C	0	0	0	0	0	**3**	C	0
% Bicycæs Tn RTod	0%	0%	0%	0%	0%	**3%**	C	0%	0%	0%	0%	0%	**3%**	C	0%
PedeiStaUi	C	C	C	C	C	C	11	C	C	C	C	C	C	1	
% PedeiStaUi	C	C	C	C	C	C91 4%		C	C	C	C	C	C25 0%		C
RtcwcleioULroiimalk	C	C	C	C	C	C	1	C	C	C	C	C	C	.	
% RtcwcleioULroiimalk	C	C	C	C	C	C 87.%		C	C	C	C	C	C45 0%		C

6PedeiStaUi aUd RtcwcleioULroiimalk7gMgeCSi v M4tmhS, v v M4tmhSoUred, TMThru, y MyCTurU

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27. Genesee St. and Court St. - TMC

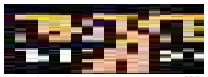
Thu Jul 19, 2018

FLengt (g7AM4P6) C a84P6) C s

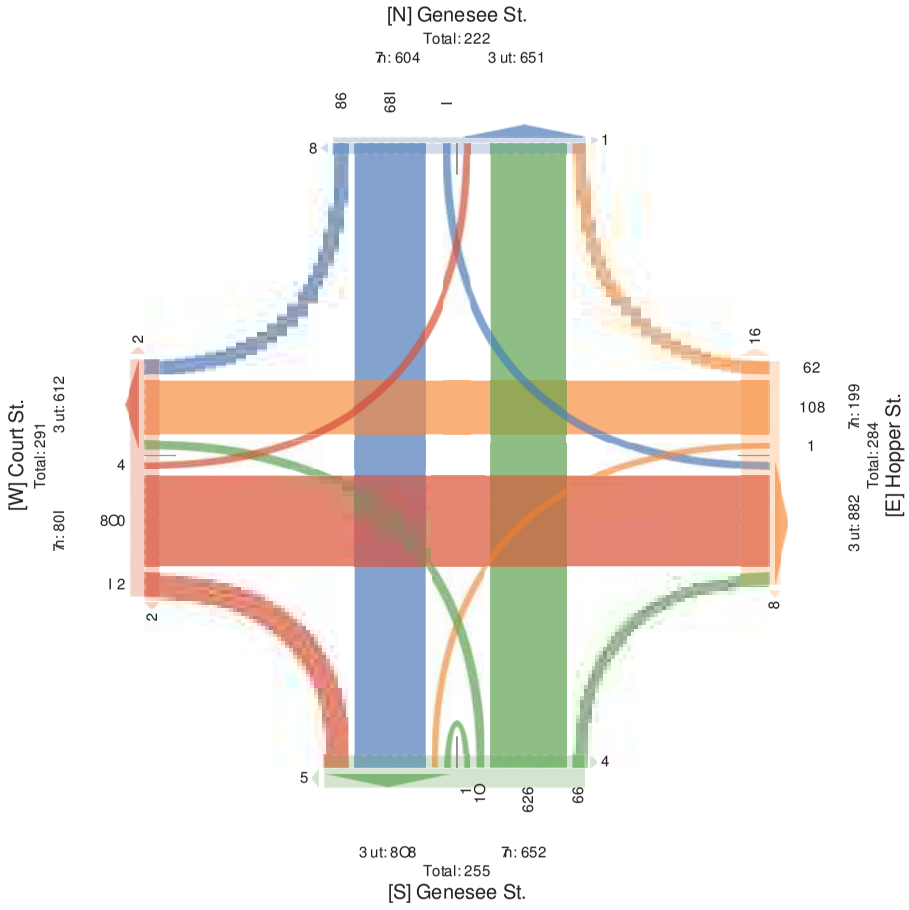
) lli l7rrgr MdkhSr,) eSihul7Sgt TeunAr 7Ut BdLklgayUdSTeunAr, ourgr, (gt grSed7Ur, odhRnlgr LUwL7t, odhRnlgr LUi eLrrv 7lAs

) ll C LrngI gUSr

D 46P912-, cLn7SLU4P53099. 88, a-6325P8. 5, BdSg i Lt g4ySh7, Ngv YLeA



(eLmdgt bR4TedBS7Sg Te7ffdh : 7S7, DLn3 18Po7AgewL7t, i L7Sgrmdlg, () , 19520, yB



27. Genesee St. and Court St. - TMC

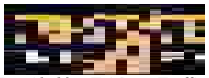
Thu Jul 19, 2018

AM Peak (8AM - 9AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Court St. Eastbound							Hopper St. Westbound						
Direction														
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 8:00AM	1	70	9	0	4	**24**	3	1	30	2	0	0	**00**	3
8:15AM	0	94	14	0	3	**333**	2	0	45	9	0	0	**74**	4
8:30AM	1	77	10	0	6	**94**	2	0	51	6	0	0	**71**	6
8:45AM	1	77	11	0	1	**95**	6	0	55	8	0	2	**67**	7
Total	3	318	44	0	14	**019**	13	1	181	25	0	2	**%9**	20
rAppcoah-	0.8%	83.9%	11.6%	0%	3.7%	**8**	-	0.5%	86.6%	12.0%	0%	1.0%	**8**	-
rTotal	0.3%	27.4%	3.8%	0%	1.2%	**0%6**	-	0.1%	15.6%	2.2%	0%	0.2%	**32.5**	-
PHF	0.750	0.846	0.786	-	0.583	**5.274**	-	0.250	0.823	0.694	-	0.250	**5.254**	-
Lig- ts	3	312	42	0	12	**069**	-	1	176	24	0	2	**%0**	-
rLig- ts	100%	98.1%	95.5%	0%	85.7%	**91.4**	-	100%	97.2%	96.0%	0%	100%	**91.3**	-
ActihulatedrTcuhksandrSingle8UnitrTcuhks	0	3	2	0	2	**1**	-	0	4	1	0	0	**7**	-
rActihulatedrTcuhksandrSingle8UnitrTcuhks	0%	0.9%	4.5%	0%	14.3%	**3.2**	-	0%	2.2%	4.0%	0%	0%	**%4**	-
Buses	0	3	0	0	0	**0**	-	0	1	0	0	0	**3**	-
rBuses	0%	0.9%	0%	0%	0%	**5.2**	-	0%	0.6%	0%	0%	0%	**5.7**	-
BihyhlesronrRoad	0	0	0	0	0	**5**	-	0	0	0	0	0	**5**	-
rBihyhlesronrRoad	0%	0%	0%	0%	0%	**5**	-	0%	0%	0%	0%	0%	**5**	-
Pedestrians	-	-	-	-	-	-	13	-	-	-	-	-	-	17
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	85.0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	3
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	15.0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

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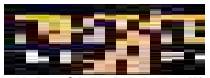
27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018
AM Peak (8AM 79AM:
All 3 la--e- ()GhL-, AiIGulaIet Tiugk- art cCsle7drCLTiugk-, nu-e-, Pete-IiGr-, nGSgle-Ur BUat , nGSgle- Ur 3 iU--yalk:
All MUoeRerL-
wvmI D9125,) UgaICrmD4.099N88, 75I.24DBN4, cCle 3 Ut endIGga, Yey bUik



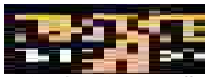
PiUoCet f SmTiCcIaIe TiaGGg
v ala, w g.
18Dnakei BUat ,
3 UaIe-oCle, PA, 19420, d c

) es v GegKUr	* er e-ee cL YUIhf Uur t							* er e-ee cL cUuIhf Uur t							
TCRe	)	T	B	d	BB	App	Pet 6	)	T	B	d	BB	App	Pet 6	Int
20187057 79 8m10 AM	2	I 5	2	0	2	**25**	1	4	I 9	10	0	2	**17**	0	**487**
8m1 AM	4	N9	8	0	0	**03**	I	1	I 2	D	0	1	**80**	2	**535**
8m10 AM	2	54	D	0	0	**16**	1	0	I I	9	0	1	**28**	1	**468**
8mDI AM	4	52	4	0	0	**10**	4	4	NI	N	0	4	**11**	2	**593**
Total	10	251	15	0	2	**533**	10	5	241	29	0	5	**417**	I	**9924**
% Approach	4.4%	90.4%	I.5%	0%	0.5%	-	7	2.N%	8D.4%	10.N%	0%	2.N%	-	7	7
% Total	0.9%	24.4%	1.I %	0%	0.2%	**48.0%**	7	0.N%	19.9%	2.I %	0%	0.N%	**45.2%**	7	7
PHF	0.844	0.928	0.I 41		70.210	**3.650**	7	0.I 84	0.888	0.52I		70.I 84	**3.063**	7	0.945
Lights	10	2N2	1N	0	2	**463**	7	I	21D	25	0	5	**485**	7	111I
% Lights	100%	9N.5%	9D.1%	0%	100%	**62.1%**	7	51.D%	92.N%	94.1%	0%	100%	**64.5%**	7	9N.0%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	**9**	7	0	11	2	0	0	**95**	7	2N
% Articulated Trucks and Single-Unit Trucks	0%	0.D%	0%	0%	0%	**3.5%**	7	0%	D.8%	N.9%	0%	0%	**7.1%**	7	2.2%
Buses	0	8	1	0	0	**6**	7	2	N	0	0	0	**0**	7	21
% Buses	0%	4.0%	1.9%	0%	0%	**5.3%**	7	28.N%	2.N%	0%	0%	0%	**4.6%**	7	1.8%
Bicycles on Road	0	0	0	0	0	**3**	7	0	0	0	0	0	**3**	7	0
% Bicycles on Road	0%	0%	0%	0%	0%	**3%**	7	0%	0%	0%	0%	0%	**3%**	7	0%
Pete-IiGr-	7	7	7	7	7	7	9	7	7	7	7	7	7	2	
% Pete-IiGr-	7	7	7	7	7	790.0%		7	7	7	7	7	7D0.0%		7
nGSgle- Ur 3iU--yalk	7	7	7	7	7	7	1	7	7	7	7	7	7	4	
% nGSgle- Ur 3iU--yalk	7	7	7	7	7	710.0%		7	7	7	7	7	7N0.0%		7

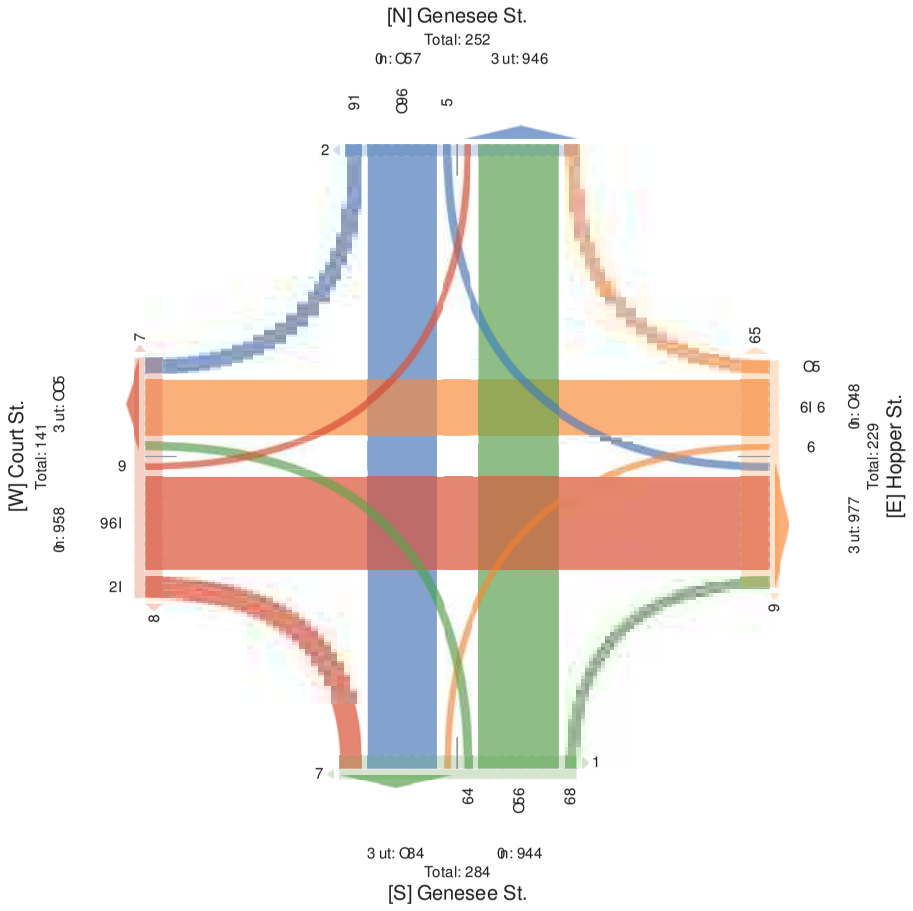
[6]Pete-IiGr- art nGSgle- Ur 3iU--yalk.) m) eCL, BmBGhL, BBmBGhLUr iet , TmThiu, d md 7Tuir

27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018
AM Peak (8AM 79AM:
All 4 la55e5 (-)Chs5, ALs)iulaseg TIuik5 at g r): Cle7c t)sTLuik5, du5e5, Pege5sD)at 5, d) ni le5 St USag, d) ni le5 St 4 LS55Balk:
All MSyeo et s5
Rvvm I 912D, - Si as)St vI 63099. 88, 7Dm26I 8. 6, r)se 4 Sgevc s)i a, NeB YSIk



PISy)geg bnvTL)7r sase TLaff)i
wasa, Ri 3
18I dakeLUSag,
4 Sase5y)lle, PA, 19620, c r



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27. Genesee St. and Court St. - TMC

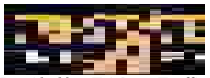
Thu Jul 19, 2018

PM Peak (4PM - 5PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Court St. Eastbound							Hopper St. Westbound						
Direction														
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 4:00PM	1	64	4	0	2	**24**	9	1	117	15	0	5	**403**	7
4:15PM	1	57	13	0	2	**20**	5	1	101	12	0	0	**447**	3
4:30PM	1	84	15	0	0	**499**	7	0	97	12	0	2	**444**	11
4:45PM	1	54	10	0	3	**13**	3	0	70	11	0	5	**31**	1
5 o'bot	4	259	42	0	7	**04a**	24	2	385	50	0	12	**771**	22
% Appr6och	1.3%	83.0%	13.5%	0%	2.2%	**-**	-	0.4%	85.7%	11.1%	0%	2.7%	**-**	-
% 5 6Tot	0.3%	16.4%	2.7%	0%	0.4%	**41 83%**	-	0.1%	24.4%	3.2%	0%	0.8%	**a38. %**	-
PHF	1.000	0.771	0.700	-	0.583	**98239**	-	0.500	0.823	0.833	-	0.600	**98840**	-
LighTs	4	256	42	0	7	**091**	-	2	384	48	0	12	**771**	-
% LighTs	100%	98.8%	100%	0%	100%	**11 80%**	-	100%	99.7%	96.0%	0%	100%	**11 80%**	-
ArTicuTed 5 rucks ond Singte-UniT5 rucks	0	3	0	0	0	**0**	-	0	1	0	0	0	**4**	-
% ArTicuTed 5 rucks ond Singte-UniT5 rucks	0%	1.2%	0%	0%	0%	**48%**	-	0%	0.3%	0%	0%	0%	**98a%**	-
Buses	0	0	0	0	0	**9**	-	0	0	2	0	0	**a**	-
% Buses	0%	0%	0%	0%	0%	**9%**	-	0%	0%	4.0%	0%	0%	**987%**	-
Bicyctes 6n R6od	0	0	0	0	0	**9**	-	0	0	0	0	0	**9**	-
% Bicyctes 6n R6od	0%	0%	0%	0%	0%	**9%**	-	0%	0%	0%	0%	0%	**9%**	-
Pedestrians	-	-	-	-	-	-	24	-	-	-	-	-	-	21
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	95.5%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	4.5%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

27. Genesee St. and Court St. - TMC

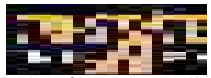
Thu Jul 19, 2018

PM Peak (4PM : 5PM- :) Ce vall Peak r Huv

o ll AlaCCeC (s L hgC, o vgtulage c T vut kCadc n ldi le: SdIgT vut kC, UuCeC, PeceCgyladC, UtL BtleC Hd y Hac, UtL BtleC Hd AvHCCRalk-

o ll MHOe wedgC

nh D549123, s Hragl Hd D4. 7099N88, :3572. 48N , n lge AHce DSgtta, Ye R b Hvk



PvHOlcec f BDF vt nage T vaCGt
I aga, ndt 7
184 Uake v y Hac,
AHage COlle, Po, 19. 20, Sn

sei	*ede Cee ng7 YHvghf Hudc							*ede Cee ng7 nHugh f Hudc							
I Ivet gHd															
TIwe	s	T	y	S	yy	App	Pec6	s	T	y	S	yy	App	Pec6	Int
2018:03:19 4D0PM	9	9N	.	0	0	**251**	2	5	93	11	0	2	**227**	1	**480**
4D5PM	.	9N	.	0	0	**250**	8	.	98	8	0	.	**220**	2	**452**
4D0PM	8	83	.	0	0	**31**	4	0	80	5	0	1	**16**	1	**837**
4D5PM	5	9.	4	0	0	**250**	.	2	39	9	0	2	**30**	0	**841**
9 ttoa	25	. 32	1.	0	0	**425**	13	10	. 54	. .	0	8	**457**	4	**2716**
% ApprToch	N71%	9073%	. 72%	0%	0%	**-**	:	275%	8374%	871%	0%	270%	**-**	:	:
% 9 Ttoa	17N%	2. 7N%	078%	0%	0%	**06.5%**	:	07N%	2275%	271%	0%	075%	**07.1%**	:	:
PHF	07N94	079N9	0781.	:	:	**5.343**	:	0750 0	790.	07350	:	07NN3	**5.115**	:	07912
Lights	25	. N4	1.	0	0	**450**	:	9	. 43	. 2	0	3	**837**	:	1552
% Lights	100%	9378%	100%	0%	0%	**31.5%**	:	9070%	9870%	9370%	0%	8375%	**31.7%**	:	9875%
Articuated 9 rucks ond Singæ-Unit 9 rucks	0	2	0	0	0	**0**	:	0	2	1	0	0	**8**	:	9
% Articuated 9 rucks ond Singæ-Unit 9 rucks	0%	075%	0%	0%	0%	**5.7%**	:	0%	07N%	. 70%	0%	0%	**5.1%**	:	07N%
Buses	0	N	0	0	0	**6**	:	1	5	0	0	0	**6**	:	14
% Buses	0%	17N%	0%	0%	0%	**2.7%**	:	1070%	174%	0%	0%	0%	**2.7%**	:	079%
Bicycæs Tn RTod	0	0	0	0	0	**5**	:	0	0	0	0	1	**2**	:	1
% Bicycæs Tn RTod	0%	0%	0%	0%	0%	**5%**	:	0%	0%	0%	0%	1275%	**5.0%**	:	071%
PeceCgyladC	:	:	:	:	:	:	15	:	:	:	:	:	:	4	
% PeceCgyladC	:	:	:	:	:	:	8872%	:	:	:	:	:	:	100%	:
UtL BtleC Hd AvHCCRalk	:	:	:	:	:	:	2	:	:	:	:	:	:	0	
% UtL BtleC Hd AvHCCRalk	:	:	:	:	:	:	1178%	:	:	:	:	:	:	0%	:

[6]PeceCgyladCadc UtL BtleC Hd AvHCCRalk7s DseCg y Dy Li hg y y Dy Li hg Hd vec, T DThvu, S DS: Tuvd

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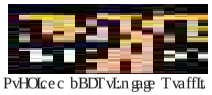
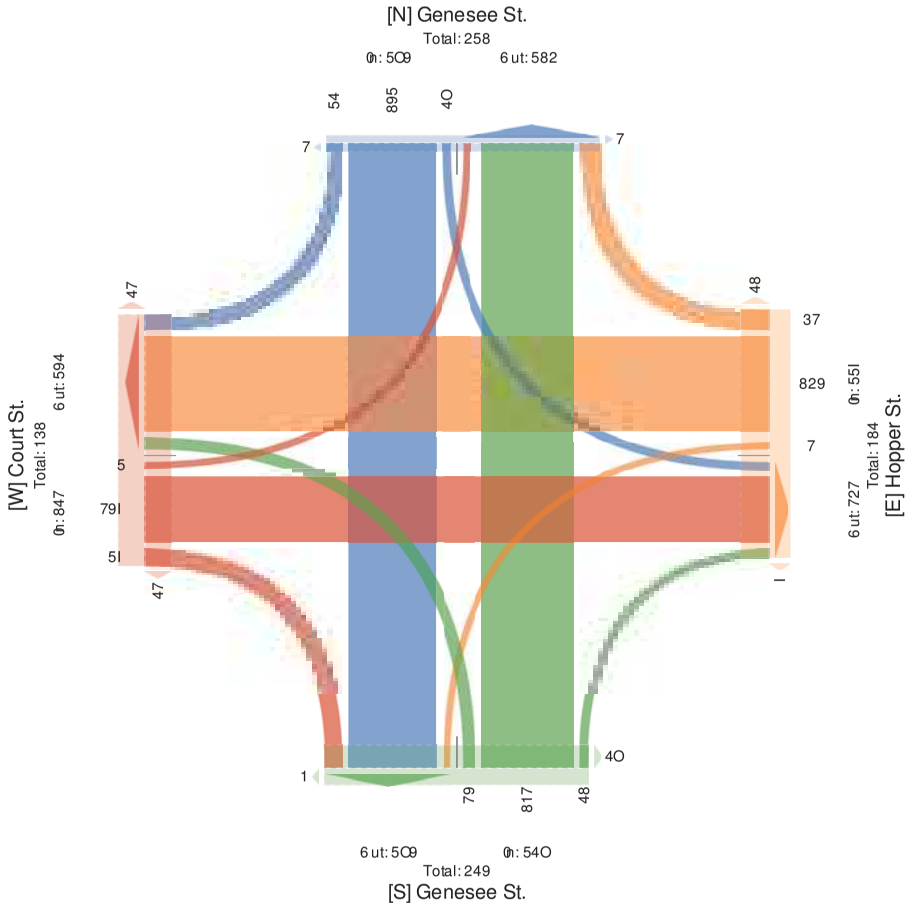
27. Genesee St. and Court St. - TMC
Thu Jul 19, 2018
PM Peak (4PM : 5PM- :) Oevall Peak r Huv
oll AlaCCeC(sLi hgC, ovgtulagec TvutkCadc nIdi le:SdIgTvutkC, UuCeC, PeceCgvIadC, UltBtleC
Hd y Hac, UltBtleCHd AvHCCRalk-
oll MHOewedgC
mI D549126, sHt agIHdD43.099788, :65.234873, nIge AHceDSgIta, NeR YHvk



PvHOIcec bBDTvLngage TvaffIt
I aga, mdt.
184 Uakevy Hac,
AHage COlle, Po , 19320, Sn



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Existing AM Synchro Reports

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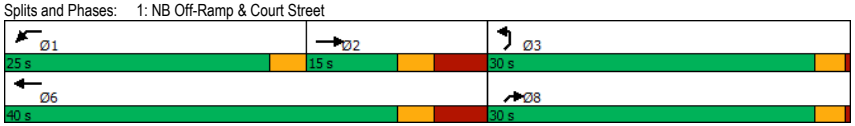
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	304	0	0	250	23	468
Future Volume (vph)	304	0	0	250	23	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	220		0	0
Storage Lanes		0	1		2	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1881	3367	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1881	3367	2787
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	279			379	637	
Travel Time (s)	6.3			8.6	14.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	1%	4%	2%
Adj. Flow (vph)	334	0	0	275	25	514
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	0	0	275	25	514
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	8

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Permitted Phases						8
Detector Phase	2		1	6	3	8
Switch Phase						
Minimum Initial (s)	10.0		4.0	10.0	6.0	6.0
Minimum Split (s)	17.5		8.0	23.5	13.0	10.0
Total Split (s)	15.0		25.0	40.0	30.0	30.0
Total Split (%)	21.4%		35.7%	57.1%	42.9%	42.9%
Maximum Green (s)	7.5		22.0	32.5	27.0	27.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	Max	None	None
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	32.7			32.7	16.0	16.0
Actuated g/C Ratio	0.55			0.55	0.27	0.27
v/c Ratio	0.17			0.27	0.03	0.68
Control Delay	7.6			8.7	15.0	24.2
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	7.6			8.7	15.0	24.2
LOS	A			A	B	C
Approach Delay	7.6			8.7	23.8	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 59.2			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NB Off-Ramp & Court Street



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Queues
1: NB Off-Ramp & Court Street

10/08/2018

Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	334	275	25	514
v/c Ratio	0.17	0.27	0.03	0.68
Control Delay	7.6	8.7	15.0	24.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	8.7	15.0	24.2
Queue Length 50th (ft)	27	45	3	92
Queue Length 95th (ft)	57	104	10	139
Internal Link Dist (ft)	199	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	1952	1037	1543	1277
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.02	0.40

Intersection Summary

Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	7	292	0	0	0	0	170	49	151	25	0
Future Volume (vph)	143	7	292	0	0	0	0	170	49	151	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911							0.850			
Flt Protected		0.984									0.959	
Satd. Flow (prot)	0	1665	0	0	0	0	0	1827	1495	0	1691	0
Flt Permitted		0.984									0.629	
Satd. Flow (perm)	0	1665	0	0	0	0	0	1827	1495	0	1109	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		285							56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			285			268	
Travel Time (s)		3.7			4.9			6.5			6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	0%	1%	2%	2%	2%	0%	4%	8%	9%	0%	0%
Adj. Flow (vph)	163	8	332	0	0	0	0	193	56	172	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	0	0	0	0	0	193	56	0	200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.61						0.27	0.09		0.47	
Control Delay		8.1						6.4	1.3		13.6	

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Wondershare PDFelement

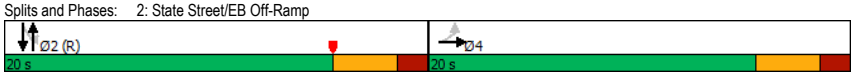
Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.1						0.0	0.0		0.0	
Total Delay		8.2						6.4	1.3		13.6	
LOS		A						A	A		B	
Approach Delay		8.2						5.3			13.6	
Approach LOS		A						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: State Street/EB Off-Ramp



Queues
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	503	193	56	200
v/c Ratio	0.61	0.27	0.09	0.47
Control Delay	8.1	6.4	1.3	13.6
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	8.2	6.4	1.3	13.6
Queue Length 50th (ft)	32	20	0	31
Queue Length 95th (ft)	88	33	0	71
Internal Link Dist (ft)	81	205		188
Turn Bay Length (ft)				
Base Capacity (vph)	819	707	613	429
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	15	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.27	0.09	0.47

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	49	20	41	59	27	5	170	38	86	247	16
Future Volume (vph)	25	49	20	41	59	27	5	170	38	86	247	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.972			0.973			0.991	
Flt Protected		0.987			0.984		0.950			0.950		
Satd. Flow (prot)	0	1746	0	0	1719	0	1504	1762	0	1805	1876	0
Flt Permitted		0.922			0.898		0.453			0.537		
Satd. Flow (perm)	0	1631	0	0	1569	0	717	1762	0	1020	1876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			27			15			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		187			741			332			285	
Travel Time (s)		4.3			16.8			7.5			6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	15%	5%	7%	4%	20%	6%	0%	0%	0%	6%
Adj. Flow (vph)	27	53	22	45	64	29	5	185	41	93	268	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	138	0	5	226	0	93	285	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.11			0.15		0.02	0.40		0.29	0.47	
Control Delay		6.9			7.2		19.2	22.3		23.5	24.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	2.6	
Total Delay		6.9			7.2		19.2	22.3		23.5	27.4	
LOS		A			A		B	C		C	C	
Approach Delay		6.9			7.2			22.2			26.5	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: State Street & La Fayette Street



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Queues
3: State Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	138	5	226	93	285
v/c Ratio	0.11	0.15	0.02	0.40	0.29	0.47
Control Delay	6.9	7.2	19.2	22.3	23.5	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.6
Total Delay	6.9	7.2	19.2	22.3	23.5	27.4
Queue Length 50th (ft)	17	24	2	81	35	122
Queue Length 95th (ft)	38	50	9	142	m61	207
Internal Link Dist (ft)	107	661		252		205
Turn Bay Length (ft)			123			
Base Capacity (vph)	927	894	228	571	325	600
Starvation Cap Reductn	0	0	0	0	0	204
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.15	0.02	0.40	0.29	0.72

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	63	25	12	31	10	23	186	57	82	185	33
Future Volume (vph)	13	63	25	12	31	10	23	186	57	82	185	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.974			0.965			0.977	
Flt Protected		0.994			0.989		0.950			0.950		
Satd. Flow (prot)	0	1517	0	0	1480	0	1805	1745	0	1805	1795	0
Flt Permitted		0.946			0.897		0.608			0.593		
Satd. Flow (perm)	0	1444	0	0	1342	0	1155	1745	0	1127	1795	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			11			34			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		213			745			877			332	
Travel Time (s)		4.8			16.9			19.9			7.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	8%	10%	4%	8%	13%	10%	0%	6%	2%	0%	4%	0%
Parking (#/hr)		0			0							
Adj. Flow (vph)	14	70	28	13	34	11	26	207	63	91	206	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	58	0	26	270	0	91	243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

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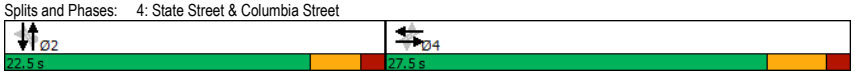
Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.0			8.0		28.6	28.6		28.6	28.6	
Actuated g/C Ratio		0.19			0.19		0.67	0.67		0.67	0.67	
v/c Ratio		0.39			0.23		0.03	0.23		0.12	0.20	
Control Delay		15.3			13.7		4.7	4.8		5.2	4.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		15.3			13.7		4.7	4.8		5.2	4.8	
LOS		B			B		A	A		A	A	
Approach Delay		15.3			13.7			4.8			4.9	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 43			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: State State & Columbia Street



Queues
4: State Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	58	26	270	91	243
v/c Ratio	0.39	0.23	0.03	0.23	0.12	0.20
Control Delay	15.3	13.7	4.7	4.8	5.2	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	13.7	4.7	4.8	5.2	4.8
Queue Length 50th (ft)	16	9	2	21	8	19
Queue Length 95th (ft)	46	29	10	57	26	53
Internal Link Dist (ft)	133	665		797		252
Turn Bay Length (ft)					114	
Base Capacity (vph)	775	713	767	1170	748	1198
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.03	0.23	0.12	0.20

Intersection Summary

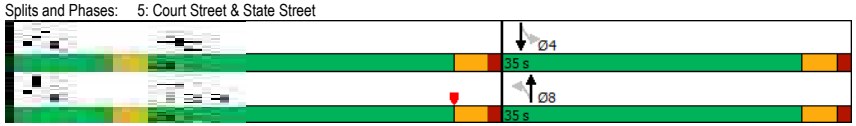
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	518	136	30	169	53	56	106	20	44	125	33
Future Volume (vph)	121	518	136	30	169	53	56	106	20	44	125	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.964			0.977			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3463	0	1597	3362	0	1805	1825	0	1805	1774	0
Flt Permitted	0.531			0.329			0.624			0.667		
Satd. Flow (perm)	970	3463	0	553	3362	0	1186	1825	0	1267	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			56			12			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		379			720			284			877	
Travel Time (s)		8.6			16.4			6.5			19.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	1%	1%	13%	4%	2%	0%	2%	0%	0%	4%	3%
Adj. Flow (vph)	136	582	153	34	190	60	63	119	22	49	140	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	735	0	34	250	0	63	141	0	49	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	45.2	38.5		39.9	32.5		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.47	0.38		0.35	0.35		0.35	0.35	
v/c Ratio	0.23	0.46		0.10	0.19		0.15	0.22		0.11	0.28	
Control Delay	10.8	17.2		10.2	14.2		20.1	18.7		19.5	19.2	
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.8	17.6		10.2	14.2		20.1	18.7		19.5	19.2	
LOS	B	B		B	B		C	B		B	B	
Approach Delay		16.5			13.7			19.1			19.3	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 61 (72%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

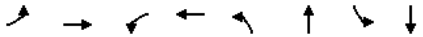
Splits and Phases: 5: Court Street & State Street



Remove Watermark Wondershare PDFelement

Queues
5: Court Street & State Street

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	136	735	34	250	63	141	49	177
v/c Ratio	0.23	0.46	0.10	0.19	0.15	0.22	0.11	0.28
Control Delay	10.8	17.2	10.2	14.2	20.1	18.7	19.5	19.2
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	17.6	10.2	14.2	20.1	18.7	19.5	19.2
Queue Length 50th (ft)	34	141	8	35	23	47	17	60
Queue Length 95th (ft)	62	195	21	61	51	88	41	107
Internal Link Dist (ft)		299		640		204		797
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	608	1591	405	1318	418	651	447	637
Starvation Cap Reductn	0	355	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.59	0.08	0.19	0.15	0.22	0.11	0.28

Intersection Summary

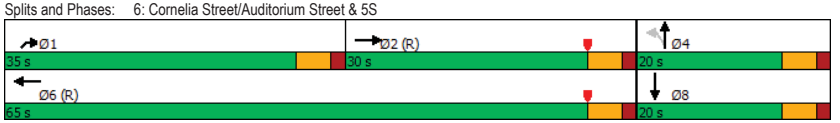
Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations											
Traffic Volume (vph)	936	41	906	1	28	16	1	18	82	28	10
Future Volume (vph)	936	41	906	1	28	16	1	18	82	28	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0			0	
Storage Lanes		0		0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994					0.997		0.889		0.865	
Flt Protected						0.970					
Satd. Flow (prot)	3485	0	3505	0	0	1837	0	1585	0	1611	0
Flt Permitted						0.679					
Satd. Flow (perm)	3485	0	3505	0	0	1286	0	1585	0	1611	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								98			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	277		678			446		334			
Travel Time (s)	6.3		15.4			10.1		7.6			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	2%	2%
Adj. Flow (vph)	1114	49	1079	1	33	19	1	21	98	33	12
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1163	0	1080	0	0	53	0	119	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	0		0			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		4.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		21.0		11.0	11.0		11.0		11.0	
Total Split (s)	30.0		65.0		20.0	20.0		20.0		35.0	
Total Split (%)	35.3%		76.5%		23.5%	23.5%		23.5%		41.2%	
Maximum Green (s)	25.0		60.0		15.0	15.0		15.0		30.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0		5.0	
Lead/Lag	Lag									Lead	
Lead-Lag Optimize?										Yes	
Vehicle Extension (s)	2.0		3.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Walk Time (s)			5.0								
Flash Dont Walk (s)			11.0								
Pedestrian Calls (#/hr)			0								
Act Effct Green (s)	62.5		70.4			7.8		7.8		7.3	
Actuated g/C Ratio	0.74		0.83			0.09		0.09		0.09	
v/c Ratio	0.45		0.37			0.45		0.51		0.33	
Control Delay	7.7		4.7			48.1		18.9		42.4	
Queue Delay	0.0		0.0			0.0		0.0		0.0	
Total Delay	7.7		4.7			48.1		18.9		42.4	
LOS	A		A			D		B		D	
Approach Delay	7.7		4.7			48.1		18.9			
Approach LOS	A		A			D		B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 16 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Cornelia Street/Auditorium Street & 5S



Remove Watermark Wondershare PDFelement

Queues
6: Cornelia Street/Auditorium Street & 5S 10/10/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1163	1080	53	119	45
v/c Ratio	0.45	0.37	0.45	0.51	0.33
Control Delay	7.7	4.7	48.1	18.9	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	4.7	48.1	18.9	42.4
Queue Length 50th (ft)	148	6	27	11	23
Queue Length 95th (ft)	220	149	57	51	50
Internal Link Dist (ft)	197	598	366	254	
Turn Bay Length (ft)					
Base Capacity (vph)	2561	2901	226	360	568
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.37	0.23	0.33	0.08

Intersection Summary

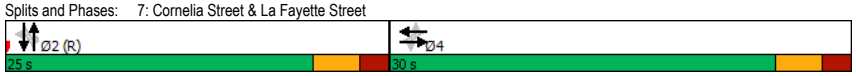
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	144	23	40	111	17	8	22	13	12	45	13
Future Volume (vph)	7	144	23	40	111	17	8	22	13	12	45	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.986			0.959			0.974	
Flt Protected		0.998			0.988			0.991			0.992	
Satd. Flow (prot)	0	1847	0	0	1792	0	0	1770	0	0	1631	0
Flt Permitted		0.989			0.902			0.961			0.964	
Satd. Flow (perm)	0	1830	0	0	1636	0	0	1716	0	0	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			13			15			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		741			632			331			446	
Travel Time (s)		16.8			14.4			7.5			10.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	5%	0%	0%	4%	0%	0%	2%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	8	162	26	45	125	19	9	25	15	13	51	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	189	0	0	49	0	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
v/c Ratio		0.23			0.25			0.08			0.14	
Control Delay		9.2			9.7			9.3			10.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			9.7			9.3			10.7	
LOS		A			A			A			B	
Approach Delay		9.2			9.7			9.3			10.7	
Approach LOS		A			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 22 (40%), Referenced to phase 2:NBSB and 6:, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Cornelia Street & La Fayette Street



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Wondershare PDFelement

Queues
7: Cornelia Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	196	189	49	79
v/c Ratio	0.23	0.25	0.08	0.14
Control Delay	9.2	9.7	9.3	10.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.2	9.7	9.3	10.7
Queue Length 50th (ft)	33	33	7	13
Queue Length 95th (ft)	65	66	24	36
Internal Link Dist (ft)	661	552	251	366
Turn Bay Length (ft)				
Base Capacity (vph)	841	750	633	585
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.25	0.08	0.14

Intersection Summary

Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	158	30	13	49	7	5	32	14	8	86	14
Future Volume (vph)	5	158	30	13	49	7	5	32	14	8	86	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.987			0.963			0.982	
Flt Protected		0.999			0.990			0.995			0.996	
Satd. Flow (prot)	0	1791	0	0	1688	0	0	1691	0	0	1829	0
Flt Permitted		0.995			0.938			0.981			0.985	
Satd. Flow (perm)	0	1784	0	0	1599	0	0	1667	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			8			17			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		745			571			871			331	
Travel Time (s)		16.9			13.0			19.8			7.5	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	4%	3%	15%	10%	0%	20%	3%	14%	0%	2%	0%
Adj. Flow (vph)	6	190	36	16	59	8	6	39	17	10	104	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	83	0	0	62	0	0	131	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.30			0.12			0.09			0.17	
Control Delay		11.7			10.3			8.5			10.1	
Queue Delay		0.0			0.0			0.0			0.0	

Remove Watermark Wondershare PDFelement

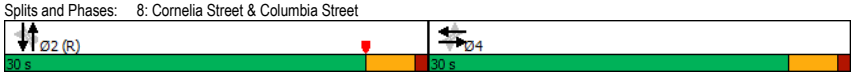
Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		11.7			10.3			8.5			10.1	
LOS		B			B			A			B	
Approach Delay		11.7			10.3			8.5			10.1	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 25.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Cornelia Street & Columbia Street



Queues
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	232	83	62	131
v/c Ratio	0.30	0.12	0.09	0.17
Control Delay	11.7	10.3	8.5	10.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	10.3	8.5	10.1
Queue Length 50th (ft)	48	16	9	24
Queue Length 95th (ft)	82	34	25	48
Internal Link Dist (ft)	665	491	791	251
Turn Bay Length (ft)				
Base Capacity (vph)	769	684	718	778
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.12	0.09	0.17

Intersection Summary

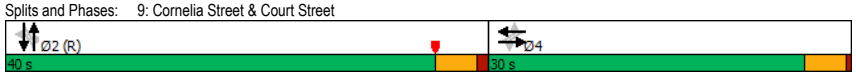
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	499	23	7	216	26	15	10	13	19	23	27
Future Volume (vph)	53	499	23	7	216	26	15	10	13	19	23	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.984			0.916			0.920	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3533	0	0	3374	0	1805	1600	0	1626	1651	0
Flt Permitted		0.896			0.938		0.720			0.741		
Satd. Flow (perm)	0	3182	0	0	3168	0	1368	1600	0	1268	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			20			14			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			199			282			871	
Travel Time (s)		16.4			4.5			6.4			19.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	1%	0%	0%	5%	8%	0%	20%	0%	11%	0%	11%
Adj. Flow (vph)	59	554	26	8	240	29	17	11	14	21	26	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	0	0	277	0	17	25	0	21	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.54			0.23		0.02	0.03		0.03	0.07	
Control Delay		19.2			14.6		8.8	5.9		8.9	5.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		19.2			14.6		8.8	5.9		8.9	5.5	
LOS		B			B		A	A		A	A	
Approach Delay		19.2			14.6			7.1			6.4	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Cornelia Street & Court Street



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Queues
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	639	277	17	25	21	56
v/c Ratio	0.54	0.23	0.02	0.03	0.03	0.07
Control Delay	19.2	14.6	8.8	5.9	8.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	14.6	8.8	5.9	8.9	5.5
Queue Length 50th (ft)	109	38	3	2	4	5
Queue Length 95th (ft)	157	64	12	13	14	21
Internal Link Dist (ft)	640	119		202		791
Turn Bay Length (ft)						
Base Capacity (vph)	1186	1189	693	818	643	852
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.23	0.02	0.03	0.03	0.07

Intersection Summary

Lanes, Volumes, Timings
10: Liberty/5S

10/08/2018

Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	62	872	14	33	885	33	12	13	2	29	16
Future Volume (vph)	62	872	14	33	885	33	12	13	2	29	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850					0.970			0.955	
Flt Protected	0.950			0.950			0.972			0.998	
Satd. Flow (prot)	1770	2787	0	1770	3539	0	1756	0	0	1775	0
Flt Permitted	0.261			0.950			0.795			0.983	
Satd. Flow (perm)	486	2787	0	1770	3539	0	1436	0	0	1749	0
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)		103					90			17	
Link Speed (mph)					30		30			30	
Link Distance (ft)					328		433			303	
Travel Time (s)					7.5		9.8			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	948	15	36	962	36	13	14	2	32	17
Shared Lane Traffic (%)											
Lane Group Flow (vph)	67	963	0	36	962	0	63	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Left	Left	Right	Left	Left	Right
Median Width(ft)					12		0			0	
Link Offset(ft)					0		0			0	
Crosswalk Width(ft)					16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		15		9	15		9
Number of Detectors	1	1		1	2	1	2		1	2	
Detector Template	Left	Right		Left	Thru	Left	Thru		Left	Thru	
Leading Detector (ft)	20	20		20	100	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0		0	0	
Detector 1 Size(ft)	20	20		20	6	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94		94			94	
Detector 2 Size(ft)					6		6			6	
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)					0.0		0.0			0.0	
Turn Type	pm+pt	Perm		pm+pt	NA	Perm	NA		Perm	NA	
Protected Phases	5			1	6		8			4	
Permitted Phases	2	2		6		8			4		
Detector Phase	5	2		1	6	8	8		4	4	
Switch Phase											
Minimum Initial (s)	6.0	15.0		4.0	15.0	6.0	6.0		6.0	6.0	

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Lanes, Volumes, Timings
10: Liberty/5S

10/08/2018

Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR
Minimum Split (s)	11.0	21.0		9.0	21.0	12.0	12.0		12.0	12.0	
Total Split (s)	15.0	48.0		15.0	48.0	22.0	22.0		22.0	22.0	
Total Split (%)	17.6%	56.5%		17.6%	56.5%	25.9%	25.9%		25.9%	25.9%	
Maximum Green (s)	10.0	43.0		10.0	43.0	16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	None	None		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0		0	0	
Act Effct Green (s)	66.3	63.3		65.6	60.8		7.4			7.4	
Actuated g/C Ratio	0.78	0.74		0.77	0.72		0.09			0.09	
v/c Ratio	0.14	0.46		0.03	0.38		0.30			0.30	
Control Delay	1.7	6.5		4.4	8.5		7.9			31.0	
Queue Delay	0.0	0.0		0.0	0.2		0.0			0.0	
Total Delay	1.7	6.5		4.4	8.7		7.9			31.0	
LOS	A	A		A	A		A			C	
Approach Delay					8.5		7.9			31.0	
Approach LOS					A		A			C	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 43 (51%), Referenced to phase 2:EBL and 6:WBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 7.9 Intersection LOS: A
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Liberty/5S



Queues
10: Liberty/5S

10/08/2018

Lane Group	EBL	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	67	963	36	962	63	51
v/c Ratio	0.14	0.46	0.03	0.38	0.30	0.30
Control Delay	1.7	6.5	4.4	8.5	7.9	31.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	1.7	6.5	4.4	8.7	7.9	31.0
Queue Length 50th (ft)	1	191	1	29	0	17
Queue Length 95th (ft)	2	289	m19	266	21	49
Internal Link Dist (ft)				248	353	223
Turn Bay Length (ft)						
Base Capacity (vph)	541	2101	1432	2530	343	343
Starvation Cap Reductn	0	0	0	711	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.46	0.03	0.53	0.18	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

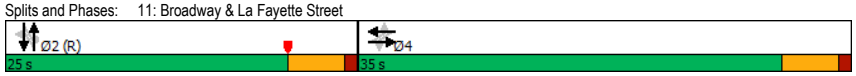
Remove Watermark Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	107	20	32	131	11	11	51	15	10	54	25
Future Volume (vph)	14	107	20	32	131	11	11	51	15	10	54	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.991			0.974			0.962	
Flt Protected		0.995			0.991			0.993			0.994	
Satd. Flow (prot)	0	1645	0	0	1596	0	0	1572	0	0	1502	0
Flt Permitted		0.971			0.936			0.963			0.973	
Satd. Flow (perm)	0	1605	0	0	1507	0	0	1525	0	0	1471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			8			16			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		632			310			324			433	
Travel Time (s)		14.4			7.0			7.4			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	5%	9%	4%	9%	0%	2%	20%	10%	9%	8%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	15	116	22	35	142	12	12	55	16	11	59	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	153	0	0	189	0	0	83	0	0	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.50			0.50			0.33			0.33	
v/c Ratio		0.19			0.25			0.16			0.19	
Control Delay		7.9			9.3			12.9			12.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.9			9.3			12.9			12.2	
LOS		A			A			B			B	
Approach Delay		7.9			9.3			12.9			12.2	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Broadway & La Fayette Street



Remove Watermark
Wondershare PDFelement

Queues
11: Broadway & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	153	189	83	97
v/c Ratio	0.19	0.25	0.16	0.19
Control Delay	7.9	9.3	12.9	12.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.9	9.3	12.9	12.2
Queue Length 50th (ft)	24	34	17	17
Queue Length 95th (ft)	52	68	43	46
Internal Link Dist (ft)	552	230	244	353
Turn Bay Length (ft)				
Base Capacity (vph)	812	757	519	508
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.25	0.16	0.19

Intersection Summary

Lanes, Volumes, Timings
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	146	18	16	50	12	7	52	48	13	78	14
Future Volume (vph)	14	146	18	16	50	12	7	52	48	13	78	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.980			0.939			0.982	
Flt Protected		0.996			0.990			0.997			0.994	
Satd. Flow (prot)	0	1781	0	0	1797	0	0	1732	0	0	1724	0
Flt Permitted		0.982			0.939			0.984			0.963	
Satd. Flow (perm)	0	1756	0	0	1704	0	0	1709	0	0	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			14			58			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			682			1003			324	
Travel Time (s)		13.0			15.5			22.8			7.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	29%	3%	0%	0%	4%	0%	29%	0%	2%	0%	5%	29%
Adj. Flow (vph)	17	176	22	19	60	14	8	63	58	16	94	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	93	0	0	129	0	0	127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.22			0.10			0.24			0.26	
Control Delay		6.4			7.8			11.0			15.0	
Queue Delay		0.0			0.0			0.0			0.0	

Remove Watermark Wondershare PDFelement

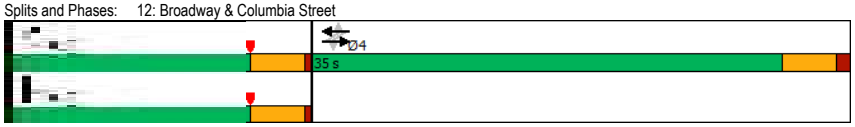
Lanes, Volumes, Timings
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		6.4			7.8			11.0			15.0	
LOS		A			A			B			B	
Approach Delay		6.4			7.8			11.0			15.0	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 53 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 26.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Broadway & Columbia Street



Queues
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	215	93	129	127
v/c Ratio	0.22	0.10	0.24	0.26
Control Delay	6.4	7.8	11.0	15.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.4	7.8	11.0	15.0
Queue Length 50th (ft)	29	24	22	28
Queue Length 95th (ft)	51	45	44	57
Internal Link Dist (ft)	491	602	923	244
Turn Bay Length (ft)				
Base Capacity (vph)	981	951	538	495
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.10	0.24	0.26

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	15	39	133	389	214	29
Future Volume (vph)	15	39	133	389	214	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.902				0.982	
Flt Protected	0.986			0.987		
Satd. Flow (prot)	1412	0	0	3493	3424	0
Flt Permitted	0.986			0.987		
Satd. Flow (perm)	1412	0	0	3493	3424	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1003			262	183	
Travel Time (s)	22.8			6.0	4.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	8%	2%	2%	4%	0%
Parking (#/hr)	0					
Adj. Flow (vph)	17	45	153	447	246	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	600	279	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.4

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	15	39	133	389	214	29
Future Vol, veh/h	15	39	133	389	214	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	8	2	2	4	0
Mvmt Flow	17	45	153	447	246	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	793	140	279	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Critical Hdwy	6.94	7.06	4.14	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.38	2.22	-	-	-
Pot Cap-1 Maneuver	316	864	1281	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	266	864	1281	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	12.7	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1281	-	532
HCM Lane V/C Ratio	-	-	0.119	-	0.117
HCM Control Delay (s)	-	-	8.2	0.4	12.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.4

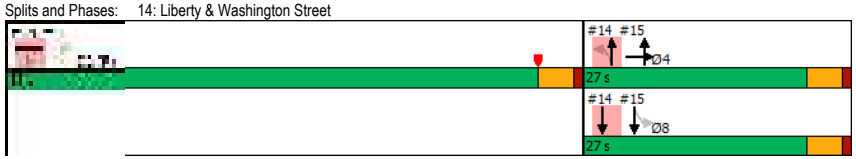
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	878	3	14	8	0	0	5	8
Future Volume (vph)	0	0	0	3	878	3	14	8	0	0	5	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.916	
Flt Protected								0.969				
Satd. Flow (prot)	0	0	0	0	3436	0	0	1765	0	0	1414	0
Flt Permitted								0.882				
Satd. Flow (perm)	0	0	0	0	3436	0	0	1607	0	0	1414	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		328			342			77			399	
Travel Time (s)		7.5			7.8			1.8			9.1	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	5%	0%	0%	12%	0%	0%	20%	25%
Adj. Flow (vph)	0	0	0	4	1126	4	18	10	0	0	6	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1134	0	0	28	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	0		1	1			2	
Detector Template				Left			Left				Thru	
Leading Detector (ft)				20	0		20	6			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	0		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)											94	
Detector 2 Size(ft)											6	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				4.0	4.0		4.0	4.0			4.0	
Minimum Split (s)				8.5	8.5		8.5	8.5			20.5	
Total Split (s)				58.0	58.0		27.0	27.0			27.0	
Total Split (%)				68.2%	68.2%		31.8%	31.8%			31.8%	
Maximum Green (s)				53.5	53.5		22.5	22.5			22.5	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				C-Min	C-Min		None	None			None	
Walk Time (s)				5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					51.4			24.6			24.6	
Actuated g/C Ratio					0.60			0.29			0.29	
v/c Ratio					0.55			0.06			0.04	
Control Delay					25.6			7.1			12.8	
Queue Delay					0.1			0.0			0.0	
Total Delay					25.6			7.1			12.8	
LOS					C			A			B	
Approach Delay					25.6			7.1			12.8	
Approach LOS					C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Liberty & Washington Street



Remove Watermark Wondershare PDFelement

Queues
14: Liberty & Washington Street

10/08/2018

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	1134	28	16
v/c Ratio	0.55	0.06	0.04
Control Delay	25.6	7.1	12.8
Queue Delay	0.1	0.0	0.0
Total Delay	25.6	7.1	12.8
Queue Length 50th (ft)	306	4	2
Queue Length 95th (ft)	333	m5	12
Internal Link Dist (ft)	262	1	319
Turn Bay Length (ft)			
Base Capacity (vph)	2201	483	432
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	198	46	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.06	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
15: 5S (Oriskany)

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	863	7	0	0	0	0	13	9	2	3	0
Future Volume (vph)	9	863	7	0	0	0	0	13	9	2	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.946				
Flt Protected		0.999									0.980	
Satd. Flow (prot)	0	5071	0	0	0	0	0	1605	0	0	1544	0
Flt Permitted		0.999									0.957	
Satd. Flow (perm)	0	5071	0	0	0	0	0	1605	0	0	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						10				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			334			406			77	
Travel Time (s)		7.3			7.6			9.2			1.8	
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Heavy Vehicles (%)	11%	2%	0%	2%	2%	2%	0%	0%	2%	2%	33%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	10	938	8	0	0	0	0	15	10	2	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	956	0	0	0	0	0	25	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	1	
Detector Template	Left	Thru						Thru		Left		
Leading Detector (ft)	20	100						100		20	6	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	custom	NA						NA		Perm	NA	
Protected Phases		4!						4!			8!	
Permitted Phases	2									8!		
Detector Phase	2	4						4		8	8	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
15: 5S (Oriskany)

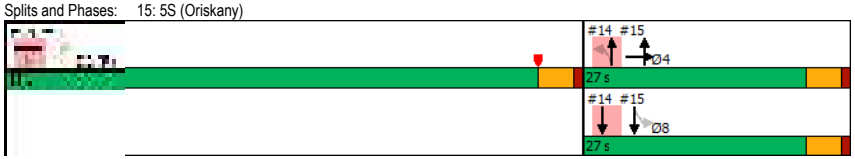
10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0		4.0	4.0	
Minimum Split (s)	8.5	8.5						8.5		20.5	20.5	
Total Split (s)	58.0	27.0						27.0		27.0	27.0	
Total Split (%)	68.2%	31.8%						31.8%		31.8%	31.8%	
Maximum Green (s)	53.5	22.5						22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		4.5						4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Min	None						None		None	None	
Walk Time (s)	5.0	5.0						5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)		24.6						24.6			24.6	
Actuated g/C Ratio		0.29						0.29			0.29	
v/c Ratio		0.65						0.05			0.01	
Control Delay		30.0						14.2			17.6	
Queue Delay		0.5						0.0			0.0	
Total Delay		30.5						14.2			17.6	
LOS		C						B			B	
Approach Delay		30.5						14.2			17.6	
Approach LOS		C						B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 27.8%		ICU Level of Service A	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 15: 5S (Oriskany)



Queues
15: 5S (Oriskany)

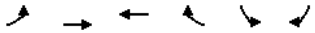
10/08/2018

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	956	25	5
v/c Ratio	0.65	0.05	0.01
Control Delay	30.0	14.2	17.6
Queue Delay	0.5	0.0	0.0
Total Delay	30.5	14.2	17.6
Queue Length 50th (ft)	159	6	2
Queue Length 95th (ft)	87	21	m6
Internal Link Dist (ft)	243	326	1
Turn Bay Length (ft)			
Base Capacity (vph)	1525	489	453
Starvation Cap Reductn	211	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.05	0.01

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
16: La Fayette Street & Washington Street 10/08/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	114	164	10	13	14
Future Volume (vph)	8	114	164	10	13	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.930	
Flt Protected		0.997			0.976	
Satd. Flow (prot)	0	1631	1597	0	1552	0
Flt Permitted		0.997			0.976	
Satd. Flow (perm)	0	1631	1597	0	1552	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		310	319		406	
Travel Time (s)		7.0	7.3		9.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	12%	4%	6%	10%	0%	0%
Parking (#/hr)		0	0		0	
Adj. Flow (vph)	9	123	176	11	14	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	132	187	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.14	1.00	1.14	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.6%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 2010 TWSC
16: La Fayette Street & Washington Street 10/08/2018

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	114	164	10	13	14
Future Vol, veh/h	8	114	164	10	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	12	4	6	10	0	0
Mvmt Flow	9	123	176	11	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	323	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	4.22	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.308	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1329	-	-	-	675	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1329	-	-	-	670	866
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1329	-	-	-	759
HCM Lane V/C Ratio	0.006	-	-	-	0.038
HCM Control Delay (s)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	58	859	1	12	70	0	0	12	5
Future Volume (vph)	0	0	0	58	859	1	12	70	0	0	12	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.959	
Flt Protected				0.950				0.993				
Satd. Flow (prot)	0	0	0	1752	3406	0	0	1865	0	0	1725	0
Flt Permitted				0.950				0.993				
Satd. Flow (perm)	0	0	0	1752	3406	0	0	1865	0	0	1725	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			432			132			336	
Travel Time (s)		7.8			9.8			3.0			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	3%	6%	0%	8%	0%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	0	70	1035	1	14	84	0	0	14	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	1036	0	0	98	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	58	859	1	12	70	0	0	12	5
Future Vol, veh/h	0	0	0	58	859	1	12	70	0	0	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	3	6	0	8	0	0	0	8	0
Mvmt Flow	0	0	0	70	1035	1	14	84	0	0	14	6

Major/Minor	Major2			Minor1			Minor2				
Conflicting Flow All	0	0	0	665	1176	-	-	1176	518		
Stage 1	-	-	-	0	0	-	-	1176	-		
Stage 2	-	-	-	665	1176	-	-	0	-		
Critical Hdwy	4.16	-	-	7.66	6.5	-	-	6.66	6.9		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.66	-		
Critical Hdwy Stg 2	-	-	-	6.66	5.5	-	-	-	-		
Follow-up Hdwy	2.23	-	-	3.58	4	-	-	4.08	3.3		
Pot Cap-1 Maneuver	-	-	-	334	193	0	0	181	508		
Stage 1	-	-	-	-	-	0	0	251	-		
Stage 2	-	-	-	402	267	0	0	-	-		
Platoon blocked, %		-	-								
Mov Cap-1 Maneuver	-	-	-	310	193	-	-	181	508		
Mov Cap-2 Maneuver	-	-	-	310	193	-	-	181	-		
Stage 1	-	-	-	-	-	-	-	251	-		
Stage 2	-	-	-	374	267	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s		38.2	22.8
HCM LOS		E	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	204	-	-	-	223
HCM Lane V/C Ratio	0.484	-	-	-	0.092
HCM Control Delay (s)	38.2	-	-	-	22.8
HCM Lane LOS	E	-	-	-	C
HCM 95th %tile Q(veh)	2.4	-	-	-	0.3

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
18: 5S (Oriskany)

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	798	8	0	0	0	0	20	11	1	73	0
Future Volume (vph)	59	798	8	0	0	0	0	20	11	1	73	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.952				
Flt Protected		0.997									0.999	
Satd. Flow (prot)	0	5065	0	0	0	0	0	1577	0	0	1792	0
Flt Permitted		0.997									0.999	
Satd. Flow (perm)	0	5065	0	0	0	0	0	1577	0	0	1792	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			383			385			132	
Travel Time (s)		7.6			8.7			8.8			3.0	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	5%	0%	0%	6%	2%
Parking (#/hr)								0				
Adj. Flow (vph)	64	867	9	0	0	0	0	22	12	1	81	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	940	0	0	0	0	0	34	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 2010 TWSC
18: 5S (Oriskany)

10/08/2018

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	798	8	0	0	0	0	20	11	1	73	0
Future Vol, veh/h	59	798	8	0	0	0	0	20	11	1	73	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	92	90	92	90	90	90	90	92
Heavy Vehicles, %	2	2	2	0	2	0	2	5	0	0	6	2
Mvmt Flow	64	867	9	0	0	0	0	22	12	1	81	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				-	1000	438	486	1004	-
Stage 1	-	-	-				-	1000	-	0	0	-
Stage 2	-	-	-				-	0	-	486	1004	-
Critical Hdwy	5.34	-	-				-	6.6	7.1	6.4	6.62	-
Critical Hdwy Stg 1	-	-	-				-	5.6	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.62	-
Follow-up Hdwy	3.12	-	-				-	4.05	3.9	3.8	4.06	-
Pot Cap-1 Maneuver	-	-	-				0	237	489	510	234	0
Stage 1	-	-	-				0	313	-	-	-	0
Stage 2	-	-	-				0	-	-	490	309	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	237	489	462	234	-
Mov Cap-2 Maneuver	-	-	-				-	237	-	462	234	-
Stage 1	-	-	-				-	313	-	-	-	-
Stage 2	-	-	-				-	-	-	444	309	-

Approach	EB	NB	SB
HCM Control Delay, s		19.1	28.2
HCM LOS		C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	290	-	-	-	236
HCM Lane V/C Ratio	0.119	-	-	-	0.348
HCM Control Delay (s)	19.1	-	-	-	28.2
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	1.5

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	111	4	7	121	14	4	3	4	13	3	60
Future Volume (vph)	14	111	4	7	121	14	4	3	4	13	3	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.986			0.951			0.894	
Flt Protected		0.994			0.998			0.982			0.991	
Satd. Flow (prot)	0	1610	0	0	1565	0	0	1597	0	0	1460	0
Flt Permitted		0.994			0.998			0.982			0.991	
Satd. Flow (perm)	0	1610	0	0	1565	0	0	1597	0	0	1460	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			216			181			385	
Travel Time (s)		7.3			4.9			4.1			8.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	6%	0%	0%	8%	7%	0%	0%	0%	8%	0%	3%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	15	116	4	7	126	15	4	3	4	14	3	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	148	0	0	11	0	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	111	4	7	121	14	4	3	4	13	3	60
Future Vol, veh/h	14	111	4	7	121	14	4	3	4	13	3	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	0	8	7	0	0	0	8	0	3
Mvmt Flow	15	116	4	7	126	15	4	3	4	14	3	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	120	0	0	329	303	118	300	298	134
Stage 1	-	-	-	-	-	-	148	148	-	148	148	-
Stage 2	-	-	-	-	-	-	181	155	-	152	150	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.572	4	3.327
Pot Cap-1 Maneuver	1455	-	-	1480	-	-	628	613	939	641	617	912
Stage 1	-	-	-	-	-	-	859	779	-	841	779	-
Stage 2	-	-	-	-	-	-	825	773	-	836	777	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1455	-	-	1480	-	-	576	603	939	628	607	912
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	603	-	628	607	-
Stage 1	-	-	-	-	-	-	850	770	-	832	775	-
Stage 2	-	-	-	-	-	-	762	769	-	820	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	10.4	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	680	1455	-	-	1480	-	-	831
HCM Lane V/C Ratio	0.017	0.01	-	-	0.005	-	-	0.095
HCM Control Delay (s)	10.4	7.5	0	-	7.4	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

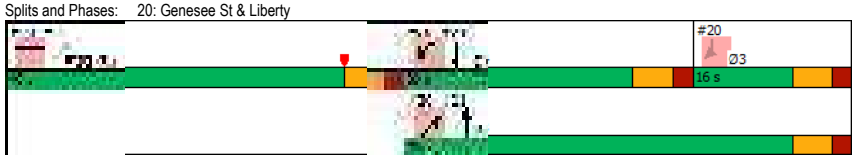
Remove Watermark
Wondershare PDFelement

Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	940	7	34	61	145	350	5
Future Volume (vph)	940	7	34	61	145	350	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.95
Frt	0.999		0.865			0.998	
Flt Protected							
Satd. Flow (prot)	4891	0	1450	0	3406	3431	0
Flt Permitted							
Satd. Flow (perm)	4891	0	1450	0	3406	3431	0
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	116		116				
Link Speed (mph)	30				30	30	
Link Distance (ft)	553				118	251	
Travel Time (s)	12.6				2.7	5.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	2%	6%	5%	5%
Parking (#/hr)			0				
Adj. Flow (vph)	1068	8	39	69	165	398	6
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1076	0	108	0	165	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left	Right
Median Width(ft)	0				0	0	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	9			9
Number of Detectors	2		1		2	2	
Detector Template	Thru		Right		Thru	Thru	
Leading Detector (ft)	100		20		100	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	6		20		6	6	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)	94				94	94	
Detector 2 Size(ft)	6				6	6	
Detector 2 Type	Cl+Ex				Cl+Ex	Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0	0.0	
Turn Type	NA		Perm		NA	NA	
Protected Phases	2				8	4	
Permitted Phases			3				
Detector Phase	2		3		8	4	

Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT	SWR
Switch Phase							
Minimum Initial (s)	15.0		6.0		6.0	6.0	
Minimum Split (s)	46.0		12.0		12.0	12.0	
Total Split (s)	40.0		16.0		45.0	29.0	
Total Split (%)	47.1%		18.8%		52.9%	34.1%	
Maximum Green (s)	34.0		10.0		39.0	23.0	
Yellow Time (s)	4.0		4.0		4.0	4.0	
All-Red Time (s)	2.0		2.0		2.0	2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0		6.0		6.0	6.0	
Lead/Lag			Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0		2.5		2.5	2.5	
Recall Mode	C-Min		None		None	None	
Walk Time (s)	7.0		7.0		7.0	7.0	
Flash Dont Walk (s)	33.0		29.0		29.0	29.0	
Pedestrian Calls (#/hr)	0		0		0	0	
Act Effct Green (s)	45.9		6.9		27.1	16.6	
Actuated g/C Ratio	0.54		0.08		0.32	0.20	
v/c Ratio	0.40		0.48		0.15	0.60	
Control Delay	12.2		14.3		6.3	34.4	
Queue Delay	0.0		0.0		0.2	0.0	
Total Delay	12.2		14.3		6.5	34.4	
LOS	B		B		A	C	
Approach Delay	12.2				6.5	34.4	
Approach LOS	B				A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 10 (12%), Referenced to phase 2:WBT and 6:, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 20: Genesee St & Liberty



Remove Watermark Wondershare PDFelement

Queues
20: Genesee St & Liberty

10/08/2018

Lane Group	WBT	SBR	NET	SWT
Lane Group Flow (vph)	1076	108	165	404
v/c Ratio	0.40	0.48	0.15	0.60
Control Delay	12.2	14.3	6.3	34.4
Queue Delay	0.0	0.0	0.2	0.0
Total Delay	12.2	14.3	6.5	34.4
Queue Length 50th (ft)	105	0	8	104
Queue Length 95th (ft)	172	39	8	133
Internal Link Dist (ft)	473		38	171
Turn Bay Length (ft)				
Base Capacity (vph)	2693	272	1562	928
Starvation Cap Reductn	0	0	902	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.25	0.44

Intersection Summary

Lanes, Volumes, Timings
21: Genesee Street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	717	163	0	0	0	0	149	40	0	380	0
Future Volume (vph)	2	717	163	0	0	0	0	149	40	0	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Frt		0.972						0.968				
Flt Protected												
Satd. Flow (prot)	0	6036	0	0	0	0	0	3048	0	0	4940	0
Flt Permitted												
Satd. Flow (perm)	0	6036	0	0	0	0	0	3048	0	0	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80						43				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		383			660			402			118	
Travel Time (s)		8.7			15.0			9.1			2.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	2%	0%	0%	0%	0%	7%	16%	0%	5%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	2	771	175	0	0	0	0	160	43	0	409	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	948	0	0	0	0	0	203	0	0	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2			2	
Detector Template	Left	Thru						Thru			Thru	
Leading Detector (ft)	20	100						100			100	
Trailing Detector (ft)	0	0						0			0	
Detector 1 Position(ft)	0	0						0			0	
Detector 1 Size(ft)	20	6						6			6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0			0.0	
Detector 1 Queue (s)	0.0	0.0						0.0			0.0	
Detector 1 Delay (s)	0.0	0.0						0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA			NA	

Remove Watermark
Wondershare PDFelement

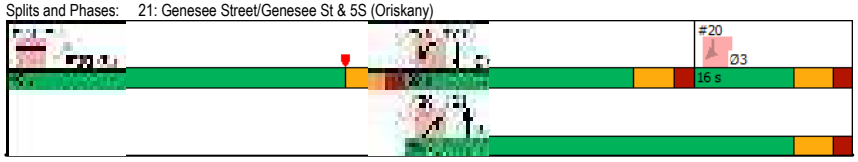
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
21: Genesee Street/Genesee St & 5S (Oriskany) 10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2						8			4	
Permitted Phases	2											
Detector Phase	2	2						8			4	
Switch Phase												
Minimum Initial (s)	15.0	15.0						6.0			6.0	
Minimum Split (s)	46.0	46.0						12.0			12.0	
Total Split (s)	40.0	40.0						45.0			29.0	
Total Split (%)	47.1%	47.1%						52.9%			34.1%	
Maximum Green (s)	34.0	34.0						39.0			23.0	
Yellow Time (s)	4.0	4.0						4.0			4.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						6.0			6.0	
Lead/Lag											Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						2.5			2.5	
Recall Mode	C-Min	C-Min						None			None	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	33.0	33.0						29.0			29.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		45.9						27.1			16.6	
Actuated g/C Ratio		0.54						0.32			0.20	
v/c Ratio		0.29						0.20			0.42	
Control Delay		24.3						14.7			6.0	
Queue Delay		0.0						0.0			0.3	
Total Delay		24.3						14.7			6.2	
LOS		C						B			A	
Approach Delay		24.3						14.7			6.2	
Approach LOS		C						B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 10 (12%), Referenced to phase 2:WBT and 6:, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: Genesee Street/Genesee St & 5S (Oriskany)



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Lane Group	Ø3
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0
Total Split (s)	16.0
Total Split (%)	19%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	948	203	409
v/c Ratio	0.29	0.20	0.42
Control Delay	24.3	14.7	6.0
Queue Delay	0.0	0.0	0.3
Total Delay	24.3	14.7	6.2
Queue Length 50th (ft)	102	31	8
Queue Length 95th (ft)	158	44	12
Internal Link Dist (ft)	303	322	38
Turn Bay Length (ft)			
Base Capacity (vph)	3294	1421	1336
Starvation Cap Reductn	0	0	387
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.29	0.14	0.43
Intersection Summary			

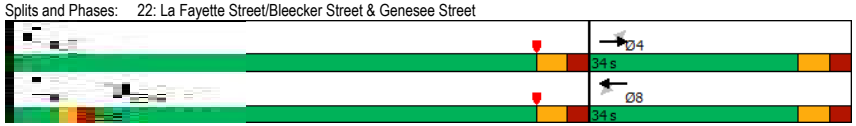
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	99	35	28	79	9	18	158	20	81	426	42
Future Volume (vph)	21	99	35	28	79	9	18	158	20	81	426	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.969			0.989			0.984			0.989	
Flt Protected		0.993			0.988			0.996			0.993	
Satd. Flow (prot)	0	1509	0	0	1529	0	0	3295	0	0	3302	0
Flt Permitted		0.945			0.899			0.885			0.855	
Satd. Flow (perm)	0	1436	0	0	1391	0	0	2928	0	0	2843	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			4			17			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			304			420			402	
Travel Time (s)		4.9			6.9			9.5			9.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	19%	8%	6%	7%	6%	44%	2%	2%	2%	2%	2%	2%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	23	106	38	30	85	10	19	170	22	87	458	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	125	0	0	211	0	0	590	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		10.0	23.0	
Total Split (s)	34.0	34.0		34.0	34.0		65.0	65.0		11.0	76.0	
Total Split (%)	30.9%	30.9%		30.9%	30.9%		59.1%	59.1%		10.0%	69.1%	
Maximum Green (s)	27.0	27.0		27.0	27.0		58.0	58.0		6.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		27.0			27.0			69.0			69.0	
Actuated g/C Ratio		0.25			0.25			0.63			0.63	
v/c Ratio		0.46			0.36			0.11			0.33	
Control Delay		37.3			36.9			14.4			10.0	
Queue Delay		0.0			0.0			0.0			0.6	
Total Delay		37.3			36.9			14.4			10.5	
LOS		D			D			B			B	
Approach Delay		37.3			36.9			14.4			10.5	
Approach LOS		D			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: La Fayette Street/Bleecker Street & Genesee Street



Remove Watermark Wondershare PDFelement

Queues
22: La Fayette Street/Bleecker Street & Genesee Street

10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	167	125	211	590
v/c Ratio	0.46	0.36	0.11	0.33
Control Delay	37.3	36.9	14.4	10.0
Queue Delay	0.0	0.0	0.0	0.6
Total Delay	37.3	36.9	14.4	10.5
Queue Length 50th (ft)	93	71	43	92
Queue Length 95th (ft)	161	127	65	124
Internal Link Dist (ft)	136	224	340	322
Turn Bay Length (ft)				
Base Capacity (vph)	362	344	1842	1788
Starvation Cap Reductn	0	0	0	770
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.46	0.36	0.11	0.58

Intersection Summary

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	22	125	27	11	45	20	26	163	22	95	371	25
Future Volume (vph)	22	125	27	11	45	20	26	163	22	95	371	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.979			0.964			0.984			0.992	
Flt Protected		0.994			0.993			0.994			0.990	
Satd. Flow (prot)	0	1793	0	0	1606	0	0	3320	0	0	3422	0
Flt Permitted		0.951			0.938			0.835			0.805	
Satd. Flow (perm)	0	1716	0	0	1517	0	0	2789	0	0	2782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			16			17			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		682			274			195			420	
Travel Time (s)		15.5			6.2			4.4			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	1%	12%	54%	9%	0%	2%	3%	36%	2%	4%	4%
Adj. Flow (vph)	28	156	34	14	56	25	33	204	28	119	464	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	95	0	0	265	0	0	614	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		5	2	
Switch Phase												

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		23.5	23.5		10.0	23.5	
Total Split (s)	36.0	36.0		36.0	36.0		62.0	62.0		12.0	74.0	
Total Split (%)	32.7%	32.7%		32.7%	32.7%		56.4%	56.4%		10.9%	67.3%	
Maximum Green (s)	29.0	29.0		29.0	29.0		55.0	55.0		6.0	67.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		29.0			29.0			67.0			67.0	
Actuated g/C Ratio		0.26			0.26			0.61			0.61	
v/c Ratio		0.48			0.23			0.16			0.36	
Control Delay		37.3			28.1			10.3			9.9	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		37.3			28.1			10.3			10.2	
LOS		D			C			B			B	
Approach Delay		37.3			28.1			10.3			10.2	
Approach LOS		D			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 68 (62%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 23: Columbia Street/Elizabeth Street



Queues
23: Columbia Street/Elizabeth Street

10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	218	95	265	614
v/c Ratio	0.48	0.23	0.16	0.36
Control Delay	37.3	28.1	10.3	9.9
Queue Delay	0.0	0.0	0.0	0.3
Total Delay	37.3	28.1	10.3	10.2
Queue Length 50th (ft)	134	43	47	91
Queue Length 95th (ft)	185	77	62	103
Internal Link Dist (ft)	602	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	458	411	1705	1698
Starvation Cap Reductn	0	0	0	540
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.16	0.53

Intersection Summary

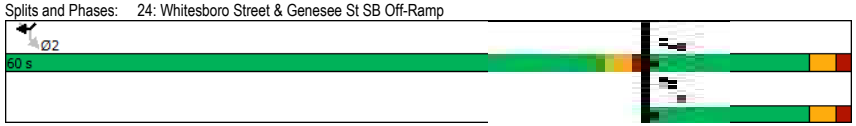
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	0	0	0	77	29	26	75	0	512	52	0
Future Volume (vph)	0	0	0	77	29	26	75	0	512	52	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0		0	100		0	0	0	
Storage Lanes	0	0	0		0	1		0	1	2	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.959						0.850	
Flt Protected						0.950			0.950		
Satd. Flow (prot)	0	0	0	3388	0	1805	1776	0	1703	1583	1863
Flt Permitted						0.889			0.950		
Satd. Flow (perm)	0	0	0	3388	0	1689	1776	0	1703	1583	1863
Right Turn on Red		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)				35							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	664			342			169		360		
Travel Time (s)	15.1			7.8			3.8		8.2		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	7%	0%	6%	2%	2%
Adj. Flow (vph)	0	0	0	92	35	31	89	0	610	62	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	127	0	31	89	0	610	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	0			12			12		12		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors				2		1	2		1	1	1
Detector Template				Thru		Left	Thru		Left	Right	Right
Leading Detector (ft)				100		20	100		20	20	20
Trailing Detector (ft)				0		0	0		0	0	0
Detector 1 Position(ft)				0		0	0		0	0	0
Detector 1 Size(ft)				6		20	6		20	20	20
Detector 1 Type				Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type				NA		Perm	NA		Perm	Prot	Perm
Protected Phases				4			8			2	

Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Permitted Phases						8			2		2
Detector Phase				4		8	8		2	2	2
Switch Phase											
Minimum Initial (s)				4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)				10.0		10.0	10.0		26.0	26.0	26.0
Total Split (s)				20.0		20.0	20.0		60.0	60.0	60.0
Total Split (%)				25.0%		25.0%	25.0%		75.0%	75.0%	75.0%
Maximum Green (s)				16.0		16.0	16.0		56.0	56.0	56.0
Yellow Time (s)				2.5		2.5	2.5		2.5	2.5	2.5
All-Red Time (s)				1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)				0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)				2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode				None		None	None		None	None	None
Walk Time (s)				7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)				14.0		14.0	14.0		14.0	14.0	14.0
Pedestrian Calls (#/hr)				25		25	25		25	25	25
Act Effct Green (s)				9.3		9.5	9.5		21.4	21.4	
Actuated g/C Ratio				0.29		0.30	0.30		0.67	0.67	
v/c Ratio				0.12		0.06	0.17		0.53	0.06	
Control Delay				10.2		13.8	13.9		7.9	4.8	
Queue Delay				0.0		0.0	0.0		0.0	0.0	
Total Delay				10.2		13.8	13.9		7.9	4.8	
LOS				B		B	B		A	A	
Approach Delay				10.2			13.8		7.6		
Approach LOS				B			B		A		

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 31.8			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Whitesboro Street & Genesee St SB Off-Ramp



Remove Watermark
Wondershare PDFelement

Queues
24: Whitesboro Street & Genesee St SB Off-Ramp

10/08/2018

Lane Group	SET	NWL	NWT	SWL	SWR
Lane Group Flow (vph)	127	31	89	610	62
v/c Ratio	0.12	0.06	0.17	0.53	0.06
Control Delay	10.2	13.8	13.9	7.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	13.8	13.9	7.9	4.8
Queue Length 50th (ft)	5	4	11	53	4
Queue Length 95th (ft)	26	22	48	225	23
Internal Link Dist (ft)	262		89	280	
Turn Bay Length (ft)		100			
Base Capacity (vph)	2233	1107	1164	1666	1549
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.08	0.37	0.04

Intersection Summary

Lanes, Volumes, Timings
25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	16	6	3	3	186	7	82	287	29
Future Volume (vph)	0	0	0	16	6	3	3	186	7	82	287	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.986			0.995			0.989	
Flt Protected					0.969			0.999			0.990	
Satd. Flow (prot)	0	0	0	0	1748	0	0	3365	0	0	3326	0
Flt Permitted					0.969			0.952			0.827	
Satd. Flow (perm)	0	0	0	0	1748	0	0	3206	0	0	2778	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					3			7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%	0%	7%	0%	0%	8%	7%
Adj. Flow (vph)	0	0	0	18	7	3	3	211	8	93	326	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	28	0	0	222	0	0	452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases				4			2			2		
Detector Phase				4	4		2	2		2	2	
Switch Phase												

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)				10.5	10.5		28.0	28.0		28.0	28.0	
Total Split (s)				30.0	30.0		80.0	80.0		80.0	80.0	
Total Split (%)				27.3%	27.3%		72.7%	72.7%		72.7%	72.7%	
Maximum Green (s)				24.5	24.5		74.5	74.5		74.5	74.5	
Yellow Time (s)				3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					7.2			98.5			98.5	
Actuated g/C Ratio					0.07			0.90			0.90	
v/c Ratio					0.24			0.08			0.18	
Control Delay					49.2			1.3			4.4	
Queue Delay					0.0			0.0			0.0	
Total Delay					49.2			1.3			4.4	
LOS					D			A			A	
Approach Delay					49.2			1.3			4.4	
Approach LOS					D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 7 (6%), Referenced to phase 2:NESW and 6:, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.24			
Intersection Signal Delay: 5.2		Intersection LOS: A	
Intersection Capacity Utilization 34.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Blandina Street & Genesee Street



Queues
25: Blandina Street & Genesee Street

10/08/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	28	222	452
v/c Ratio	0.24	0.08	0.18
Control Delay	49.2	1.3	4.4
Queue Delay	0.0	0.0	0.0
Total Delay	49.2	1.3	4.4
Queue Length 50th (ft)	17	9	71
Queue Length 95th (ft)	45	16	97
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	391	2872	2488
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.08	0.18

Intersection Summary

Remove Watermark Wondershare PDFelement

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	200	17	22	269
Future Volume (vph)	0	0	200	17	22	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.988			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3211	0	0	3348
Flt Permitted						0.924
Satd. Flow (perm)	0	0	3211	0	0	3106
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	6%	0%	0%	8%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	206	18	23	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	224	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			5.0		5.0	5.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			110.0		110.0	110.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			105.0		105.0	105.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			110.0			110.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.07			0.10
Control Delay			0.0			0.1
Queue Delay			0.0			0.0
Total Delay			0.0			0.1
LOS			A			A
Approach Delay						0.1
Approach LOS						A

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 12 (11%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.10			
Intersection Signal Delay: 0.1		Intersection LOS: A	
Intersection Capacity Utilization 22.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: Genesee St & Bank Place



Remove Watermark Wondershare PDFelement

Queues
26: Genesee St & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	224	300
v/c Ratio	0.07	0.10
Control Delay	0.0	0.1
Queue Delay	0.0	0.0
Total Delay	0.0	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3211	3106
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.10

Intersection Summary

Lanes, Volumes, Timings
27: Genesee St & Hopper St

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	307	65	1	173	25	10	252	22	6	236	32
Future Volume (vph)	4	307	65	1	173	25	10	252	22	6	236	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.974			0.981			0.989			0.982	
Flt Protected								0.998			0.999	
Satd. Flow (prot)	0	3430	0	0	3406	0	0	3259	0	0	3117	0
Flt Permitted		0.952			0.954			0.941			0.949	
Satd. Flow (perm)	0	3266	0	0	3249	0	0	3073	0	0	2961	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		22			14						25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	5%	0%	4%	4%	0%	4%	4%	17%	8%	6%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	327	69	1	184	27	11	268	23	6	251	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	400	0	0	212	0	0	302	0	0	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
27: Genesee St & Hopper St

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	35.0	35.0		35.0	35.0		75.0	75.0		75.0	75.0	
Total Split (%)	31.8%	31.8%		31.8%	31.8%		68.2%	68.2%		68.2%	68.2%	
Maximum Green (s)	29.0	29.0		29.0	29.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		29.0			29.0			69.0			69.0	
Actuated g/C Ratio		0.26			0.26			0.63			0.63	
v/c Ratio		0.46			0.24			0.16			0.16	
Control Delay		33.9			30.6			8.7			8.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.9			30.6			8.7			8.2	
LOS		C			C			A			A	
Approach Delay		33.9			30.6			8.7			8.2	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 19 (17%), Referenced to phase 2:NETL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 38.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Genesee St & Hopper St



Queues
27: Genesee St & Hopper St

10/08/2018

Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	400	212	302	291
v/c Ratio	0.46	0.24	0.16	0.16
Control Delay	33.9	30.6	8.7	8.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.9	30.6	8.7	8.2
Queue Length 50th (ft)	117	57	43	54
Queue Length 95th (ft)	165	90	62	77
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	877	866	1927	1866
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.46	0.24	0.16	0.16

Intersection Summary

Remove Watermark Wondershare PDFelement

Existing PM Synchro Reports

Remove Watermark Wondershare PDFelement

Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	332	0	0	547	32	163
Future Volume (vph)	332	0	0	547	32	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3574	0	0	5136	3502	2814
Flt Permitted					0.950	
Satd. Flow (perm)	3574	0	0	5136	3502	2814
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	90			379	637	
Travel Time (s)	2.0			8.6	14.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%
Adj. Flow (vph)	369	0	0	608	36	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	0	608	36	181
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type	NA			NA	Prot	Prot
Protected Phases	2			6	3	8
Permitted Phases						8
Minimum Split (s)	17.5			23.5	13.0	10.0
Total Split (s)	52.0			52.0	18.0	18.0
Total Split (%)	74.3%			74.3%	25.7%	25.7%
Maximum Green (s)	44.5			44.5	14.0	14.0
Yellow Time (s)	3.0			3.0	3.5	3.5
All-Red Time (s)	4.5			4.5	0.5	0.5
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	7.5			7.5	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	44.5			44.5	14.0	14.0
Actuated g/C Ratio	0.64			0.64	0.20	0.20
v/c Ratio	0.16			0.19	0.05	0.32
Control Delay	5.4			5.4	22.9	25.8
Queue Delay	0.0			0.0	0.0	0.0

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Total Delay	5.4			5.4	22.9	25.8
LOS	A			A	C	C
Approach Delay	5.4			5.4	25.3	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 52.5 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 25.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NB Off-Ramp & Court Street



Remove Watermark
Wondershare PDFelement

Queues
1: NB Off-Ramp & Court Street

10/08/2018

Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	369	608	36	181
v/c Ratio	0.16	0.19	0.05	0.32
Control Delay	5.4	5.4	22.9	25.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.4	5.4	22.9	25.8
Queue Length 50th (ft)	29	34	6	38
Queue Length 95th (ft)	44	47	17	67
Internal Link Dist (ft)	10	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	2272	3265	700	562
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.19	0.05	0.32

Intersection Summary

Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	398	16	171	0	0	0	0	432	96	140	4	0
Future Volume (vph)	398	16	171	0	0	0	0	432	96	140	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961							0.850			
Flt Protected		0.967									0.954	
Satd. Flow (prot)	0	1742	0	0	0	0	0	1881	1583	0	1728	0
Flt Permitted		0.967									0.345	
Satd. Flow (perm)	0	1742	0	0	0	0	0	1881	1583	0	625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61							104			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			285			268	
Travel Time (s)		3.7			4.9			6.5			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	2%	5%	0%	0%
Adj. Flow (vph)	433	17	186	0	0	0	0	470	104	152	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	636	0	0	0	0	0	470	104	0	156	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.89						0.65	0.15		0.64	
Control Delay		30.5						11.1	2.4		27.7	

Remove Watermark Wondershare PDFelement

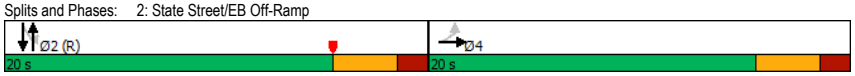
Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		30.5						11.2	2.4		27.7	
LOS		C						B	A		C	
Approach Delay		30.5						9.6			27.7	
Approach LOS		C						A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: State Street/EB Off-Ramp



Queues
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	636	470	104	156
v/c Ratio	0.89	0.65	0.15	0.64
Control Delay	30.5	11.1	2.4	27.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	30.5	11.2	2.4	27.7
Queue Length 50th (ft)	113	50	0	27
Queue Length 95th (ft)	#281	m115	m1	#98
Internal Link Dist (ft)	81	205		188
Turn Bay Length (ft)				
Base Capacity (vph)	712	728	677	242
Starvation Cap Reductn	0	5	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.89	0.65	0.15	0.64

Intersection Summary	
#	95th percentile volume exceeds capacity, queue may be longer.
	Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Remove Watermark Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	53	8	60	126	71	15	401	30	23	143	10
Future Volume (vph)	51	53	8	60	126	71	15	401	30	23	143	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.963			0.989			0.990	
Flt Protected		0.978			0.989		0.950			0.950		
Satd. Flow (prot)	0	1780	0	0	1767	0	1805	1862	0	1805	1881	0
Flt Permitted		0.792			0.909		0.617			0.189		
Satd. Flow (perm)	0	1442	0	0	1624	0	1172	1862	0	359	1881	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			39			5			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		187			741			332			285	
Travel Time (s)		4.3			16.8			7.5			6.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	7%	0%	2%	4%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	57	60	9	67	142	80	17	451	34	26	161	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	289	0	17	485	0	26	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.15			0.31		0.05	0.81		0.23	0.29	
Control Delay		8.4			9.0		19.4	37.8		24.7	20.9	
Queue Delay		0.0			0.0		0.0	14.5		0.0	0.0	
Total Delay		8.4			9.0		19.4	52.2		24.7	20.9	
LOS		A			A		B	D		C	C	
Approach Delay		8.4			9.0			51.1			21.4	
Approach LOS		A			A			D			C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 80		
Actuated Cycle Length: 80		
Offset: 15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow		
Natural Cycle: 55		
Control Type: Pretimed		
Maximum v/c Ratio: 0.81		
Intersection Signal Delay: 30.1	Intersection LOS: C	
Intersection Capacity Utilization 46.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 3: State Street & La Fayette Street



Remove Watermark
Wondershare PDFelement

Queues
3: State Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	289	17	485	26	172
v/c Ratio	0.15	0.31	0.05	0.81	0.23	0.29
Control Delay	8.4	9.0	19.4	37.8	24.7	20.9
Queue Delay	0.0	0.0	0.0	14.5	0.0	0.0
Total Delay	8.4	9.0	19.4	52.2	24.7	20.9
Queue Length 50th (ft)	26	60	6	218	8	53
Queue Length 95th (ft)	51	103	19	#369	m10	m63
Internal Link Dist (ft)	107	661		252		205
Turn Bay Length (ft)			123			
Base Capacity (vph)	814	930	373	596	114	602
Starvation Cap Reductn	0	0	0	102	0	0
Spillback Cap Reductn	0	0	0	8	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.31	0.05	0.98	0.23	0.29

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	99	37	29	108	83	44	316	40	15	184	9
Future Volume (vph)	52	99	37	29	108	83	44	316	40	15	184	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	600		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.949			0.983			0.993	
Flt Protected		0.986			0.993		0.950			0.950		
Satd. Flow (prot)	0	1588	0	0	1558	0	1770	1831	0	1805	1869	0
Flt Permitted		0.851			0.933		0.615			0.466		
Satd. Flow (perm)	0	1371	0	0	1464	0	1146	1831	0	885	1869	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			79			14			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		213			745			877			332	
Travel Time (s)		4.8			16.9			19.9			7.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	3%	3%	0%	7%	0%	2%	2%	2%	0%	1%	0%
Parking (#/hr)		0			0							
Adj. Flow (vph)	62	118	44	35	129	99	52	376	48	18	219	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	263	0	52	424	0	18	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Remove Watermark
Wondershare PDFelement

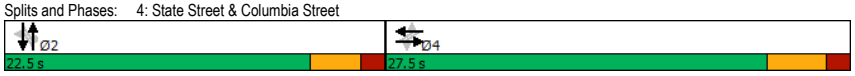
Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.1			12.1		22.7	22.7		22.7	22.7	
Actuated g/C Ratio		0.27			0.27		0.51	0.51		0.51	0.51	
v/c Ratio		0.57			0.58		0.09	0.45		0.04	0.24	
Control Delay		17.0			14.4		8.1	10.0		8.0	8.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		17.0			14.4		8.1	10.0		8.0	8.2	
LOS		B			B		A	B		A	A	
Approach Delay		17.0			14.4			9.8			8.2	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 44.4			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: State State & Columbia Street



Queues
4: State Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	263	52	424	18	230
v/c Ratio	0.57	0.58	0.09	0.45	0.04	0.24
Control Delay	17.0	14.4	8.1	10.0	8.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	14.4	8.1	10.0	8.0	8.2
Queue Length 50th (ft)	40	37	6	57	2	28
Queue Length 95th (ft)	77	76	24	142	12	75
Internal Link Dist (ft)	133	665		797		252
Turn Bay Length (ft)			600		114	
Base Capacity (vph)	716	787	586	943	452	959
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.33	0.09	0.45	0.04	0.24

Intersection Summary

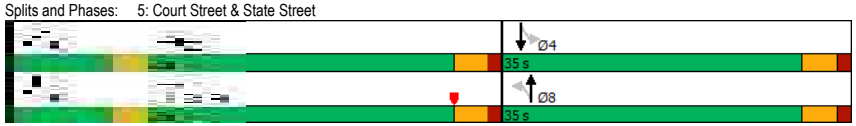
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	313	136	45	396	83	74	143	19	51	161	65
Future Volume (vph)	136	313	136	45	396	83	74	143	19	51	161	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.974			0.982			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3360	0	1805	3487	0	1805	1839	0	1770	1805	0
Flt Permitted	0.345			0.469			0.525			0.620		
Satd. Flow (perm)	643	3360	0	891	3487	0	998	1839	0	1155	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			33			9			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		379			720			284			877	
Travel Time (s)		8.6			16.4			6.5			19.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	151	348	151	50	440	92	82	159	21	57	179	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	499	0	50	532	0	82	180	0	57	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	45.1	38.3		39.9	32.3		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.47	0.38		0.35	0.35		0.35	0.35	
v/c Ratio	0.33	0.32		0.10	0.40		0.23	0.28		0.14	0.38	
Control Delay	11.9	13.8		10.0	19.3		21.7	20.1		20.0	20.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.9	13.8		10.0	19.3		21.7	20.1		20.0	20.5	
LOS	B	B		B	B		C	C		B	C	
Approach Delay		13.4			18.5			20.6			20.4	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 61 (72%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

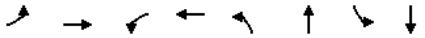
Splits and Phases: 5: Court Street & State Street



Remove Watermark Wondershare PDFelement

Queues
5: Court Street & State Street

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	499	50	532	82	180	57	251
v/c Ratio	0.33	0.32	0.10	0.40	0.23	0.28	0.14	0.38
Control Delay	11.9	13.8	10.0	19.3	21.7	20.1	20.0	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	13.8	10.0	19.3	21.7	20.1	20.0	20.5
Queue Length 50th (ft)	38	76	12	100	30	64	20	88
Queue Length 95th (ft)	68	117	28	145	65	114	47	151
Internal Link Dist (ft)		299		640		204		797
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	475	1562	561	1344	352	654	407	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.32	0.09	0.40	0.23	0.28	0.14	0.38

Intersection Summary

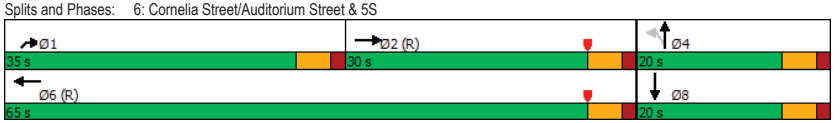
Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations											
Traffic Volume (vph)	813	13	1076	2	73	15	17	15	179	236	6
Future Volume (vph)	813	13	1076	2	73	15	17	15	179	236	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0			0	
Storage Lanes		0		0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					0.978		0.876		0.865	
Flt Protected						0.967					
Satd. Flow (prot)	3497	0	3505	0	0	1797	0	1664	0	1595	0
Flt Permitted						0.434					
Satd. Flow (perm)	3497	0	3505	0	0	806	0	1664	0	1595	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								116			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	331		678			446		334			
Travel Time (s)	7.5		15.4			10.1		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	5%	3%	0%	0%	0%	0%	0%	0%	3%	5%
Adj. Flow (vph)	903	14	1196	2	81	17	19	17	199	262	7
Shared Lane Traffic (%)											
Lane Group Flow (vph)	917	0	1198	0	0	117	0	216	0	269	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	0		0			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		4.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		21.0		11.0	11.0		11.0		11.0	
Total Split (s)	30.0		65.0		20.0	20.0		20.0		35.0	
Total Split (%)	35.3%		76.5%		23.5%	23.5%		23.5%		41.2%	
Maximum Green (s)	25.0		60.0		15.0	15.0		15.0		30.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0		5.0	
Lead/Lag	Lag									Lead	
Lead-Lag Optimize?										Yes	
Vehicle Extension (s)	2.0		3.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Walk Time (s)			5.0								
Flash Dont Walk (s)			11.0								
Pedestrian Calls (#/hr)			0								
Act Effct Green (s)	37.6		61.4			13.6		13.6		18.9	
Actuated g/C Ratio	0.44		0.72			0.16		0.16		0.22	
v/c Ratio	0.59		0.47			0.91		0.60		0.76	
Control Delay	21.6		10.7			96.2		22.7		44.4	
Queue Delay	0.0		0.0			0.0		0.0		0.0	
Total Delay	21.6		10.7			96.2		22.7		44.4	
LOS	C		B			F		C		D	
Approach Delay	21.6		10.7			96.2		22.7			
Approach LOS	C		B			F		C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 16 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Cornelia Street/Auditorium Street & 5S



Remove Watermark Wondershare PDFelement

Queues
6: Cornelia Street/Auditorium Street & 5S

10/10/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	917	1198	117	216	269
v/c Ratio	0.59	0.47	0.91	0.60	0.76
Control Delay	21.6	10.7	96.2	22.7	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	10.7	96.2	22.7	44.4
Queue Length 50th (ft)	194	303	61	47	135
Queue Length 95th (ft)	300	336	#156	116	197
Internal Link Dist (ft)	251	598	366	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1545	2532	142	389	562
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.47	0.82	0.56	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

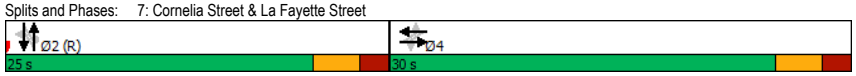
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	98	11	16	227	25	25	72	20	5	16	14
Future Volume (vph)	7	98	11	16	227	25	25	72	20	5	16	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.987			0.977			0.945	
Flt Protected		0.997			0.997			0.989			0.993	
Satd. Flow (prot)	0	1850	0	0	1825	0	0	1790	0	0	1605	0
Flt Permitted		0.982			0.983			0.946			0.971	
Satd. Flow (perm)	0	1822	0	0	1800	0	0	1712	0	0	1569	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			13			21			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		741			632			331			446	
Travel Time (s)		16.8			14.4			7.5			10.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	9%	6%	2%	4%	4%	0%	10%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	7	104	12	17	241	27	27	77	21	5	17	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	285	0	0	125	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
v/c Ratio		0.15			0.35			0.20			0.06	
Control Delay		8.6			10.7			11.2			8.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.6			10.7			11.2			8.7	
LOS		A			B			B			A	
Approach Delay		8.6			10.7			11.2			8.7	
Approach LOS		A			B			B			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 22 (40%), Referenced to phase 2:NBSB and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 36.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Cornelia Street & La Fayette Street



Remove Watermark
Wondershare PDFelement

Queues
7: Cornelia Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	123	285	125	37
v/c Ratio	0.15	0.35	0.20	0.06
Control Delay	8.6	10.7	11.2	8.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.6	10.7	11.2	8.7
Queue Length 50th (ft)	20	53	22	4
Queue Length 95th (ft)	44	99	52	19
Internal Link Dist (ft)	661	552	251	366
Turn Bay Length (ft)				
Base Capacity (vph)	834	825	635	580
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.35	0.20	0.06

Intersection Summary

Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	128	18	21	173	19	33	69	17	2	31	11
Future Volume (vph)	25	128	18	21	173	19	33	69	17	2	31	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.988			0.981			0.967	
Flt Protected		0.993			0.995			0.986			0.997	
Satd. Flow (prot)	0	1786	0	0	1774	0	0	1812	0	0	1745	0
Flt Permitted		0.931			0.959			0.923			0.991	
Satd. Flow (perm)	0	1674	0	0	1710	0	0	1696	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			10			17			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		745			571			871			331	
Travel Time (s)		16.9			13.0			19.8			7.5	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	8%	4%	0%	4%	6%	0%	3%	1%	0%	50%	0%	10%
Adj. Flow (vph)	33	168	24	28	228	25	43	91	22	3	41	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	281	0	0	156	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.31			0.38			0.21			0.08	
Control Delay		12.3			13.3			10.7			8.8	
Queue Delay		0.0			0.0			0.0			0.0	

Remove Watermark Wondershare PDFelement

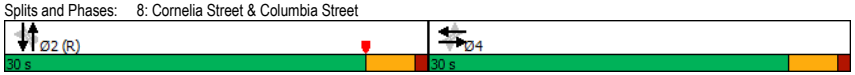
Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		12.3			13.3			10.7			8.8	
LOS		B			B			B			A	
Approach Delay		12.3			13.3			10.7			8.8	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Cornelia Street & Columbia Street



Queues
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	225	281	156	58
v/c Ratio	0.31	0.38	0.21	0.08
Control Delay	12.3	13.3	10.7	8.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.3	13.3	10.7	8.8
Queue Length 50th (ft)	48	64	30	9
Queue Length 95th (ft)	74	92	51	22
Internal Link Dist (ft)	665	491	791	251
Turn Bay Length (ft)				
Base Capacity (vph)	718	732	730	745
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.38	0.21	0.08

Intersection Summary

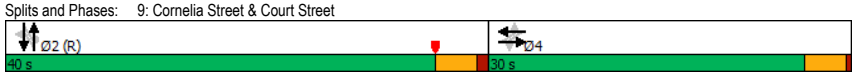
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	337	19	12	440	25	38	24	13	30	30	56
Future Volume (vph)	23	337	19	12	440	25	38	24	13	30	30	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.992			0.948			0.902	
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	3523	0	0	3545	0	1805	1801	0	1752	1714	0
Flt Permitted		0.906			0.942		0.692			0.729		
Satd. Flow (perm)	0	3202	0	0	3343	0	1315	1801	0	1345	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			15			65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			199			282			871	
Travel Time (s)		16.4			4.5			6.4			19.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	9%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	27	392	22	14	512	29	44	28	15	35	35	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	441	0	0	555	0	44	43	0	35	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.37			0.45		0.07	0.05		0.05	0.11	
Control Delay		16.8			17.7		9.2	6.6		9.1	4.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		16.8			17.7		9.2	6.6		9.1	4.5	
LOS		B			B		A	A		A	A	
Approach Delay		16.8			17.7			7.9			5.7	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 15.3		Intersection LOS: B	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Cornelia Street & Court Street



Remove Watermark Wondershare PDFelement

Queues
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	441	555	44	43	35	100
v/c Ratio	0.37	0.45	0.07	0.05	0.05	0.11
Control Delay	16.8	17.7	9.2	6.6	9.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	17.7	9.2	6.6	9.1	4.5
Queue Length 50th (ft)	69	90	9	6	7	7
Queue Length 95th (ft)	99	124	23	18	19	26
Internal Link Dist (ft)	640	119		202		791
Turn Bay Length (ft)						
Base Capacity (vph)	1194	1247	666	920	682	901
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.45	0.07	0.05	0.05	0.11

Intersection Summary

Lanes, Volumes, Timings
10: Liberty/5S

10/08/2018

Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	30	1002	18	12	898	117	15	26	1	12	36
Future Volume (vph)	30	1002	18	12	898	117	15	26	1	12	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850					0.978			0.900	
Flt Protected	0.950			0.950			0.964			0.999	
Satd. Flow (prot)	1805	2785	0	1752	3610	0	1756	0	0	1629	0
Flt Permitted	0.231			0.950			0.747			0.995	
Satd. Flow (perm)	439	2785	0	1752	3610	0	1361	0	0	1622	0
Right Turn on Red			Yes					Yes			Yes
Satd. Flow (RTOR)		103					90			40	
Link Speed (mph)					30		30			30	
Link Distance (ft)					328		433			303	
Travel Time (s)					7.5		9.8			6.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	6%	3%	0%	1%	13%	0%	0%	8%	4%
Adj. Flow (vph)	34	1126	20	13	1009	131	17	29	1	13	40
Shared Lane Traffic (%)											
Lane Group Flow (vph)	34	1146	0	13	1009	0	177	0	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Left	Left	Right	Left	Left	Right
Median Width(ft)					12		0			0	
Link Offset(ft)					0		0			0	
Crosswalk Width(ft)					16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		15		9	15		9
Number of Detectors	1	1		1	2	1	2		1	2	
Detector Template	Left	Right		Left	Thru	Left	Thru		Left	Thru	
Leading Detector (ft)	20	20		20	100	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0		0	0	
Detector 1 Size(ft)	20	20		20	6	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94		94			94	
Detector 2 Size(ft)					6		6			6	
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)					0.0		0.0			0.0	
Turn Type	pm+pt	Perm		pm+pt	NA	Perm	NA		Perm	NA	
Protected Phases	5			1	6		8			4	
Permitted Phases	2	2		6		8			4		
Detector Phase	5	2		1	6	8	8		4	4	
Switch Phase											

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
10: Liberty/5S

10/08/2018

Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR
Minimum Initial (s)	6.0	15.0		4.0	15.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	21.0		9.0	21.0	12.0	12.0		12.0	12.0	
Total Split (s)	15.0	48.0		15.0	48.0	22.0	22.0		22.0	22.0	
Total Split (%)	17.6%	56.5%		17.6%	56.5%	25.9%	25.9%		25.9%	25.9%	
Maximum Green (s)	10.0	43.0		10.0	43.0	16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?		Yes		Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	None	None		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0		0	0	
Act Effct Green (s)	62.1	60.7		59.6	56.1		11.1			11.1	
Actuated g/C Ratio	0.73	0.71		0.70	0.66		0.13			0.13	
v/c Ratio	0.08	0.57		0.01	0.42		0.69			0.22	
Control Delay	1.6	5.6		7.0	9.3		32.0			15.9	
Queue Delay	0.0	0.0		0.0	0.1		0.0			0.0	
Total Delay	1.6	5.6		7.0	9.5		32.0			15.9	
LOS	A	A		A	A		C			B	
Approach Delay					9.4		32.0			15.9	
Approach LOS					A		C			B	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 43 (51%), Referenced to phase 2:EBL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 67.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: Liberty/5S



Queues
10: Liberty/5S

10/08/2018

Lane Group	EBL	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	34	1146	13	1009	177	54
v/c Ratio	0.08	0.57	0.01	0.42	0.69	0.22
Control Delay	1.6	5.6	7.0	9.3	32.0	15.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	1.6	5.6	7.0	9.5	32.0	15.9
Queue Length 50th (ft)	1	43	1	25	44	7
Queue Length 95th (ft)	m4	90	m11	263	103	36
Internal Link Dist (ft)				248	353	223
Turn Bay Length (ft)						
Base Capacity (vph)	484	2018	1280	2384	329	337
Starvation Cap Reductn	0	0	0	433	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.57	0.01	0.52	0.54	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

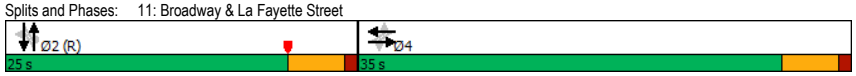
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	125	4	18	212	26	10	122	37	8	28	20
Future Volume (vph)	8	125	4	18	212	26	10	122	37	8	28	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.986			0.971			0.952	
Flt Protected		0.997			0.996			0.997			0.993	
Satd. Flow (prot)	0	1615	0	0	1613	0	0	1584	0	0	1531	0
Flt Permitted		0.979			0.976			0.985			0.954	
Satd. Flow (perm)	0	1586	0	0	1581	0	0	1565	0	0	1471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			14			25			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		632			310			324			433	
Travel Time (s)		14.4			7.0			7.4			9.8	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	25%	4%	0%	17%	3%	4%	0%	2%	14%	0%	4%	10%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	10	156	5	23	265	33	13	153	46	10	35	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	321	0	0	212	0	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.50			0.50			0.33			0.33	
v/c Ratio		0.22			0.40			0.39			0.14	
Control Delay		9.1			10.9			16.1			10.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.1			10.9			16.1			10.9	
LOS		A			B			B			B	
Approach Delay		9.1			10.9			16.1			10.9	
Approach LOS		A			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Broadway & La Fayette Street



Remove Watermark Wondershare PDFelement

Queues
11: Broadway & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	171	321	212	70
v/c Ratio	0.22	0.40	0.39	0.14
Control Delay	9.1	10.9	16.1	10.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.1	10.9	16.1	10.9
Queue Length 50th (ft)	31	64	50	11
Queue Length 95th (ft)	53	97	86	30
Internal Link Dist (ft)	552	230	244	353
Turn Bay Length (ft)				
Base Capacity (vph)	795	797	538	507
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.40	0.39	0.14

Intersection Summary

Lanes, Volumes, Timings
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	128	6	17	171	58	31	99	48	8	33	11
Future Volume (vph)	19	128	6	17	171	58	31	99	48	8	33	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.968			0.964			0.971	
Flt Protected		0.994			0.997			0.991			0.992	
Satd. Flow (prot)	0	1828	0	0	1776	0	0	1786	0	0	1704	0
Flt Permitted		0.946			0.976			0.944			0.947	
Satd. Flow (perm)	0	1740	0	0	1739	0	0	1701	0	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			45			34			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			682			1003			324	
Travel Time (s)		13.0			15.5			22.8			7.4	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	16%	1%	0%	0%	4%	2%	0%	2%	2%	12%	3%	17%
Parking (#/hr)	0											
Adj. Flow (vph)	25	171	8	23	228	77	41	132	64	11	44	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	328	0	0	237	0	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.21			0.33			0.46			0.14	
Control Delay		6.7			6.8			17.0			13.0	

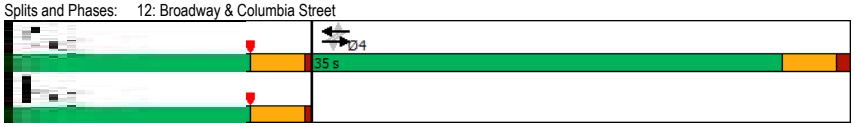
Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
12: Broadway & Columbia Street 10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			6.8			17.0			13.0	
LOS		A			A			B			B	
Approach Delay		6.7			6.8			17.0			13.0	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 53 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 36.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Broadway & Columbia Street



Queues
12: Broadway & Columbia Street 10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	204	328	237	70
v/c Ratio	0.21	0.33	0.46	0.14
Control Delay	6.7	6.8	17.0	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.7	6.8	17.0	13.0
Queue Length 50th (ft)	29	44	53	13
Queue Length 95th (ft)	45	63	83	30
Internal Link Dist (ft)	491	602	923	244
Turn Bay Length (ft)				
Base Capacity (vph)	967	984	518	483
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.21	0.33	0.46	0.14

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	50	73	52	332	376	33
Future Volume (vph)	50	73	52	332	376	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.920				0.988	
Flt Protected	0.980			0.993		
Satd. Flow (prot)	1529	0	0	3490	3526	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1529	0	0	3490	3526	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1003			262	183	
Travel Time (s)	22.8			6.0	4.2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	1%	3%	1%	3%
Parking (#/hr)	0					
Adj. Flow (vph)	60	88	63	400	453	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	463	493	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	50	73	52	332	376	33
Future Vol, veh/h	50	73	52	332	376	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	1	3	1	3
Mvmt Flow	60	88	63	400	453	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	799	247	493	0	-	0
Stage 1	473	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.84	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	323	759	1074	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	759	1074	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	16.3	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1074	-	467
HCM Lane V/C Ratio	-	-	0.058	-	0.317
HCM Control Delay (s)	-	-	8.6	0.2	16.3
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	1.3

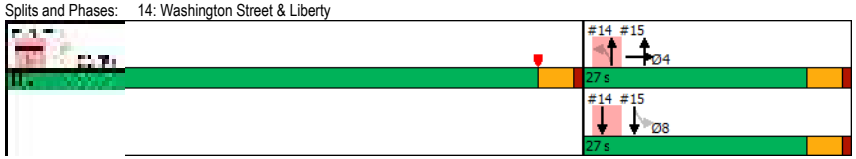
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	11	902	1	10	5	0	0	8	15
Future Volume (vph)	0	0	0	11	902	1	10	5	0	0	8	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.914	
Flt Protected					0.999			0.967				
Satd. Flow (prot)	0	0	0	0	3499	0	0	1729	0	0	1622	0
Flt Permitted					0.999			0.896				
Satd. Flow (perm)	0	0	0	0	3499	0	0	1602	0	0	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)											16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		328			342			77			399	
Travel Time (s)		7.5			7.8			1.8			9.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	9%	3%	0%	0%	20%	0%	0%	0%	11%
Adj. Flow (vph)	0	0	0	12	970	1	11	5	0	0	9	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	983	0	0	16	0	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	0		1	1			2	
Detector Template				Left			Left				Thru	
Leading Detector (ft)				20	0		20	6			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	0		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)											94	
Detector 2 Size(ft)											6	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				4.0	4.0		4.0	4.0			4.0	
Minimum Split (s)				8.5	8.5		8.5	8.5			20.5	
Total Split (s)				58.0	58.0		27.0	27.0			27.0	
Total Split (%)				68.2%	68.2%		31.8%	31.8%			31.8%	
Maximum Green (s)				53.5	53.5		22.5	22.5			22.5	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				C-Min	C-Min		None	None			None	
Walk Time (s)				5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					48.2			27.8			27.8	
Actuated g/C Ratio					0.57			0.33			0.33	
v/c Ratio					0.50			0.03			0.05	
Control Delay					25.8			6.5			10.3	
Queue Delay					0.1			0.0			0.0	
Total Delay					25.9			6.5			10.3	
LOS					C			A			B	
Approach Delay					25.9			6.5			10.3	
Approach LOS					C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Washington Street & Liberty



Remove Watermark Wondershare PDFelement

Queues
14: Washington Street & Liberty

10/08/2018

Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	983	16	25
v/c Ratio	0.50	0.03	0.05
Control Delay	25.8	6.5	10.3
Queue Delay	0.1	0.0	0.0
Total Delay	25.9	6.5	10.3
Queue Length 50th (ft)	271	3	3
Queue Length 95th (ft)	338	m4	18
Internal Link Dist (ft)	262	1	319
Turn Bay Length (ft)			
Base Capacity (vph)	2212	527	545
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	235	81	83
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.50	0.04	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
15: 5S (Oriskany) & Washington Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1032	4	0	0	0	0	11	23	3	15	0
Future Volume (vph)	4	1032	4	0	0	0	0	11	23	3	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.910				
Flt Protected											0.992	
Satd. Flow (prot)	0	5076	0	0	0	0	0	1441	0	0	1885	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	5076	0	0	0	0	0	1441	0	0	1862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						24				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			334			406			77	
Travel Time (s)		7.3			7.6			9.2			1.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	25%	2%	0%	2%	2%	2%	0%	0%	12%	0%	0%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	4	1086	4	0	0	0	0	12	24	3	16	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1094	0	0	0	0	0	36	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	1	
Detector Template	Left	Thru						Thru		Left		
Leading Detector (ft)	20	100						100		20	6	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	custom	NA						NA		Perm	NA	
Protected Phases		4!						4!			8!	
Permitted Phases	2									8!		
Detector Phase	2	4						4		8	8	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
15: 5S (Oriskany) & Washington Street

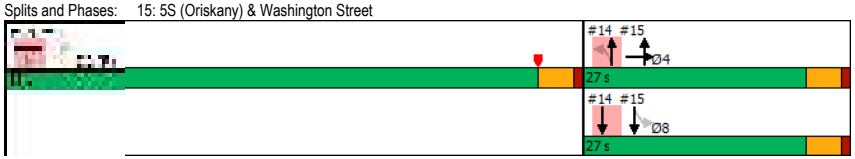
10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0		4.0	4.0	
Minimum Split (s)	8.5	8.5						8.5		20.5	20.5	
Total Split (s)	58.0	27.0						27.0		27.0	27.0	
Total Split (%)	68.2%	31.8%						31.8%		31.8%	31.8%	
Maximum Green (s)	53.5	22.5						22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		4.5						4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Min	None						None		None	None	
Walk Time (s)	5.0	5.0						5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)		27.8						27.8			27.8	
Actuated g/C Ratio		0.33						0.33			0.33	
v/c Ratio		0.66						0.07			0.03	
Control Delay		34.5						9.5			22.4	
Queue Delay		1.0						0.0			0.0	
Total Delay		35.5						9.5			22.4	
LOS		D						A			C	
Approach Delay		35.5						9.5			22.4	
Approach LOS		D						A			C	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 31.0% ICU Level of Service A
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 15: 5S (Oriskany) & Washington Street



Queues
15: 5S (Oriskany) & Washington Street

10/08/2018

Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	1094	36	19
v/c Ratio	0.66	0.07	0.03
Control Delay	34.5	9.5	22.4
Queue Delay	1.0	0.0	0.0
Total Delay	35.5	9.5	22.4
Queue Length 50th (ft)	184	4	8
Queue Length 95th (ft)	160	21	m18
Internal Link Dist (ft)	243	326	1
Turn Bay Length (ft)			
Base Capacity (vph)	1672	490	613
Starvation Cap Reductn	310	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.80	0.07	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Remove Watermark Wondershare PDFelement

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	94	144	18	9	7
Future Volume (vph)	6	94	144	18	9	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.985		0.942	
Flt Protected		0.997			0.972	
Satd. Flow (prot)	0	1466	1591	0	1389	0
Flt Permitted		0.997			0.972	
Satd. Flow (perm)	0	1466	1591	0	1389	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		310	319		406	
Travel Time (s)		7.0	7.3		9.2	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	5%	17%	6%	5%	11%	15%
Parking (#/hr)		0	0		0	
Adj. Flow (vph)	8	121	185	23	12	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	129	208	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.14	1.00	1.14	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	94	144	18	9	7
Future Vol, veh/h	6	94	144	18	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	5	17	6	5	11	15
Mvmt Flow	8	121	185	23	12	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	208	0	-	0	334	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	4.15	-	-	-	6.51	6.35
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	2.245	-	-	-	3.599	3.435
Pot Cap-1 Maneuver	1345	-	-	-	643	812
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	868	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1345	-	-	-	639	812
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1345	-	-	-	705
HCM Lane V/C Ratio	0.006	-	-	-	0.029
HCM Control Delay (s)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	24	861	55	26	33	0	0	8	23
Future Volume (vph)	0	0	0	24	861	55	26	33	0	0	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.991						0.901	
Flt Protected				0.950				0.979				
Satd. Flow (prot)	0	0	0	1671	3448	0	0	1829	0	0	1712	0
Flt Permitted				0.950				0.979				
Satd. Flow (perm)	0	0	0	1671	3448	0	0	1829	0	0	1712	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			432			132			336	
Travel Time (s)		7.8			9.8			3.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	8%	4%	0%	0%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	26	936	60	28	36	0	0	9	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	26	996	0	0	64	0	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	24	861	55	26	33	0	0	8	23
Future Vol, veh/h	0	0	0	24	861	55	26	33	0	0	8	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	4	0	0	3	0	0	0	0
Mvmt Flow	0	0	0	26	936	60	28	36	0	0	9	25

Major/Minor	Major2			Minor1			Minor2				
Conflicting Flow All	0	0	0	525	1048	-	-	1018	498		
Stage 1	-	-	-	0	0	-	-	1018	-		
Stage 2	-	-	-	525	1048	-	-	0	-		
Critical Hdwy	4.26	-	-	7.5	6.56	-	-	6.5	6.9		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-		
Critical Hdwy Stg 2	-	-	-	6.5	5.56	-	-	-	-		
Follow-up Hdwy	2.28	-	-	3.5	4.03	-	-	4	3.3		
Pot Cap-1 Maneuver	-	-	-	440	225	0	0	239	523		
Stage 1	-	-	-	-	-	0	0	317	-		
Stage 2	-	-	-	509	301	0	0	-	-		
Platoon blocked, %		-	-								
Mov Cap-1 Maneuver	-	-	-	407	225	-	-	239	523		
Mov Cap-2 Maneuver	-	-	-	407	225	-	-	239	-		
Stage 1	-	-	-	-	-	-	-	317	-		
Stage 2	-	-	-	471	301	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s		21.6	14.8
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	280	-	-	-	400
HCM Lane V/C Ratio	0.229	-	-	-	0.084
HCM Control Delay (s)	21.6	-	-	-	14.8
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.3

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
18: 5S (Oriskany) & Seneca Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1040	4	0	0	0	0	44	19	5	28	0
Future Volume (vph)	15	1040	4	0	0	0	0	44	19	5	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.960				
Flt Protected		0.999									0.993	
Satd. Flow (prot)	0	5073	0	0	0	0	0	1642	0	0	1775	0
Flt Permitted		0.999									0.993	
Satd. Flow (perm)	0	5073	0	0	0	0	0	1642	0	0	1775	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			383			385			132	
Travel Time (s)		7.6			8.7			8.8			3.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	0%	0%	2%	0%	0%	0%	0%	20%	4%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	16	1106	4	0	0	0	0	47	20	5	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1126	0	0	0	0	0	67	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 2010 TWSC
18: 5S (Oriskany) & Seneca Street

10/08/2018

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1040	4	0	0	0	0	44	19	5	28	0
Future Vol, veh/h	15	1040	4	0	0	0	0	44	19	5	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	6	2	0	0	2	0	0	0	0	20	4	0
Mvmt Flow	16	1106	4	0	0	0	0	47	20	5	30	0

Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				-	1140	555	498	1142	-
Stage 1	-	-	-				-	1140	-	0	0	-
Stage 2	-	-	-				-	0	-	498	1142	-
Critical Hdwy	5.42	-	-				-	6.5	7.1	6.8	6.58	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	7.1	5.58	-
Follow-up Hdwy	3.16	-	-				-	4	3.9	4	4.04	-
Pot Cap-1 Maneuver	-	-	-				0	203	411	457	196	0
Stage 1	-	-	-				0	278	-	-	-	0
Stage 2	-	-	-				0	-	-	439	269	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	203	411	357	196	-
Mov Cap-2 Maneuver	-	-	-				-	203	-	357	196	-
Stage 1	-	-	-				-	278	-	-	-	-
Stage 2	-	-	-				-	-	-	347	269	-

Approach	EB	NB	SB
HCM Control Delay, s		25.7	25.6
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	240	-	-	-	210
HCM Lane V/C Ratio	0.279	-	-	-	0.167
HCM Control Delay (s)	25.7	-	-	-	25.6
HCM Lane LOS	D	-	-	-	D
HCM 95th %tile Q(veh)	1.1	-	-	-	0.6

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	138	15	13	212	34	9	8	14	8	2	25
Future Volume (vph)	18	138	15	13	212	34	9	8	14	8	2	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.982			0.940			0.904	
Flt Protected		0.995			0.998			0.986			0.988	
Satd. Flow (prot)	0	1603	0	0	1636	0	0	1585	0	0	1507	0
Flt Permitted		0.995			0.998			0.986			0.988	
Satd. Flow (perm)	0	1603	0	0	1636	0	0	1585	0	0	1507	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			216			181			385	
Travel Time (s)		7.3			4.9			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	3%	0%	0%	0%	0%	4%	7%	0%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	20	150	16	14	230	37	10	9	15	9	2	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	281	0	0	34	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	138	15	13	212	34	9	8	14	8	2	25
Future Vol, veh/h	18	138	15	13	212	34	9	8	14	8	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	3	0	0	0	0	4	7	0
Mvmt Flow	20	150	16	14	230	37	10	9	15	9	2	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	166	0	0	489	493	158	487	483	249
Stage 1	-	-	-	-	-	-	198	198	-	277	277	-
Stage 2	-	-	-	-	-	-	291	295	-	210	206	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.14	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.57	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.536	4.063	3.3
Pot Cap-1 Maneuver	1308	-	-	1424	-	-	493	480	893	488	476	795
Stage 1	-	-	-	-	-	-	808	741	-	725	672	-
Stage 2	-	-	-	-	-	-	721	673	-	788	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1424	-	-	464	466	893	463	462	795
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	466	-	463	462	-
Stage 1	-	-	-	-	-	-	794	728	-	713	664	-
Stage 2	-	-	-	-	-	-	686	665	-	752	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	11.4	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	1308	-	-	1424	-	-	660
HCM Lane V/C Ratio	0.057	0.015	-	-	0.01	-	-	0.058
HCM Control Delay (s)	11.4	7.8	0	-	7.6	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

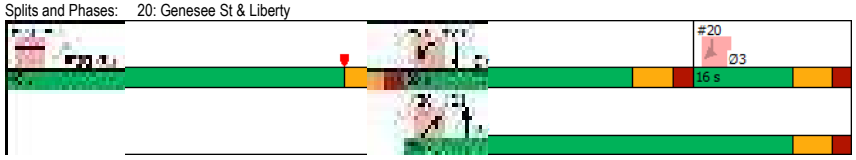
Remove Watermark
Wondershare PDFelement

Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT
Lane Configurations						
Traffic Volume (vph)	823	9	36	56	360	326
Future Volume (vph)	823	9	36	56	360	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95
Frt	0.998		0.865			
Flt Protected						
Satd. Flow (prot)	5027	0	1425	0	3539	3539
Flt Permitted						
Satd. Flow (perm)	5027	0	1425	0	3539	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	116		116			
Link Speed (mph)	30				30	30
Link Distance (ft)	553				118	251
Travel Time (s)	12.6				2.7	5.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	2%	5%	2%	2%
Parking (#/hr)			0			
Adj. Flow (vph)	885	10	39	60	387	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	895	0	99	0	387	351
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0				0	0
Link Offset(ft)	0				0	0
Crosswalk Width(ft)	16				16	16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.00
Turning Speed (mph)		9	9	9		
Number of Detectors	2		1		2	2
Detector Template	Thru		Right		Thru	Thru
Leading Detector (ft)	100		20		100	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	6		20		6	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	94				94	94
Detector 2 Size(ft)	6				6	6
Detector 2 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0				0.0	0.0
Turn Type	NA		Perm		NA	NA
Protected Phases	2				8	4
Permitted Phases			3			
Detector Phase	2		3		8	4

Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT
Switch Phase						
Minimum Initial (s)	15.0		6.0		6.0	6.0
Minimum Split (s)	46.0		12.0		12.0	12.0
Total Split (s)	40.0		16.0		45.0	29.0
Total Split (%)	47.1%		18.8%		52.9%	34.1%
Maximum Green (s)	34.0		10.0		39.0	23.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag			Lag			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		2.5		2.5	2.5
Recall Mode	C-Min		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	33.0		29.0		29.0	29.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	47.1		6.6		25.9	15.7
Actuated g/C Ratio	0.55		0.08		0.30	0.18
v/c Ratio	0.32		0.45		0.36	0.54
Control Delay	10.3		12.8		3.7	34.1
Queue Delay	0.0		0.0		0.1	0.0
Total Delay	10.3		12.8		3.8	34.1
LOS	B		B		A	C
Approach Delay	10.3				3.8	34.1
Approach LOS	B				A	C

Intersection Summary		
Area Type:	Other	
Cycle Length: 85		
Actuated Cycle Length: 85		
Offset: 10 (12%), Referenced to phase 2:WBT and 6:, Start of Yellow		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.54		
Intersection Signal Delay: 13.8		Intersection LOS: B
Intersection Capacity Utilization 45.8%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 20: Genesee St & Liberty



Remove Watermark Wondershare PDFelement

Queues
20: Genesee St & Liberty

10/08/2018

Lane Group	WBT	SBR	NET	SWT
Lane Group Flow (vph)	895	99	387	351
v/c Ratio	0.32	0.45	0.36	0.54
Control Delay	10.3	12.8	3.7	34.1
Queue Delay	0.0	0.0	0.1	0.0
Total Delay	10.3	12.8	3.8	34.1
Queue Length 50th (ft)	77	0	7	91
Queue Length 95th (ft)	129	35	8	124
Internal Link Dist (ft)	473		38	171
Turn Bay Length (ft)				
Base Capacity (vph)	2836	270	1623	957
Starvation Cap Reductn	0	0	457	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.37	0.33	0.37

Intersection Summary

Lanes, Volumes, Timings
21: Genesee street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1016	119	0	0	0	0	361	79	0	349	0
Future Volume (vph)	1	1016	119	0	0	0	0	361	79	0	349	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Frt		0.984						0.973				
Flt Protected												
Satd. Flow (prot)	0	6150	0	0	0	0	0	3277	0	0	5085	0
Flt Permitted												
Satd. Flow (perm)	0	6150	0	0	0	0	0	3277	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40						24				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		383			660			402			118	
Travel Time (s)		8.7			15.0			9.1			2.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	1%	0%	0%	0%	0%	2%	1%	0%	2%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	1	1129	132	0	0	0	0	401	88	0	388	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1262	0	0	0	0	0	489	0	0	388	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2			2	
Detector Template	Left	Thru						Thru			Thru	
Leading Detector (ft)	20	100						100			100	
Trailing Detector (ft)	0	0						0			0	
Detector 1 Position(ft)	0	0						0			0	
Detector 1 Size(ft)	20	6						6			6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0			0.0	
Detector 1 Queue (s)	0.0	0.0						0.0			0.0	
Detector 1 Delay (s)	0.0	0.0						0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA			NA	

Remove Watermark
Wondershare PDFelement

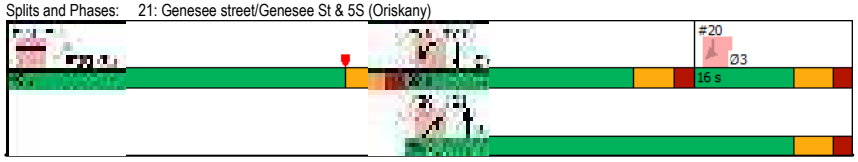
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
21: Genesee street/Genesee St & 5S (Oriskany) 10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2						8			4	
Permitted Phases	2											
Detector Phase	2	2						8			4	
Switch Phase												
Minimum Initial (s)	15.0	15.0						6.0			6.0	
Minimum Split (s)	46.0	46.0						12.0			12.0	
Total Split (s)	40.0	40.0						45.0			29.0	
Total Split (%)	47.1%	47.1%						52.9%			34.1%	
Maximum Green (s)	34.0	34.0						39.0			23.0	
Yellow Time (s)	4.0	4.0						4.0			4.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						6.0			6.0	
Lead/Lag											Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						2.5			2.5	
Recall Mode	C-Min	C-Min						None			None	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	33.0	33.0						29.0			29.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		47.1						25.9			15.7	
Actuated g/C Ratio		0.55						0.30			0.18	
v/c Ratio		0.37						0.48			0.41	
Control Delay		20.0						23.3			6.4	
Queue Delay		0.0						0.0			0.2	
Total Delay		20.0						23.3			6.6	
LOS		C						C			A	
Approach Delay		20.0						23.3			6.6	
Approach LOS		C						C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 10 (12%), Referenced to phase 2:WBT and 6:, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: Genesee street/Genesee St & 5S (Oriskany)



Remove Watermark Wondershare PDFelement

Lane Group	Ø3
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0
Total Split (s)	16.0
Total Split (%)	19%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	1262	489	388
v/c Ratio	0.37	0.48	0.41
Control Delay	20.0	23.3	6.4
Queue Delay	0.0	0.0	0.2
Total Delay	20.0	23.3	6.6
Queue Length 50th (ft)	117	103	8
Queue Length 95th (ft)	179	124	12
Internal Link Dist (ft)	303	322	38
Turn Bay Length (ft)			
Base Capacity (vph)	3424	1516	1375
Starvation Cap Reductn	0	0	332
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.37	0.32	0.37
Intersection Summary			

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	25	82	33	41	194	23	35	394	38	101	346	39
Future Volume (vph)	25	82	33	41	194	23	35	394	38	101	346	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.968			0.988			0.988			0.988	
Flt Protected		0.991			0.992			0.996			0.990	
Satd. Flow (prot)	0	1594	0	0	1624	0	0	3347	0	0	3301	0
Flt Permitted		0.919			0.928			0.885			0.743	
Satd. Flow (perm)	0	1478	0	0	1519	0	0	2974	0	0	2477	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			7			16			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			304			420			402	
Travel Time (s)		4.9			6.9			9.5			9.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	0%	5%	2%	10%	0%	1%	0%	1%	2%	0%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	28	93	38	47	220	26	40	448	43	115	393	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	293	0	0	531	0	0	552	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		5.0	4.0	
Minimum Split (s)	27.0	27.0		23.0	23.0		23.0	23.0		10.0	23.0	
Total Split (s)	28.0	28.0		28.0	28.0		38.0	38.0		9.0	47.0	
Total Split (%)	37.3%	37.3%		37.3%	37.3%		50.7%	50.7%		12.0%	62.7%	
Maximum Green (s)	23.0	23.0		23.0	23.0		33.0	33.0		4.0	42.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	8.0	8.0		2.0	2.0		2.0	2.0			7.0	
Flash Dont Walk (s)	14.0	14.0		7.0	7.0		7.0	7.0			10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		23.0			23.0			42.0			42.0	
Actuated g/C Ratio		0.31			0.31			0.56			0.56	
v/c Ratio		0.34			0.62			0.32			0.40	
Control Delay		19.7			28.6			3.3			10.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.7			28.6			3.3			10.0	
LOS		B			C			A			B	
Approach Delay		19.7			28.6			3.3			10.0	
Approach LOS		B			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: Genesee Street & La Fayette Street/Bleecker Street



Remove Watermark
Wondershare PDFelement

Queues
22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	159	293	531	552
v/c Ratio	0.34	0.62	0.32	0.40
Control Delay	19.7	28.6	3.3	10.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.7	28.6	3.3	10.0
Queue Length 50th (ft)	48	113	28	67
Queue Length 95th (ft)	95	188	35	97
Internal Link Dist (ft)	136	224	340	322
Turn Bay Length (ft)				
Base Capacity (vph)	468	470	1672	1395
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.62	0.32	0.40

Intersection Summary

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	113	49	37	145	80	44	348	19	33	354	20
Future Volume (vph)	35	113	49	37	145	80	44	348	19	33	354	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.967			0.959			0.993			0.993	
Flt Protected		0.991			0.993			0.995			0.996	
Satd. Flow (prot)	0	1781	0	0	1767	0	0	3470	0	0	3514	0
Flt Permitted		0.896			0.925			0.849			0.879	
Satd. Flow (perm)	0	1610	0	0	1646	0	0	2961	0	0	3101	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			35			7			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		682			274			195			420	
Travel Time (s)		15.5			6.2			4.4			9.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	0%	13%	1%	0%	0%	1%	42%	6%	1%	5%
Adj. Flow (vph)	40	130	56	43	167	92	51	400	22	38	407	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	302	0	0	473	0	0	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		3	8		6	6		5	2	
Switch Phase												

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		4.0	1.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	23.0	23.0		8.0	23.0		23.5	23.5		7.0	23.5	
Total Split (s)	29.0	29.0		8.0	37.0		31.0	31.0		7.0	38.0	
Total Split (%)	38.7%	38.7%		10.7%	49.3%		41.3%	41.3%		9.3%	50.7%	
Maximum Green (s)	22.0	22.0		4.0	30.0		24.0	24.0		4.0	31.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		0.5	3.0		3.0	3.0		0.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)		30.0			30.0			31.0			31.0	
Actuated g/C Ratio		0.40			0.40			0.41			0.41	
v/c Ratio		0.34			0.44			0.39			0.36	
Control Delay		15.9			16.9			17.7			10.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.9			16.9			17.7			10.5	
LOS		B			B			B			B	
Approach Delay		15.9			16.9			17.7			10.5	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 58.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 23: Columbia Street/Elizabeth Street & Genesee Street



Queues
23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	226	302	473	468
v/c Ratio	0.34	0.44	0.39	0.36
Control Delay	15.9	16.9	17.7	10.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.9	16.9	17.7	10.5
Queue Length 50th (ft)	63	87	109	34
Queue Length 95th (ft)	110	145	147	53
Internal Link Dist (ft)	602	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	657	679	1227	1286
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.44	0.39	0.36

Intersection Summary

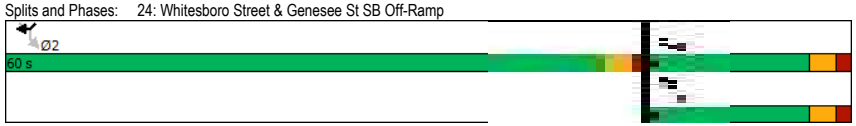
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	0	0	0	108	14	14	102	0	507	40	0
Future Volume (vph)	0	0	0	108	14	14	102	0	507	40	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0		0	100		0	0	0	
Storage Lanes	0	0	0		0	1		0	1	2	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.983						0.850	
Flt Protected						0.950			0.950		
Satd. Flow (prot)	0	0	0	3457	0	1687	1845	0	1736	1509	1900
Flt Permitted						0.870			0.950		
Satd. Flow (perm)	0	0	0	3457	0	1545	1845	0	1736	1509	1900
Right Turn on Red		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)				15							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	664			342			169		360		
Travel Time (s)	15.1			7.8			3.8		8.2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	0%	7%	3%	0%	4%	7%	0%
Adj. Flow (vph)	0	0	0	115	15	15	109	0	539	43	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	130	0	15	109	0	539	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	0			12			12		12		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors				2		1	2		1	1	1
Detector Template				Thru		Left	Thru		Left	Right	Right
Leading Detector (ft)				100		20	100		20	20	20
Trailing Detector (ft)				0		0	0		0	0	0
Detector 1 Position(ft)				0		0	0		0	0	0
Detector 1 Size(ft)				6		20	6		20	20	20
Detector 1 Type				Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type				NA		Perm	NA		Perm	Prot	Perm
Protected Phases				4			8			2	

Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Permitted Phases						8			2		2
Detector Phase				4		8	8		2	2	2
Switch Phase											
Minimum Initial (s)				4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)				10.0		10.0	10.0		26.0	26.0	26.0
Total Split (s)				20.0		20.0	20.0		60.0	60.0	60.0
Total Split (%)				25.0%		25.0%	25.0%		75.0%	75.0%	75.0%
Maximum Green (s)				16.0		16.0	16.0		56.0	56.0	56.0
Yellow Time (s)				2.5		2.5	2.5		2.5	2.5	2.5
All-Red Time (s)				1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)				0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)				2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode				None		None	None		None	None	None
Walk Time (s)				7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)				14.0		14.0	14.0		14.0	14.0	14.0
Pedestrian Calls (#/hr)				25		25	25		25	25	25
Act Effct Green (s)				9.2		9.4	9.4		18.8	18.8	
Actuated g/C Ratio				0.32		0.32	0.32		0.64	0.64	
v/c Ratio				0.12		0.03	0.18		0.48	0.04	
Control Delay				9.9		11.6	11.8		7.8	5.5	
Queue Delay				0.0		0.0	0.0		0.0	0.0	
Total Delay				9.9		11.6	11.8		7.8	5.5	
LOS				A		B	B		A	A	
Approach Delay				9.9			11.7		7.6		
Approach LOS				A			B		A		

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 29.2			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Whitesboro Street & Genesee St SB Off-Ramp



Remove Watermark Wondershare PDFelement

Queues
24: Whitesboro Street & Genesee St SB Off-Ramp

10/08/2018

Lane Group	SET	NWL	NWT	SWL	SWR
Lane Group Flow (vph)	130	15	109	539	43
v/c Ratio	0.12	0.03	0.18	0.48	0.04
Control Delay	9.9	11.6	11.8	7.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	11.6	11.8	7.8	5.5
Queue Length 50th (ft)	6	2	12	44	3
Queue Length 95th (ft)	27	13	52	216	20
Internal Link Dist (ft)	262		89	280	
Turn Bay Length (ft)		100			
Base Capacity (vph)	2349	1047	1251	1731	1505
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.09	0.31	0.03

Intersection Summary

Lanes, Volumes, Timings
25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	30	5	7	4	353	9	26	420	24
Future Volume (vph)	0	0	0	30	5	7	4	353	9	26	420	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.977			0.996			0.992	
Flt Protected					0.966			0.999			0.997	
Satd. Flow (prot)	0	0	0	0	1793	0	0	3524	0	0	3508	0
Flt Permitted					0.966			0.951			0.919	
Satd. Flow (perm)	0	0	0	0	1793	0	0	3355	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					8			5				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	34	6	8	5	401	10	30	477	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	48	0	0	416	0	0	534	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases				4			2			2		
Detector Phase				4	4		2	2		2	2	
Switch Phase												

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				23.0	23.0		28.0	28.0		28.0	28.0	
Total Split (s)				27.0	27.0		48.0	48.0		48.0	48.0	
Total Split (%)				36.0%	36.0%		64.0%	64.0%		64.0%	64.0%	
Maximum Green (s)				22.0	22.0		43.0	43.0		43.0	43.0	
Yellow Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					7.3			64.0			64.0	
Actuated g/C Ratio					0.10			0.85			0.85	
v/c Ratio					0.27			0.15			0.19	
Control Delay					30.5			7.3			1.0	
Queue Delay					0.0			0.0			0.0	
Total Delay					30.5			7.3			1.0	
LOS					C			A			A	
Approach Delay					30.5			7.3			1.0	
Approach LOS					C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 7.5 (10%), Referenced to phase 2:NESW and 6:, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 39.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Blandina Street & Genesee Street



Queues
25: Blandina Street & Genesee Street

10/08/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	48	416	534
v/c Ratio	0.27	0.15	0.19
Control Delay	30.5	7.3	1.0
Queue Delay	0.0	0.0	0.0
Total Delay	30.5	7.3	1.0
Queue Length 50th (ft)	18	63	11
Queue Length 95th (ft)	46	102	17
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	531	2865	2760
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.15	0.19

Intersection Summary

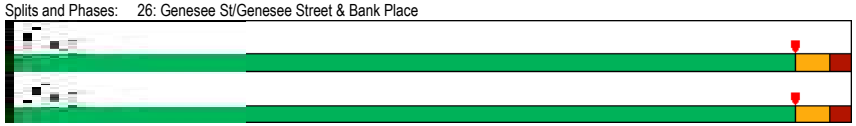
Remove Watermark Wondershare PDFelement

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	376	24	28	372
Future Volume (vph)	0	0	376	24	28	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.991			
Flt Protected						0.997
Satd. Flow (prot)	0	0	3328	0	0	3492
Flt Permitted						0.914
Satd. Flow (perm)	0	0	3328	0	0	3201
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	4%	4%	3%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	396	25	29	392
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	421	0	0	421
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			4.0		4.0	4.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			75.0		75.0	75.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			70.0		70.0	70.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			75.0			75.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.13			0.13
Control Delay			0.1			0.1
Queue Delay			0.0			0.0
Total Delay			0.1			0.1
LOS			A			A
Approach Delay			0.1			0.1
Approach LOS			A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 12 (16%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.13			
Intersection Signal Delay: 0.1		Intersection LOS: A	
Intersection Capacity Utilization 30.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: Genesee St/Genesee Street & Bank Place



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Queues
26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	421	421
v/c Ratio	0.13	0.13
Control Delay	0.1	0.1
Queue Delay	0.0	0.0
Total Delay	0.1	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3328	3201
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.13

Intersection Summary

Lanes, Volumes, Timings
27: Genesee St & Hopper St/Court Street

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	259	49	2	385	62	25	372	13	10	354	41
Future Volume (vph)	4	259	49	2	385	62	25	372	13	10	354	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.976			0.979			0.995			0.985	
Flt Protected		0.999						0.997			0.999	
Satd. Flow (prot)	0	3491	0	0	3490	0	0	3341	0	0	3292	0
Flt Permitted		0.950			0.954			0.912			0.942	
Satd. Flow (perm)	0	3320	0	0	3329	0	0	3057	0	0	3104	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		36			30						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	2%	0%	10%	2%	5%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	285	54	2	423	68	27	409	14	11	389	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	343	0	0	493	0	0	450	0	0	445	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
27: Genesee St & Hopper St/Court Street

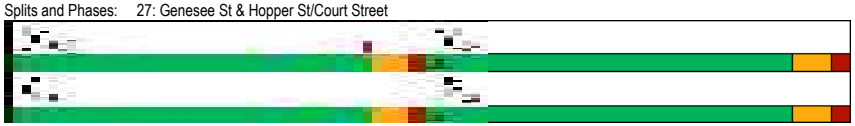
10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		38.0	38.0		37.0	37.0		37.0	37.0	
Total Split (%)	50.7%	50.7%		50.7%	50.7%		49.3%	49.3%		49.3%	49.3%	
Maximum Green (s)	32.8	32.8		32.8	32.8		31.8	31.8		31.8	31.8	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.2			5.2			5.2			5.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		32.8			32.8			31.8			31.8	
Actuated g/C Ratio		0.44			0.44			0.42			0.42	
v/c Ratio		0.23			0.33			0.35			0.34	
Control Delay		12.3			13.8			15.5			7.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			13.8			15.5			7.7	
LOS		B			B			B			A	
Approach Delay		12.3			13.8			15.5			7.7	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 19.8 (26%), Referenced to phase 2:NETL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 49.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues
27: Genesee St & Hopper St/Court Street

10/08/2018

Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	343	493	450	445
v/c Ratio	0.23	0.33	0.35	0.34
Control Delay	12.3	13.8	15.5	7.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.3	13.8	15.5	7.7
Queue Length 50th (ft)	44	71	71	34
Queue Length 95th (ft)	71	105	106	50
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	1472	1472	1296	1327
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.33	0.35	0.34

Intersection Summary

Remove Watermark Wondershare PDFelement

Future No-Build AM Synchro Reports

Remove Watermark Wondershare PDFelement

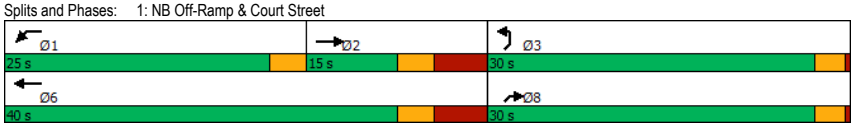
Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	316	0	0	260	24	487
Future Volume (vph)	316	0	0	260	24	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						529
Link Speed (mph)	30			30	30	
Link Distance (ft)	384			379	637	
Travel Time (s)	8.7			8.6	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	0	0	283	26	529
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	0	283	26	529
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	8
Permitted Phases						
Detector Phase	2		1	6	3	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Split (s)	23.5		8.0	23.5	20.0	20.0
Total Split (s)	15.0		25.0	40.0	30.0	30.0
Total Split (%)	21.4%		35.7%	57.1%	42.9%	42.9%
Maximum Green (s)	7.5		22.0	32.5	27.0	27.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	Max	None	None
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	32.5			32.5	7.0	7.0
Actuated g/C Ratio	0.65			0.65	0.14	0.14
v/c Ratio	0.15			0.23	0.05	0.63
Control Delay	3.9			4.6	18.3	6.0
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	3.9			4.6	18.3	6.0
LOS	A			A	B	A
Approach Delay	3.9			4.6	6.6	
Approach LOS	A			A	A	

Intersection Summary		
Area Type:	Other	
Cycle Length: 70		
Actuated Cycle Length: 50		
Natural Cycle: 55		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.63		
Intersection Signal Delay: 5.3		Intersection LOS: A
Intersection Capacity Utilization 35.4%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 1: NB Off-Ramp & Court Street



Remove Watermark
Wondershare PDFelement

Queues
1: NB Off-Ramp & Court Street

10/08/2018

Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	343	283	26	529
v/c Ratio	0.15	0.23	0.05	0.63
Control Delay	3.9	4.6	18.3	6.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	3.9	4.6	18.3	6.0
Queue Length 50th (ft)	14	24	3	0
Queue Length 95th (ft)	35	66	11	35
Internal Link Dist (ft)	304	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	2302	1212	1855	1749
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.23	0.01	0.30

Intersection Summary

Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	7	304	0	0	0	0	177	51	157	26	0
Future Volume (vph)	149	7	304	0	0	0	0	177	51	157	26	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.911							0.850			
Flt Protected		0.984									0.959	
Satd. Flow (prot)	0	1670	0	0	0	0	0	1863	1583	0	1786	0
Flt Permitted		0.984									0.630	
Satd. Flow (perm)	0	1670	0	0	0	0	0	1863	1583	0	1174	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		285							55			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			285			268	
Travel Time (s)		3.7			4.9			6.5			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	8	330	0	0	0	0	192	55	171	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	500	0	0	0	0	0	192	55	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.61						0.27	0.09		0.44	
Control Delay		8.0						6.2	1.3		12.9	
Queue Delay		0.1						0.0	0.0		0.0	

Remove Watermark
Wondershare PDFelement

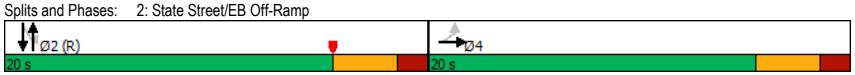
Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		8.1						6.2	1.3		12.9	
LOS		A						A	A		B	
Approach Delay		8.1						5.1			12.9	
Approach LOS		A						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: State Street/EB Off-Ramp



Queues
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	500	192	55	199
v/c Ratio	0.61	0.27	0.09	0.44
Control Delay	8.0	6.2	1.3	12.9
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	8.1	6.2	1.3	12.9
Queue Length 50th (ft)	32	20	0	31
Queue Length 95th (ft)	92	33	0	71
Internal Link Dist (ft)	81	205		188
Turn Bay Length (ft)				
Base Capacity (vph)	821	721	647	454
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	19	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.62	0.27	0.09	0.44

Intersection Summary

Remove Watermark Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	51	21	43	61	28	5	177	40	89	257	17
Future Volume (vph)	26	51	21	43	61	28	5	177	40	89	257	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.972			0.973			0.991	
Flt Protected		0.987			0.984		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1782	0	1770	1812	0	1770	1846	0
Flt Permitted		0.920			0.895		0.436			0.524		
Satd. Flow (perm)	0	1664	0	0	1620	0	812	1812	0	976	1846	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			27			15			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		187			741			332			285	
Travel Time (s)		4.3			16.8			7.5			6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	55	23	47	66	30	5	192	43	97	279	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	143	0	5	235	0	97	297	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	
v/c Ratio		0.11			0.15		0.02	0.40		0.31	0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		6.8			7.3		19.2	22.4		24.2	25.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	3.0	
Total Delay		6.8			7.3		19.2	22.4		24.2	28.5	
LOS		A			A		B	C		C	C	
Approach Delay		6.8			7.3			22.3			27.4	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: State Street & La Fayette Street



Remove Watermark
Wondershare PDFelement

Queues
3: State Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	143	5	235	97	297
v/c Ratio	0.11	0.15	0.02	0.40	0.31	0.50
Control Delay	6.8	7.3	19.2	22.4	24.2	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.0
Total Delay	6.8	7.3	19.2	22.4	24.2	28.5
Queue Length 50th (ft)	18	25	2	85	37	127
Queue Length 95th (ft)	39	52	9	146	m67	216
Internal Link Dist (ft)	107	661		252		205
Turn Bay Length (ft)			123			
Base Capacity (vph)	946	923	258	587	311	591
Starvation Cap Reductn	0	0	0	0	0	195
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.15	0.02	0.40	0.31	0.75

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	66	26	12	32	10	24	194	59	85	193	34
Future Volume (vph)	14	66	26	12	32	10	24	194	59	85	193	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.975			0.965			0.978	
Flt Protected		0.994			0.989		0.950			0.950		
Satd. Flow (prot)	0	1790	0	0	1796	0	1770	1798	0	1770	1822	0
Flt Permitted		0.972			0.948		0.586			0.549		
Satd. Flow (perm)	0	1751	0	0	1722	0	1092	1798	0	1023	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			11			34			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		213			745			877			332	
Travel Time (s)		4.8			16.9			19.9			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	72	28	13	35	11	26	211	64	92	210	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	59	0	26	275	0	92	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.5			22.5		18.0	18.0		18.0	18.0	
Actuated g/C Ratio		0.45			0.45		0.36	0.36		0.36	0.36	
v/c Ratio		0.14			0.08		0.07	0.41		0.25	0.37	

Remove Watermark Wondershare PDFelement

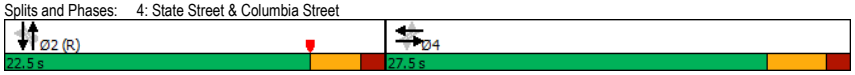
Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		7.0			7.1		11.2	12.7		13.5	12.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.0			7.1		11.2	12.7		13.5	12.8	
LOS		A			A		B	B		B	B	
Approach Delay		7.0			7.1			12.6			13.0	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 15.5 (31%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & Columbia Street



Queues
4: State Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	59	26	275	92	247
v/c Ratio	0.14	0.08	0.07	0.41	0.25	0.37
Control Delay	7.0	7.1	11.2	12.7	13.5	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	7.1	11.2	12.7	13.5	12.8
Queue Length 50th (ft)	14	7	5	50	18	47
Queue Length 95th (ft)	36	23	17	100	46	93
Internal Link Dist (ft)	133	665		797		252
Turn Bay Length (ft)					114	
Base Capacity (vph)	803	780	393	669	368	668
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.07	0.41	0.25	0.37

Intersection Summary

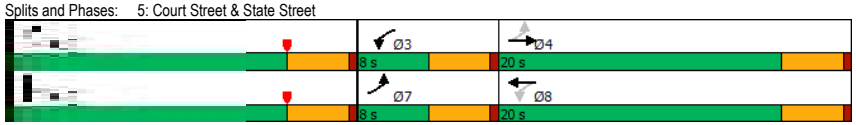
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	539	142	31	176	55	58	110	21	46	130	34
Future Volume (vph)	126	539	142	31	176	55	58	110	21	46	130	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.964			0.976			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3412	0	1770	1818	0	1770	1805	0
Flt Permitted	0.596			0.259			0.645			0.666		
Satd. Flow (perm)	1110	3429	0	482	3412	0	1201	1818	0	1241	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			60			22			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		379			715			284			877	
Travel Time (s)		8.6			16.3			6.5			19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	586	154	34	191	60	63	120	23	50	141	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	740	0	34	251	0	63	143	0	50	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	16.7%	41.7%		16.7%	41.7%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	4.0	16.0		4.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	20.0	16.0		20.0	16.0		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.42	0.33		0.42	0.33		0.33	0.33		0.33	0.33	
v/c Ratio	0.26	0.62		0.11	0.21		0.16	0.23		0.12	0.29	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	8.3	14.8		7.2	9.2		12.6	11.1		12.1	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.3	14.8		7.2	9.2		12.6	11.1		12.1	11.3	
LOS	A	B		A	A		B	B		B	B	
Approach Delay		13.7			9.0			11.6			11.5	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 48			
Actuated Cycle Length: 48			
Offset: 16 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Court Street & State Street



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Queues
5: Court Street & State Street

10/08/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	740	34	251	63	143	50	178
v/c Ratio	0.26	0.62	0.11	0.21	0.16	0.23	0.12	0.29
Control Delay	8.3	14.8	7.2	9.2	12.6	11.1	12.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	14.8	7.2	9.2	12.6	11.1	12.1	11.3
Queue Length 50th (ft)	19	78	4	19	12	24	9	29
Queue Length 95th (ft)	41	124	14	39	33	55	28	65
Internal Link Dist (ft)		299		635		204		797
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	517	1192	308	1177	400	620	413	621
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.62	0.11	0.21	0.16	0.23	0.12	0.29

Intersection Summary

Lanes, Volumes, Timings
6: Cornelia Street/Cornelia St & 5S

10/08/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations											
Traffic Volume (vph)	974	43	943	1	29	17	1	19	85	30	11
Future Volume (vph)	974	43	943	1	29	17	1	19	85	30	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0			0	
Storage Lanes		0		0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994					0.997		0.890		0.865	
Flt Protected						0.970					
Satd. Flow (prot)	3485	0	3505	0	0	1837	0	1587	0	1600	0
Flt Permitted						0.644					
Satd. Flow (perm)	3485	0	3505	0	0	1220	0	1587	0	1600	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								94			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			446		334			
Travel Time (s)	6.5		15.9			10.1		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	3%	2%
Adj. Flow (vph)	1082	48	1048	1	32	19	1	21	94	33	12
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1130	0	1049	0	0	52	0	115	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

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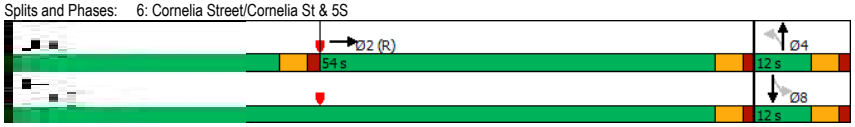
Lanes, Volumes, Timings
6: Cornelia Street/Cornelia St & 5S

10/08/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	54.0		93.0		12.0	12.0		12.0		39.0	
Total Split (%)	51.4%		88.6%		11.4%	11.4%		11.4%		37.1%	
Maximum Green (s)	49.0		88.0		7.0	7.0		7.0		34.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0		5.0	
Lead/Lag	Lag									Lead	
Lead-Lag Optimize?											
Vehicle Extension (s)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	76.0		84.4			10.6		10.6		7.8	
Actuated g/C Ratio	0.72		0.80			0.10		0.10		0.07	
v/c Ratio	0.45		0.37			0.42		0.47		0.38	
Control Delay	8.2		3.3			53.4		19.1		55.0	
Queue Delay	0.0		0.0			0.0		0.0		0.0	
Total Delay	8.2		3.3			53.4		19.1		55.0	
LOS	A		A			D		B		E	
Approach Delay	8.2		3.3			53.4		19.1			
Approach LOS	A		A			D		B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Cornelia Street/Cornelia St & 5S



Queues
6: Cornelia Street/Cornelia St & 5S

10/08/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1130	1049	52	115	45
v/c Ratio	0.45	0.37	0.42	0.47	0.38
Control Delay	8.2	3.3	53.4	19.1	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	3.3	53.4	19.1	55.0
Queue Length 50th (ft)	165	30	33	13	29
Queue Length 95th (ft)	269	122	69	63	65
Internal Link Dist (ft)	204	619	366	254	
Turn Bay Length (ft)					
Base Capacity (vph)	2522	2944	126	248	518
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.36	0.41	0.46	0.09

Intersection Summary

Remove Watermark
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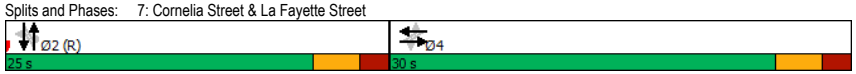
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	150	24	42	116	18	8	23	14	12	47	14
Future Volume (vph)	7	150	24	42	116	18	8	23	14	12	47	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.986			0.959			0.974	
Flt Protected		0.998			0.988			0.991			0.992	
Satd. Flow (prot)	0	1826	0	0	1815	0	0	1770	0	0	1800	0
Flt Permitted		0.989			0.901			0.961			0.964	
Satd. Flow (perm)	0	1809	0	0	1655	0	0	1717	0	0	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			14			15			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		741			632			331			446	
Travel Time (s)		16.8			14.4			7.5			10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	163	26	46	126	20	9	25	15	13	51	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	192	0	0	49	0	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
v/c Ratio		0.24			0.25			0.08			0.12	
Control Delay		9.2			9.7			9.3			10.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			9.7			9.3			10.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			A			B	
Approach Delay		9.2			9.7			9.3			10.5	
Approach LOS		A			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Cornelia Street & La Fayette Street



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Queues
7: Cornelia Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	197	192	49	79
v/c Ratio	0.24	0.25	0.08	0.12
Control Delay	9.2	9.7	9.3	10.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.2	9.7	9.3	10.5
Queue Length 50th (ft)	33	33	7	13
Queue Length 95th (ft)	67	67	24	36
Internal Link Dist (ft)	661	552	251	366
Turn Bay Length (ft)				
Base Capacity (vph)	832	759	633	645
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.25	0.08	0.12

Intersection Summary

Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	164	31	14	51	7	5	33	15	8	89	15
Future Volume (vph)	5	164	31	14	51	7	5	33	15	8	89	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.986			0.962			0.982	
Flt Protected		0.999			0.990			0.996			0.996	
Satd. Flow (prot)	0	1822	0	0	1818	0	0	1785	0	0	1822	0
Flt Permitted		0.996			0.941			0.984			0.987	
Satd. Flow (perm)	0	1816	0	0	1728	0	0	1763	0	0	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			8			16			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		745			586			865			331	
Travel Time (s)		16.9			13.3			19.7			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	178	34	15	55	8	5	36	16	9	97	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	217	0	0	78	0	0	57	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.28			0.11			0.08			0.16	
Control Delay		11.4			10.1			8.4			10.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.4			10.1			8.4			10.0	

Remove Watermark
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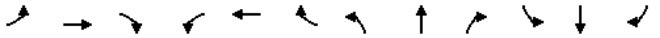
Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

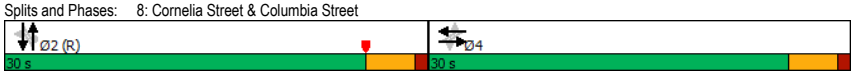
10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B			A			A	
Approach Delay		11.4			10.1			8.4			10.0	
Approach LOS		B			B			A			A	

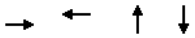
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Cornelia Street & Columbia Street



Queues
8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	217	78	57	122
v/c Ratio	0.28	0.11	0.08	0.16
Control Delay	11.4	10.1	8.4	10.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.4	10.1	8.4	10.0
Queue Length 50th (ft)	44	14	8	22
Queue Length 95th (ft)	85	36	26	50
Internal Link Dist (ft)	665	506	785	251
Turn Bay Length (ft)				
Base Capacity (vph)	782	739	758	776
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.11	0.08	0.16

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	519	24	7	225	27	16	10	14	20	24	28
Future Volume (vph)	55	519	24	7	225	27	16	10	14	20	24	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.985			0.913			0.920	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3500	0	0	3483	0	1770	1701	0	1770	1714	0
Flt Permitted		0.895			0.938		0.720			0.740		
Satd. Flow (perm)	0	3149	0	0	3270	0	1341	1701	0	1378	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			20			15			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		715			447			282			865	
Travel Time (s)		16.3			10.2			6.4			19.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	564	26	8	245	29	17	11	15	22	26	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	282	0	17	26	0	22	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.55			0.23		0.03	0.03		0.03	0.06	
Control Delay		19.4			14.6		8.8	5.8		8.9	5.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		19.4			14.6		8.8	5.8		8.9	5.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B		A	A		A	A	
Approach Delay		19.4			14.6			7.0			6.4	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Cornelia Street & Court Street



Remove Watermark Wondershare PDFelement

Queues
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	650	282	17	26	22	56
v/c Ratio	0.55	0.23	0.03	0.03	0.03	0.06
Control Delay	19.4	14.6	8.8	5.8	8.9	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	14.6	8.8	5.8	8.9	5.4
Queue Length 50th (ft)	112	39	3	2	4	5
Queue Length 95th (ft)	161	65	12	13	14	21
Internal Link Dist (ft)	635	367		202		785
Turn Bay Length (ft)						
Base Capacity (vph)	1174	1227	680	870	698	884
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.23	0.03	0.03	0.03	0.06

Intersection Summary

Lanes, Volumes, Timings
10: Broadway & 5S

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	907	49	136	941	0	34	5	14	32	50	17
Future Volume (vph)	65	907	49	136	941	0	34	5	14	32	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	257		0	253		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.891			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3539	0	1770	1660	0	1770	1792	0
Flt Permitted	0.226			0.217			0.418			0.743		
Satd. Flow (perm)	421	3511	0	404	3539	0	779	1660	0	1384	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						16			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		699			306			481			508	
Travel Time (s)		15.9			7.0			10.9			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	1008	54	151	1046	0	38	6	16	36	56	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1062	0	151	1046	0	38	22	0	36	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
10: Broadway & 5S

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	66.0		15.0	70.0		11.0	24.0		13.0	13.0	
Total Split (%)	10.5%	62.9%		14.3%	66.7%		10.5%	22.9%		12.4%	12.4%	
Maximum Green (s)	6.0	61.0		10.0	65.0		6.0	19.0		8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	74.4	68.4		79.1	73.5		15.9	15.9		8.4	8.4	
Actuated g/C Ratio	0.71	0.65		0.75	0.70		0.15	0.15		0.08	0.08	
v/c Ratio	0.19	0.46		0.37	0.42		0.21	0.08		0.33	0.49	
Control Delay	4.0	5.3		12.6	14.9		37.0	18.1		52.7	48.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.0	5.3		12.6	14.9		37.0	18.1		52.7	48.5	
LOS	A	A		B	B		D	B		D	D	
Approach Delay		5.3			14.6			30.1			49.8	
Approach LOS		A			B			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 10 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 55.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Broadway & 5S



Queues
10: Broadway & 5S

10/08/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	1062	151	1046	38	22	36	75
v/c Ratio	0.19	0.46	0.37	0.42	0.21	0.08	0.33	0.49
Control Delay	4.0	5.3	12.6	14.9	37.0	18.1	52.7	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	5.3	12.6	14.9	37.0	18.1	52.7	48.5
Queue Length 50th (ft)	2	214	26	172	21	3	23	41
Queue Length 95th (ft)	10	270	89	367	47	23	55	84
Internal Link Dist (ft)		619		226		401		428
Turn Bay Length (ft)	257		253					
Base Capacity (vph)	375	2329	442	2544	184	345	119	166
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.46	0.34	0.41	0.21	0.06	0.30	0.45

Intersection Summary

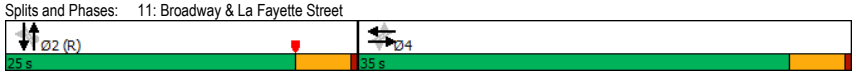
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	111	21	33	136	11	11	53	16	10	56	26
Future Volume (vph)	15	111	21	33	136	11	11	53	16	10	56	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.992			0.974			0.962	
Flt Protected		0.995			0.991			0.993			0.995	
Satd. Flow (prot)	0	1818	0	0	1831	0	0	1802	0	0	1783	0
Flt Permitted		0.970			0.937			0.967			0.975	
Satd. Flow (perm)	0	1773	0	0	1731	0	0	1754	0	0	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			8			17			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		632			310			359			481	
Travel Time (s)		14.4			7.0			8.2			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	121	23	36	148	12	12	58	17	11	61	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	196	0	0	87	0	0	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.5	30.5		30.5	30.5		20.5	20.5		20.5	20.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			20.5			20.5	
Actuated g/C Ratio		0.51			0.51			0.34			0.34	
v/c Ratio		0.18			0.22			0.14			0.16	
Control Delay		7.6			8.7			12.3			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.6			8.7			12.3			11.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			B	
Approach Delay		7.6			8.7			12.3			11.4	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 20.5 (34%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.22			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 29.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Broadway & La Fayette Street



Remove Watermark
Wondershare PDFelement

Queues
11: Broadway & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	160	196	87	100
v/c Ratio	0.18	0.22	0.14	0.16
Control Delay	7.6	8.7	12.3	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	8.7	12.3	11.4
Queue Length 50th (ft)	25	35	17	18
Queue Length 95th (ft)	52	66	43	46
Internal Link Dist (ft)	552	230	279	401
Turn Bay Length (ft)				
Base Capacity (vph)	911	883	610	615
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.22	0.14	0.16

Intersection Summary

Lanes, Volumes, Timings
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	152	19	17	52	12	7	54	50	14	81	15
Future Volume (vph)	15	152	19	17	52	12	7	54	50	14	81	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.980			0.940			0.982	
Flt Protected		0.996			0.990			0.997			0.994	
Satd. Flow (prot)	0	1829	0	0	1807	0	0	1746	0	0	1818	0
Flt Permitted		0.983			0.942			0.984			0.964	
Satd. Flow (perm)	0	1805	0	0	1720	0	0	1723	0	0	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			13			54			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			664			963			359	
Travel Time (s)		13.3			15.1			21.9			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	165	21	18	57	13	8	59	54	15	88	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	88	0	0	121	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.20			0.09			0.22			0.23	
Control Delay		6.2			5.4			10.4			14.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.2			5.4			10.4			14.6	

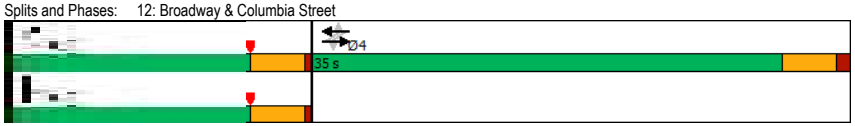
Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
12: Broadway & Columbia Street 10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			B	
Approach Delay		6.2			5.4			10.4			14.6	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 1 (2%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.23			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 27.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Broadway & Columbia Street

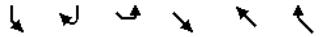


Queues
12: Broadway & Columbia Street 10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	202	88	121	119
v/c Ratio	0.20	0.09	0.22	0.23
Control Delay	6.2	5.4	10.4	14.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.2	5.4	10.4	14.6
Queue Length 50th (ft)	27	10	16	26
Queue Length 95th (ft)	53	26	48	59
Internal Link Dist (ft)	506	584	883	279
Turn Bay Length (ft)				
Base Capacity (vph)	1008	959	539	522
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.09	0.22	0.23

Intersection Summary

Remove Watermark
Wondershare PDFelement



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	16	41	138	405	223	30
Future Volume (vph)	16	41	138	405	223	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.902				0.982	
Flt Protected	0.986			0.987		
Satd. Flow (prot)	1657	0	0	3493	3476	0
Flt Permitted	0.986			0.987		
Satd. Flow (perm)	1657	0	0	3493	3476	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	963			447	202	
Travel Time (s)	21.9			10.2	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	45	150	440	242	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	590	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	16	41	138	405	223	30
Future Vol, veh/h	16	41	138	405	223	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	45	150	440	242	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	779	138	275	0	-	0
Stage 1	259	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	333	885	1285	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	885	1285	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	12.3	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1285	-	552
HCM Lane V/C Ratio	-	-	0.117	-	0.112
HCM Control Delay (s)	-	-	8.2	0.4	12.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.4

Remove Watermark Wondershare PDFelement

HCM Unsignalized Intersection Capacity Analysis
14: Washington Street/Washington St & 5S 10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	930	7	0	1071	3	0	0	9	0	0	8
Future Volume (Veh/h)	0	930	7	0	1071	3	0	0	9	0	0	8
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1033	8	0	1190	3	0	0	10	0	0	9
Pedestrians		15										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		1										
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		306			725							
pX, platoon unblocked	0.86			0.83			0.91	0.91	0.83	0.91	0.91	0.86
vC, conflicting volume	1193			1041			1647	2230	520	1708	2232	612
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	889			653			793	1436	30	860	1438	209
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	99
cM capacity (veh/h)	649			776			247	120	867	224	120	673

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	689	352	793	400	10	9
Volume Left	0	0	0	0	0	0
Volume Right	0	8	0	3	10	9
cSH	1700	1700	1700	1700	867	673
Volume to Capacity	0.41	0.21	0.47	0.24	0.01	0.01
Queue Length 95th (ft)	0	0	0	0	1	1
Control Delay (s)	0.0	0.0	0.0	0.0	9.2	10.4
Lane LOS					A	B
Approach Delay (s)	0.0		0.0		9.2	10.4
Approach LOS					A	B

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	39.7%	ICU Level of Service		A
Analysis Period (min)	15			

Remove Watermark Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	930	7	0	1071	3	0	0	9	0	0	8
Future Volume (vph)	0	930	7	0	1071	3	0	0	9	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999							0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		306			333			450			317	
Travel Time (s)		7.0			7.6			10.2			7.2	
Confl. Peds. (#/hr)							15					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1033	8	0	1190	3	0	0	10	0	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1041	0	0	1193	0	0	0	10	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	119	171	10	14	15
Future Volume (vph)	8	119	171	10	14	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.930	
Flt Protected		0.997			0.976	
Satd. Flow (prot)	0	1857	1848	0	1691	0
Flt Permitted		0.997			0.976	
Satd. Flow (perm)	0	1857	1848	0	1691	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		310	319		450	
Travel Time (s)		7.0	7.3		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	129	186	11	15	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	138	197	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Remove Watermark
Wondershare PDFelement

HCM 2010 TWSC
16: La Fayette Street & Washington Street 10/08/2018

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	119	171	10	14	15
Future Vol, veh/h	8	119	171	10	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	129	186	11	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	339	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1376	-	-	-	657	850
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1376	-	-	-	652	850
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1376	-	-	-	741
HCM Lane V/C Ratio	0.006	-	-	-	0.043
HCM Control Delay (s)	7.6	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
17: Seneca Street & 5S 10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	850	46	0	983	15	0	0	11	0	0	88
Future Volume (vph)	76	850	46	0	983	15	0	0	11	0	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.998				0.865			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1752	3482	0	0	3532	0	0	0	1644	0	0	1644
Flt Permitted	0.950											
Satd. Flow (perm)	1752	3482	0	0	3532	0	0	0	1644	0	0	1644
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			392			423			252	
Travel Time (s)		7.6			8.9			9.6			5.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	0%	2%	2%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	92	1024	55	0	1184	18	0	0	13	0	0	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	1079	0	0	1202	0	0	0	13	0	0	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	39.8%	ICU Level of Service A	
Analysis Period (min)	15		

Remove Watermark Wondershare PDFelement

HCM Unsignalized Intersection Capacity Analysis
17: Seneca Street & 5S 10/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	850	46	0	983	15	0	0	11	0	0	88
Future Volume (Veh/h)	76	850	46	0	983	15	0	0	11	0	0	88
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	92	1024	55	0	1184	18	0	0	13	0	0	106
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		639			392							
pX, platoon unblocked	0.84			0.85			0.91	0.91	0.85	0.91	0.91	0.84
vC, conflicting volume	1202			1024			1828	2438	540	1889	2401	601
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	860			679			987	1654	110	1054	1614	145
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			100			100	100	98	100	100	86
cM capacity (veh/h)	648			774			143	76	791	144	81	741

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	92	683	396	789	413	13	106
Volume Left	92	0	0	0	0	0	0
Volume Right	0	0	55	0	18	13	106
cSH	648	1700	1700	1700	1700	791	741
Volume to Capacity	0.14	0.40	0.23	0.46	0.24	0.02	0.14
Queue Length 95th (ft)	12	0	0	0	0	1	12
Control Delay (s)	11.5	0.0	0.0	0.0	0.0	9.6	10.7
Lane LOS	B					A	B
Approach Delay (s)	0.9			0.0		9.6	10.7
Approach LOS						A	B

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	39.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	116	4	7	126	15	4	3	4	14	3	62
Future Volume (vph)	15	116	4	7	126	15	4	3	4	14	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.987			0.951			0.894	
Flt Protected		0.995			0.998			0.982			0.991	
Satd. Flow (prot)	0	1846	0	0	1835	0	0	1740	0	0	1650	0
Flt Permitted		0.995			0.998			0.982			0.991	
Satd. Flow (perm)	0	1846	0	0	1835	0	0	1740	0	0	1650	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			216			181			423	
Travel Time (s)		7.3			4.9			4.1			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	126	4	8	137	16	4	3	4	15	3	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	161	0	0	11	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	116	4	7	126	15	4	3	4	14	3	62
Future Vol, veh/h	15	116	4	7	126	15	4	3	4	14	3	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	126	4	8	137	16	4	3	4	15	3	67

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	153	0	0	130	0	0	356	329	128	325	323	145
Stage 1	-	-	-	-	-	-	160	160	-	161	161	-
Stage 2	-	-	-	-	-	-	196	169	-	164	162	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1428	-	-	1455	-	-	599	590	922	628	595	902
Stage 1	-	-	-	-	-	-	842	766	-	841	765	-
Stage 2	-	-	-	-	-	-	806	759	-	838	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1428	-	-	1455	-	-	544	579	922	614	584	902
Mov Cap-2 Maneuver	-	-	-	-	-	-	544	579	-	614	584	-
Stage 1	-	-	-	-	-	-	832	757	-	831	760	-
Stage 2	-	-	-	-	-	-	738	754	-	820	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	10.6	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	1428	-	-	1455	-	-	817
HCM Lane V/C Ratio	0.018	0.011	-	-	0.005	-	-	0.105
HCM Control Delay (s)	10.6	7.5	0	-	7.5	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Remove Watermark
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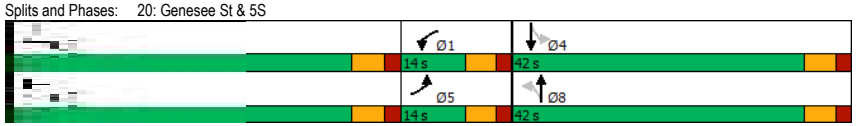
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	746	170	127	851	7	45	155	42	41	435	35
Future Volume (vph)	2	746	170	127	851	7	45	155	42	41	435	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.972			0.999			0.968			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3474	0	1770	3502	0	1770	1662	0	1770	3469	0
Flt Permitted	0.224			0.183			0.248			0.445		
Satd. Flow (perm)	417	3474	0	341	3502	0	462	1662	0	829	3469	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			1			14			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		392			616			464			307	
Travel Time (s)		8.9			14.0			10.5			7.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	1%	1%	2%	3%	2%	2%	13%	2%	2%	3%	2%
Adj. Flow (vph)	2	867	198	148	990	8	52	180	49	48	506	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1065	0	148	998	0	52	229	0	48	547	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	49.0		14.0	49.0		42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	46.7%		13.3%	46.7%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	8.0	43.0		8.0	43.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	64.3	56.1		70.5	68.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.61	0.53		0.67	0.65		0.21	0.21		0.21	0.21	
v/c Ratio	0.01	0.57		0.42	0.44		0.54	0.64		0.28	0.75	
Control Delay	3.0	9.8		17.8	11.6		56.6	43.2		37.3	44.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.0	9.8		17.8	11.6		56.6	43.2		37.3	44.4	
LOS	A	A		B	B		E	D		D	D	
Approach Delay		9.7			12.4			45.7			43.8	
Approach LOS		A			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 32 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Genesee St & 5S



Remove Watermark Wondershare PDFelement

Queues
20: Genesee St & 5S

10/08/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	1065	148	998	52	229	48	547
v/c Ratio	0.01	0.57	0.42	0.44	0.54	0.64	0.28	0.75
Control Delay	3.0	9.8	17.8	11.6	56.6	43.2	37.3	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	9.8	17.8	11.6	56.6	43.2	37.3	44.4
Queue Length 50th (ft)	0	93	32	143	31	133	27	178
Queue Length 95th (ft)	m1	340	62	296	66	188	55	209
Internal Link Dist (ft)		312		536		384		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	361	1870	349	2267	158	579	284	1195
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.57	0.42	0.44	0.33	0.40	0.17	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	22	103	36	29	82	9	19	164	21	84	443	44
Future Volume (vph)	22	103	36	29	82	9	19	164	21	84	443	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.970			0.990			0.984			0.988	
Flt Protected		0.993			0.988			0.995			0.993	
Satd. Flow (prot)	0	1794	0	0	1822	0	0	3465	0	0	3472	0
Flt Permitted		0.940			0.886			0.876			0.860	
Satd. Flow (perm)	0	1698	0	0	1634	0	0	3051	0	0	3007	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			4			20			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			304			420			464	
Travel Time (s)		4.9			6.9			9.5			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	112	39	32	89	10	21	178	23	91	482	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	131	0	0	222	0	0	621	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8			6			2		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		9.0	23.0	
Total Split (s)	28.0	28.0		27.0	27.0		58.0	58.0		9.0	69.0	
Total Split (%)	28.9%	28.9%		27.8%	27.8%		59.8%	59.8%		9.3%	71.1%	
Maximum Green (s)	21.0	21.0		20.0	20.0		51.0	51.0		4.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		21.0			21.0			53.0			64.0	
Actuated g/C Ratio		0.22			0.22			0.55			0.66	
v/c Ratio		0.46			0.37			0.13			0.31	
Control Delay		35.0			34.9			10.0			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.0			34.9			10.0			7.1	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
22: Genesee Street & La Fayette Street/Bleecker Street 10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		C			C			A			A	
Approach Delay		35.0			34.9			10.0			7.1	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97			
Actuated Cycle Length: 97			
Offset: 33 (34%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 48.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: Genesee Street & La Fayette Street/Bleecker Street



Queues
22: Genesee Street & La Fayette Street/Bleecker Street 10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	175	131	222	621
v/c Ratio	0.46	0.37	0.13	0.31
Control Delay	35.0	34.9	10.0	7.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.0	34.9	10.0	7.1
Queue Length 50th (ft)	87	67	30	72
Queue Length 95th (ft)	152	122	48	96
Internal Link Dist (ft)	136	224	340	384
Turn Bay Length (ft)				
Base Capacity (vph)	378	356	1676	2009
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.46	0.37	0.13	0.31

Intersection Summary

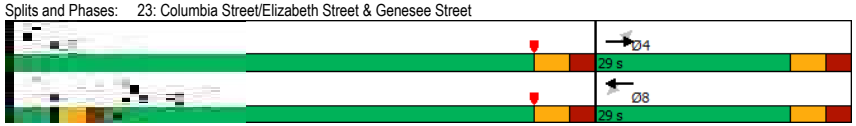
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	130	28	11	47	21	27	170	23	99	386	26
Future Volume (vph)	23	130	28	11	47	21	27	170	23	99	386	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.979			0.964			0.984			0.992	
Flt Protected		0.994			0.993			0.994			0.990	
Satd. Flow (prot)	0	1813	0	0	1783	0	0	3462	0	0	3476	0
Flt Permitted		0.951			0.942			0.853			0.759	
Satd. Flow (perm)	0	1734	0	0	1692	0	0	2971	0	0	2665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			18			19			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			274			195			420	
Travel Time (s)		15.1			6.2			4.4			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	141	30	12	51	23	29	185	25	108	420	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	86	0	0	239	0	0	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		custom	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			5		
Minimum Split (s)	14.0	14.0		14.0	14.0		23.5	23.5		23.5	23.5	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		11.0	67.0	
Total Split (%)	30.2%	30.2%		30.2%	30.2%		58.3%	58.3%		11.5%	69.8%	
Maximum Green (s)	22.0	22.0		22.0	22.0		49.0	49.0		5.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.0			22.0			49.0			60.0	
Actuated g/C Ratio		0.23			0.23			0.51			0.62	
v/c Ratio		0.49			0.21			0.16			0.33	
Control Delay		35.3			25.6			7.5			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.3			25.6			7.5			9.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		35.3			25.6			7.5			9.0	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 96			
Offset: 14 (15%), Referenced to phase 2:SWT and 6:NETL, Start of Yellow			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 23: Columbia Street/Elizabeth Street & Genesee Street



Remove Watermark Wondershare PDFelement

Queues
23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	196	86	239	556
v/c Ratio	0.49	0.21	0.16	0.33
Control Delay	35.3	25.6	7.5	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.3	25.6	7.5	9.0
Queue Length 50th (ft)	99	33	35	75
Queue Length 95th (ft)	168	74	56	105
Internal Link Dist (ft)	584	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	404	401	1525	1669
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.21	0.16	0.33

Intersection Summary

Lanes, Volumes, Timings
24: Broad St & Genesee St SB Off-Ramp

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Future Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.959										
Flt Protected				0.950						0.950	0.961	
Satd. Flow (prot)	0	3394	0	1770	1863	0	0	0	0	1681	1701	0
Flt Permitted				0.676						0.950	0.961	
Satd. Flow (perm)	0	3394	0	1259	1863	0	0	0	0	1681	1701	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			169			195			367	
Travel Time (s)		7.8			3.8			4.4			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	87	33	29	85	0	0	0	0	579	59	0
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	0	120	0	29	85	0	0	0	0	318	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1						4	
Permitted Phases				1						4		

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
24: Broad St & Genesee St SB Off-Ramp 10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		9.0		9.0	9.0					26.0	26.0	
Total Split (s)		20.0		20.0	20.0					60.0	60.0	
Total Split (%)		25.0%		25.0%	25.0%					75.0%	75.0%	
Maximum Green (s)		15.0		15.0	15.0					55.0	55.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					14.0	14.0	
Pedestrian Calls (#/hr)		25		25	25					25	25	
Act Effct Green (s)		8.3		8.3	8.3					12.1	12.1	
Actuated g/C Ratio		0.29		0.29	0.29					0.42	0.42	
v/c Ratio		0.12		0.08	0.16					0.45	0.45	
Control Delay		7.7		10.2	10.4					9.9	9.9	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		7.7		10.2	10.4					9.9	9.9	
LOS		A		B	B					A	A	
Approach Delay		7.7			10.4						9.9	
Approach LOS		A			B						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 28.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Broad St & Genesee St SB Off-Ramp



Queues
24: Broad St & Genesee St SB Off-Ramp 10/08/2018

Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	120	29	85	318	320
v/c Ratio	0.12	0.08	0.16	0.45	0.45
Control Delay	7.7	10.2	10.4	9.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	10.2	10.4	9.9	9.9
Queue Length 50th (ft)	4	3	9	27	27
Queue Length 95th (ft)	20	17	37	132	132
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	2128	784	1161	1681	1701
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.04	0.07	0.19	0.19

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Future Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.986			0.995			0.989	
Flt Protected					0.969			0.999			0.990	
Satd. Flow (prot)	0	0	0	0	1780	0	0	3518	0	0	3465	0
Flt Permitted					0.969			0.951			0.825	
Satd. Flow (perm)	0	0	0	0	1780	0	0	3349	0	0	2888	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			7			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	18	7	3	3	211	8	92	325	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	28	0	0	222	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases				4			2			2		
Minimum Split (s)				70.5	70.5		70.5	70.5		70.5	70.5	
Total Split (s)				30.0	30.0		80.0	80.0		80.0	80.0	
Total Split (%)				27.3%	27.3%		72.7%	72.7%		72.7%	72.7%	
Maximum Green (s)				24.0	24.0		74.0	74.0		74.0	74.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					24.0			74.0			74.0	
Actuated g/C Ratio					0.22			0.67			0.67	
v/c Ratio					0.07			0.10			0.23	
Control Delay					32.1			6.2			7.1	
Queue Delay					0.0			0.0			0.0	
Total Delay					32.1			6.2			7.1	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
LOS					C			A			A	
Approach Delay					32.1			6.2			7.1	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NESW and 6:, Start of Yellow			
Natural Cycle: 145			
Control Type: Pretimed			
Maximum v/c Ratio: 0.23			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Blandina Street & Genesee Street



Remove Watermark Wondershare PDFelement

Queues

25: Blandina Street & Genesee Street

10/10/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	28	222	450
v/c Ratio	0.07	0.10	0.23
Control Delay	32.1	6.2	7.1
Queue Delay	0.0	0.0	0.0
Total Delay	32.1	6.2	7.1
Queue Length 50th (ft)	14	25	56
Queue Length 95th (ft)	39	38	77
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	390	2255	1948
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.10	0.23

Intersection Summary

Remove Watermark Wondershare PDFelement

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	208	18	23	280
Future Volume (vph)	0	0	208	18	23	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.988			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3497	0	0	3525
Flt Permitted						0.921
Satd. Flow (perm)	0	0	3497	0	0	3260
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	226	20	25	304
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	246	0	0	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2
Switch Phase						
Minimum Initial (s)			5.0		5.0	5.0

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
26: Genesee St/Genesee Street & Bank Place

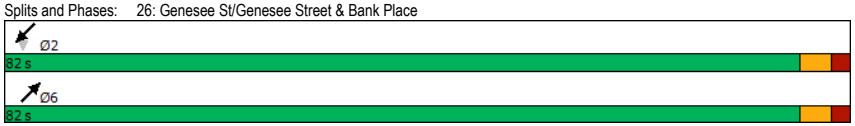
10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Minimum Split (s)			23.0		21.0	21.0
Total Split (s)			82.0		82.0	82.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			77.0		77.0	77.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			None		None	None
Walk Time (s)			5.0		5.0	5.0
Flash Dont Walk (s)			11.0		11.0	11.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			9.3			9.4
Actuated g/C Ratio			0.83			0.84
v/c Ratio			0.08			0.12
Control Delay			0.2			0.3
Queue Delay			0.0			0.0
Total Delay			0.2			0.3
LOS			A			A
Approach Delay			0.2			0.3
Approach LOS			A			A

Intersection Summary

Area Type: Other
Cycle Length: 82
Actuated Cycle Length: 11.2
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 0.2 Intersection LOS: A
Intersection Capacity Utilization 23.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 26: Genesee St/Genesee Street & Bank Place



Queues
26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	246	329
v/c Ratio	0.08	0.12
Control Delay	0.2	0.3
Queue Delay	0.0	0.0
Total Delay	0.2	0.3
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3497	3260
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.10

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	319	68	1	180	26	10	262	23	6	246	33
Future Volume (vph)	4	319	68	1	180	26	10	262	23	6	246	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.974			0.981			0.988			0.983	
Flt Protected								0.998			0.999	
Satd. Flow (prot)	0	3447	0	0	3472	0	0	3490	0	0	3476	0
Flt Permitted		0.952			0.953			0.942			0.948	
Satd. Flow (perm)	0	3282	0	0	3309	0	0	3294	0	0	3298	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			14			16			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			224			440			483	
Travel Time (s)		4.6			5.1			10.0			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	347	74	1	196	28	11	285	25	7	267	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	0	0	225	0	0	321	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Minimum Split (s)	11.0	11.0		11.0	11.0		55.0	55.0		55.0	55.0	
Total Split (s)	33.0	33.0		33.0	33.0		75.0	75.0		75.0	75.0	
Total Split (%)	30.6%	30.6%		30.6%	30.6%		69.4%	69.4%		69.4%	69.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.0			27.0			69.0			69.0	
Actuated g/C Ratio		0.25			0.25			0.64			0.64	
v/c Ratio		0.51			0.27			0.15			0.15	
Control Delay		35.4			31.5			7.6			7.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.4			31.5			7.6			7.3	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		35.4			31.5			7.6			7.3	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 108			
Actuated Cycle Length: 108			
Offset: 31.5 (29%), Referenced to phase 2:NWSE and 6:, Start of Yellow			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Remove Watermark Wondershare PDFelement

Queues
27: Genesee St & Hopper St/Court Street 10/08/2018

Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	425	225	321	310
v/c Ratio	0.51	0.27	0.15	0.15
Control Delay	35.4	31.5	7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.4	31.5	7.6	7.3
Queue Length 50th (ft)	126	61	40	37
Queue Length 95th (ft)	176	95	58	55
Internal Link Dist (ft)	122	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	837	837	2110	2116
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.51	0.27	0.15	0.15

Intersection Summary

Remove Watermark Wondershare PDFelement

Future No-Build PM Synchro Reports

Remove Watermark Wondershare PDFelement

Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	345	0	0	569	33	170
Future Volume (vph)	345	0	0	569	33	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						185
Link Speed (mph)	30			30	30	
Link Distance (ft)	428			388	569	
Travel Time (s)	9.7			8.8	12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	0	0	618	36	185
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	0	618	36	185
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	8
Permitted Phases						
Detector Phase	2		1	6	3	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Split (s)	23.5		8.0	23.5	20.0	20.0
Total Split (s)	41.0		8.0	49.0	21.0	21.0
Total Split (%)	58.6%		11.4%	70.0%	30.0%	30.0%
Maximum Green (s)	33.5		5.0	41.5	18.0	18.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	None	Max	None
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	33.7			33.7	18.0	18.0
Actuated g/C Ratio	0.54			0.54	0.29	0.29
v/c Ratio	0.20			0.61	0.04	0.20
Control Delay	7.6			13.1	16.2	3.8
Queue Delay	0.0			0.3	0.0	0.0
Total Delay	7.6			13.4	16.2	3.8
LOS	A			B	B	A
Approach Delay	7.6			13.4	5.8	
Approach LOS	A			B	A	

Intersection Summary		
Area Type:	Other	
Cycle Length: 70		
Actuated Cycle Length: 62.2		
Natural Cycle: 55		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.61		
Intersection Signal Delay: 10.2		Intersection LOS: B
Intersection Capacity Utilization 42.9%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 1: NB Off-Ramp & Court Street



Remove Watermark
Wondershare PDFelement

Queues
1: NB Off-Ramp & Court Street

10/08/2018

Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	375	618	36	185
v/c Ratio	0.20	0.61	0.04	0.20
Control Delay	7.6	13.1	16.2	3.8
Queue Delay	0.0	0.3	0.0	0.0
Total Delay	7.6	13.4	16.2	3.8
Queue Length 50th (ft)	34	145	5	0
Queue Length 95th (ft)	54	237	14	21
Internal Link Dist (ft)	348	308	489	
Turn Bay Length (ft)				
Base Capacity (vph)	1916	1244	993	938
Starvation Cap Reductn	0	197	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.59	0.04	0.20

Intersection Summary

Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	414	17	178	0	0	0	0	450	100	146	4	0
Future Volume (vph)	414	17	178	0	0	0	0	450	100	146	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961							0.850			
Flt Protected		0.967									0.953	
Satd. Flow (prot)	0	1742	0	0	0	0	0	1881	1583	0	1726	0
Flt Permitted		0.967									0.314	
Satd. Flow (perm)	0	1742	0	0	0	0	0	1881	1583	0	569	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			378			268	
Travel Time (s)		3.7			4.9			8.6			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	2%	5%	0%	0%
Adj. Flow (vph)	450	18	193	0	0	0	0	489	109	159	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	661	0	0	0	0	0	489	109	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.93						0.67	0.16		0.74	
Control Delay		35.5						11.4	3.0		37.6	

Remove Watermark Wondershare PDFelement

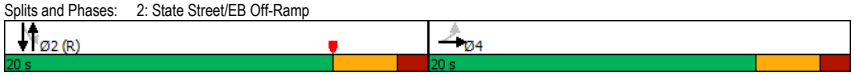
Lanes, Volumes, Timings
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		35.5						11.4	3.0		37.6	
LOS		D						B	A		D	
Approach Delay		35.5						9.9			37.6	
Approach LOS		D						A			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: State Street/EB Off-Ramp



Queues
2: State Street/EB Off-Ramp

10/08/2018

Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	661	489	109	163
v/c Ratio	0.93	0.67	0.16	0.74
Control Delay	35.5	11.4	3.0	37.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.5	11.4	3.0	37.6
Queue Length 50th (ft)	120	79	0	29
Queue Length 95th (ft)	#297	m134	m5	#108
Internal Link Dist (ft)	81	298		188
Turn Bay Length (ft)				
Base Capacity (vph)	712	728	680	220
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.93	0.67	0.16	0.74

Intersection Summary	
#	95th percentile volume exceeds capacity, queue may be longer.
	Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Remove Watermark Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	55	8	62	131	74	16	417	31	24	149	10
Future Volume (vph)	53	55	8	62	131	74	16	417	31	24	149	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.963			0.990			0.991	
Flt Protected		0.978			0.988		0.950			0.950		
Satd. Flow (prot)	0	1782	0	0	1765	0	1805	1864	0	1805	1883	0
Flt Permitted		0.783			0.906		0.608			0.165		
Satd. Flow (perm)	0	1427	0	0	1618	0	1155	1864	0	314	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			39			5			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		187			726			313			378	
Travel Time (s)		4.3			16.5			7.1			8.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	7%	0%	2%	4%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	60	62	9	70	147	83	18	469	35	27	167	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	300	0	18	504	0	27	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.16			0.32		0.05	0.84		0.27	0.30	
Control Delay		8.5			9.2		19.5	40.3		24.4	19.5	
Queue Delay		0.0			0.0		0.0	43.8		0.0	0.0	
Total Delay		8.5			9.2		19.5	84.1		24.4	19.5	
LOS		A			A		B	F		C	B	
Approach Delay		8.5			9.2			81.9			20.2	
Approach LOS		A			A			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 43.8		Intersection LOS: D	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: State Street & La Fayette Street



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Queues
3: State Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	300	18	504	27	178
v/c Ratio	0.16	0.32	0.05	0.84	0.27	0.30
Control Delay	8.5	9.2	19.5	40.3	24.4	19.5
Queue Delay	0.0	0.0	0.0	43.8	0.0	0.0
Total Delay	8.5	9.2	19.5	84.1	24.4	19.5
Queue Length 50th (ft)	27	63	6	230	8	50
Queue Length 95th (ft)	53	108	21	#391	m9	m56
Internal Link Dist (ft)	107	646		233		298
Turn Bay Length (ft)			123			
Base Capacity (vph)	806	927	368	597	100	602
Starvation Cap Reductn	0	0	0	131	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.32	0.05	1.08	0.27	0.30

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	103	39	30	112	86	46	329	42	16	191	9
Future Volume (vph)	54	103	39	30	112	86	46	329	42	16	191	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.949			0.983			0.993	
Flt Protected		0.986			0.993		0.950			0.950		
Satd. Flow (prot)	0	1589	0	0	1558	0	1770	1831	0	1805	1869	0
Flt Permitted		0.851			0.932		0.611			0.446		
Satd. Flow (perm)	0	1371	0	0	1462	0	1138	1831	0	847	1869	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			79			14			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			712			867			313	
Travel Time (s)		6.9			16.2			19.7			7.1	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	3%	3%	0%	7%	0%	2%	2%	2%	0%	1%	0%
Parking (#/hr)		0			0							
Adj. Flow (vph)	64	123	46	36	133	102	55	392	50	19	227	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	233	0	0	271	0	55	442	0	19	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Remove Watermark
Wondershare PDFelement

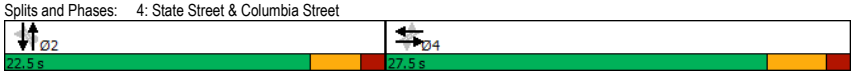
Lanes, Volumes, Timings
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.6			12.6		22.6	22.6		22.6	22.6	
Actuated g/C Ratio		0.28			0.28		0.50	0.50		0.50	0.50	
v/c Ratio		0.57			0.58		0.10	0.48		0.04	0.25	
Control Delay		16.9			14.3		8.5	10.7		8.4	8.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		16.9			14.3		8.5	10.7		8.4	8.7	
LOS		B			B		A	B		A	A	
Approach Delay		16.9			14.3			10.5			8.6	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 44.8			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: State State & Columbia Street



Queues
4: State Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	233	271	55	442	19	238
v/c Ratio	0.57	0.58	0.10	0.48	0.04	0.25
Control Delay	16.9	14.3	8.5	10.7	8.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	14.3	8.5	10.7	8.4	8.7
Queue Length 50th (ft)	42	39	6	62	2	30
Queue Length 95th (ft)	80	79	25	153	12	79
Internal Link Dist (ft)	224	632		787		233
Turn Bay Length (ft)					114	
Base Capacity (vph)	712	781	573	929	426	943
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.35	0.10	0.48	0.04	0.25

Intersection Summary

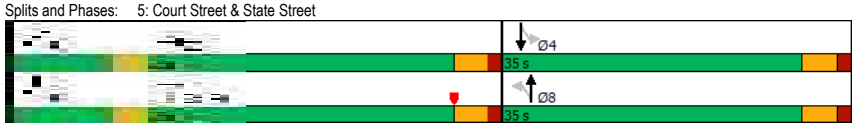
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	326	142	47	412	86	77	149	20	53	168	68
Future Volume (vph)	142	326	142	47	412	86	77	149	20	53	168	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.974			0.982			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3356	0	1805	3487	0	1805	1839	0	1770	1805	0
Flt Permitted	0.332			0.460			0.509			0.609		
Satd. Flow (perm)	618	3356	0	874	3487	0	967	1839	0	1134	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91			33			9			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		388			720			284			867	
Travel Time (s)		8.8			16.4			6.5			19.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	158	362	158	52	458	96	86	166	22	59	187	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	520	0	52	554	0	86	188	0	59	263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	45.1	38.2		39.8	32.2		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.47	0.38		0.35	0.35		0.35	0.35	
v/c Ratio	0.35	0.33		0.11	0.41		0.25	0.29		0.15	0.40	
Control Delay	12.2	14.0		10.1	19.6		22.1	20.3		20.1	20.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.2	14.0		10.1	19.6		22.1	20.3		20.1	20.7	
LOS	B	B		B	B		C	C		C	C	
Approach Delay		13.6			18.8			20.9			20.6	
Approach LOS		B			B			C			C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 85		
Actuated Cycle Length: 85		
Offset: 61 (72%), Referenced to phase 6:WBTL, Start of Yellow		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.41		
Intersection Signal Delay: 17.5	Intersection LOS: B	
Intersection Capacity Utilization 55.8%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 5: Court Street & State Street



Remove Watermark Wondershare PDFelement

Queues
5: Court Street & State Street

10/08/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	520	52	554	86	188	59	263
v/c Ratio	0.35	0.33	0.11	0.41	0.25	0.29	0.15	0.40
Control Delay	12.2	14.0	10.1	19.6	22.1	20.3	20.1	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	14.0	10.1	19.6	22.1	20.3	20.1	20.7
Queue Length 50th (ft)	40	80	12	106	32	67	21	93
Queue Length 95th (ft)	71	123	28	152	69	119	49	158
Internal Link Dist (ft)		308		640		204		787
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	464	1559	553	1339	341	654	400	654
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.33	0.09	0.41	0.25	0.29	0.15	0.40

Intersection Summary

Lanes, Volumes, Timings
6: Cornelia Street/Cornelia St & 5S

10/08/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations											
Traffic Volume (vph)	846	14	1120	2	76	16	18	16	186	245	7
Future Volume (vph)	846	14	1120	2	76	16	18	16	186	245	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0			0	
Storage Lanes		0		0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997					0.978		0.876		0.865	
Flt Protected						0.967					
Satd. Flow (prot)	3488	0	3539	0	0	1797	0	1634	0	1591	0
Flt Permitted						0.444					
Satd. Flow (perm)	3488	0	3539	0	0	825	0	1634	0	1591	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								113			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			468		334			
Travel Time (s)	6.5		15.9			10.6		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	14%	2%	0%	0%	0%	0%	0%	2%	3%	14%
Adj. Flow (vph)	940	16	1244	2	84	18	20	18	207	272	8
Shared Lane Traffic (%)											
Lane Group Flow (vph)	956	0	1246	0	0	122	0	225	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
6: Cornelia Street/Cornelia St & 5S

10/08/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	51.0		85.0		25.0	25.0		25.0		34.0	
Total Split (%)	46.4%		77.3%		22.7%	22.7%		22.7%		30.9%	
Maximum Green (s)	46.0		80.0		20.0	20.0		20.0		29.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0		5.0	
Lead/Lag	Lag									Lead	
Lead-Lag Optimize?											
Vehicle Extension (s)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	49.2		77.3			22.7		22.7		23.1	
Actuated g/C Ratio	0.45		0.70			0.21		0.21		0.21	
v/c Ratio	0.61		0.50			0.72		0.53		0.84	
Control Delay	26.7		4.4			63.9		23.3		63.0	
Queue Delay	0.0		0.0			0.0		0.0		0.0	
Total Delay	26.7		4.4			63.9		23.3		63.0	
LOS	C		A			E		C		E	
Approach Delay	26.7		4.4			63.9		23.3			
Approach LOS	C		A			E		C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 21.8		Intersection LOS: C	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Cornelia Street/Cornelia St & 5S



Queues
6: Cornelia Street/Cornelia St & 5S

10/08/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	956	1246	122	225	280
v/c Ratio	0.61	0.50	0.72	0.53	0.84
Control Delay	26.7	4.4	63.9	23.3	63.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	4.4	63.9	23.3	63.0
Queue Length 50th (ft)	283	33	79	65	189
Queue Length 95th (ft)	361	108	#185	149	272
Internal Link Dist (ft)	204	619	388	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1608	2599	176	438	419
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.48	0.69	0.51	0.67

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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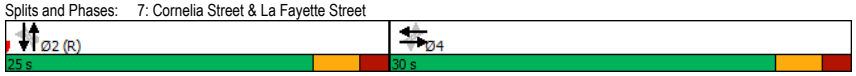
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	102	11	17	236	26	26	75	21	5	17	15
Future Volume (vph)	7	102	11	17	236	26	26	75	21	5	17	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.987			0.977			0.945	
Flt Protected		0.997			0.997			0.989			0.994	
Satd. Flow (prot)	0	1851	0	0	1825	0	0	1790	0	0	1606	0
Flt Permitted		0.982			0.983			0.945			0.972	
Satd. Flow (perm)	0	1823	0	0	1800	0	0	1711	0	0	1571	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			12			21			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		726			620			330			468	
Travel Time (s)		16.5			14.1			7.5			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	9%	6%	2%	4%	4%	0%	10%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	7	109	12	18	251	28	28	80	22	5	18	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	297	0	0	130	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
v/c Ratio		0.15			0.36			0.20			0.07	
Control Delay		8.6			10.9			11.3			8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.6			10.9			11.3			8.0	
LOS		A			B			B			A	
Approach Delay		8.6			10.9			11.3			8.0	
Approach LOS		A			B			B			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 22 (40%), Referenced to phase 2:NBSB and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 38.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Cornelia Street & La Fayette Street



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Queues
7: Cornelia Street & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	128	297	130	39
v/c Ratio	0.15	0.36	0.20	0.07
Control Delay	8.6	10.9	11.3	8.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.6	10.9	11.3	8.0
Queue Length 50th (ft)	21	56	24	6
Queue Length 95th (ft)	46	104	54	m13
Internal Link Dist (ft)	646	540	250	388
Turn Bay Length (ft)				
Base Capacity (vph)	835	824	635	581
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.36	0.20	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	133	19	22	180	20	34	72	18	2	32	11
Future Volume (vph)	26	133	19	22	180	20	34	72	18	2	32	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.988			0.980			0.968	
Flt Protected		0.993			0.995			0.986			0.997	
Satd. Flow (prot)	0	1786	0	0	1774	0	0	1811	0	0	1748	0
Flt Permitted		0.930			0.958			0.922			0.991	
Satd. Flow (perm)	0	1673	0	0	1708	0	0	1693	0	0	1737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			10			18			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		712			573			850			330	
Travel Time (s)		16.2			13.0			19.3			7.5	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	8%	4%	0%	4%	6%	0%	3%	1%	0%	50%	0%	10%
Adj. Flow (vph)	34	175	25	29	237	26	45	95	24	3	42	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	292	0	0	164	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.33			0.40			0.22			0.08	
Control Delay		12.5			13.6			10.7			8.8	
Queue Delay		0.0			0.0			0.0			0.0	

Remove Watermark Wondershare PDFelement

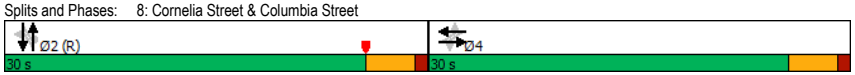
Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		12.5			13.6			10.7			8.8	
LOS		B			B			B			A	
Approach Delay		12.5			13.6			10.7			8.8	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Cornelia Street & Columbia Street



Queues
8: Cornelia Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	234	292	164	59
v/c Ratio	0.33	0.40	0.22	0.08
Control Delay	12.5	13.6	10.7	8.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.5	13.6	10.7	8.8
Queue Length 50th (ft)	51	67	32	9
Queue Length 95th (ft)	77	96	53	22
Internal Link Dist (ft)	632	493	770	250
Turn Bay Length (ft)				
Base Capacity (vph)	717	731	729	746
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.40	0.22	0.08

Intersection Summary

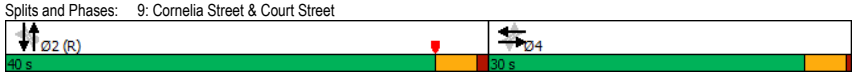
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	351	20	12	458	26	40	25	14	31	31	58
Future Volume (vph)	24	351	20	12	458	26	40	25	14	31	31	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.992			0.947			0.902	
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	3520	0	0	3545	0	1805	1799	0	1752	1714	0
Flt Permitted		0.903			0.942		0.690			0.728		
Satd. Flow (perm)	0	3188	0	0	3343	0	1311	1799	0	1343	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			9			16			67	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			199			282			850	
Travel Time (s)		16.4			4.5			6.4			19.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	9%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	28	408	23	14	533	30	47	29	16	36	36	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	459	0	0	577	0	47	45	0	36	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.39			0.46		0.07	0.05		0.05	0.11	
Control Delay		17.0			17.9		9.2	6.6		9.1	4.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.0			17.9		9.2	6.6		9.1	4.4	
LOS		B			B		A	A		A	A	
Approach Delay		17.0			17.9			7.9			5.7	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Cornelia Street & Court Street



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Queues
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	459	577	47	45	36	103
v/c Ratio	0.39	0.46	0.07	0.05	0.05	0.11
Control Delay	17.0	17.9	9.2	6.6	9.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	17.9	9.2	6.6	9.1	4.4
Queue Length 50th (ft)	72	95	10	6	7	7
Queue Length 95th (ft)	103	130	24	19	20	27
Internal Link Dist (ft)	640	119		202		770
Turn Bay Length (ft)						
Base Capacity (vph)	1189	1247	664	920	681	902
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.46	0.07	0.05	0.05	0.11

Intersection Summary

Lanes, Volumes, Timings
10: Broadway & 5S

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1043	19	48	940	0	122	19	27	31	32	37
Future Volume (vph)	31	1043	19	48	940	0	122	19	27	31	32	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.912			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	0	1770	1699	0	1770	1714	0
Flt Permitted	0.215			0.173			0.402			0.724		
Satd. Flow (perm)	400	3529	0	322	3539	0	749	1699	0	1349	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						30			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		699			306			523			508	
Travel Time (s)		15.9			7.0			11.9			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	34	1159	21	53	1044	0	136	21	30	34	36	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1180	0	53	1044	0	136	51	0	34	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		

Remove Watermark
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Lanes, Volumes, Timings
10: Broadway & 5S

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	68.0		11.0	68.0		18.0	31.0		13.0	13.0	
Total Split (%)	10.0%	61.8%		10.0%	61.8%		16.4%	28.2%		11.8%	11.8%	
Maximum Green (s)	6.0	63.0		6.0	63.0		13.0	26.0		8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	75.1	68.3		74.6	69.7		22.9	22.9		7.8	7.8	
Actuated g/C Ratio	0.68	0.62		0.68	0.63		0.21	0.21		0.07	0.07	
v/c Ratio	0.10	0.54		0.18	0.47		0.51	0.14		0.36	0.49	
Control Delay	1.4	4.0		17.2	23.7		41.9	17.0		58.5	36.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.4	4.0		17.2	23.7		41.9	17.0		58.5	36.9	
LOS	A	A		B	C		D	B		E	D	
Approach Delay		4.0			23.4			35.1			43.6	
Approach LOS		A			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 7 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 16.1 Intersection LOS: B
Intersection Capacity Utilization 60.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Broadway & 5S



Queues
10: Broadway & 5S

10/08/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	1180	53	1044	136	51	34	77
v/c Ratio	0.10	0.54	0.18	0.47	0.51	0.14	0.36	0.49
Control Delay	1.4	4.0	17.2	23.7	41.9	17.0	58.5	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.4	4.0	17.2	23.7	41.9	17.0	58.5	36.9
Queue Length 50th (ft)	1	38	16	324	81	12	23	25
Queue Length 95th (ft)	m4	104	40	442	127	40	55	72
Internal Link Dist (ft)		619		226		443		428
Turn Bay Length (ft)	100							
Base Capacity (vph)	357	2241	297	2312	290	447	107	172
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.53	0.18	0.45	0.47	0.11	0.32	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

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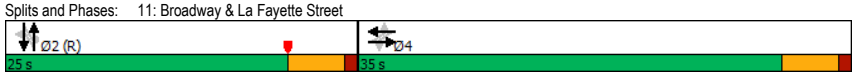
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	130	4	19	221	27	10	127	39	8	29	21
Future Volume (vph)	8	130	4	19	221	27	10	127	39	8	29	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.986			0.970			0.951	
Flt Protected		0.997			0.996			0.997			0.993	
Satd. Flow (prot)	0	1616	0	0	1613	0	0	1582	0	0	1529	0
Flt Permitted		0.979			0.975			0.985			0.954	
Satd. Flow (perm)	0	1587	0	0	1579	0	0	1563	0	0	1469	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			14			26			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		620			346			316			523	
Travel Time (s)		14.1			7.9			7.2			11.9	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	25%	4%	0%	17%	3%	4%	0%	2%	14%	0%	4%	10%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	10	163	5	24	276	34	13	159	49	10	36	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	334	0	0	221	0	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.50			0.50			0.33			0.33	
v/c Ratio		0.22			0.42			0.41			0.14	
Control Delay		9.2			11.1			16.4			10.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			11.1			16.4			10.9	
LOS		A			B			B			B	
Approach Delay		9.2			11.1			16.4			10.9	
Approach LOS		A			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Broadway & La Fayette Street



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Queues
11: Broadway & La Fayette Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	178	334	221	72
v/c Ratio	0.22	0.42	0.41	0.14
Control Delay	9.2	11.1	16.4	10.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.2	11.1	16.4	10.9
Queue Length 50th (ft)	33	67	53	11
Queue Length 95th (ft)	55	102	89	30
Internal Link Dist (ft)	540	266	236	443
Turn Bay Length (ft)				
Base Capacity (vph)	795	796	538	507
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.42	0.41	0.14

Intersection Summary

Lanes, Volumes, Timings
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	133	6	18	178	60	32	103	50	8	34	11
Future Volume (vph)	20	133	6	18	178	60	32	103	50	8	34	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.968			0.963			0.971	
Flt Protected		0.994			0.996			0.991			0.992	
Satd. Flow (prot)	0	1827	0	0	1774	0	0	1784	0	0	1705	0
Flt Permitted		0.941			0.975			0.943			0.947	
Satd. Flow (perm)	0	1729	0	0	1737	0	0	1697	0	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			45			34			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		573			718			969			316	
Travel Time (s)		13.0			16.3			22.0			7.2	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	16%	1%	0%	0%	4%	2%	0%	2%	2%	12%	3%	17%
Parking (#/hr)	0											
Adj. Flow (vph)	27	177	8	24	237	80	43	137	67	11	45	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	212	0	0	341	0	0	247	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.22			0.35			0.48			0.15	
Control Delay		6.8			7.0			17.4			13.0	

Remove Watermark
Wondershare PDFelement

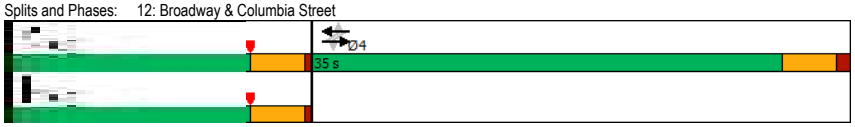
Lanes, Volumes, Timings
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.8			7.0			17.4			13.0	
LOS		A			A			B			B	
Approach Delay		6.8			7.0			17.4			13.0	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 53 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Broadway & Columbia Street



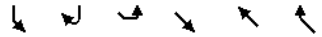
Queues
12: Broadway & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	212	341	247	71
v/c Ratio	0.22	0.35	0.48	0.15
Control Delay	6.8	7.0	17.4	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.8	7.0	17.4	13.0
Queue Length 50th (ft)	30	46	56	13
Queue Length 95th (ft)	47	66	87	30
Internal Link Dist (ft)	493	638	889	236
Turn Bay Length (ft)				
Base Capacity (vph)	961	983	517	483
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.35	0.48	0.15

Intersection Summary

Remove Watermark
Wondershare PDFelement



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	52	76	54	345	391	34
Future Volume (vph)	52	76	54	345	391	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.920				0.988	
Flt Protected	0.980			0.993		
Satd. Flow (prot)	1529	0	0	3489	3526	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1529	0	0	3489	3526	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	969			262	183	
Travel Time (s)	22.0			6.0	4.2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	1%	3%	1%	3%
Parking (#/hr)	0					
Adj. Flow (vph)	63	92	65	416	471	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	0	0	481	512	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	52	76	54	345	391	34
Future Vol, veh/h	52	76	54	345	391	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	1	3	1	3
Mvmt Flow	63	92	65	416	471	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	830	256	512	0	-	0
Stage 1	492	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.84	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	308	749	1057	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	749	1057	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	17.2	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1057	-	449
HCM Lane V/C Ratio	-	-	0.062	-	0.343
HCM Control Delay (s)	-	-	8.6	0.3	17.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	1.5

Remove Watermark Wondershare PDFelement

HCM Unsignalized Intersection Capacity Analysis
14: Washington St & 5S 10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1105	4	0	976	1	0	0	24	0	0	16
Future Volume (Veh/h)	0	1105	4	0	976	1	0	0	24	0	0	16
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1228	4	0	1084	1	0	0	27	0	0	18
Pedestrians		15										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		1										
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		306			725							
pX, platoon unblocked	0.87			0.79			0.86	0.86	0.79	0.86	0.86	0.87
vC, conflicting volume	1085			1232			1787	2315	616	1698	2316	558
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	806			770			915	1531	0	811	1533	201
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	97	100	100	97
cM capacity (veh/h)	711			666			188	99	860	225	99	695

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	819	413	723	362	27	18
Volume Left	0	0	0	0	0	0
Volume Right	0	4	0	1	27	18
cSH	1700	1700	1700	1700	860	695
Volume to Capacity	0.48	0.24	0.43	0.21	0.03	0.03
Queue Length 95th (ft)	0	0	0	0	2	2
Control Delay (s)	0.0	0.0	0.0	0.0	9.3	10.3
Lane LOS					A	B
Approach Delay (s)	0.0		0.0		9.3	10.3
Approach LOS					A	B

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	40.7%	ICU Level of Service		A
Analysis Period (min)	15			

Remove Watermark Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1105	4	0	976	1	0	0	24	0	0	16
Future Volume (vph)	0	1105	4	0	976	1	0	0	24	0	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		306			333			475			317	
Travel Time (s)		7.0			7.6			10.8			7.2	
Confl. Peds. (#/hr)							15					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1228	4	0	1084	1	0	0	27	0	0	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1232	0	0	1085	0	0	0	27	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	98	150	19	9	7
Future Volume (vph)	6	98	150	19	9	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.985		0.940	
Flt Protected		0.997			0.973	
Satd. Flow (prot)	0	1857	1835	0	1704	0
Flt Permitted		0.997			0.973	
Satd. Flow (perm)	0	1857	1835	0	1704	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		346	288		475	
Travel Time (s)		7.9	6.5		10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	107	163	21	10	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	184	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.1%		ICU Level of Service A	
Analysis Period (min) 15			

Remove Watermark
Wondershare PDFelement

HCM 2010 TWSC
16: La Fayette Street & Washington St 10/08/2018

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	98	150	19	9	7
Future Vol, veh/h	6	98	150	19	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	107	163	21	10	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	184	0	-	0	295	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1391	-	-	-	696	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	693	869
Mov Cap-2 Maneuver	-	-	-	-	693	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	760
HCM Lane V/C Ratio	0.005	-	-	-	0.023
HCM Control Delay (s)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
17: Seneca St/Seneca Street & 5S 10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1102	21	0	933	57	0	0	20	0	0	37
Future Volume (vph)	31	1102	21	0	933	57	0	0	20	0	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.992				0.865			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1770	3463	0	0	3386	0	0	0	822	0	0	1611
Flt Permitted	0.950											
Satd. Flow (perm)	1770	3463	0	0	3386	0	0	0	822	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			392			444			252	
Travel Time (s)		7.6			8.9			10.1			5.7	
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	0%	11%	6%	2%	0%	2%	100%	2%	2%	2%
Adj. Flow (vph)	34	1224	23	0	1037	62	0	0	22	0	0	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1247	0	0	1099	0	0	0	22	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.1%	ICU Level of Service A	
Analysis Period (min)	15		

Remove Watermark Wondershare PDFelement

HCM Unsignalized Intersection Capacity Analysis
17: Seneca St/Seneca Street & 5S 10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1102	21	0	933	57	0	0	20	0	0	37
Future Volume (Veh/h)	31	1102	21	0	933	57	0	0	20	0	0	37
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	34	1224	23	0	1037	62	0	0	22	0	0	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		639			392							
pX, platoon unblocked	0.86			0.79			0.86	0.86	0.79	0.86	0.86	0.86
vC, conflicting volume	1099			1224			1822	2402	624	1748	2360	550
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	793			765			915	1587	10	829	1538	155
tC, single (s)	4.1			4.3			7.5	6.5	8.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	4.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	97	100	100	95
cM capacity (veh/h)	709			626			182	88	653	211	94	743

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	34	816	431	691	408	22	40
Volume Left	34	0	0	0	0	0	0
Volume Right	0	0	23	0	62	22	40
cSH	709	1700	1700	1700	1700	653	743
Volume to Capacity	0.05	0.48	0.25	0.41	0.24	0.03	0.05
Queue Length 95th (ft)	4	0	0	0	0	3	4
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	10.7	10.1
Lane LOS	B					B	B
Approach Delay (s)	0.3			0.0		10.7	10.1
Approach LOS						B	B

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	144	16	14	221	35	9	8	15	8	2	26
Future Volume (vph)	19	144	16	14	221	35	9	8	15	8	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.982			0.938			0.903	
Flt Protected		0.995			0.997			0.986			0.989	
Satd. Flow (prot)	0	1600	0	0	1630	0	0	1748	0	0	1664	0
Flt Permitted		0.995			0.997			0.986			0.989	
Satd. Flow (perm)	0	1600	0	0	1630	0	0	1748	0	0	1664	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		288			232			181			444	
Travel Time (s)		6.5			5.3			4.1			10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)		0			0							
Adj. Flow (vph)	21	157	17	15	240	38	10	9	16	9	2	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	293	0	0	35	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	144	16	14	221	35	9	8	15	8	2	26
Future Vol, veh/h	19	144	16	14	221	35	9	8	15	8	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	0	0	3	2	0	2	0	2	2	2
Mvmt Flow	21	157	17	15	240	38	10	9	16	9	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	278	0	0	174	0	0	512	516	166	509	505	259
Stage 1	-	-	-	-	-	-	208	208	-	289	289	-
Stage 2	-	-	-	-	-	-	304	308	-	220	216	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1285	-	-	1415	-	-	476	463	884	475	470	780
Stage 1	-	-	-	-	-	-	799	730	-	719	673	-
Stage 2	-	-	-	-	-	-	710	660	-	782	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1285	-	-	1415	-	-	446	449	884	448	455	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	449	-	448	455	-
Stage 1	-	-	-	-	-	-	785	717	-	706	664	-
Stage 2	-	-	-	-	-	-	673	651	-	745	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	11.6	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	1285	-	-	1415	-	-	648
HCM Lane V/C Ratio	0.06	0.016	-	-	0.011	-	-	0.06
HCM Control Delay (s)	11.6	7.8	0	-	7.6	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

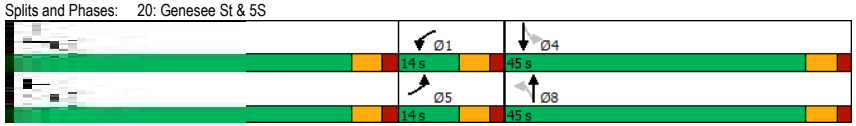
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1057	124	111	745	9	105	374	82	30	398	21
Future Volume (vph)	1	1057	124	111	745	9	105	374	82	30	398	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.984			0.998			0.973			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3423	0	1770	3498	0	1770	1812	0	1770	3526	0
Flt Permitted	0.279			0.099			0.418			0.167		
Satd. Flow (perm)	520	3423	0	184	3498	0	779	1812	0	311	3526	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1			11			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		392			365			482			307	
Travel Time (s)		8.9			8.3			11.0			7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	1%	12%
Adj. Flow (vph)	1	1101	129	116	776	9	109	390	85	31	415	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	1230	0	116	785	0	109	475	0	31	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	51.0		14.0	51.0		45.0	45.0		45.0	45.0	
Total Split (%)	12.7%	46.4%		12.7%	46.4%		40.9%	40.9%		40.9%	40.9%	
Maximum Green (s)	8.0	45.0		8.0	45.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	54.8	51.2		62.9	61.3		32.8	32.8		32.8	32.8	
Actuated g/C Ratio	0.50	0.47		0.57	0.56		0.30	0.30		0.30	0.30	
v/c Ratio	0.00	0.77		0.53	0.40		0.47	0.87		0.34	0.41	
Control Delay	5.0	15.5		37.7	17.1		37.2	51.9		38.8	31.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.9		0.0	0.0	
Total Delay	5.0	15.5		37.7	17.1		37.2	52.8		38.8	31.0	
LOS	A	B		D	B		D	D		D	C	
Approach Delay		15.5			19.7			49.9			31.5	
Approach LOS		B			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 20: Genesee St & 5S



Remove Watermark Wondershare PDFelement

Queues
20: Genesee St & 5S

10/08/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1	1230	116	785	109	475	31	437
v/c Ratio	0.00	0.77	0.53	0.40	0.47	0.87	0.34	0.41
Control Delay	5.0	15.5	37.7	17.1	37.2	51.9	38.8	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Total Delay	5.0	15.5	37.7	17.1	37.2	52.8	38.8	31.0
Queue Length 50th (ft)	0	371	35	148	62	305	17	125
Queue Length 95th (ft)	m1	227	#89	303	110	409	45	160
Internal Link Dist (ft)		312		285		402		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	362	1599	220	1984	276	649	110	1253
Starvation Cap Reductn	0	0	0	0	0	44	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.77	0.53	0.40	0.39	0.79	0.28	0.35

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	26	85	34	43	202	24	36	410	40	105	360	41
Future Volume (vph)	26	85	34	43	202	24	36	410	40	105	360	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.968			0.988			0.987			0.988	
Flt Protected		0.992			0.992			0.996			0.990	
Satd. Flow (prot)	0	1590	0	0	1635	0	0	3490	0	0	3462	0
Flt Permitted		0.914			0.929			0.888			0.747	
Satd. Flow (perm)	0	1465	0	0	1532	0	0	3112	0	0	2612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			8			22			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			304			358			482	
Travel Time (s)		5.3			6.9			8.1			11.0	
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	2%	5%	0%	5%	2%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)		0			0							
Adj. Flow (vph)	28	97	39	49	230	26	41	446	45	114	391	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	305	0	0	532	0	0	550	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			6			6		
Detector Phase	4	4		8	8		6	2		6	6	

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street

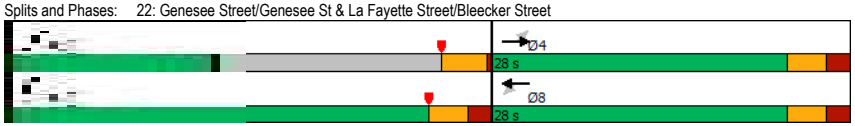
10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	27.0	27.0		23.0	23.0		23.0	20.0		23.0	23.0	
Total Split (s)	28.0	28.0		28.0	28.0		38.0	20.0		38.0	38.0	
Total Split (%)	42.4%	42.4%		42.4%	42.4%		57.6%	30.3%		57.6%	57.6%	
Maximum Green (s)	23.0	23.0		23.0	23.0		33.0	16.0		33.0	33.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	0.5		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			4.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		2.0	2.0		2.0	5.0		2.0	2.0	
Flash Dont Walk (s)	14.0	14.0		7.0	7.0		7.0	11.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.0			23.0			34.0			33.0	
Actuated g/C Ratio		0.35			0.35			0.52			0.50	
v/c Ratio		0.31			0.57			0.33			0.42	
Control Delay		15.1			21.9			9.6			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.1			21.9			9.6			11.2	
LOS		B			C			A			B	
Approach Delay		15.1			21.9			9.6			11.2	
Approach LOS		B			C			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 66
Actuated Cycle Length: 66
Offset: 0 (0%), Referenced to phase 2:NET and 6:NESW, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street



Queues
22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street

10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	164	305	532	550
v/c Ratio	0.31	0.57	0.33	0.42
Control Delay	15.1	21.9	9.6	11.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.1	21.9	9.6	11.2
Queue Length 50th (ft)	39	95	57	65
Queue Length 95th (ft)	80	163	87	101
Internal Link Dist (ft)	152	224	278	402
Turn Bay Length (ft)				
Base Capacity (vph)	527	539	1613	1316
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.57	0.33	0.42

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	36	118	51	39	151	83	46	362	20	34	368	21
Future Volume (vph)	36	118	51	39	151	83	46	362	20	34	368	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.966			0.959			0.993			0.993	
Flt Protected		0.991			0.993			0.995			0.996	
Satd. Flow (prot)	0	1779	0	0	1767	0	0	3469	0	0	3514	0
Flt Permitted		0.894			0.922			0.844			0.877	
Satd. Flow (perm)	0	1605	0	0	1640	0	0	2943	0	0	3094	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			35			7			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		718			274			241			358	
Travel Time (s)		16.3			6.2			5.5			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	0%	13%	1%	0%	0%	1%	42%	6%	1%	5%
Adj. Flow (vph)	41	136	59	45	174	95	53	416	23	39	423	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	314	0	0	492	0	0	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		3	8		6	6		5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		4.0	1.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	23.0	23.0		8.0	23.0		23.5	23.5		7.0	23.5	
Total Split (s)	29.0	29.0		8.0	37.0		31.0	31.0		7.0	38.0	
Total Split (%)	38.7%	38.7%		10.7%	49.3%		41.3%	41.3%		9.3%	50.7%	
Maximum Green (s)	22.0	22.0		4.0	30.0		24.0	24.0		4.0	31.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		0.5	3.0		3.0	3.0		0.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)		30.0			30.0			31.0			31.0	
Actuated g/C Ratio		0.40			0.40			0.41			0.41	
v/c Ratio		0.36			0.46			0.40			0.38	
Control Delay		16.1			17.3			17.1			16.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.1			17.3			17.1			16.1	
LOS		B			B			B			B	
Approach Delay		16.1			17.3			17.1			16.1	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 23: Columbia Street/Elizabeth Street & Genesee Street



Remove Watermark Wondershare PDFelement

Queues
23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	236	314	492	486
v/c Ratio	0.36	0.46	0.40	0.38
Control Delay	16.1	17.3	17.1	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.1	17.3	17.1	16.1
Queue Length 50th (ft)	67	92	114	78
Queue Length 95th (ft)	116	152	152	111
Internal Link Dist (ft)	638	194	161	278
Turn Bay Length (ft)				
Base Capacity (vph)	655	677	1220	1283
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.36	0.46	0.40	0.38

Intersection Summary

Lanes, Volumes, Timings
24: Broad St & Genesee St SB Off-Ramp

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Future Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.983										
Flt Protected				0.950						0.950	0.959	
Satd. Flow (prot)	0	3479	0	1770	1863	0	0	0	0	1610	3251	0
Flt Permitted										0.950	0.959	
Satd. Flow (perm)	0	3479	0	1863	1863	0	0	0	0	1610	3251	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			169			195			367	
Travel Time (s)		7.8			3.8			4.4			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	122	16	16	115	0	0	0	0	574	46	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	138	0	16	115	0	0	0	0	287	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1						4	
Permitted Phases				1						4		

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
24: Broad St & Genesee St SB Off-Ramp

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		8.0		8.0	8.0					10.0	10.0	
Total Split (s)		8.0		8.0	8.0					20.0	20.0	
Total Split (%)		28.6%		28.6%	28.6%					71.4%	71.4%	
Maximum Green (s)		4.0		4.0	4.0					16.0	16.0	
Yellow Time (s)		3.5		3.5	3.5					2.5	2.5	
All-Red Time (s)		0.5		0.5	0.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		4.0	4.0					4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)										7.0	7.0	
Flash Dont Walk (s)										14.0	14.0	
Pedestrian Calls (#/hr)										25	25	
Act Effct Green (s)		4.6		4.6	4.6					11.8	11.8	
Actuated g/C Ratio		0.22		0.22	0.22					0.57	0.57	
v/c Ratio		0.18		0.04	0.28					0.31	0.18	
Control Delay		9.3		10.9	13.2					4.1	3.0	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		9.3		10.9	13.2					4.1	3.0	
LOS		A		B	B					A	A	
Approach Delay		9.3			12.9						3.5	
Approach LOS		A			B						A	

Intersection Summary

Area Type:	Other		
Cycle Length: 28			
Actuated Cycle Length: 20.7			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 5.8		Intersection LOS: A	
Intersection Capacity Utilization 31.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Broad St & Genesee St SB Off-Ramp



Queues
24: Broad St & Genesee St SB Off-Ramp

10/08/2018

Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	138	16	115	287	333
v/c Ratio	0.18	0.04	0.28	0.31	0.18
Control Delay	9.3	10.9	13.2	4.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	10.9	13.2	4.1	3.0
Queue Length 50th (ft)	4	1	9	16	8
Queue Length 95th (ft)	24	12	#57	32	15
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	787	414	414	1315	2655
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.04	0.28	0.22	0.13

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Remove Watermark
Wondershare PDFelement

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Future Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.978			0.997			0.992	
Flt Protected					0.966			0.999			0.997	
Satd. Flow (prot)	0	0	0	0	1795	0	0	3527	0	0	3508	0
Flt Permitted					0.966			0.951			0.918	
Satd. Flow (perm)	0	0	0	0	1795	0	0	3358	0	0	3230	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					8			5				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	35	6	8	5	417	10	31	497	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	49	0	0	432	0	0	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases				4			2			2		
Detector Phase				4	4		2	2		2	2	
Switch Phase												

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				23.0	23.0		28.0	28.0		28.0	28.0	
Total Split (s)				27.0	27.0		48.0	48.0		48.0	48.0	
Total Split (%)				36.0%	36.0%		64.0%	64.0%		64.0%	64.0%	
Maximum Green (s)				22.0	22.0		43.0	43.0		43.0	43.0	
Yellow Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					7.3			64.0			64.0	
Actuated g/C Ratio					0.10			0.85			0.85	
v/c Ratio					0.27			0.15			0.20	
Control Delay					30.5			7.4			1.1	
Queue Delay					0.0			0.0			0.0	
Total Delay					30.5			7.4			1.1	
LOS					C			A			A	
Approach Delay					30.5			7.4			1.1	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 7.5 (10%), Referenced to phase 2:NESW and 6:, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Blandina Street & Genesee Street



Remove Watermark Wondershare PDFelement

Queues
25: Blandina Street & Genesee Street

10/08/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	49	432	556
v/c Ratio	0.27	0.15	0.20
Control Delay	30.5	7.4	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	30.5	7.4	1.1
Queue Length 50th (ft)	18	66	11
Queue Length 95th (ft)	46	106	19
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	532	2867	2757
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.15	0.20

Intersection Summary

Lanes, Volumes, Timings
26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	391	25	29	387
Future Volume (vph)	0	0	391	25	29	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.991			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3328	0	0	3488
Flt Permitted						0.910
Satd. Flow (perm)	0	0	3328	0	0	3187
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	4%	4%	3%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	412	26	31	407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	438	0	0	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
26: Genesee St/Genesee Street & Bank Place

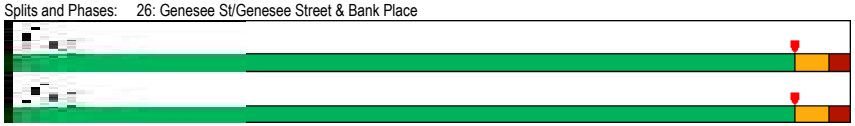
10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			4.0		4.0	4.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			75.0		75.0	75.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			70.0		70.0	70.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			75.0			75.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.13			0.14
Control Delay			0.1			0.1
Queue Delay			0.0			0.0
Total Delay			0.1			0.1
LOS			A			A
Approach Delay			0.1			0.1
Approach LOS			A			A

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 12 (16%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 0.1 Intersection LOS: A
Intersection Capacity Utilization 31.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 26: Genesee St/Genesee Street & Bank Place



Queues
26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	438	438
v/c Ratio	0.13	0.14
Control Delay	0.1	0.1
Queue Delay	0.0	0.0
Total Delay	0.1	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3328	3187
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.14

Intersection Summary

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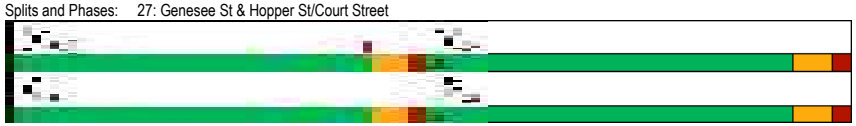
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	270	51	2	401	65	26	387	14	10	368	43
Future Volume (vph)	4	270	51	2	401	65	26	387	14	10	368	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.976			0.979			0.995			0.985	
Flt Protected		0.999						0.997			0.999	
Satd. Flow (prot)	0	3491	0	0	3490	0	0	3342	0	0	3293	0
Flt Permitted		0.950			0.954			0.908			0.942	
Satd. Flow (perm)	0	3320	0	0	3329	0	0	3043	0	0	3105	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		36			30						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	2%	0%	10%	2%	5%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	297	56	2	441	71	29	425	15	11	404	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	0	0	514	0	0	469	0	0	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		38.0	38.0		37.0	37.0		37.0	37.0	
Total Split (%)	50.7%	50.7%		50.7%	50.7%		49.3%	49.3%		49.3%	49.3%	
Maximum Green (s)	32.8	32.8		32.8	32.8		31.8	31.8		31.8	31.8	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.2			5.2			5.2			5.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		32.8			32.8			31.8			31.8	
Actuated g/C Ratio		0.44			0.44			0.42			0.42	
v/c Ratio		0.24			0.35			0.36			0.35	
Control Delay		12.4			14.0			15.7			8.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			14.0			15.7			8.4	
LOS		B			B			B			A	
Approach Delay		12.4			14.0			15.7			8.4	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 19.8 (26%), Referenced to phase 2:NETL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Remove Watermark Wondershare PDFelement

Queues

27: Genesee St & Hopper St/Court Street 10/08/2018

Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	357	514	469	462
v/c Ratio	0.24	0.35	0.36	0.35
Control Delay	12.4	14.0	15.7	8.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.4	14.0	15.7	8.4
Queue Length 50th (ft)	46	74	75	38
Queue Length 95th (ft)	74	110	111	55
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	1472	1472	1290	1328
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.35	0.36	0.35

Intersection Summary

Remove Watermark Wondershare PDFelement

Remove Watermark Wondershare PDFelement

Future Build AM Synchro Reports

Remove Watermark Wondershare PDFelement

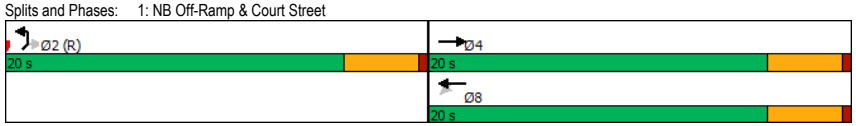
Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	316	0	0	260	24	649
Future Volume (vph)	316	0	0	260	24	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						633
Link Speed (mph)	30			30	30	
Link Distance (ft)	384			379	637	
Travel Time (s)	8.7			8.6	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	0	0	283	26	705
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	0	283	26	705
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (%)	50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0		16.0	16.0	16.0	16.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	16.0			16.0	16.0	16.0
Actuated g/C Ratio	0.40			0.40	0.40	0.40
v/c Ratio	0.24			0.38	0.02	0.47
Control Delay	8.6			10.4	7.3	2.7
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	8.6			10.4	7.3	2.7

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
LOS	A			B	A	A
Approach Delay	8.6			10.4	2.8	
Approach LOS	A			B	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 0 (0%), Referenced to phase 2:NEL and 6:, Start of Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NB Off-Ramp & Court Street



Remove Watermark
Wondershare PDFelement

Queues
1: NB Off-Ramp & Court Street

10/09/2018

Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	343	283	26	705
v/c Ratio	0.24	0.38	0.02	0.47
Control Delay	8.6	10.4	7.3	2.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.6	10.4	7.3	2.7
Queue Length 50th (ft)	25	42	1	5
Queue Length 95th (ft)	44	83	6	30
Internal Link Dist (ft)	304	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	1415	745	1373	1494
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.38	0.02	0.47

Intersection Summary

Lanes, Volumes, Timings
2: State Street & EB Off-Ramp

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	7	389	0	0	0	0	198	60	157	26	0
Future Volume (vph)	149	7	389	0	0	0	0	198	60	157	26	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.904							0.850			
Flt Protected		0.987									0.959	
Satd. Flow (prot)	0	1662	0	0	0	0	0	1863	1583	0	1786	0
Flt Permitted		0.987									0.616	
Satd. Flow (perm)	0	1662	0	0	0	0	0	1863	1583	0	1147	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		366							65			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			148			268	
Travel Time (s)		3.7			4.9			3.4			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	8	423	0	0	0	0	215	65	171	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	593	0	0	0	0	0	215	65	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.68						0.30	0.10		0.45	
Control Delay		9.0						9.9	3.4		13.1	
Queue Delay		0.0						0.0	0.0		0.0	

Remove Watermark Wondershare PDFelement

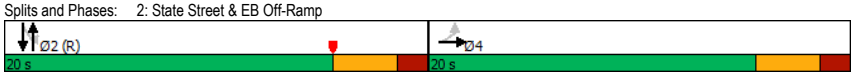
Lanes, Volumes, Timings
2: State Street & EB Off-Ramp

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		9.0						9.9	3.4		13.1	
LOS		A						A	A		B	
Approach Delay		9.0						8.4			13.1	
Approach LOS		A						A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: State Street & EB Off-Ramp



Queues
2: State Street & EB Off-Ramp

10/09/2018

Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	593	215	65	199
v/c Ratio	0.68	0.30	0.10	0.45
Control Delay	9.0	9.9	3.4	13.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.0	9.9	3.4	13.1
Queue Length 50th (ft)	34	31	0	31
Queue Length 95th (ft)	#112	65	15	72
Internal Link Dist (ft)	81	68		188
Turn Bay Length (ft)				
Base Capacity (vph)	868	721	653	444
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.30	0.10	0.45

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	10	34	5	10	7	9	442	3	45	355	19
Future Volume (vph)	32	10	34	5	10	7	9	442	3	45	355	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940			0.955			0.999			0.992	
Flt Protected		0.979			0.990		0.950			0.950		
Satd. Flow (prot)	0	1714	0	0	1761	0	1770	1861	0	1770	1848	0
Flt Permitted		0.901			0.962		0.469			0.402		
Satd. Flow (perm)	0	1578	0	0	1711	0	874	1861	0	749	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			8			1			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		187			250			332			138	
Travel Time (s)		4.3			5.7			7.5			3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	11	37	5	11	8	10	480	3	49	386	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	24	0	10	483	0	49	407	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			2	
Permitted Phases	4			8			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		26.5	26.5		26.5	26.5	
Total Split (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		16.0			16.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.32			0.32		0.51	0.51		0.51	0.51	
v/c Ratio		0.16			0.04		0.02	0.51		0.13	0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		8.8			10.0		4.2	6.3		7.6	9.3	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.8	
Total Delay		8.8			10.0		4.2	6.4		7.6	10.1	
LOS		A			A		A	A		A	B	
Approach Delay		8.8			10.0			6.3			9.8	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 15.5 (31%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 8.1		Intersection LOS: A	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: State Street & LaFayette Street



Remove Watermark Wondershare PDFelement

Queues
3: State Street & LaFayette Street 10/10/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	24	10	483	49	407
v/c Ratio	0.16	0.04	0.02	0.51	0.13	0.43
Control Delay	8.8	10.0	4.2	6.3	7.6	9.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.8
Total Delay	8.8	10.0	4.2	6.4	7.6	10.1
Queue Length 50th (ft)	9	3	1	43	7	65
Queue Length 95th (ft)	33	15	m2	66	21	118
Internal Link Dist (ft)	107	170		252		58
Turn Bay Length (ft)			123			
Base Capacity (vph)	530	552	445	949	381	946
Starvation Cap Reductn	0	0	0	42	0	270
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.04	0.02	0.53	0.13	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
4: State Street & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	69	35	12	41	28	43	402	59	194	287	48
Future Volume (vph)	39	69	35	12	41	28	43	402	59	194	287	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.954			0.981			0.979	
Flt Protected		0.987			0.993		0.950			0.950		
Satd. Flow (prot)	0	1778	0	0	1765	0	1770	1827	0	1770	1824	0
Flt Permitted		0.904			0.951		0.508			0.387		
Satd. Flow (perm)	0	1628	0	0	1690	0	946	1827	0	721	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			30			22			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			745			314			332	
Travel Time (s)		5.2			16.9			7.1			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	75	38	13	45	30	47	437	64	211	312	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	88	0	47	501	0	211	364	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		15.0			15.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.30			0.30		0.51	0.51		0.51	0.51	
v/c Ratio		0.30			0.17		0.10	0.53		0.57	0.39	

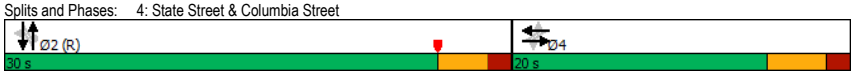
Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
4: State Street & Columbia Street 10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		12.7			15.7		7.0	10.4		11.5	5.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.7			15.7		7.0	10.4		11.5	5.4	
LOS		B			B		A	B		B	A	
Approach Delay		12.7			15.7			10.1			7.6	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 15.5 (31%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: State Street & Columbia Street



Queues
4: State Street & Columbia Street 10/09/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	155	88	47	501	211	364
v/c Ratio	0.30	0.17	0.10	0.53	0.57	0.39
Control Delay	12.7	15.7	7.0	10.4	11.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	15.7	7.0	10.4	11.5	5.4
Queue Length 50th (ft)	27	22	6	84	20	29
Queue Length 95th (ft)	63	58	19	151	#41	50
Internal Link Dist (ft)	148	665		234		252
Turn Bay Length (ft)					114	
Base Capacity (vph)	511	528	482	942	367	942
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.17	0.10	0.53	0.57	0.39

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

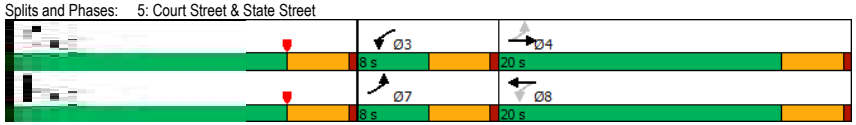
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	539	142	31	176	86	58	171	21	57	150	90
Future Volume (vph)	288	539	142	31	176	86	58	171	21	57	150	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.951			0.983			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3366	0	1770	1831	0	1770	1758	0
Flt Permitted	0.578			0.259			0.545			0.619		
Satd. Flow (perm)	1077	3429	0	482	3366	0	1015	1831	0	1153	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			93			14			68	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		379			719			284			564	
Travel Time (s)		8.6			16.3			6.5			12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	313	586	154	34	191	93	63	186	23	62	163	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	313	740	0	34	284	0	63	209	0	62	261	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	16.7%	41.7%		16.7%	41.7%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	4.0	16.0		4.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	20.0	16.0		20.0	16.0		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.42	0.33		0.42	0.33		0.33	0.33		0.33	0.33	
v/c Ratio	0.62	0.62		0.11	0.24		0.19	0.34		0.16	0.41	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	15.1	14.8		7.2	8.3		13.2	13.1		12.7	11.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.1	14.8		7.2	8.3		13.2	13.1		12.7	11.4	
LOS	B	B		A	A		B	B		B	B	
Approach Delay		14.9			8.2			13.1			11.7	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 48			
Actuated Cycle Length: 48			
Offset: 16 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Court Street & State Street



Remove Watermark Wondershare PDFelement

Queues
5: Court Street & State Street

10/09/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	313	740	34	284	63	209	62	261
v/c Ratio	0.62	0.62	0.11	0.24	0.19	0.34	0.16	0.41
Control Delay	15.1	14.8	7.2	8.3	13.2	13.1	12.7	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	14.8	7.2	8.3	13.2	13.1	12.7	11.4
Queue Length 50th (ft)	48	78	4	19	12	40	12	39
Queue Length 95th (ft)	#91	124	14	40	34	81	33	86
Internal Link Dist (ft)		299		639		204		484
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	506	1192	308	1184	338	619	384	631
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.62	0.11	0.24	0.19	0.34	0.16	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
6: Cornelia Street/Cornelia St & 5S

10/09/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations											
Traffic Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Future Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0			0	
Storage Lanes		0		0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987					0.945		0.890		0.865	
Flt Protected						0.978					
Satd. Flow (prot)	3462	0	3505	0	0	1756	0	1587	0	1596	0
Flt Permitted						0.728					
Satd. Flow (perm)	3462	0	3505	0	0	1307	0	1587	0	1596	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								94			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			262		334			
Travel Time (s)	6.5		15.9			6.0		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	3%	2%
Adj. Flow (vph)	1116	106	1058	1	56	19	52	21	94	324	6
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1222	0	1059	0	0	127	0	115	0	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
6: Cornelia Street/Cornelia St & 5S

10/09/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	48.0		82.0		23.0	23.0		23.0		34.0	
Total Split (%)	45.7%		78.1%		21.9%	21.9%		21.9%		32.4%	
Maximum Green (s)	43.0		77.0		18.0	18.0		18.0		29.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0		5.0	
Lead/Lag	Lag									Lead	
Lead-Lag Optimize?											
Vehicle Extension (s)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	51.6		81.7			13.3		13.3		25.1	
Actuated g/C Ratio	0.49		0.78			0.13		0.13		0.24	
v/c Ratio	0.72		0.39			0.77		0.41		0.87	
Control Delay	25.9		5.1			72.2		16.2		60.3	
Queue Delay	0.0		0.0			0.0		0.0		0.0	
Total Delay	25.9		5.1			72.2		16.2		60.3	
LOS	C		A			E		B		E	
Approach Delay	25.9		5.1			72.2		16.2			
Approach LOS	C		A			E		B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Cornelia Street/Cornelia St & 5S



Queues
6: Cornelia Street/Cornelia St & 5S

10/09/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1222	1059	127	115	330
v/c Ratio	0.72	0.39	0.77	0.41	0.87
Control Delay	25.9	5.1	72.2	16.2	60.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	5.1	72.2	16.2	60.3
Queue Length 50th (ft)	339	59	83	13	210
Queue Length 95th (ft)	483	236	142	61	#329
Internal Link Dist (ft)	204	619	182	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1700	2727	224	349	442
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.39	0.57	0.33	0.75

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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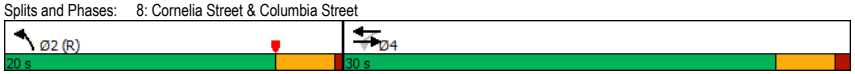
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	268	31	46	178	5	60
Future Volume (vph)	268	31	46	178	5	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.875	
Flt Protected				0.990	0.996	
Satd. Flow (prot)	1837	0	0	1844	1623	0
Flt Permitted				0.892	0.996	
Satd. Flow (perm)	1837	0	0	1662	1623	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17				65	
Link Speed (mph)	30			30	30	
Link Distance (ft)	745			586	260	
Travel Time (s)	16.9			13.3	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	291	34	50	193	5	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	0	0	243	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			4	2	
Permitted Phases			4			
Minimum Split (s)	20.5		20.5	20.5	20.0	
Total Split (s)	30.0		30.0	30.0	20.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Maximum Green (s)	25.5		25.5	25.5	16.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	0.5	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	25.5			25.5	16.0	
Actuated g/C Ratio	0.51			0.51	0.32	
v/c Ratio	0.34			0.29	0.12	
Control Delay	13.9			8.2	5.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	13.9			8.2	5.1	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B			A	A	
Approach Delay	13.9			8.2	5.1	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 26 (52%), Referenced to phase 2:NBL and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 42.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Cornelia Street & Columbia Street



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Queues
8: Cornelia Street & Columbia Street

10/09/2018

Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	325	243	70
v/c Ratio	0.34	0.29	0.12
Control Delay	13.9	8.2	5.1
Queue Delay	0.0	0.0	0.0
Total Delay	13.9	8.2	5.1
Queue Length 50th (ft)	85	37	1
Queue Length 95th (ft)	141	71	21
Internal Link Dist (ft)	665	506	180
Turn Bay Length (ft)			
Base Capacity (vph)	945	847	563
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.29	0.12

Intersection Summary

Lanes, Volumes, Timings
9: Cornelia Street & Court Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	530	24	7	256	33	16	10	14	22	24	28
Future Volume (vph)	55	530	24	7	256	33	16	10	14	22	24	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.983			0.913			0.920	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3500	0	0	3476	0	1770	1701	0	1770	1714	0
Flt Permitted		0.891			0.940		0.720			0.740		
Satd. Flow (perm)	0	3135	0	0	3270	0	1341	1701	0	1378	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			22			15			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		719			412			282			633	
Travel Time (s)		16.3			9.4			6.4			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	576	26	8	278	36	17	11	15	24	26	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	662	0	0	322	0	17	26	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.57			0.26		0.03	0.03		0.03	0.06	
Control Delay		19.6			14.9		8.8	5.8		8.9	5.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		19.6			14.9		8.8	5.8		8.9	5.4	

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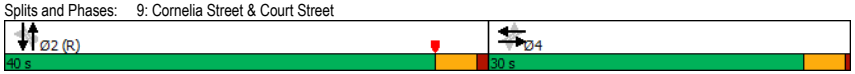
Lanes, Volumes, Timings
9: Cornelia Street & Court Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B		A	A		A	A	
Approach Delay		19.6			14.9			7.0			6.5	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Cornelia Street & Court Street



Queues
9: Cornelia Street & Court Street

10/09/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	662	322	17	26	24	56
v/c Ratio	0.57	0.26	0.03	0.03	0.03	0.06
Control Delay	19.6	14.9	8.8	5.8	8.9	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	14.9	8.8	5.8	8.9	5.4
Queue Length 50th (ft)	115	45	3	2	5	5
Queue Length 95th (ft)	165	74	12	13	16	21
Internal Link Dist (ft)	639	332		202		553
Turn Bay Length (ft)						
Base Capacity (vph)	1168	1228	680	870	698	884
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.26	0.03	0.03	0.03	0.06

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Future Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	257		0	253		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.927			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3539	0	1770	1727	0	1770	1792	0
Flt Permitted	0.213			0.187			0.400			0.736		
Satd. Flow (perm)	397	3514	0	348	3539	0	745	1727	0	1371	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8						16			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		699			306			481			508	
Travel Time (s)		15.9			7.0			10.9			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	1063	54	241	1046	0	92	17	16	36	56	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1117	0	241	1046	0	92	33	0	36	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	66.0		15.0	70.0		11.0	24.0		13.0	13.0	
Total Split (%)	10.5%	62.9%		14.3%	66.7%		10.5%	22.9%		12.4%	12.4%	
Maximum Green (s)	6.0	61.0		10.0	65.0		6.0	19.0		8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	72.5	63.2		74.8	67.1		19.1	19.0		7.7	7.7	
Actuated g/C Ratio	0.69	0.60		0.71	0.64		0.18	0.18		0.07	0.07	
v/c Ratio	0.18	0.53		0.63	0.46		0.42	0.10		0.36	0.52	
Control Delay	3.4	6.9		20.2	23.8		41.2	21.8		55.9	52.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.4	6.9		20.2	23.8		41.2	21.8		55.9	52.0	
LOS	A	A		C	C		D	C		E	D	
Approach Delay		6.7			23.1			36.1			53.2	
Approach LOS		A			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Broadway & 5S



Remove Watermark
Wondershare PDFelement

Queues
10: Broadway & 5S

10/09/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	1117	241	1046	92	33	36	75
v/c Ratio	0.18	0.53	0.63	0.46	0.42	0.10	0.36	0.52
Control Delay	3.4	6.9	20.2	23.8	41.2	21.8	55.9	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.4	6.9	20.2	23.8	41.2	21.8	55.9	52.0
Queue Length 50th (ft)	3	91	67	289	51	9	23	41
Queue Length 95th (ft)	m13	124	53	350	99	35	57	87
Internal Link Dist (ft)		619		226		401		428
Turn Bay Length (ft)	257		253					
Base Capacity (vph)	395	2244	415	2460	219	368	110	155
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.50	0.58	0.43	0.42	0.09	0.33	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
11: Broadway & La Fayette Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	111	21	33	185	11	11	69	16	10	56	107
Future Volume (vph)	15	111	21	33	185	11	11	69	16	10	56	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.993			0.978			0.917	
Flt Protected		0.995			0.993			0.994			0.997	
Satd. Flow (prot)	0	1818	0	0	1837	0	0	1811	0	0	1703	0
Flt Permitted		0.966			0.949			0.965			0.986	
Satd. Flow (perm)	0	1765	0	0	1755	0	0	1758	0	0	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			6			17			116	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		632			310			359			481	
Travel Time (s)		14.4			7.0			8.2			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	121	23	36	201	12	12	75	17	11	61	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	249	0	0	104	0	0	188	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.5	30.5		30.5	30.5		20.5	20.5		20.5	20.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			20.5			20.5	
Actuated g/C Ratio		0.51			0.51			0.34			0.34	
v/c Ratio		0.18			0.28			0.17			0.29	
Control Delay		7.6			9.3			12.8			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.6			9.3			12.8			7.6	

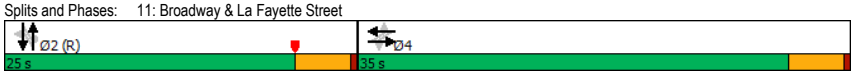
Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
11: Broadway & La Fayette Street 10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			A	
Approach Delay		7.6			9.3			12.8			7.6	
Approach LOS		A			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 20.5 (34%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Broadway & La Fayette Street



Queues
11: Broadway & La Fayette Street 10/09/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	160	249	104	188
v/c Ratio	0.18	0.28	0.17	0.29
Control Delay	7.6	9.3	12.8	7.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	9.3	12.8	7.6
Queue Length 50th (ft)	25	46	21	18
Queue Length 95th (ft)	52	84	51	56
Internal Link Dist (ft)	552	230	279	401
Turn Bay Length (ft)				
Base Capacity (vph)	907	895	611	651
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.28	0.17	0.29

Intersection Summary

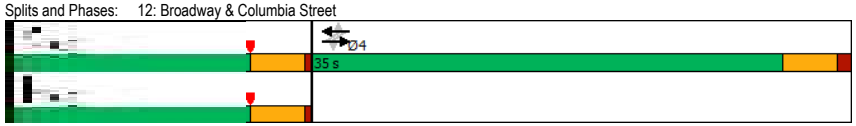
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	168	19	17	104	19	7	54	50	14	81	15
Future Volume (vph)	57	168	19	17	104	19	7	54	50	14	81	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.981			0.940			0.982	
Flt Protected		0.988			0.994			0.997			0.994	
Satd. Flow (prot)	0	1820	0	0	1816	0	0	1746	0	0	1818	0
Flt Permitted		0.911			0.959			0.984			0.964	
Satd. Flow (perm)	0	1678	0	0	1752	0	0	1723	0	0	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			21			54			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			664			949			359	
Travel Time (s)		13.3			15.1			21.6			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	183	21	18	113	21	8	59	54	15	88	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	0	0	152	0	0	121	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.28			0.16			0.22			0.23	
Control Delay		7.1			5.6			10.4			14.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.1			5.6			10.4			14.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			B	
Approach Delay		7.1			5.6			10.4			14.6	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 1 (2%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Broadway & Columbia Street



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Queues
12: Broadway & Columbia Street

10/09/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	266	152	121	119
v/c Ratio	0.28	0.16	0.22	0.23
Control Delay	7.1	5.6	10.4	14.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.1	5.6	10.4	14.6
Queue Length 50th (ft)	38	18	16	26
Queue Length 95th (ft)	73	40	48	59
Internal Link Dist (ft)	506	584	869	279
Turn Bay Length (ft)				
Base Capacity (vph)	936	980	539	522
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.16	0.22	0.23

Intersection Summary

Lanes, Volumes, Timings
13: Court Street & Broadway

10/09/2018

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	138	418	260	30	16	41
Future Volume (vph)	138	418	260	30	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.984		0.902	
Flt Protected		0.988			0.986	
Satd. Flow (prot)	0	3497	3483	0	1657	0
Flt Permitted		0.988			0.986	
Satd. Flow (perm)	0	3497	3483	0	1657	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		412	231		949	
Travel Time (s)		9.4	5.3		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	150	454	283	33	17	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	604	316	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		

Remove Watermark
Wondershare PDFelement

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	138	418	260	30	16	41
Future Vol, veh/h	138	418	260	30	16	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	454	283	33	17	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	316	0	-	0	827	158
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	527	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1241	-	-	-	310	859
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1241	-	-	-	260	859
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1241	-	-	-	522
HCM Lane V/C Ratio	0.121	-	-	-	0.119
HCM Control Delay (s)	8.3	0.4	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	980	7	0	1152	3	0	0	22	0	0	8
Future Volume (vph)	0	980	7	0	1152	3	0	0	22	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999							0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		306			333			450			317	
Travel Time (s)		7.0			7.6			10.2			7.2	
Confl. Peds. (#/hr)							15					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1089	8	0	1280	3	0	0	24	0	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1097	0	0	1283	0	0	0	24	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.9%	ICU Level of Service A	
Analysis Period (min)	15		

Remove Watermark Wondershare PDFelement

HCM Unsignalized Intersection Capacity Analysis
14: Washington Street/Washington St & 5S 10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	980	7	0	1152	3	0	0	22	0	0	8
Future Volume (Veh/h)	0	980	7	0	1152	3	0	0	22	0	0	8
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1089	8	0	1280	3	0	0	24	0	0	9
Pedestrians		15										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		1										
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		306			725							
pX, platoon unblocked	0.82			0.80			0.89	0.89	0.80	0.89	0.89	0.82
vC, conflicting volume	1283			1097			1748	2376	548	1826	2378	656
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	896			630			677	1378	0	764	1381	129
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	97	100	100	99
cM capacity (veh/h)	615			761			296	128	871	255	128	723

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	726	371	853	430	24	9
Volume Left	0	0	0	0	0	0
Volume Right	0	8	0	3	24	9
cSH	1700	1700	1700	1700	871	723
Volume to Capacity	0.43	0.22	0.50	0.25	0.03	0.01
Queue Length 95th (ft)	0	0	0	0	2	1
Control Delay (s)	0.0	0.0	0.0	0.0	9.3	10.0
Lane LOS					A	B
Approach Delay (s)	0.0		0.0		9.3	10.0
Approach LOS					A	B

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	41.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Remove Watermark
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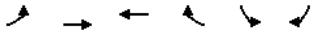

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	119	220	10	14	15
Future Volume (vph)	8	119	220	10	14	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.930	
Flt Protected		0.997			0.976	
Satd. Flow (prot)	0	1857	1852	0	1691	0
Flt Permitted		0.997			0.976	
Satd. Flow (perm)	0	1857	1852	0	1691	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		310	319		450	
Travel Time (s)		7.0	7.3		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	129	239	11	15	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	138	250	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	119	220	10	14	15
Future Vol, veh/h	8	119	220	10	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	129	239	11	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	392	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1316	-	-	-	612	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1316	-	-	-	608	794
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	692
HCM Lane V/C Ratio	0.007	-	-	-	0.046
HCM Control Delay (s)	7.8	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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HCM Unsignalized Intersection Capacity Analysis
17: Seneca Street & 5S 10/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	900	46	0	1150	15	0	0	11	0	0	88
Future Volume (Veh/h)	76	900	46	0	1150	15	0	0	11	0	0	88
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	92	1084	55	0	1386	18	0	0	13	0	0	106
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		639			392							
pX, platoon unblocked	0.79			0.82			0.88	0.88	0.82	0.88	0.88	0.79
vC, conflicting volume	1404			1084			1988	2700	570	2121	2663	702
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	980			657			922	1729	28	1072	1687	92
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			100			100	100	98	100	100	86
cM capacity (veh/h)	548			758			151	64	856	132	68	754

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	92	723	416	924	480	13	106
Volume Left	92	0	0	0	0	0	0
Volume Right	0	0	55	0	18	13	106
cSH	548	1700	1700	1700	1700	856	754
Volume to Capacity	0.17	0.43	0.24	0.54	0.28	0.02	0.14
Queue Length 95th (ft)	15	0	0	0	0	1	12
Control Delay (s)	12.9	0.0	0.0	0.0	0.0	9.3	10.6
Lane LOS	B					A	B
Approach Delay (s)	1.0			0.0		9.3	10.6
Approach LOS						A	B

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	44.4%	ICU Level of Service	A	
Analysis Period (min)	15			

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Lanes, Volumes, Timings
17: Seneca Street & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	900	46	0	1150	15	0	0	11	0	0	88
Future Volume (vph)	76	900	46	0	1150	15	0	0	11	0	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.998				0.865			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1752	3485	0	0	3532	0	0	0	1644	0	0	1644
Flt Permitted	0.950											
Satd. Flow (perm)	1752	3485	0	0	3532	0	0	0	1644	0	0	1644
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			392			423			252	
Travel Time (s)		7.6			8.9			9.6			5.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	0%	2%	2%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	92	1084	55	0	1386	18	0	0	13	0	0	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	1139	0	0	1404	0	0	0	13	0	0	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.4%	ICU Level of Service A	
Analysis Period (min)	15		

Lanes, Volumes, Timings
19: Seneca Street & La Fayette Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	116	4	7	175	15	4	3	4	14	3	62
Future Volume (vph)	15	116	4	7	175	15	4	3	4	14	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.990			0.951			0.894	
Flt Protected		0.995			0.998			0.982			0.991	
Satd. Flow (prot)	0	1846	0	0	1840	0	0	1740	0	0	1650	0
Flt Permitted		0.995			0.998			0.982			0.991	
Satd. Flow (perm)	0	1846	0	0	1840	0	0	1740	0	0	1650	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			216			181			423	
Travel Time (s)		7.3			4.9			4.1			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	126	4	8	190	16	4	3	4	15	3	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	214	0	0	11	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.7%	ICU Level of Service A	
Analysis Period (min)	15		

Remove Watermark
Wondershare PDFelement

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	116	4	7	175	15	4	3	4	14	3	62
Future Vol, veh/h	15	116	4	7	175	15	4	3	4	14	3	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	126	4	8	190	16	4	3	4	15	3	67

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	130	0	0	409	382	128	378	376	198
Stage 1	-	-	-	-	-	-	160	160	-	214	214	-
Stage 2	-	-	-	-	-	-	249	222	-	164	162	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1365	-	-	1455	-	-	553	551	922	580	555	843
Stage 1	-	-	-	-	-	-	842	766	-	788	725	-
Stage 2	-	-	-	-	-	-	755	720	-	838	764	-
Platoon blocked, %			-			-						
Mov Cap-1 Maneuver	1365	-	-	1455	-	-	499	541	922	566	544	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	541	-	566	544	-
Stage 1	-	-	-	-	-	-	831	756	-	778	721	-
Stage 2	-	-	-	-	-	-	687	716	-	820	754	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	11	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1365	-	-	1455	-	-	761
HCM Lane V/C Ratio	0.019	0.012	-	-	0.005	-	-	0.113
HCM Control Delay (s)	11	7.7	0	-	7.5	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	778	170	164	932	7	45	162	51	41	506	35
Future Volume (vph)	38	778	170	164	932	7	45	162	51	41	506	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.973			0.999			0.964			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3478	0	1770	3502	0	1770	1659	0	1770	3472	0
Flt Permitted	0.175			0.164			0.214			0.443		
Satd. Flow (perm)	326	3478	0	305	3502	0	399	1659	0	825	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			1			16			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		392			616			464			307	
Travel Time (s)		8.9			14.0			10.5			7.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	1%	1%	2%	3%	2%	2%	13%	2%	2%	3%	2%
Adj. Flow (vph)	44	905	198	191	1084	8	52	188	59	48	588	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1103	0	191	1092	0	52	247	0	48	629	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
20: Genesee St & 5S

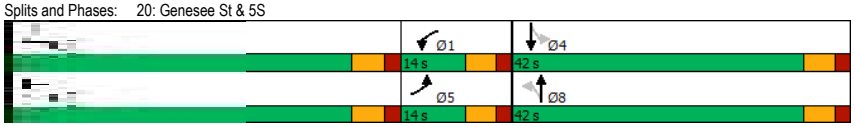
10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	49.0		14.0	49.0		42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	46.7%		13.3%	46.7%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	8.0	43.0		8.0	43.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	60.4	52.2		66.1	59.5		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.58	0.50		0.63	0.57		0.24	0.24		0.24	0.24	
v/c Ratio	0.15	0.63		0.58	0.55		0.55	0.61		0.24	0.76	
Control Delay	3.9	9.7		29.1	18.0		56.1	39.1		33.8	42.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.9	9.7		29.1	18.0		56.1	39.1		33.8	42.6	
LOS	A	A		C	B		E	D		C	D	
Approach Delay		9.4			19.6			42.1			42.0	
Approach LOS		A			B			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 32 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 22.6 Intersection LOS: C
Intersection Capacity Utilization 76.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 20: Genesee St & 5S



Queues
20: Genesee St & 5S

10/09/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	1103	191	1092	52	247	48	629
v/c Ratio	0.15	0.63	0.58	0.55	0.55	0.61	0.24	0.76
Control Delay	3.9	9.7	29.1	18.0	56.1	39.1	33.8	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	9.7	29.1	18.0	56.1	39.1	33.8	42.6
Queue Length 50th (ft)	5	171	46	258	31	139	26	206
Queue Length 95th (ft)	m5	107	#88	350	66	191	53	232
Internal Link Dist (ft)		312		536		384		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	299	1743	329	1983	136	579	282	1195
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.63	0.58	0.55	0.38	0.43	0.17	0.53

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

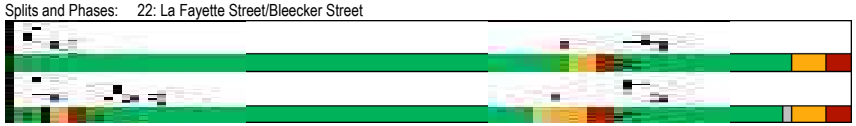
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	22	103	36	29	82	9	19	180	21	84	502	93
Future Volume (vph)	22	103	36	29	82	9	19	180	21	84	502	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.970			0.990			0.986			0.979	
Flt Protected		0.993			0.988			0.996			0.994	
Satd. Flow (prot)	0	1794	0	0	1822	0	0	3476	0	0	3444	0
Flt Permitted		0.940			0.886			0.869			0.869	
Satd. Flow (perm)	0	1698	0	0	1634	0	0	3033	0	0	3011	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			4			18			38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			304			420			464	
Travel Time (s)		4.9			6.9			9.5			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	112	39	32	89	10	21	196	23	91	546	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	131	0	0	240	0	0	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8			6			2		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		9.0	23.0	
Total Split (s)	28.0	28.0		27.0	27.0		58.0	58.0		9.0	69.0	
Total Split (%)	28.9%	28.9%		27.8%	27.8%		59.8%	59.8%		9.3%	71.1%	
Maximum Green (s)	21.0	21.0		20.0	20.0		51.0	51.0		4.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		21.0			21.0			53.0			64.0	
Actuated g/C Ratio		0.22			0.22			0.55			0.66	
v/c Ratio		0.46			0.37			0.14			0.37	
Control Delay		35.0			34.9			10.3			7.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.0			34.9			10.3			7.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		C			C			B			A	
Approach Delay		35.0			34.9			10.3			7.4	
Approach LOS		C			C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97			
Actuated Cycle Length: 97			
Offset: 33 (34%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 22: La Fayette Street/Bleecker Street



Remove Watermark
Wondershare PDFelement

Queues
22: La Fayette Street/Bleecker Street

10/09/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	175	131	240	738
v/c Ratio	0.46	0.37	0.14	0.37
Control Delay	35.0	34.9	10.3	7.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.0	34.9	10.3	7.4
Queue Length 50th (ft)	87	67	33	86
Queue Length 95th (ft)	152	122	52	115
Internal Link Dist (ft)	136	224	340	384
Turn Bay Length (ft)				
Base Capacity (vph)	378	356	1665	2017
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.46	0.37	0.14	0.37

Intersection Summary

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	39	130	28	11	47	21	27	170	23	99	386	85
Future Volume (vph)	39	130	28	11	47	21	27	170	23	99	386	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.981			0.964			0.984			0.978	
Flt Protected		0.990			0.993			0.994			0.991	
Satd. Flow (prot)	0	1809	0	0	1783	0	0	3462	0	0	3430	0
Flt Permitted		0.916			0.940			0.844			0.768	
Satd. Flow (perm)	0	1674	0	0	1688	0	0	2939	0	0	2658	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			18			19			39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			274			195			420	
Travel Time (s)		15.1			6.2			4.4			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	141	30	12	51	23	29	185	25	108	420	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	86	0	0	239	0	0	620	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		custom	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			5		
Minimum Split (s)	14.0	14.0		14.0	14.0		23.5	23.5		23.5	23.5	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		11.0	67.0	
Total Split (%)	30.2%	30.2%		30.2%	30.2%		58.3%	58.3%		11.5%	69.8%	
Maximum Green (s)	22.0	22.0		22.0	22.0		49.0	49.0		5.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.0			22.0			49.0			60.0	
Actuated g/C Ratio		0.23			0.23			0.51			0.62	
v/c Ratio		0.55			0.21			0.16			0.37	
Control Delay		37.5			25.6			7.5			8.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.5			25.6			7.5			8.9	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		37.5			25.6			7.5			8.9	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 96			
Offset: 14 (15%), Referenced to phase 2:SWT and 6:NETL, Start of Yellow			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 23: Columbia Street/Elizabeth Street



Queues
23: Columbia Street/Elizabeth Street

10/09/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	213	86	239	620
v/c Ratio	0.55	0.21	0.16	0.37
Control Delay	37.5	25.6	7.5	8.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.5	25.6	7.5	8.9
Queue Length 50th (ft)	111	33	35	82
Queue Length 95th (ft)	185	74	56	114
Internal Link Dist (ft)	584	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	389	400	1509	1675
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.21	0.16	0.37

Intersection Summary

Remove Watermark Wondershare PDFelement

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Future Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.959										
Flt Protected				0.950						0.950	0.961	
Satd. Flow (prot)	0	3394	0	1770	1863	0	0	0	0	1681	1701	0
Flt Permitted				0.676						0.950	0.961	
Satd. Flow (perm)	0	3394	0	1259	1863	0	0	0	0	1681	1701	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			169			195			367	
Travel Time (s)		7.8			3.8			4.4			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	87	33	29	85	0	0	0	0	579	59	0
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	0	120	0	29	85	0	0	0	0	318	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1						4	
Permitted Phases				1						4		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		9.0		9.0	9.0					26.0	26.0	
Total Split (s)		20.0		20.0	20.0					60.0	60.0	
Total Split (%)		25.0%		25.0%	25.0%					75.0%	75.0%	
Maximum Green (s)		15.0		15.0	15.0					55.0	55.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					14.0	14.0	
Pedestrian Calls (#/hr)		25		25	25					25	25	
Act Effct Green (s)		8.3		8.3	8.3					12.1	12.1	
Actuated g/C Ratio		0.29		0.29	0.29					0.42	0.42	
v/c Ratio		0.12		0.08	0.16					0.45	0.45	
Control Delay		7.7		10.2	10.4					9.9	9.9	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		7.7		10.2	10.4					9.9	9.9	
LOS		A		B	B					A	A	
Approach Delay		7.7			10.4						9.9	
Approach LOS		A			B						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 28.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Broad St & Genesee St SB Off-Ramp



Remove Watermark Wondershare PDFelement

Queues

24: Broad St & Genesee St SB Off-Ramp 10/09/2018

Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	120	29	85	318	320
v/c Ratio	0.12	0.08	0.16	0.45	0.45
Control Delay	7.7	10.2	10.4	9.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	10.2	10.4	9.9	9.9
Queue Length 50th (ft)	4	3	9	27	27
Queue Length 95th (ft)	20	17	37	132	132
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	2128	784	1161	1681	1701
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.04	0.07	0.19	0.19

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Future Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.986			0.995			0.989	
Flt Protected					0.969			0.999			0.990	
Satd. Flow (prot)	0	0	0	0	1780	0	0	3518	0	0	3465	0
Flt Permitted					0.969			0.951			0.825	
Satd. Flow (perm)	0	0	0	0	1780	0	0	3349	0	0	2888	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			7			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	18	7	3	3	211	8	92	325	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	28	0	0	222	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases				4			2			2		
Minimum Split (s)				28.0	28.0		28.0	28.0		28.0	28.0	
Total Split (s)				30.0	30.0		80.0	80.0		80.0	80.0	
Total Split (%)				27.3%	27.3%		72.7%	72.7%		72.7%	72.7%	
Maximum Green (s)				24.0	24.0		74.0	74.0		74.0	74.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					24.0			74.0			74.0	
Actuated g/C Ratio					0.22			0.67			0.67	
v/c Ratio					0.07			0.10			0.23	
Control Delay					32.1			6.2			7.1	
Queue Delay					0.0			0.0			0.0	
Total Delay					32.1			6.2			7.1	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
LOS					C			A			A	
Approach Delay					32.1			6.2			7.1	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NESW and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.23			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 25: Blandina Street & Genesee Street



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Queues

25: Blandina Street & Genesee Street 10/11/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	28	222	450
v/c Ratio	0.07	0.10	0.23
Control Delay	32.1	6.2	7.1
Queue Delay	0.0	0.0	0.0
Total Delay	32.1	6.2	7.1
Queue Length 50th (ft)	14	25	56
Queue Length 95th (ft)	39	38	77
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	390	2255	1948
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.10	0.23

Intersection Summary

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Wondershare PDFelement

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	208	18	23	280
Future Volume (vph)	0	0	208	18	23	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.988			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3497	0	0	3525
Flt Permitted						0.921
Satd. Flow (perm)	0	0	3497	0	0	3260
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	226	20	25	304
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	246	0	0	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2
Switch Phase						
Minimum Initial (s)			5.0		5.0	5.0

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Minimum Split (s)			23.0		21.0	21.0
Total Split (s)			82.0		82.0	82.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			77.0		77.0	77.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			None		None	None
Walk Time (s)			5.0		5.0	5.0
Flash Dont Walk (s)			11.0		11.0	11.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			9.3			9.4
Actuated g/C Ratio			0.83			0.84
v/c Ratio			0.08			0.12
Control Delay			0.2			0.3
Queue Delay			0.0			0.0
Total Delay			0.2			0.3
LOS			A			A
Approach Delay			0.2			0.3
Approach LOS			A			A

Intersection Summary	
Area Type:	Other
Cycle Length: 82	
Actuated Cycle Length: 11.2	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.12	
Intersection Signal Delay: 0.2	Intersection LOS: A
Intersection Capacity Utilization 23.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 26: Genesee St & Bank Place



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Queues
26: Genesee St & Bank Place

10/09/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	246	329
v/c Ratio	0.08	0.12
Control Delay	0.2	0.3
Queue Delay	0.0	0.0
Total Delay	0.2	0.3
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3497	3260
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.10

Intersection Summary

Lanes, Volumes, Timings
27: Genesee St & Hopper St/Court Street

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	319	81	1	180	26	47	262	23	6	246	33
Future Volume (vph)	4	319	81	1	180	26	47	262	23	6	246	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.970			0.981			0.990			0.983	
Flt Protected								0.993			0.999	
Satd. Flow (prot)	0	3433	0	0	3472	0	0	3479	0	0	3476	0
Flt Permitted		0.952			0.953			0.859			0.947	
Satd. Flow (perm)	0	3268	0	0	3309	0	0	3010	0	0	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			14			14			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		231			224			440			483	
Travel Time (s)		5.3			5.1			10.0			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	347	88	1	196	28	51	285	25	7	267	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	439	0	0	225	0	0	361	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Minimum Split (s)	11.0	11.0		11.0	11.0		55.0	55.0		55.0	55.0	
Total Split (s)	33.0	33.0		33.0	33.0		75.0	75.0		75.0	75.0	
Total Split (%)	30.6%	30.6%		30.6%	30.6%		69.4%	69.4%		69.4%	69.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.0			27.0			69.0			69.0	
Actuated g/C Ratio		0.25			0.25			0.64			0.64	
v/c Ratio		0.52			0.27			0.19			0.15	
Control Delay		35.3			31.5			7.9			7.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.3			31.5			7.9			7.3	

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Lanes, Volumes, Timings
27: Genesee St & Hopper St/Court Street

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		35.3			31.5			7.9			7.3	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 108			
Actuated Cycle Length: 108			
Offset: 31.5 (29%), Referenced to phase 2:NWSE and 6:, Start of Yellow			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues
27: Genesee St & Hopper St/Court Street

10/09/2018

Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	439	225	361	310
v/c Ratio	0.52	0.27	0.19	0.15
Control Delay	35.3	31.5	7.9	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.3	31.5	7.9	7.3
Queue Length 50th (ft)	130	61	47	37
Queue Length 95th (ft)	181	95	67	55
Internal Link Dist (ft)	151	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	837	837	1928	2114
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.19	0.15

Intersection Summary

Remove Watermark
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	21	68	0	21	95	177	154	8	18	59
Future Volume (vph)	4	0	21	68	0	21	95	177	154	8	18	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.885			0.968			0.946			0.897	
Flt Protected		0.993			0.963			0.989			0.995	
Satd. Flow (prot)	0	1637	0	0	1736	0	0	3311	0	0	3159	0
Flt Permitted		0.993			0.963			0.989			0.995	
Satd. Flow (perm)	0	1637	0	0	1736	0	0	3311	0	0	3159	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			229			138			148	
Travel Time (s)		5.7			5.2			3.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	23	74	0	23	103	192	167	9	20	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	97	0	0	462	0	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	21	68	0	21	95	177	154	8	18	59
Future Vol, veh/h	4	0	21	68	0	21	95	177	154	8	18	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	23	74	0	23	103	192	167	9	20	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	372	635	42	510	584	180	84	0	0	359	0	0
Stage 1	70	70	-	482	482	-	-	-	-	-	-	-
Stage 2	302	565	-	28	102	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	560	394	1019	446	422	832	1511	-	-	1196	-	-
Stage 1	932	836	-	534	552	-	-	-	-	-	-	-
Stage 2	682	506	-	985	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	505	357	1019	405	382	832	1511	-	-	1196	-	-
Mov Cap-2 Maneuver	505	357	-	405	382	-	-	-	-	-	-	-
Stage 1	851	829	-	488	504	-	-	-	-	-	-	-
Stage 2	606	462	-	955	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	14.9	1.8	0.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1511	-	-	876	461	1196	-	-
HCM Lane V/C Ratio	0.068	-	-	0.031	0.21	0.007	-	-
HCM Control Delay (s)	7.6	0.2	-	9.2	14.9	8	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.8	0	-	-

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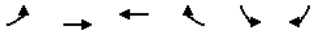

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	24	2	29	8	1
Future Volume (vph)	1	24	2	29	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.859		0.986	
Flt Protected		0.998			0.957	
Satd. Flow (prot)	0	1859	3040	0	1758	0
Flt Permitted		0.998			0.957	
Satd. Flow (perm)	0	1859	3040	0	1758	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		194	228		225	
Travel Time (s)		4.4	5.2		5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	26	2	32	9	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	34	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	24	2	29	8	1
Future Vol, veh/h	1	24	2	29	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	26	2	32	9	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	46	17
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1577	-	-	-	961	1058
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	960	1058
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	970
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	10	217	37	28	75
Future Volume (vph)	13	10	217	37	28	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.941		0.978			
Flt Protected	0.973					0.987
Satd. Flow (prot)	1706	0	3461	0	0	1839
Flt Permitted	0.973					0.987
Satd. Flow (perm)	1706	0	3461	0	0	1839
Link Speed (mph)	30		30			30
Link Distance (ft)	224		564			314
Travel Time (s)	5.1		12.8			7.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	11	236	40	30	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	276	0	0	112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	10	217	37	28	75
Future Vol, veh/h	13	10	217	37	28	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	11	236	40	30	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	398	138	0	0	276	0
Stage 1	256	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	593	886	-	-	1285	-
Stage 1	764	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	886	-	-	1285	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	682	1285	-
HCM Lane V/C Ratio	-	-	0.037	0.024	-
HCM Control Delay (s)	-	-	10.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	0	130	0	119	41
Future Volume (vph)	67	0	130	0	119	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965	
Flt Protected	0.950			0.950		
Satd. Flow (prot)	1770	0	0	1770	1798	0
Flt Permitted	0.950			0.950		
Satd. Flow (perm)	1770	0	0	1770	1798	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			184	262	
Travel Time (s)	3.1			4.2	6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	0	141	0	129	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	141	174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	0	130	0	119	41
Future Vol, veh/h	67	0	130	0	119	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	0	141	0	129	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	434	152	174	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	579	894	1403	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	521	894	1403	-	-	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	7.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1403	-	521	-	-
HCM Lane V/C Ratio	0.101	-	0.14	-	-
HCM Control Delay (s)	7.9	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	2	6	0	0	32
Future Volume (vph)	12	2	6	0	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.982				0.850	
Flt Protected	0.958			0.950		
Satd. Flow (prot)	1752	0	0	1770	3008	0
Flt Permitted	0.958			0.950		
Satd. Flow (perm)	1752	0	0	1770	3008	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	238			633	260	
Travel Time (s)	5.4			14.4	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	2	7	0	0	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	7	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	2	6	0	0	32
Future Vol, veh/h	12	2	6	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	2	7	0	0	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	32	18	35	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	980	1056	1575	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	976	1056	1575	-	-	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1575	-	987	-	-
HCM Lane V/C Ratio	0.004	-	0.015	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Remove Watermark Wondershare PDFelement

Future Build PM Synchro Reports

Remove Watermark Wondershare PDFelement

Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	345	0	0	752	33	239
Future Volume (vph)	345	0	0	752	33	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						260
Link Speed (mph)	30			30	30	
Link Distance (ft)	291			382	537	
Travel Time (s)	6.6			8.7	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	0	0	817	36	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	0	817	36	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	5	3	8
Permitted Phases						
Detector Phase	2		1	5	3	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Split (s)	23.5		8.0	23.5	20.0	20.0
Total Split (s)	41.0		8.0	49.0	21.0	21.0
Total Split (%)	58.6%		11.4%	70.0%	30.0%	30.0%
Maximum Green (s)	33.5		5.0	41.5	18.0	18.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	None	None	None
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	38.2			38.2	6.6	6.6
Actuated g/C Ratio	0.69			0.69	0.12	0.12
v/c Ratio	0.15			0.64	0.09	0.47
Control Delay	3.3			7.8	21.3	6.7
Queue Delay	0.0			0.4	0.0	0.0
Total Delay	3.3			8.2	21.3	6.7
LOS	A			A	C	A
Approach Delay	3.3			8.2	8.5	
Approach LOS	A			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 55.3			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NB Off-Ramp & Court Street



Remove Watermark
Wondershare PDFelement

Queues
1: NB Off-Ramp & Court Street

10/09/2018

Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	375	817	36	260
v/c Ratio	0.15	0.64	0.09	0.47
Control Delay	3.3	7.8	21.3	6.7
Queue Delay	0.0	0.4	0.0	0.0
Total Delay	3.3	8.2	21.3	6.7
Queue Length 50th (ft)	15	106	5	0
Queue Length 95th (ft)	32	230	17	30
Internal Link Dist (ft)	211	302	457	
Turn Bay Length (ft)				
Base Capacity (vph)	2441	1443	1127	1089
Starvation Cap Reductn	0	217	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.67	0.03	0.24

Intersection Summary

Lanes, Volumes, Timings
2: State Street & EB Off-Ramp

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	414	17	214	0	0	0	0	516	121	146	4	0
Future Volume (vph)	414	17	214	0	0	0	0	516	121	146	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955							0.850			
Flt Protected		0.969									0.953	
Satd. Flow (prot)	0	1736	0	0	0	0	0	1881	1583	0	1726	0
Flt Permitted		0.969									0.240	
Satd. Flow (perm)	0	1736	0	0	0	0	0	1881	1583	0	435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54							132			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			148			273	
Travel Time (s)		3.7			4.9			3.4			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	2%	5%	0%	0%
Adj. Flow (vph)	450	18	233	0	0	0	0	561	132	159	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	701	0	0	0	0	0	561	132	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	31.0	31.0						29.0	29.0	29.0	29.0	
Total Split (%)	51.7%	51.7%						48.3%	48.3%	48.3%	48.3%	
Maximum Green (s)	26.5	26.5						24.5	24.5	24.5	24.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		26.5						24.5	24.5		24.5	
Actuated g/C Ratio		0.44						0.41	0.41		0.41	
v/c Ratio		0.88						0.73	0.18		0.92	
Control Delay		29.8						22.1	3.3		74.1	

Remove Watermark
Wondershare PDFelement

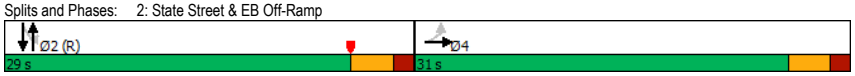
Lanes, Volumes, Timings
2: State Street & EB Off-Ramp

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						12.8	0.0		0.0	
Total Delay		29.8						34.8	3.3		74.1	
LOS		C						C	A		E	
Approach Delay		29.8						28.8			74.1	
Approach LOS		C						C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: State Street & EB Off-Ramp



Queues
2: State Street & EB Off-Ramp

10/09/2018

Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	701	561	132	163
v/c Ratio	0.88	0.73	0.18	0.92
Control Delay	29.8	22.1	3.3	74.1
Queue Delay	0.0	12.8	0.0	0.0
Total Delay	29.8	34.8	3.3	74.1
Queue Length 50th (ft)	204	164	0	53
Queue Length 95th (ft)	#408	#277	26	#159
Internal Link Dist (ft)	81	68		193
Turn Bay Length (ft)				
Base Capacity (vph)	796	768	724	177
Starvation Cap Reductn	0	190	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.97	0.18	0.92

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Future Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.926			0.955			0.999			0.992	
Flt Protected		0.978			0.976		0.950					
Satd. Flow (prot)	0	1721	0	0	1736	0	1805	1879	0	1863	1885	0
Flt Permitted		0.887			0.941		0.157					
Satd. Flow (perm)	0	1561	0	0	1674	0	298	1879	0	1863	1885	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76			2			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		187			199			329			151	
Travel Time (s)		4.3			4.5			7.5			3.4	
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	1%	2%	2%	0%	0%
Adj. Flow (vph)	63	0	76	3	1	2	18	599	5	0	485	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	6	0	18	604	0	0	511	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		45.0			45.0		25.5	25.5			25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32			0.32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.15			0.01		0.19	1.01			0.85	
Control Delay		4.6			6.8		26.0	68.4			40.6	
Queue Delay		0.0			0.0		0.0	33.0			51.3	
Total Delay		4.6			6.8		26.0	101.4			91.9	
LOS		A			A		C	F			F	
Approach Delay		4.6			6.8			99.2			91.9	
Approach LOS		A			A			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 85.6		Intersection LOS: F	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: State Street & LaFayette



Remove Watermark Wondershare PDFelement

Queues
3: State Street & LaFayette

10/10/2018



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	139	6	18	604	511
v/c Ratio	0.15	0.01	0.19	1.01	0.85
Control Delay	4.6	6.8	26.0	68.4	40.6
Queue Delay	0.0	0.0	0.0	33.0	51.3
Total Delay	4.6	6.8	26.0	101.4	91.9
Queue Length 50th (ft)	13	1	6	~303	234
Queue Length 95th (ft)	38	6	24	#511	#396
Internal Link Dist (ft)	107	119		249	71
Turn Bay Length (ft)			123		
Base Capacity (vph)	911	942	94	599	603
Starvation Cap Reductn	0	0	0	124	167
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.01	0.19	1.27	1.17

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
4: State Street & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	108	55	86	115	38	67	346	42	92	399	38
Future Volume (vph)	87	108	55	86	115	38	67	346	42	92	399	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.979			0.984			0.987	
Flt Protected		0.983			0.982		0.950			0.950		
Satd. Flow (prot)	0	1579	0	0	1590	0	1770	1833	0	1805	1858	0
Flt Permitted		0.793			0.782		0.356			0.409		
Satd. Flow (perm)	0	1274	0	0	1266	0	663	1833	0	777	1858	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			25			14			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			708			317			329	
Travel Time (s)		7.0			16.1			7.2			7.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	3%	3%	0%	7%	0%	2%	2%	2%	0%	1%	0%
Parking (#/hr)		0			0							
Adj. Flow (vph)	104	129	65	102	137	45	80	412	50	110	475	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	0	0	284	0	80	462	0	110	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Remove Watermark
Wondershare PDFelement

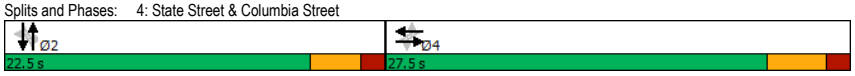
Lanes, Volumes, Timings
4: State Street & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		15.0			15.0		22.3	22.3		22.3	22.3	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.69			0.68		0.25	0.53		0.30	0.58	
Control Delay		20.7			20.8		12.3	12.6		12.6	13.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.6	
Total Delay		20.7			20.8		12.3	12.6		12.6	14.3	
LOS		C			C		B	B		B	B	
Approach Delay		20.7			20.8			12.6			14.0	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 46.9			
Natural Cycle: 45			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: State State & Columbia Street



Queues
4: State Street & Columbia Street

10/09/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	298	284	80	462	110	520
v/c Ratio	0.69	0.68	0.25	0.53	0.30	0.58
Control Delay	20.7	20.8	12.3	12.6	12.6	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	20.7	20.8	12.3	12.6	12.6	14.3
Queue Length 50th (ft)	58	58	12	78	17	93
Queue Length 95th (ft)	109	106	41	169	52	196
Internal Link Dist (ft)	230	628		237		249
Turn Bay Length (ft)					114	
Base Capacity (vph)	638	629	315	879	369	889
Starvation Cap Reductn	0	0	0	0	0	118
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.45	0.25	0.53	0.30	0.67

Intersection Summary

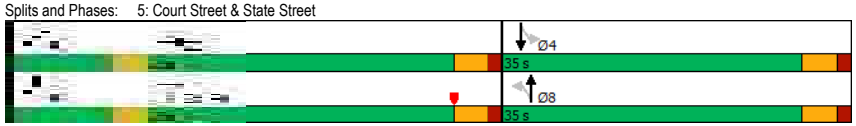
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Future Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.974			0.985			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3356	0	1805	3487	0	1805	1846	0	1770	1745	0
Flt Permitted	0.326			0.460			0.173			0.571		
Satd. Flow (perm)	607	3356	0	874	3487	0	329	1846	0	1064	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91			34			7			69	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			720			284			626	
Travel Time (s)		8.7			16.4			6.5			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	234	362	158	52	458	98	86	194	22	66	264	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	520	0	52	556	0	86	216	0	66	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	45.2	38.2		39.1	31.4		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.46	0.37		0.35	0.35		0.35	0.35	
v/c Ratio	0.52	0.33		0.11	0.42		0.74	0.33		0.18	0.82	
Control Delay	14.7	14.0		10.1	20.1		63.9	21.2		20.6	34.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.7	14.0		10.1	20.1		63.9	21.2		20.6	34.1	
LOS	B	B		B	C		E	C		C	C	
Approach Delay		14.2			19.2			33.4			32.7	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 61 (72%), Referenced to phase 6:WBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Court Street & State Street



Remove Watermark Wondershare PDFelement

Queues
5: Court Street & State Street

10/09/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	234	520	52	556	86	216	66	543
v/c Ratio	0.52	0.33	0.11	0.42	0.74	0.33	0.18	0.82
Control Delay	14.7	14.0	10.1	20.1	63.9	21.2	20.6	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	14.0	10.1	20.1	63.9	21.2	20.6	34.1
Queue Length 50th (ft)	62	80	12	108	40	80	24	230
Queue Length 95th (ft)	103	123	28	152	#123	137	54	#406
Internal Link Dist (ft)		302		640		204		546
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	460	1559	545	1311	116	656	375	660
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.33	0.10	0.42	0.74	0.33	0.18	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
6: Cornelia St & 5S

10/09/2018

Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2	NER	NER2
Lane Configurations												
Traffic Volume (vph)	846	31	1150	2	142	16	164	0	16	186	266	7
Future Volume (vph)	846	31	1150	2	142	16	164	0	16	186	266	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)				0	0		0		0		0	
Storage Lanes				0	0		0		0		1	
Taper Length (ft)					25							
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					0.931		0.865			0.865	
Flt Protected						0.978						
Satd. Flow (prot)	3489	0	3539	0	0	1730	0	1614	0	0	1591	0
Flt Permitted						0.593						
Satd. Flow (perm)	3489	0	3539	0	0	1049	0	1614	0	0	1591	0
Right Turn on Red		No		Yes			No			Yes		No
Satd. Flow (RTOR)								106				
Link Speed (mph)	30		30			30		30				
Link Distance (ft)	284		699			218		334				
Travel Time (s)	6.5		15.9			5.0		7.6				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	0%	0%	0%	0%	0%	0%	2%	3%	14%
Adj. Flow (vph)	940	34	1278	2	158	18	182	0	18	207	296	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	974	0	1280	0	0	358	0	225	0	0	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right	Right
Median Width(ft)	12		12			0		0				
Link Offset(ft)	0		0			0		0				
Crosswalk Width(ft)	16		16			16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9	9
Number of Detectors	2		2		1	2		2			1	
Detector Template	Thru		Thru		Left	Thru		Thru			Right	
Leading Detector (ft)	100		100		20	100		100			20	
Trailing Detector (ft)	0		0		0	0		0			0	
Detector 1 Position(ft)	0		0		0	0		0			0	
Detector 1 Size(ft)	6		6		20	6		6			20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0			0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0			0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0			0.0	
Detector 2 Position(ft)	94		94			94		94				
Detector 2 Size(ft)	6		6			6		6				
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0			0.0		0.0				
Turn Type	NA		NA		Perm	NA		NA			Prot	
Protected Phases	2		6			4		8			1	

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Lanes, Volumes, Timings
6: Cornelia St & 5S

10/09/2018

Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2	NER	NER2
Permitted Phases					4							
Detector Phase	2		6		4	4		8			1	
Switch Phase												
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0			6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0			11.0	
Total Split (s)	51.0		85.0		25.0	25.0		25.0			34.0	
Total Split (%)	46.4%		77.3%		22.7%	22.7%		22.7%			30.9%	
Maximum Green (s)	46.0		80.0		20.0	20.0		20.0			29.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5			3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5			1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0			0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0			5.0	
Lead/Lag	Lag										Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0		2.0		2.0	2.0		2.0			2.0	
Recall Mode	C-Min		C-Min		None	None		None			None	
Act Effct Green (s)	40.4		69.9			30.1		30.1			24.5	
Actuated g/C Ratio	0.37		0.64			0.27		0.27			0.22	
v/c Ratio	0.76		0.57			1.25		0.43			0.86	
Control Delay	34.8		9.2			173.3		21.9			63.8	
Queue Delay	0.0		0.0			3.0		0.0			0.0	
Total Delay	34.8		9.2			176.3		21.9			63.8	
LOS	C		A			F		C			E	
Approach Delay	34.8		9.2			176.3		21.9				
Approach LOS	C		A			F		C				

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 89.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Cornelia St & 5S



Queues
6: Cornelia St & 5S

10/09/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	974	1280	358	225	304
v/c Ratio	0.76	0.57	1.25	0.43	0.86
Control Delay	34.8	9.2	173.3	21.9	63.8
Queue Delay	0.0	0.0	3.0	0.0	0.0
Total Delay	34.8	9.2	176.3	21.9	63.8
Queue Length 50th (ft)	316	43	~319	66	205
Queue Length 95th (ft)	366	221	#561	156	#300
Internal Link Dist (ft)	204	619	138	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1459	2573	287	518	419
Starvation Cap Reductn	0	76	58	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.51	1.56	0.43	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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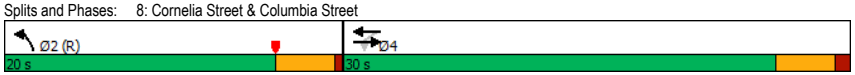
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	224	19	35	191	34	161
Future Volume (vph)	224	19	35	191	34	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989				0.889	
Flt Protected				0.992	0.991	
Satd. Flow (prot)	1812	0	0	1783	1665	0
Flt Permitted				0.918	0.991	
Satd. Flow (perm)	1812	0	0	1650	1665	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12				212	
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			616	222	
Travel Time (s)	16.1			14.0	5.0	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	4%	0%	4%	6%	3%	0%
Adj. Flow (vph)	295	25	46	251	45	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	0	297	257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			4	2	
Permitted Phases			4			
Minimum Split (s)	20.5		20.5	20.5	20.0	
Total Split (s)	30.0		30.0	30.0	20.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Maximum Green (s)	25.5		25.5	25.5	16.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	0.5	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	25.5			25.5	16.0	
Actuated g/C Ratio	0.51			0.51	0.32	
v/c Ratio	0.34			0.35	0.38	
Control Delay	8.3			8.8	5.5	
Queue Delay	0.0			0.0	0.4	

Lanes, Volumes, Timings
8: Cornelia Street & Columbia Street 10/09/2018

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Delay	8.3			8.8	5.9	
LOS	A			A	A	
Approach Delay	8.3			8.8	5.9	
Approach LOS	A			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 26 (52%), Referenced to phase 2:NBL and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Cornelia Street & Columbia Street



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Queues
8: Cornelia Street & Columbia Street

10/09/2018

Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	320	297	257
v/c Ratio	0.34	0.35	0.38
Control Delay	8.3	8.8	5.5
Queue Delay	0.0	0.0	0.4
Total Delay	8.3	8.8	5.9
Queue Length 50th (ft)	48	47	9
Queue Length 95th (ft)	71	70	33
Internal Link Dist (ft)	628	536	142
Turn Bay Length (ft)			
Base Capacity (vph)	930	841	676
Starvation Cap Reductn	0	0	141
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.35	0.48

Intersection Summary

Lanes, Volumes, Timings
9: Cornelia Street & Court Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	357	20	12	460	29	40	25	14	38	31	58
Future Volume (vph)	24	357	20	12	460	29	40	25	14	38	31	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.991			0.947			0.902	
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	3524	0	0	3541	0	1805	1799	0	1752	1714	0
Flt Permitted		0.904			0.941		0.690			0.728		
Satd. Flow (perm)	0	3195	0	0	3336	0	1311	1799	0	1343	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			10			16			67	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			199			282			715	
Travel Time (s)		16.4			4.5			6.4			16.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	9%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	28	415	23	14	535	34	47	29	16	44	36	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	466	0	0	583	0	47	45	0	44	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.39			0.47		0.07	0.05		0.06	0.11	
Control Delay		17.1			18.0		9.2	6.6		9.2	4.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

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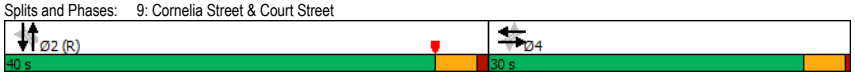
Lanes, Volumes, Timings
9: Cornelia Street & Court Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.1			18.0		9.2	6.6		9.2	4.4	
LOS		B			B		A	A		A	A	
Approach Delay		17.1			18.0			7.9			5.9	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Cornelia Street & Court Street



Queues
9: Cornelia Street & Court Street

10/09/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	466	583	47	45	44	103
v/c Ratio	0.39	0.47	0.07	0.05	0.06	0.11
Control Delay	17.1	18.0	9.2	6.6	9.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	18.0	9.2	6.6	9.2	4.4
Queue Length 50th (ft)	74	96	10	6	9	7
Queue Length 95th (ft)	105	131	24	19	23	27
Internal Link Dist (ft)	640	119		202		635
Turn Bay Length (ft)						
Base Capacity (vph)	1191	1245	664	920	681	902
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.47	0.07	0.05	0.06	0.11

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1210	19	83	940	0	152	19	27	31	32	37
Future Volume (vph)	31	1210	19	83	940	0	152	19	27	31	32	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.912			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3532	0	1770	3539	0	1770	1699	0	1770	1714	0
Flt Permitted	0.208			0.120			0.386			0.724		
Satd. Flow (perm)	387	3532	0	224	3539	0	719	1699	0	1349	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2						30			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		699			306			449			508	
Travel Time (s)		15.9			7.0			10.2			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	34	1344	21	92	1044	0	169	21	30	34	36	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1365	0	92	1044	0	169	51	0	34	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	68.0		11.0	68.0		18.0	31.0		13.0	13.0	
Total Split (%)	10.0%	61.8%		10.0%	61.8%		16.4%	28.2%		11.8%	11.8%	
Maximum Green (s)	6.0	63.0		6.0	63.0		13.0	26.0		8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	76.1	67.9		71.3	66.1		22.9	22.9		7.2	7.2	
Actuated g/C Ratio	0.69	0.62		0.65	0.60		0.21	0.21		0.07	0.07	
v/c Ratio	0.09	0.63		0.39	0.49		0.62	0.14		0.39	0.52	
Control Delay	4.2	7.6		20.2	26.9		47.2	17.9		62.0	39.7	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.2	7.7		20.2	26.9		47.2	17.9		62.0	39.7	
LOS	A	A		C	C		D	B		E	D	
Approach Delay		7.6			26.4			40.4			46.5	
Approach LOS		A			C			D			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 7 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.63		
Intersection Signal Delay: 19.1		Intersection LOS: B
Intersection Capacity Utilization 66.6%		ICU Level of Service C
Analysis Period (min) 15		

Splits and Phases: 10: Broadway & 5S



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Queues
10: Broadway & 5S

10/09/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	1365	92	1044	169	51	34	77
v/c Ratio	0.09	0.63	0.39	0.49	0.62	0.14	0.39	0.52
Control Delay	4.2	7.6	20.2	26.9	47.2	17.9	62.0	39.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.2	7.7	20.2	26.9	47.2	17.9	62.0	39.7
Queue Length 50th (ft)	3	89	37	332	101	11	23	25
Queue Length 95th (ft)	m6	m189	31	369	167	43	57	74
Internal Link Dist (ft)		619		226		369		428
Turn Bay Length (ft)	100							
Base Capacity (vph)	399	2218	235	2292	286	435	99	163
Starvation Cap Reductn	0	112	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.65	0.39	0.46	0.59	0.12	0.34	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
11: Broadway & La Fayette Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	28	28	19	21	27	20	249	39	8	29	45
Future Volume (vph)	5	28	28	19	21	27	20	249	39	8	29	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938			0.945			0.983			0.926	
Flt Protected		0.996			0.986			0.997			0.995	
Satd. Flow (prot)	0	1539	0	0	1483	0	0	1621	0	0	1474	0
Flt Permitted		0.987			0.932			0.979			0.954	
Satd. Flow (perm)	0	1525	0	0	1402	0	0	1592	0	0	1413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			34			13			56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		643			310			316			449	
Travel Time (s)		14.6			7.0			7.2			10.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	25%	4%	0%	17%	3%	4%	0%	2%	14%	0%	4%	10%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	6	35	35	24	26	34	25	311	49	10	36	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	84	0	0	385	0	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.50			0.50			0.33			0.33	
v/c Ratio		0.10			0.12			0.71			0.20	
Control Delay		5.4			5.9			26.2			9.0	

Remove Watermark Wondershare PDFelement

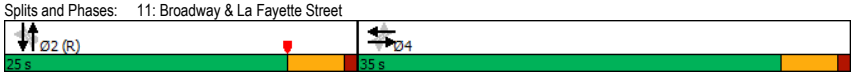
Lanes, Volumes, Timings
11: Broadway & La Fayette Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.4			5.9			26.2			9.0	
LOS		A			A			C			A	
Approach Delay		5.4			5.9			26.2			9.0	
Approach LOS		A			A			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Broadway & La Fayette Street



Queues
11: Broadway & La Fayette Street

10/09/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	76	84	385	102
v/c Ratio	0.10	0.12	0.71	0.20
Control Delay	5.4	5.9	26.2	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.4	5.9	26.2	9.0
Queue Length 50th (ft)	7	9	115	11
Queue Length 95th (ft)	21	23	171	34
Internal Link Dist (ft)	563	230	236	369
Turn Bay Length (ft)				
Base Capacity (vph)	780	718	539	508
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.12	0.71	0.20

Intersection Summary

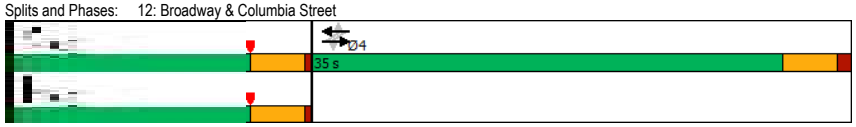
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	178	6	18	182	80	32	113	50	8	61	11
Future Volume (vph)	122	178	6	18	182	80	32	113	50	8	61	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.961			0.965			0.981	
Flt Protected		0.980			0.997			0.992			0.995	
Satd. Flow (prot)	0	1735	0	0	1764	0	0	1789	0	0	1751	0
Flt Permitted		0.748			0.966			0.940			0.962	
Satd. Flow (perm)	0	1325	0	0	1710	0	0	1695	0	0	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			59			32			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		616			684			1043			316	
Travel Time (s)		14.0			15.5			23.7			7.2	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	16%	1%	0%	0%	4%	2%	0%	2%	2%	12%	3%	17%
Parking (#/hr)	0											
Adj. Flow (vph)	163	237	8	24	243	107	43	151	67	11	81	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	374	0	0	261	0	0	107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.55			0.38			0.51			0.21	
Control Delay		11.5			7.1			18.3			14.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			7.1			18.3			14.4	
LOS		B			A			B			B	
Approach Delay		11.5			7.1			18.3			14.4	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 55			
Actuated Cycle Length: 55			
Offset: 53 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Broadway & Columbia Street



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Queues
12: Broadway & Columbia Street

10/09/2018

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	408	374	261	107
v/c Ratio	0.55	0.38	0.51	0.21
Control Delay	11.5	7.1	18.3	14.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.5	7.1	18.3	14.4
Queue Length 50th (ft)	75	50	61	22
Queue Length 95th (ft)	105	70	93	43
Internal Link Dist (ft)	536	604	963	236
Turn Bay Length (ft)				
Base Capacity (vph)	736	974	515	503
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.38	0.51	0.21

Intersection Summary

Lanes, Volumes, Timings
13: Court Street & Broadway

10/09/2018

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	80	76	54	358	396	44
Future Volume (vph)	80	76	54	358	396	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.934				0.985	
Flt Protected	0.975			0.993		
Satd. Flow (prot)	1541	0	0	3489	3514	0
Flt Permitted	0.975			0.993		
Satd. Flow (perm)	1541	0	0	3489	3514	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1043			262	183	
Travel Time (s)	23.7			6.0	4.2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	1%	3%	1%	3%
Parking (#/hr)	0					
Adj. Flow (vph)	96	92	65	431	477	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	496	530	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

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Intersection	
Int Delay, s/veh	4

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	80	76	54	358	396	44
Future Vol, veh/h	80	76	54	358	396	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	1	3	1	3
Mvmt Flow	96	92	65	431	477	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	850	265	530	0	-	0
Stage 1	504	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.84	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	300	739	1040	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	275	739	1040	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	22	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1040	-	396
HCM Lane V/C Ratio	-	-	0.063	-	0.475
HCM Control Delay (s)	-	-	8.7	0.3	22
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1272	4	0	1011	1	0	0	47	0	0	15
Future Volume (vph)	0	1272	4	0	1011	1	0	0	47	0	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		306			333			408			317	
Travel Time (s)		7.0			7.6			9.3			7.2	
Confl. Peds. (#/hr)							15					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1413	4	0	1123	1	0	0	52	0	0	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1417	0	0	1124	0	0	0	52	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

Remove Watermark Wondershare PDFelement

HCM Unsignalized Intersection Capacity Analysis
14: Washington St & 5S 10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1272	4	0	1011	1	0	0	47	0	0	15
Future Volume (Veh/h)	0	1272	4	0	1011	1	0	0	47	0	0	15
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1413	4	0	1123	1	0	0	52	0	0	17
Pedestrians		15										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		1										
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		306			725							
pX, platoon unblocked	0.86			0.74			0.81	0.81	0.74	0.81	0.81	0.86
vC, conflicting volume	1124			1417			1992	2539	708	1830	2540	577
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	813			846			956	1635	0	755	1637	176
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	93	100	100	98
cM capacity (veh/h)	694			578			165	81	797	224	80	709

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	942	475	749	375	52	17
Volume Left	0	0	0	0	0	0
Volume Right	0	4	0	1	52	17
cSH	1700	1700	1700	1700	797	709
Volume to Capacity	0.55	0.28	0.44	0.22	0.07	0.02
Queue Length 95th (ft)	0	0	0	0	5	2
Control Delay (s)	0.0	0.0	0.0	0.0	9.8	10.2
Lane LOS					A	B
Approach Delay (s)	0.0		0.0		9.8	10.2
Approach LOS					A	B

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	45.3%	ICU Level of Service		A
Analysis Period (min)	15			

Remove Watermark
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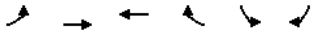

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	98	171	19	9	7
Future Volume (vph)	6	98	171	19	9	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.986		0.940	
Flt Protected		0.997			0.973	
Satd. Flow (prot)	0	1857	1837	0	1704	0
Flt Permitted		0.997			0.973	
Satd. Flow (perm)	0	1857	1837	0	1704	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		310	313		408	
Travel Time (s)		7.0	7.1		9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	107	186	21	10	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	207	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	98	171	19	9	7
Future Vol, veh/h	6	98	171	19	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	107	186	21	10	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	318	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	675	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	672	844
Mov Cap-2 Maneuver	-	-	-	-	672	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	738
HCM Lane V/C Ratio	0.005	-	-	-	0.024
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Remove Watermark Wondershare PDFelement

HCM Unsignalized Intersection Capacity Analysis
17: Seneca St & 5S

10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1269	21	0	968	57	0	0	32	0	0	290
Future Volume (Veh/h)	31	1269	21	0	968	57	0	0	32	0	0	290
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	34	1410	23	0	1076	62	0	0	36	0	0	315
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		639			392							
pX, platoon unblocked	0.81			0.73			0.83	0.83	0.73	0.83	0.83	0.81
vC, conflicting volume	1138			1410			2028	2628	716	1880	2585	569
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	713			833			812	1538	0	634	1486	14
tC, single (s)	4.1			4.3			7.5	6.5	8.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	4.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	94	100	100	64
cM capacity (veh/h)	719			543			139	90	614	273	97	865

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	34	940	493	717	421	36	315
Volume Left	34	0	0	0	0	0	0
Volume Right	0	0	23	0	62	36	315
cSH	719	1700	1700	1700	1700	614	865
Volume to Capacity	0.05	0.55	0.29	0.42	0.25	0.06	0.36
Queue Length 95th (ft)	4	0	0	0	0	5	42
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	11.2	11.5
Lane LOS	B					B	B
Approach Delay (s)	0.2			0.0		11.2	11.5
Approach LOS						B	B

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	53.2%	ICU Level of Service	A	
Analysis Period (min)	15			

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Lanes, Volumes, Timings
17: Seneca St & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1269	21	0	968	57	0	0	32	0	0	290
Future Volume (vph)	31	1269	21	0	968	57	0	0	32	0	0	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992				0.865			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1770	3466	0	0	3385	0	0	0	822	0	0	1611
Flt Permitted	0.950											
Satd. Flow (perm)	1770	3466	0	0	3385	0	0	0	822	0	0	1611
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			392			394			252	
Travel Time (s)		7.6			8.9			9.0			5.7	
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	0%	11%	6%	2%	0%	2%	100%	2%	2%	2%
Adj. Flow (vph)	34	1410	23	0	1076	62	0	0	36	0	0	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1433	0	0	1138	0	0	0	36	0	0	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
19: Seneca Street/Seneca St & La Fayette Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	144	16	14	242	35	9	8	15	8	2	26
Future Volume (vph)	19	144	16	14	242	35	9	8	15	8	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.984			0.938			0.903	
Flt Protected		0.995			0.998			0.986			0.989	
Satd. Flow (prot)	0	1600	0	0	1635	0	0	1748	0	0	1664	0
Flt Permitted		0.995			0.998			0.986			0.989	
Satd. Flow (perm)	0	1600	0	0	1635	0	0	1748	0	0	1664	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			237			181			394	
Travel Time (s)		7.1			5.4			4.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)		0			0							
Adj. Flow (vph)	21	157	17	15	263	38	10	9	16	9	2	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	316	0	0	35	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	144	16	14	242	35	9	8	15	8	2	26
Future Vol, veh/h	19	144	16	14	242	35	9	8	15	8	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	0	0	3	2	0	2	0	2	2	2
Mvmt Flow	21	157	17	15	263	38	10	9	16	9	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	174	0	0	535	539	166	532	528	282
Stage 1	-	-	-	-	-	-	208	208	-	312	312	-
Stage 2	-	-	-	-	-	-	327	331	-	220	216	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1260	-	-	1415	-	-	459	449	884	458	456	757
Stage 1	-	-	-	-	-	-	799	730	-	699	658	-
Stage 2	-	-	-	-	-	-	690	645	-	782	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1260	-	-	1415	-	-	430	435	884	432	442	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	435	-	432	442	-
Stage 1	-	-	-	-	-	-	785	717	-	686	649	-
Stage 2	-	-	-	-	-	-	653	637	-	745	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	11.8	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	568	1260	-	-	1415	-	-	627
HCM Lane V/C Ratio	0.061	0.016	-	-	0.011	-	-	0.062
HCM Control Delay (s)	11.8	7.9	0	-	7.6	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Future Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.986			0.998			0.967			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3498	0	1770	1801	0	1770	3531	0
Flt Permitted	0.232			0.093			0.403			0.141		
Satd. Flow (perm)	432	3429	0	173	3498	0	751	1801	0	263	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1			14			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		392			365			413			307	
Travel Time (s)		8.9			8.3			9.4			7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	1%	12%
Adj. Flow (vph)	66	1210	129	131	813	9	109	407	115	31	446	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	1339	0	131	822	0	109	522	0	31	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Remove Watermark Wondershare PDFelement

Lanes, Volumes, Timings
20: Genesee St & 5S

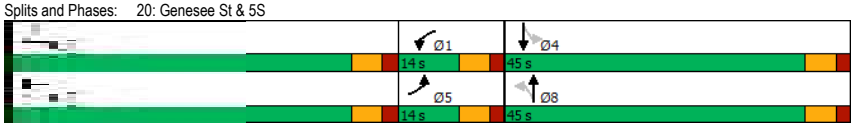
10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	51.0		14.0	51.0		45.0	45.0		45.0	45.0	
Total Split (%)	12.7%	46.4%		12.7%	46.4%		40.9%	40.9%		40.9%	40.9%	
Maximum Green (s)	8.0	45.0		8.0	45.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	59.7	48.8		50.6	44.1		35.1	35.1		35.1	35.1	
Actuated g/C Ratio	0.54	0.44		0.46	0.40		0.32	0.32		0.32	0.32	
v/c Ratio	0.16	0.88		0.66	0.59		0.46	0.90		0.37	0.41	
Control Delay	5.3	20.5		50.6	30.1		35.6	53.4		41.7	29.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	20.7		0.0	0.0	
Total Delay	5.3	20.5		50.6	30.1		35.6	74.1		41.7	29.7	
LOS	A	C		D	C		D	E		D	C	
Approach Delay		19.8			32.9			67.5			30.4	
Approach LOS		B			C			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 95.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 20: Genesee St & 5S



Queues
20: Genesee St & 5S

10/09/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	1339	131	822	109	522	31	468
v/c Ratio	0.16	0.88	0.66	0.59	0.46	0.90	0.37	0.41
Control Delay	5.3	20.5	50.6	30.1	35.6	53.4	41.7	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	20.7	0.0	0.0
Total Delay	5.3	20.5	50.6	30.1	35.6	74.1	41.7	29.7
Queue Length 50th (ft)	18	510	42	271	59	331	16	130
Queue Length 95th (ft)	m7	#605	#125	313	112	#493	47	172
Internal Link Dist (ft)		312		285		333		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	423	1528	197	1598	266	647	93	1255
Starvation Cap Reductn	0	0	0	0	0	130	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.88	0.66	0.51	0.41	1.01	0.33	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

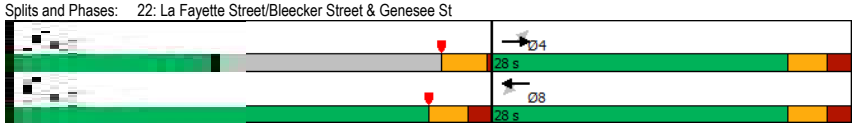
Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	26	85	34	43	202	24	36	410	40	105	384	62
Future Volume (vph)	26	85	34	43	202	24	36	410	40	105	384	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.968			0.988			0.987			0.983	
Flt Protected		0.992			0.992			0.996			0.991	
Satd. Flow (prot)	0	1590	0	0	1635	0	0	3490	0	0	3448	0
Flt Permitted		0.914			0.929			0.884			0.757	
Satd. Flow (perm)	0	1465	0	0	1532	0	0	3098	0	0	2634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			8			22			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		237			304			385			413	
Travel Time (s)		5.4			6.9			8.8			9.4	
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	2%	5%	0%	5%	2%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)		0			0							
Adj. Flow (vph)	28	97	39	49	230	26	41	446	45	114	417	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	305	0	0	532	0	0	598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			6			6		
Detector Phase	4	4		8	8		6	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	27.0	27.0		23.0	23.0		23.0	20.0		23.0	23.0	
Total Split (s)	28.0	28.0		28.0	28.0		38.0	20.0		38.0	38.0	
Total Split (%)	42.4%	42.4%		42.4%	42.4%		57.6%	30.3%		57.6%	57.6%	
Maximum Green (s)	23.0	23.0		23.0	23.0		33.0	16.0		33.0	33.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	0.5		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			4.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		2.0	2.0		2.0	5.0		2.0	2.0	
Flash Dont Walk (s)	14.0	14.0		7.0	7.0		7.0	11.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.0			23.0			34.0			33.0	
Actuated g/C Ratio		0.35			0.35			0.52			0.50	
v/c Ratio		0.31			0.57			0.33			0.45	
Control Delay		15.1			21.9			9.6			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.1			21.9			9.6			11.4	
LOS		B			C			A			B	
Approach Delay		15.1			21.9			9.6			11.4	
Approach LOS		B			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 66			
Actuated Cycle Length: 66			
Offset: 0 (0%), Referenced to phase 2:NET and 6:NESW, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: La Fayette Street/Bleecker Street & Genesee St



Remove Watermark
Wondershare PDFelement

Queues
22: La Fayette Street/Bleecker Street & Genesee St

10/09/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	164	305	532	598
v/c Ratio	0.31	0.57	0.33	0.45
Control Delay	15.1	21.9	9.6	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.1	21.9	9.6	11.4
Queue Length 50th (ft)	39	95	57	72
Queue Length 95th (ft)	80	163	87	110
Internal Link Dist (ft)	157	224	305	333
Turn Bay Length (ft)				
Base Capacity (vph)	527	539	1606	1331
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.57	0.33	0.45

Intersection Summary

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	81	118	51	39	151	83	46	362	20	34	368	21
Future Volume (vph)	81	118	51	39	151	83	46	362	20	34	368	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.972			0.959			0.993			0.993	
Flt Protected		0.984			0.993			0.995			0.996	
Satd. Flow (prot)	0	1775	0	0	1767	0	0	3469	0	0	3514	0
Flt Permitted		0.784			0.913			0.844			0.877	
Satd. Flow (perm)	0	1414	0	0	1624	0	0	2943	0	0	3094	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			35			7			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		684			274			282			385	
Travel Time (s)		15.5			6.2			6.4			8.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	0%	13%	1%	0%	0%	1%	42%	6%	1%	5%
Adj. Flow (vph)	93	136	59	45	174	95	53	416	23	39	423	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	314	0	0	492	0	0	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		3	8		6	6		5	2	
Switch Phase												

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
23: Columbia Street/Elizabeth Street

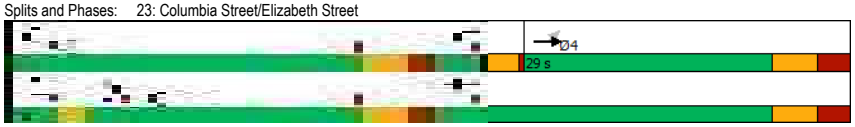
10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		4.0	1.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	23.0	23.0		8.0	23.0		23.5	23.5		7.0	23.5	
Total Split (s)	29.0	29.0		8.0	37.0		31.0	31.0		7.0	38.0	
Total Split (%)	38.7%	38.7%		10.7%	49.3%		41.3%	41.3%		9.3%	50.7%	
Maximum Green (s)	22.0	22.0		4.0	30.0		24.0	24.0		4.0	31.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		0.5	3.0		3.0	3.0		0.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effct Green (s)		30.0			30.0			31.0			31.0	
Actuated g/C Ratio		0.40			0.40			0.41			0.41	
v/c Ratio		0.50			0.47			0.40			0.38	
Control Delay		19.5			17.4			16.3			16.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.5			17.4			16.3			16.1	
LOS		B			B			B			B	
Approach Delay		19.5			17.4			16.3			16.1	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 23: Columbia Street/Elizabeth Street



Queues
23: Columbia Street/Elizabeth Street

10/09/2018

Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	288	314	492	486
v/c Ratio	0.50	0.47	0.40	0.38
Control Delay	19.5	17.4	16.3	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.5	17.4	16.3	16.1
Queue Length 50th (ft)	91	92	114	78
Queue Length 95th (ft)	153	153	152	111
Internal Link Dist (ft)	604	194	202	305
Turn Bay Length (ft)				
Base Capacity (vph)	576	670	1220	1283
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.47	0.40	0.38

Intersection Summary

Remove Watermark Wondershare PDFelement

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Future Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.983										
Flt Protected				0.950						0.950	0.959	
Satd. Flow (prot)	0	3479	0	1770	1863	0	0	0	0	1610	3251	0
Flt Permitted										0.950	0.959	
Satd. Flow (perm)	0	3479	0	1863	1863	0	0	0	0	1610	3251	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			169			195			367	
Travel Time (s)		7.8			3.8			4.4			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	122	16	16	115	0	0	0	0	574	46	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	138	0	16	115	0	0	0	0	287	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1						4	
Permitted Phases				1						4		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		8.0		8.0	8.0					10.0	10.0	
Total Split (s)		8.0		8.0	8.0					20.0	20.0	
Total Split (%)		28.6%		28.6%	28.6%					71.4%	71.4%	
Maximum Green (s)		4.0		4.0	4.0					16.0	16.0	
Yellow Time (s)		3.5		3.5	3.5					2.5	2.5	
All-Red Time (s)		0.5		0.5	0.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		4.0	4.0					4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)										7.0	7.0	
Flash Dont Walk (s)										14.0	14.0	
Pedestrian Calls (#/hr)										25	25	
Act Effct Green (s)		4.6		4.6	4.6					11.8	11.8	
Actuated g/C Ratio		0.22		0.22	0.22					0.57	0.57	
v/c Ratio		0.18		0.04	0.28					0.31	0.18	
Control Delay		9.3		10.9	13.2					4.1	3.0	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		9.3		10.9	13.2					4.1	3.0	
LOS		A		B	B					A	A	
Approach Delay		9.3			12.9						3.5	
Approach LOS		A			B						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 28			
Actuated Cycle Length: 20.7			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 5.8		Intersection LOS: A	
Intersection Capacity Utilization 31.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Broad St & Genesee St SB Off-Ramp



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Queues
24: Broad St & Genesee St SB Off-Ramp

10/09/2018

Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	138	16	115	287	333
v/c Ratio	0.18	0.04	0.28	0.31	0.18
Control Delay	9.3	10.9	13.2	4.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	10.9	13.2	4.1	3.0
Queue Length 50th (ft)	4	1	9	16	8
Queue Length 95th (ft)	24	12	#57	32	15
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	787	414	414	1315	2655
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.04	0.28	0.22	0.13

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
25: Blandina Street & Genesee Street

10/09/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Future Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.978			0.997			0.992	
Flt Protected					0.966			0.999			0.997	
Satd. Flow (prot)	0	0	0	0	1795	0	0	3527	0	0	3508	0
Flt Permitted					0.966			0.951			0.918	
Satd. Flow (perm)	0	0	0	0	1795	0	0	3358	0	0	3230	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					8			5				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	35	6	8	5	417	10	31	497	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	49	0	0	432	0	0	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases				4			2			2		
Detector Phase				4	4		2	2		2	2	
Switch Phase												

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
25: Blandina Street & Genesee Street

10/09/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				23.0	23.0		28.0	28.0		28.0	28.0	
Total Split (s)				27.0	27.0		48.0	48.0		48.0	48.0	
Total Split (%)				36.0%	36.0%		64.0%	64.0%		64.0%	64.0%	
Maximum Green (s)				22.0	22.0		43.0	43.0		43.0	43.0	
Yellow Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					7.3			64.0			64.0	
Actuated g/C Ratio					0.10			0.85			0.85	
v/c Ratio					0.27			0.15			0.20	
Control Delay					30.5			7.3			1.1	
Queue Delay					0.0			0.0			0.0	
Total Delay					30.5			7.3			1.1	
LOS					C			A			A	
Approach Delay					30.5			7.3			1.1	
Approach LOS					C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 7.5 (10%), Referenced to phase 2:NESW and 6:, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 5.1 Intersection LOS: A
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Blandina Street & Genesee Street



Queues
25: Blandina Street & Genesee Street

10/09/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	49	432	556
v/c Ratio	0.27	0.15	0.20
Control Delay	30.5	7.3	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	30.5	7.3	1.1
Queue Length 50th (ft)	18	67	10
Queue Length 95th (ft)	46	107	17
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	532	2867	2757
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.15	0.20

Intersection Summary

Remove Watermark
Wondershare PDFelement

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	391	25	29	387
Future Volume (vph)	0	0	391	25	29	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.991			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3328	0	0	3488
Flt Permitted						0.910
Satd. Flow (perm)	0	0	3328	0	0	3187
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	4%	4%	3%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	412	26	31	407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	438	0	0	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			4.0		4.0	4.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			75.0		75.0	75.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			70.0		70.0	70.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			75.0			75.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.13			0.14
Control Delay			0.1			0.1
Queue Delay			0.0			0.0
Total Delay			0.1			0.1
LOS			A			A
Approach Delay			0.1			0.1
Approach LOS			A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 12 (16%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.14			
Intersection Signal Delay: 0.1		Intersection LOS: A	
Intersection Capacity Utilization 31.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 26: Genesee St & Bank Place



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Queues
26: Genesee St & Bank Place

10/09/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	438	438
v/c Ratio	0.13	0.14
Control Delay	0.1	0.1
Queue Delay	0.0	0.0
Total Delay	0.1	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3328	3187
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.14

Intersection Summary

Lanes, Volumes, Timings
27: Genesee St & Hopper St/Court Street

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	270	99	2	401	65	41	387	14	10	368	43
Future Volume (vph)	4	270	99	2	401	65	41	387	14	10	368	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.960			0.979			0.995			0.985	
Flt Protected								0.995			0.999	
Satd. Flow (prot)	0	3441	0	0	3490	0	0	3337	0	0	3293	0
Flt Permitted		0.951			0.954			0.875			0.942	
Satd. Flow (perm)	0	3272	0	0	3329	0	0	2934	0	0	3105	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		87			30						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	2%	0%	10%	2%	5%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	297	109	2	441	71	45	425	15	11	404	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	514	0	0	485	0	0	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Remove Watermark
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Lanes, Volumes, Timings
27: Genesee St & Hopper St/Court Street

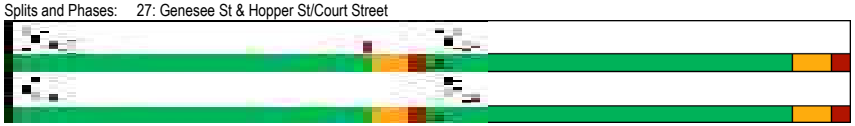
10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		38.0	38.0		37.0	37.0		37.0	37.0	
Total Split (%)	50.7%	50.7%		50.7%	50.7%		49.3%	49.3%		49.3%	49.3%	
Maximum Green (s)	32.8	32.8		32.8	32.8		31.8	31.8		31.8	31.8	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.2			5.2			5.2			5.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		32.8			32.8			31.8			31.8	
Actuated g/C Ratio		0.44			0.44			0.42			0.42	
v/c Ratio		0.28			0.35			0.39			0.35	
Control Delay		11.1			14.0			16.1			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			14.0			16.1			8.5	
LOS		B			B			B			A	
Approach Delay		11.1			14.0			16.1			8.5	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 19.8 (26%), Referenced to phase 2:NETL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues
27: Genesee St & Hopper St/Court Street

10/09/2018

Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	410	514	485	462
v/c Ratio	0.28	0.35	0.39	0.35
Control Delay	11.1	14.0	16.1	8.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.1	14.0	16.1	8.5
Queue Length 50th (ft)	47	74	78	39
Queue Length 95th (ft)	76	110	116	56
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	1479	1472	1244	1328
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.35	0.39	0.35

Intersection Summary

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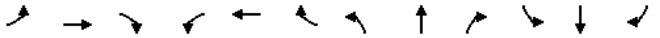

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	0	56	192	0	66	39	448	79	37	169	13
Future Volume (vph)	74	0	56	192	0	66	39	448	79	37	169	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.942			0.965			0.979			0.991	
Flt Protected		0.972			0.964			0.997			0.992	
Satd. Flow (prot)	0	1706	0	0	1733	0	0	3454	0	0	3479	0
Flt Permitted		0.972			0.964			0.997			0.992	
Satd. Flow (perm)	0	1706	0	0	1733	0	0	3454	0	0	3479	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			242			151			148	
Travel Time (s)		5.1			5.5			3.4			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	0	61	209	0	72	42	487	86	40	184	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	281	0	0	615	0	0	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	0	56	192	0	66	39	448	79	37	169	13
Future Vol, veh/h	74	0	56	192	0	66	39	448	79	37	169	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	0	61	209	0	72	42	487	86	40	184	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	599	928	99	786	892	287	198	0	0	573	0	0
Stage 1	271	271	-	614	614	-	-	-	-	-	-	-
Stage 2	328	657	-	172	278	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	385	266	937	283	280	710	1372	-	-	996	-	-
Stage 1	712	684	-	446	481	-	-	-	-	-	-	-
Stage 2	659	460	-	813	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	323	242	937	246	255	710	1372	-	-	996	-	-
Mov Cap-2 Maneuver	323	242	-	246	255	-	-	-	-	-	-	-
Stage 1	679	653	-	425	459	-	-	-	-	-	-	-
Stage 2	565	439	-	726	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	79.2	0.7	1.6
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	450	295	996	-	-
HCM Lane V/C Ratio	0.031	-	-	0.314	0.951	0.04	-	-
HCM Control Delay (s)	7.7	0.2	-	16.6	79.2	8.8	0.1	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	9.4	0.1	-	-

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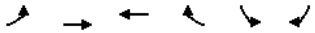

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	38	15	29	4
Future Volume (vph)	0	1	38	15	29	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.958		0.985	
Flt Protected					0.957	
Satd. Flow (prot)	0	1863	3391	0	1756	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	1863	3391	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		193	310		219	
Travel Time (s)		4.4	7.0		5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1	41	16	32	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	57	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	38	15	29	4
Future Vol, veh/h	0	1	38	15	29	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	41	16	32	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	50	29
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1547	-	-	-	956	1040
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	956	1040
Mov Cap-2 Maneuver	-	-	-	-	956	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	965
HCM Lane V/C Ratio	-	-	-	-	0.037
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	16	81	16	8	216
Future Volume (vph)	43	16	81	16	8	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.964		0.976			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1733	0	3454	0	0	1859
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1733	0	3454	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	215		626			317
Travel Time (s)	4.9		14.2			7.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	17	88	17	9	235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	105	0	0	244
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	16	81	16	8	216
Future Vol, veh/h	43	16	81	16	8	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	17	88	17	9	235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	350	53	0	0	105	0
Stage 1	97	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	634	1004	-	-	1485	-
Stage 1	916	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	630	1004	-	-	1485	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	701	1485	-
HCM Lane V/C Ratio	-	-	0.091	0.006	-
HCM Control Delay (s)	-	-	10.7	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Intersection	
Int Delay, s/veh	10

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	212	28	66	0	0	17
Future Vol, veh/h	212	28	66	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	30	72	0	0	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	153	9	18	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	839	1073	1599	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	801	1073	1599	-	-	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	7.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	825	-	-
HCM Lane V/C Ratio	0.045	-	0.316	-	-
HCM Control Delay (s)	7.4	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

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Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	7	3	0	0	13
Future Vol, veh/h	51	7	3	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	8	3	0	0	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	13	7	14	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	1005	1074	1603	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1003	1074	1603	-	-	-
Mov Cap-2 Maneuver	1003	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1011	-	-
HCM Lane V/C Ratio	0.002	-	0.062	-	-
HCM Control Delay (s)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Mitigation Synchro Reports

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Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations											
Traffic Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Future Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0			0	
Storage Lanes		0		0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987					0.945		0.890		0.865	
Flt Protected						0.978					
Satd. Flow (prot)	3462	0	3505	0	0	1756	0	1587	0	1596	0
Flt Permitted						0.804					
Satd. Flow (perm)	3462	0	3505	0	0	1444	0	1587	0	1596	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								127			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			262		334			
Travel Time (s)	6.5		15.9			6.0		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	3%	2%
Adj. Flow (vph)	1116	106	1058	1	56	19	52	21	94	324	6
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1222	0	1059	0	0	127	0	115	0	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

AM peak hour

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	27.0		47.0		13.0	13.0		13.0		20.0	
Total Split (%)	45.0%		78.3%		21.7%	21.7%		21.7%		33.3%	
Maximum Green (s)	22.0		42.0		8.0	8.0		8.0		15.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0		5.0	
Lead/Lag	Lag									Lead	
Lead-Lag Optimize?											
Vehicle Extension (s)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	25.3		45.6			7.6		7.6		14.3	
Actuated g/C Ratio	0.42		0.76			0.13		0.13		0.24	
v/c Ratio	0.84		0.40			0.70		0.37		0.87	
Control Delay	25.1		9.1			47.6		8.6		47.1	
Queue Delay	0.0		0.0			0.0		0.0		0.0	
Total Delay	25.1		9.1			47.6		8.6		47.1	
LOS	C		A			D		A		D	
Approach Delay	25.1		9.1			47.6		8.6			
Approach LOS	C		A			D		A			

Intersection Summary		
Area Type:	Other	
Cycle Length: 60		
Actuated Cycle Length: 60		
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay: 22.1		Intersection LOS: C
Intersection Capacity Utilization 74.9%		ICU Level of Service D
Analysis Period (min) 15		

Splits and Phases: 6: Cornelia Street/Cornelia St & 5S



AM peak hour

Remove Watermark
Wondershare PDFelement

Queues
6: Cornelia Street/Cornelia St & 5S

10/10/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1222	1059	127	115	330
v/c Ratio	0.84	0.40	0.70	0.37	0.87
Control Delay	25.1	9.1	47.6	8.6	47.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	9.1	47.6	8.6	47.1
Queue Length 50th (ft)	221	137	45	0	113
Queue Length 95th (ft)	#354	190	#115	34	#238
Internal Link Dist (ft)	204	619	182	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1461	2663	192	321	399
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.40	0.66	0.36	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

AM peak hour

Lanes, Volumes, Timings
10: Broadway & 5S

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Future Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	257		0	253		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.927			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3539	0	1770	1727	0	1770	1792	0
Flt Permitted	0.185			0.150			0.408			0.833		
Satd. Flow (perm)	345	3514	0	279	3539	0	760	1727	0	1552	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						16			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		699			306			481			508	
Travel Time (s)		15.9			7.0			10.9			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	1063	54	241	1046	0	92	17	16	36	56	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1117	0	241	1046	0	92	33	0	36	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		

AM peak hour

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
10: Broadway & 5S

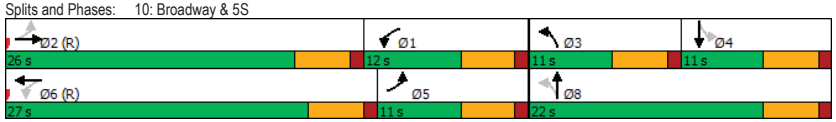
10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	26.0		12.0	27.0		11.0	22.0		11.0	11.0	
Total Split (%)	18.3%	43.3%		20.0%	45.0%		18.3%	36.7%		18.3%	18.3%	
Maximum Green (s)	6.0	21.0		7.0	22.0		6.0	17.0		6.0	6.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	31.6	25.6		34.9	31.7		14.9	14.9		6.0	6.0	
Actuated g/C Ratio	0.53	0.43		0.58	0.53		0.25	0.25		0.10	0.10	
v/c Ratio	0.22	0.74		0.73	0.56		0.32	0.07		0.23	0.38	
Control Delay	8.0	24.4		34.1	15.7		21.9	13.7		28.9	26.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.0	24.4		34.1	15.7		21.9	13.7		28.9	26.3	
LOS	A	C		C	B		C	B		C	C	
Approach Delay		23.4			19.1			19.7			27.2	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 21.4 Intersection LOS: C
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Broadway & 5S



AM peak hour

Queues
10: Broadway & 5S

10/10/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	1117	241	1046	92	33	36	75
v/c Ratio	0.22	0.74	0.73	0.56	0.32	0.07	0.23	0.38
Control Delay	8.0	24.4	34.1	15.7	21.9	13.7	28.9	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	24.4	34.1	15.7	21.9	13.7	28.9	26.3
Queue Length 50th (ft)	5	198	41	173	28	6	12	19
Queue Length 95th (ft)	m10	m#258	#147	#248	64	25	36	54
Internal Link Dist (ft)		619		226		401		428
Turn Bay Length (ft)	257		253					
Base Capacity (vph)	324	1504	337	1869	291	503	155	196
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.74	0.72	0.56	0.32	0.07	0.23	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

AM peak hour

Remove Watermark
Wondershare PDFelement

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Future Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.926			0.955			0.999			0.992	
Flt Protected		0.978			0.976		0.950					
Satd. Flow (prot)	0	1721	0	0	1736	0	1805	1879	0	1863	1885	0
Flt Permitted		0.872			0.919		0.386					
Satd. Flow (perm)	0	1534	0	0	1635	0	733	1879	0	1863	1885	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76			2			1			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		187			199			329			151	
Travel Time (s)		4.3			4.5			7.5			3.4	
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	1%	2%	2%	0%	0%
Adj. Flow (vph)	63	0	76	3	1	2	18	599	5	0	485	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	6	0	18	604	0	0	511	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	29.0	29.0		29.0	29.0		51.0	51.0		51.0	51.0	
Total Split (%)	36.3%	36.3%		36.3%	36.3%		63.8%	63.8%		63.8%	63.8%	
Maximum Green (s)	24.0	24.0		24.0	24.0		46.5	46.5		46.5	46.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		24.0			24.0		46.5	46.5			46.5	
Actuated g/C Ratio		0.30			0.30		0.58	0.58			0.58	

PM peak hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.27			0.01		0.04	0.55			0.47	
Control Delay		12.1			17.3		7.6	12.7			11.2	
Queue Delay		0.0			0.0		0.0	7.8			5.1	
Total Delay		12.1			17.3		7.6	20.6			16.4	
LOS		B			B		A	C			B	
Approach Delay		12.1			17.3			20.2			16.4	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: State Street & LaFayette



PM peak hour

Remove Watermark
Wondershare PDFelement

Queues
3: State Street & LaFayette 10/10/2018

Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	139	6	18	604	511
v/c Ratio	0.27	0.01	0.04	0.55	0.47
Control Delay	12.1	17.3	7.6	12.7	11.2
Queue Delay	0.0	0.0	0.0	7.8	5.1
Total Delay	12.1	17.3	7.6	20.6	16.4
Queue Length 50th (ft)	23	1	4	170	132
Queue Length 95th (ft)	65	10	12	254	199
Internal Link Dist (ft)	107	119		249	71
Turn Bay Length (ft)			123		
Base Capacity (vph)	513	491	426	1092	1098
Starvation Cap Reductn	0	0	0	441	510
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.01	0.04	0.93	0.87

Intersection Summary

PM peak hour

Lanes, Volumes, Timings
5: Court Street & State Street 10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Future Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.974			0.985			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3356	0	1805	3487	0	1805	1846	0	1770	1745	0
Flt Permitted	0.291			0.460			0.235			0.612		
Satd. Flow (perm)	542	3356	0	874	3487	0	446	1846	0	1140	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			39			10			95	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			720			284			626	
Travel Time (s)		8.0			16.4			6.5			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	234	362	158	52	458	98	86	194	22	66	264	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	520	0	52	556	0	86	216	0	66	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

PM peak hour

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
5: Court Street & State Street

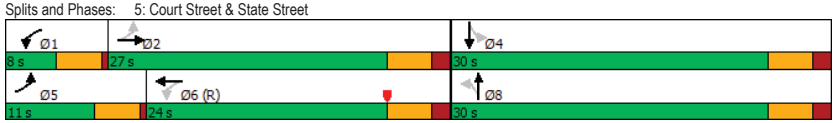
10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	11.0	27.0		8.0	24.0		30.0	30.0		30.0	30.0	
Total Split (%)	16.9%	41.5%		12.3%	36.9%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	7.0	22.0		4.0	19.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	30.4	25.2		24.0	19.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.47	0.39		0.37	0.29		0.38	0.38		0.38	0.38	
v/c Ratio	0.61	0.38		0.14	0.53		0.50	0.30		0.15	0.74	
Control Delay	18.0	12.7		10.5	20.1		27.9	14.7		14.3	21.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.0	12.7		10.5	20.1		27.9	14.7		14.3	21.9	
LOS	B	B		B	C		C	B		B	C	
Approach Delay		14.4			19.2			18.5			21.1	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 74.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: Court Street & State Street



PM peak hour

Queues
5: Court Street & State Street

10/10/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	234	520	52	556	86	216	66	543
v/c Ratio	0.61	0.38	0.14	0.53	0.50	0.30	0.15	0.74
Control Delay	18.0	12.7	10.5	20.1	27.9	14.7	14.3	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	12.7	10.5	20.1	27.9	14.7	14.3	21.9
Queue Length 50th (ft)	52	62	10	88	25	55	17	148
Queue Length 95th (ft)	94	101	26	133	#80	101	41	#274
Internal Link Dist (ft)		274		640		204		546
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	385	1371	380	1046	171	716	438	729
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.38	0.14	0.53	0.50	0.30	0.15	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

PM peak hour

Remove Watermark
Wondershare PDFelement

Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations											
Traffic Volume (vph)	846	31	1150	2	142	16	164	16	186	266	7
Future Volume (vph)	846	31	1150	2	142	16	164	16	186	266	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)				0	0		0			0	
Storage Lanes				0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					0.931		0.876		0.865	
Flt Protected						0.978					
Satd. Flow (prot)	3489	0	3539	0	0	1730	0	1634	0	1591	0
Flt Permitted						0.663					
Satd. Flow (perm)	3489	0	3539	0	0	1173	0	1634	0	1591	0
Right Turn on Red		No		Yes			No		Yes		No
Satd. Flow (RTOR)								95			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			218		333			
Travel Time (s)	6.5		15.9			5.0		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	0%	0%	0%	0%	0%	2%	3%	14%
Adj. Flow (vph)	940	34	1278	2	158	18	182	18	207	296	8
Shared Lane Traffic (%)											
Lane Group Flow (vph)	974	0	1280	0	0	358	0	225	0	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex		Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

PM peak hour

Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	30.0		51.0		29.0	29.0		29.0		21.0	
Total Split (%)	37.5%		63.8%		36.3%	36.3%		36.3%		26.3%	
Maximum Green (s)	25.0		46.0		24.0	24.0		24.0		16.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
Lost Time Adjust (s)	0.0		0.0			0.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0			5.0		5.0		5.0	
Lead/Lag	Lag									Lead	
Lead-Lag Optimize?											
Vehicle Extension (s)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	24.5		45.5			24.5		24.5		16.0	
Actuated g/C Ratio	0.31		0.57			0.31		0.31		0.20	
v/c Ratio	0.91		0.64			1.00		0.40		0.96	
Control Delay	40.9		13.4			80.0		15.0		75.0	
Queue Delay	0.0		0.0			36.9		0.0		0.0	
Total Delay	40.9		13.4			116.9		15.0		75.0	
LOS	D		B			F		B		E	
Approach Delay	40.9		13.4			116.9		15.0			
Approach LOS	D		B			F		B			

Intersection Summary		
Area Type:	Other	
Cycle Length: 80		
Actuated Cycle Length: 80		
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.00		
Intersection Signal Delay: 39.8		Intersection LOS: D
Intersection Capacity Utilization 89.0%		ICU Level of Service E
Analysis Period (min) 15		

Splits and Phases: 6: Cornelia St & 5S



PM peak hour

Remove Watermark
Wondershare PDFelement

Queues
6: Cornelia St & 5S

10/10/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	974	1280	358	225	304
v/c Ratio	0.91	0.64	1.00	0.40	0.96
Control Delay	40.9	13.4	80.0	15.0	75.0
Queue Delay	0.0	0.0	36.9	0.0	0.0
Total Delay	40.9	13.4	116.9	15.0	75.0
Queue Length 50th (ft)	242	205	~199	49	152
Queue Length 95th (ft)	#356	269	#365	109	#303
Internal Link Dist (ft)	204	619	138	253	
Turn Bay Length (ft)					
Base Capacity (vph)	1090	2034	359	566	318
Starvation Cap Reductn	0	0	110	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.63	1.44	0.40	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

PM peak hour

Lanes, Volumes, Timings
20: Genesee St & 5S

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Future Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.986			0.998			0.967			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3498	0	1770	1801	0	1770	3531	0
Flt Permitted	0.230			0.097			0.410			0.157		
Satd. Flow (perm)	428	3429	0	181	3498	0	764	1801	0	292	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1			16			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		392			365			413			307	
Travel Time (s)		8.9			8.3			9.4			7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	1%	12%
Adj. Flow (vph)	66	1210	129	131	813	9	109	407	115	31	446	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	1339	0	131	822	0	109	522	0	31	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

PM peak hour

Remove Watermark
Wondershare PDFelement

Lanes, Volumes, Timings
20: Genesee St & 5S

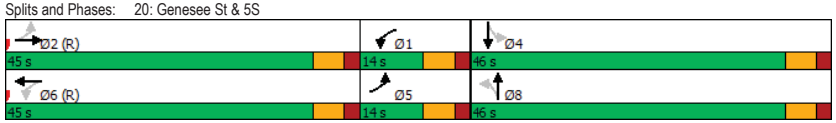
10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	45.0		14.0	45.0		46.0	46.0		46.0	46.0	
Total Split (%)	13.3%	42.9%		13.3%	42.9%		43.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	8.0	39.0		8.0	39.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	54.2	44.7		48.7	42.3		34.3	34.3		34.3	34.3	
Actuated g/C Ratio	0.52	0.43		0.46	0.40		0.33	0.33		0.33	0.33	
v/c Ratio	0.17	0.91		0.64	0.58		0.44	0.87		0.33	0.40	
Control Delay	16.5	40.3		47.0	28.7		32.3	47.6		34.8	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	6.1		0.0	0.0	
Total Delay	16.5	40.3		47.0	28.7		32.3	53.8		34.8	27.4	
LOS	B	D		D	C		C	D		C	C	
Approach Delay		39.2			31.3			50.1			27.9	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 37.4 Intersection LOS: D
Intersection Capacity Utilization 95.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 20: Genesee St & 5S



PM peak hour

Queues
20: Genesee St & 5S

10/10/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	1339	131	822	109	522	31	468
v/c Ratio	0.17	0.91	0.64	0.58	0.44	0.87	0.33	0.40
Control Delay	16.5	40.3	47.0	28.7	32.3	47.6	34.8	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0
Total Delay	16.5	40.3	47.0	28.7	32.3	53.8	34.8	27.4
Queue Length 50th (ft)	20	441	41	252	56	313	15	123
Queue Length 95th (ft)	45	#651	#114	301	103	424	43	157
Internal Link Dist (ft)		312		285		333		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	389	1465	205	1492	291	696	111	1348
Starvation Cap Reductn	0	0	0	0	0	126	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.91	0.64	0.55	0.37	0.92	0.28	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

PM peak hour

Remove Watermark Wondershare PDFelement

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Appendix C

ALIS (accident) Data

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Wondershare PDFelement



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Wondershare PDFelement

ALIS Accident Data

FID	CASE_NUM	CASE_YEAR	LASTEDITO	ACC_DATE	ACCD_TYP	TRAF_CNTL	COLLISION_	WEATHER	LIGHT_COND	ROAD_CHAR	NUM_OF_I	DMV_ACCD_C	ROAD_SUF	PED_LOC	FIRSTCODED	PED_ACTN	NUM_OF_INJ	NUM_OF_SER	NUM_OF_FAT	DAYOFWEEK	ON_STREET	CLOSESTCRO
0	35665841	2015	EDS	3/20/2015	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	SNOW	DAYLIGHT	CURVE AND LEVEL	2	PROPERTY DAMAGE	WET	NOT APPLICABLE	5/7/2015	NOT APPLICABLE	0	0	0	FRI	KENNEDY PLZ	
1	35677669	2015	DMV	4/2/2015	COLLISION WITH OTHER	NONE	OTHER	CLEAR	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	1	NON-REPORTABLE	DRY	NOT APPLICABLE	5/13/2015	NOT APPLICABLE	0	0	0	THU	GENESEE ST	Washington St
2	35692838	2015	EDS	4/20/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	RAIN	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	WET	NOT APPLICABLE	4/23/2015	NOT APPLICABLE	0	0	0	MON	ELIZABETH ST	GENESEE ST
3	35714522	2015	DMV	5/2/2015	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/9/2015	NOT APPLICABLE	0	0	0	SAT	WASHINGTON ST	GENESEE ST
4	35727452	2015	EDS	5/13/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	LEFT TURN (AGAINST OTHER CAR)	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/22/2015	NOT APPLICABLE	0	0	0	WED	STATE ST	LAFAYETTE ST
5	35745544	2015	EDS	5/22/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLOUDY	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	6/6/2015	NOT APPLICABLE	0	0	0	FRI	COLUMBIA ST	STATE ST
6	35799853	2015	EDS	7/10/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	INJURY	DRY	NOT APPLICABLE	7/15/2015	NOT APPLICABLE	3	0	0	FRI	STATE ST	COLUMBIA ST
7	35856158	2015	EDS	8/16/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	8/27/2015	NOT APPLICABLE	0	0	0	SUN	CORNELIA ST	COLUMBIA ST
9	35919389	2015	EDS	9/18/2015	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	10/22/2015	NOT APPLICABLE	0	0	0	FRI	GENESEE ST	ELIZABETH ST
10	35919419	2015	EDS	9/24/2015	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	10/22/2015	NOT APPLICABLE	0	0	0	THU	WASHINGTON ST	GENESEE ST
8	35909998	2015	DMV	10/3/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	10/19/2015	NOT APPLICABLE	0	0	0	SAT	SENECA ST	LAFAYETTE ST
11	35919992	2015	EDS	10/8/2015	COLLISION WITH MOTOR VEHICLE	NONE	UNKNOWN	CLEAR	DUSK	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	10/22/2015	NOT APPLICABLE	0	0	0	THU	KENNEDY PLZ	CORNELIA ST
13	35964223	2015	EDS	11/8/2015	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/16/2015	NOT APPLICABLE	0	0	0	SUN	GENESEE ST	BANK PL
12	35961884	2015	EDS	11/9/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/14/2015	NOT APPLICABLE	0	0	0	MON	WASHINGTON ST	
14	35987538	2015	EDS	11/20/2015	COLLISION WITH MOTOR VEHICLE	NONE	HEAD ON	CLOUDY	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	12/2/2015	NOT APPLICABLE	0	0	0	FRI	DEVEREUX ST	GENESEE ST
15	35991280	2015	DOT	11/30/2015	COLLISION WITH OTHER FIXED OBJECT	NONE	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	1	NON-REPORTABLE	DRY	INVALID CODE	6/28/2016	NOT APPLICABLE	0	0	0	MON	COLUMBIA ST	BROADWAY
17	36022675	2015	EDS	12/9/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	12/28/2015	NOT APPLICABLE	0	0	0	WED	LAFAYETTE ST	CORNELIA ST
16	36005429	2015	DMV	12/10/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	12/17/2015	NOT APPLICABLE	0	0	0	THU	STATE ST	COLUMBIA ST
18	36045275	2016	EDS	1/7/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	1/13/2016	NOT APPLICABLE	0	0	0	THU	STATE ST	CARTON AVE
19	36061143	2016	EDS	1/21/2016	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	1/25/2016	NOT APPLICABLE	0	0	0	THU	DEVEREUX ST	GENESEE ST
20	36092086	2016	EDS	2/10/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	SNOW	DUSK	STRAIGHT AND LEVEL	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/15/2016	NOT APPLICABLE	0	0	0	WED	GENESEE ST	ELIZABETH ST
21	36092091	2016	DMV	2/10/2016	COLLISION WITH MOTOR VEHICLE	STOP SIGN	SIDESWIPE	SNOW	DAYLIGHT	STRAIGHT AT HILLCREST	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/22/2016	NOT APPLICABLE	0	0	0	WED	COURT ST	BROADWAY
22	36095793	2016	EDS	2/14/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	2/18/2016	NOT APPLICABLE	0	0	0	SUN	GENESEE ST	COURT ST
23	36162448	2016	DMV	3/22/2016	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE AND INJUR	DRY	NOT APPLICABLE	4/8/2016	NOT APPLICABLE	2	0	0	TUE	GENESEE ST	COURT ST
24	36162717	2016	DMV	3/22/2016	COLLISION WITH MOTOR VEHICLE	NONE	HEAD ON	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	4/8/2016	NOT APPLICABLE	0	0	0	TUE	COURT ST	STATE ST
26	36177960	2016	DMV	4/4/2016	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	UNKNOWN	SNOW	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	SNOW/ICE	NOT APPLICABLE	4/26/2016	NOT APPLICABLE	0	0	0	MON	LAFAYETTE ST	CORNELIA ST
25	36172214	2016	DMV	4/11/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	RAIN	DAYLIGHT	STRAIGHT/ GRADE	2	PROPERTY DAMAGE	WET	NOT APPLICABLE	5/11/2016	NOT APPLICABLE	0	0	0	MON	COURT ST	STATE ST
27	36196452	2016	DMV	5/3/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/10/2016	NOT APPLICABLE	0	0	0	TUE	GENESEE ST	BANK PL
28	36208094	2016	DMV	5/10/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/19/2016	NOT APPLICABLE	0	0	0	TUE	LAFAYETTE ST	CORNELIA ST
29	36225289	2016	DMV	5/20/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	HEAD ON	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	INJURY	DRY	NOT APPLICABLE	5/27/2016	NOT APPLICABLE	1	0	0	FRI	COLUMBIA ST	STATE ST
30	36244187	2016	DMV	6/2/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	3	PROPERTY DAMAGE	DRY	NOT APPLICABLE	6/15/2016	NOT APPLICABLE	0	0	0	THU	GENESEE ST	COURT ST
31	36271223	2016	DMV	6/15/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	7/13/2016	NOT APPLICABLE	0	0	0	WED	COURT ST	STATE ST
32	36276373	2016	DMV	6/28/2016	COLLISION WITH MOTOR VEHICLE	STOP SIGN	RIGHT ANGLE	RAIN	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	7/13/2016	NOT APPLICABLE	0	0	0	TUE	BROADWAY	HANNA PARK DR
33	36282512	2016	DMV	6/29/2016	COLLISION WITH PEDESTRIAN	TRAFFIC SIGNAL	OTHER	CLEAR	DARK-ROAD LIGHTE	STRAIGHT/ GRADE	1	NON-REPORTABLE	DRY	PED/BICYCLIST NOT AT I	7/15/2016	ALONG HIGHWAY WITH	0	0	0	WED	COURT ST	STATE ST
34	36287751	2016	EDS	7/6/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	3	PROPERTY DAMAGE	DRY	NOT APPLICABLE	7/15/2016	NOT APPLICABLE	0	0	0	WED	GENESEE ST	HOPPER ST
36	36313525	2016	DMV	7/9/2016	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	RAIN	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	WET	NOT APPLICABLE	8/8/2016	NOT APPLICABLE	0	0	0	SAT	GENESEE ST	Bleecker St
35	36300615	2016	EDS	7/16/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	7/20/2016	NOT APPLICABLE	0	0	0	SAT	HOPPER ST	GENESEE ST
37	36369090	2016	EDS	9/1/2016	COLLISION WITH MOTOR VEHICLE	NONE	UNKNOWN	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	9/13/2016	NOT APPLICABLE	0	0	0	THU	STATE ST	COLUMBIA ST
38	36372609	2016	EDS	9/6/2016	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	DRY	NOT APPLICABLE	9/10/2016	NOT APPLICABLE	0	0	0	TUE	GENESEE ST	COURT ST
39	36438763	2016	DMV	10/20/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	SIDESWIPE	CLOUDY	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	WET	NOT APPLICABLE	10/27/2016	NOT APPLICABLE	0	0	0	THU	BLEECKER ST	GENESEE ST
40	36471798	2016	DMV	11/3/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	LEFT TURN (AGAINST OTHER CAR)	RAIN	DAYLIGHT	STRAIGHT AND LEVEL	2	INJURY	WET	NOT APPLICABLE	11/17/2016	NOT APPLICABLE	1	0	0	THU	ELIZABETH ST	GENESEE ST
41	36478086	2016	DMV	11/15/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	RAIN	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	INJURY	WET	NOT APPLICABLE	1/6/2017	NOT APPLICABLE	1	0	0	TUE	GENESEE ST	COURT ST
44	36625622	2017	DMV	2/7/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	SIDESWIPE	SLEET/HAIL	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	3/3/2017	NOT APPLICABLE	0	0	0	TUE	LAFAYETTE ST	BROADWAY
42	36599506	2017	DMV	2/9/2017	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	2/15/2017	NOT APPLICABLE	0	0	0	THU	LAFAYETTE ST	SENECA ST
43	36605239	2017	DMV	2/12/2017	COLLISION WITH FIRE HYDRANT	TRAFFIC SIGNAL	OTHER	SNOW	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	1	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/16/2017	NOT APPLICABLE	0	0	0	SUN	LAFAYETTE ST	CORNELIA ST
45	36625623	2017	DMV	2/17/2017	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	3/3/2017	NOT APPLICABLE	0	0	0	FRI	SENECA ST	LAFAYETTE ST
47	36638334	2017	DMV	2/17/2017	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	WET	NOT APPLICABLE	3/16/2017	NOT APPLICABLE	0	0	0	FRI	BLEECKER ST	GENESEE ST
46	36626558	2017	DMV	2/24/2017	COLLISION WITH PEDESTRIAN	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	1	INJURY	DRY	PED/BICYCLIST NOT AT I	3/8/2017	CROSSING AGAINST SIGN	1	0	0	FRI	GENESEE ST	LAFAYETTE ST
48	36668631	2017	DMV	3/16/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE AND INJUR	SLUSH	NOT APPLICABLE	4/3/2017	NOT APPLICABLE	1	0	0	THU	STATE ST	LAFAYETTE ST
49	36668634	2017	DMV	3/30/2017	COLLISION WITH MOTOR VEHICLE	NONE	LEFT TURN (WITH OTHER CAR)	CLOUDY	DAYLIGHT	STRAIGHT/ GRADE	2	PROPERTY DAMAGE AND INJUR	DRY	NOT APPLICABLE	4/3/2017	NOT APPLICABLE	1	0	0	THU	STATE ST	COURT ST
50	36674850	2017	DMV	4/4/2017	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	RAIN	DAYLIGHT	CURVE AND GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	4/7/2017	NOT APPLICABLE	0	0	0	TUE	COURT ST	BROADWAY
51	36703427	2017	DMV	4/14/2017	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	REAR END	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/1/2017	NOT APPLICABLE	0	0	0	FRI	SENECA ST	LAFAYETTE ST
52	36709376	2017	DMV	4/25/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OVERTAKING	RAIN	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	5/5/2017	NOT APPLICABLE	0	0	0	TUE	STATE ST	COURT ST
53	36731674	2017	DMV	5/4/2017	COLLISION WITH MOTOR VEHICLE	NONE	HEAD ON	CLOUDY	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/24/2017	NOT APPLICABLE	0	0	0	THU	GENESEE ST	HOPPER ST
54	36732772	2017	DMV	5/14/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLOUDY	DAYLIGHT	STRAIGHT/ GRADE	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	6/9/2017	NOT APPLICABLE	0	0	0	SUN	CORNELIA ST	COURT ST
55	36802509	2017	DMV	7/9/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	7/27/2017	NOT APPLICABLE	0	0	0	SUN	COURT ST	CORNELIA ST
56	36872981	2017	DMV	8/21/2017	COLLISION WITH OTHER FIXED OBJECT	NONE	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	1	NON-REPORTABLE	DRY	NOT APPLICABLE	9/5/2017	NOT APPLICABLE	0	0	0	MON	COLUMBIA ST	Broadway
57	36872982	2017	DMV	8/21/2017	COLLISION WITH PEDESTRIAN	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	1	NON-REPORTABLE	DRY	PED/BICYCLIST AT INTER	9/5/2017	CROSSING AGAINST SIGN	0	0	0	MON	HOPPER ST	GENESEE ST
58	36887766	2017	DMV	9/13/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLEAR	DAYLIGHT	STRAIGHT AT HILLCREST	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	9/15/2017	NOT APPLICABLE	0	0	0	WED	GENESEE ST	HOPPER ST
59	36899497	2017	DMV	9/18/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	9/26/2017	NOT APPLICABLE	0	0	0	MON	CORNELIA ST	LAFAYETTE ST
64	36950108	2017	EDS	10/4/2017	COLLISION WITH MOTOR VEHICLE	STOP SIGN	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/2/2017	NOT APPLICABLE	0	0	0	WED	DEVEREUX ST	GENESEE ST
63	36950103	2017	EDS	10/12/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	3	NON-REPORTABLE	DRY	NOT APPLICABLE	11/2/2017	NOT APPLICABLE	0	0	0	THU	HOPPER ST	GENESEE ST
60	36946386	2017	EDS	10/16/2017	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/2/2017	NOT APPLICABLE	0	0	0	MON	COURT ST	LINCOLN AVE
62	36950101	2017	EDS	10/19/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLOUDY	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/2/2017	NOT APPLICABLE	0	0	0	THU	BROADWAY	LAFAYETTE ST
61	36950100	2017	EDS	10/22/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/2/2017	NOT APPLICABLE	0	0	0	SUN	COURT ST	GENESEE ST
65	36959223	2017	DMV	10/23/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OVERTAKING	CLEAR	DARK-ROAD LIGHTE	STRAIGHT/ GRADE	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/9/2017	NOT APPLICABLE	0	0	0	MON	COURT ST	STATE ST
66	37012670	2017	EDS	11/29/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLOUDY	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	12/7/2017	NOT APPLICABLE	0	0	0	WED	CORNELIA ST	COURT ST
67	37058987	2017	EDS	12/27/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	SNOW	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	1/4/2018	NOT APPLICABLE	0	0	0	WED	COURT ST	STATE ST
68	37071161	2018	DMV	1/4/2018	COLLISION WITH GUIDE RAIL	NONE	OTHER	SNOW	DAYLIGHT	STRAIGHT AND LEVEL	1	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/2/2018	NOT APPLICABLE	0	0	0	THU	STATE HWY 5	
71	37128504	2018	EDS	1/6/2018	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLOUDY	DUSK	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	2/9/2018	NOT APPLICABLE	0	0	0	SAT	GENESEE ST	Washington St
72	37128507	2018	EDS	1/17/2018	COLLISION WITH OTHER FIXED OBJECT	NONE	OTHER	CLEAR	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	1	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/9/2018	NOT APPLICABLE	0	0	0	WED	ELIZABETH ST	Genesee St
69	37105567	2018	DMV	1/18/2018	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLOUDY	DAYLIGHT	CURVE AND LEVEL	2	PROPERTY DAMAGE	SNOW/ICE	NOT APPLICABLE	3/8/2018	NOT APPLICABLE	0	0	0	THU	COURT ST	State St
70	37115284	2018	EDS	1/29/2018	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	2/2/2018	NOT APPLICABLE	0	0	0	MON	HOPPER ST	GENESEE ST
73	37166099	2018	EDS	2/18/2018	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	SNOW	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	3/6/2018	NOT APPLICABLE	0	0	0	SUN	STATE ST	COLUMBIA ST
74	37167078	2018	EDS	2/26/2018	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	3/6/2018	NOT APPLICABLE	0	0	0	MON	GENESEE ST	HOPPER ST

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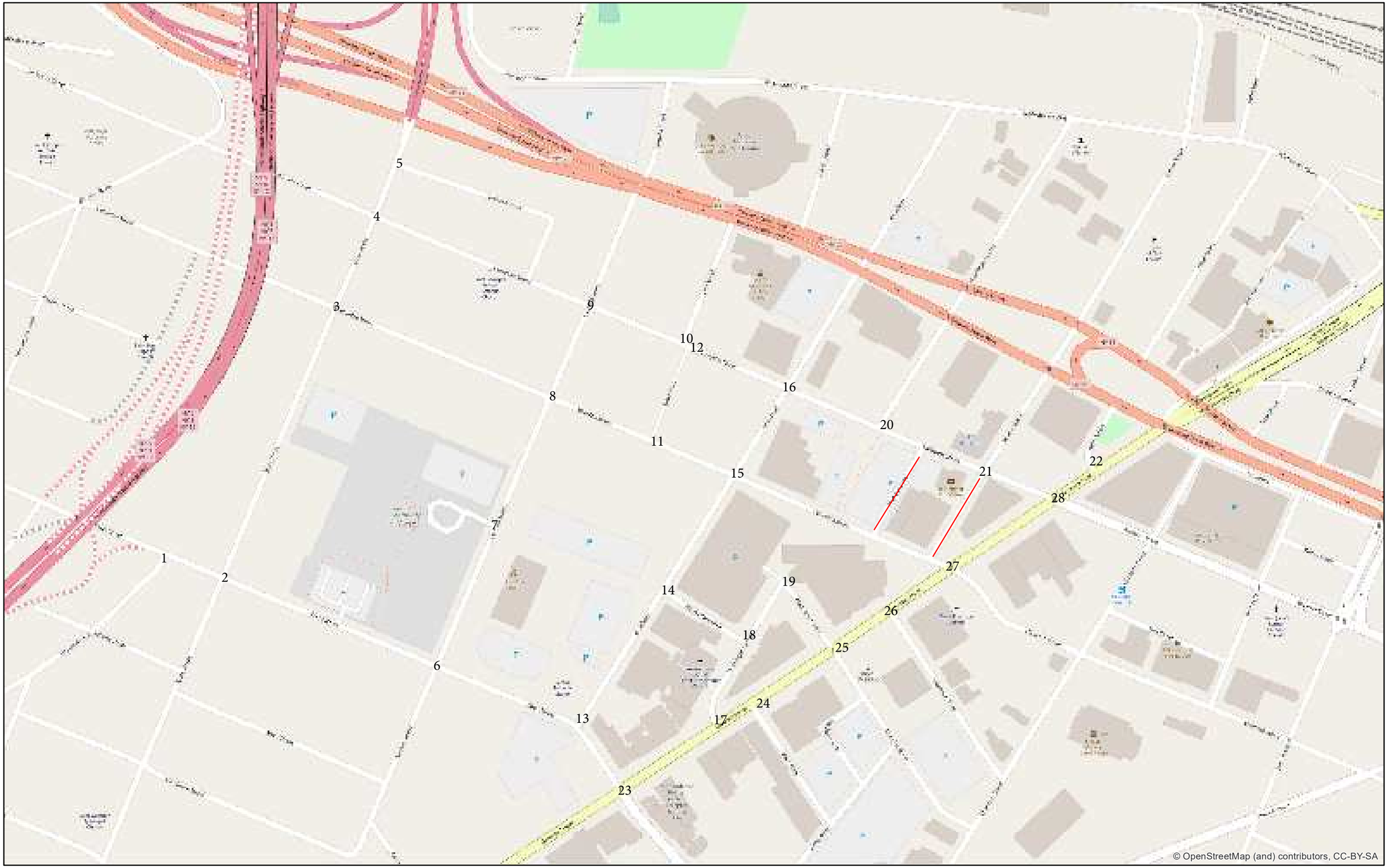

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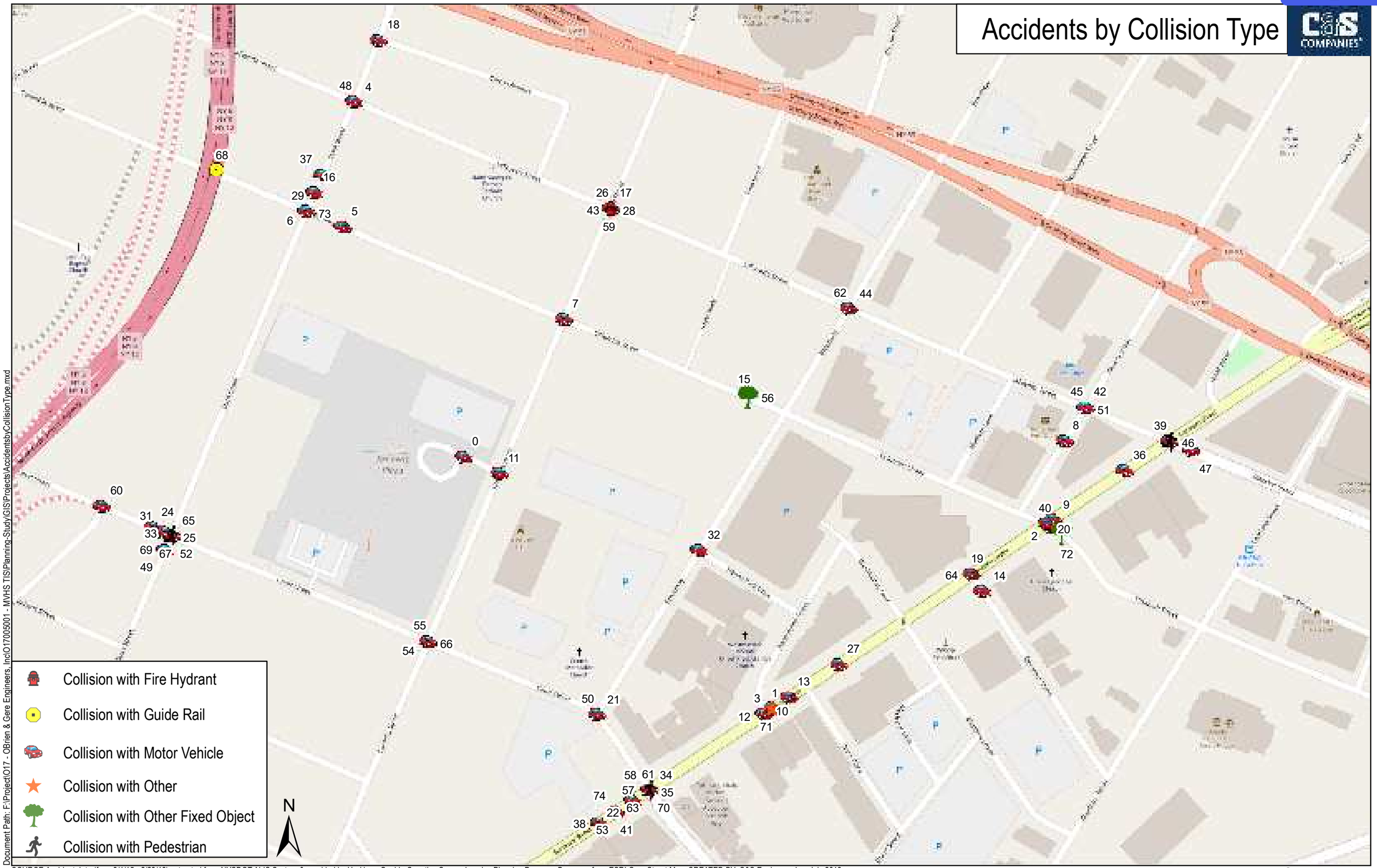
Accidents by Collision Type

C&S COMPANIES



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SOURCE:Accident data (from 3/1/15 - 2/28/18) extracted from NYSDOT ALIS System & provided by Herkimer Oneida Counties Comprehensive Planning Program. Basemap from ESRI OpenStreet Map; CREATED BY: C&S Engineers, Inc. July 2018

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Accidents by Damage Type

C&S COMPANIES



Document Path: F:\Project\O17 - OBrien & Gere Engineers, Inc\O17005001 - MVHS TIS\Planning-Study\GIS\Projects\AccidentsbyDamageType.mxd

SOURCE:Accident data (from 3/1/15 - 2/28/18) extracted from NYSDOT ALIS System & provided by Herkimer Oneida Counties Comprehensive Planning Program. Basemap from ESRI OpenStreet Map; CREATED BY: C&S Engineers, Inc. July 2018

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Appendix D

NYS Route 5S Design Plans

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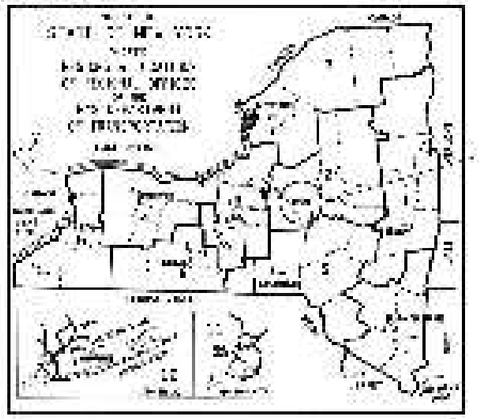
D263572

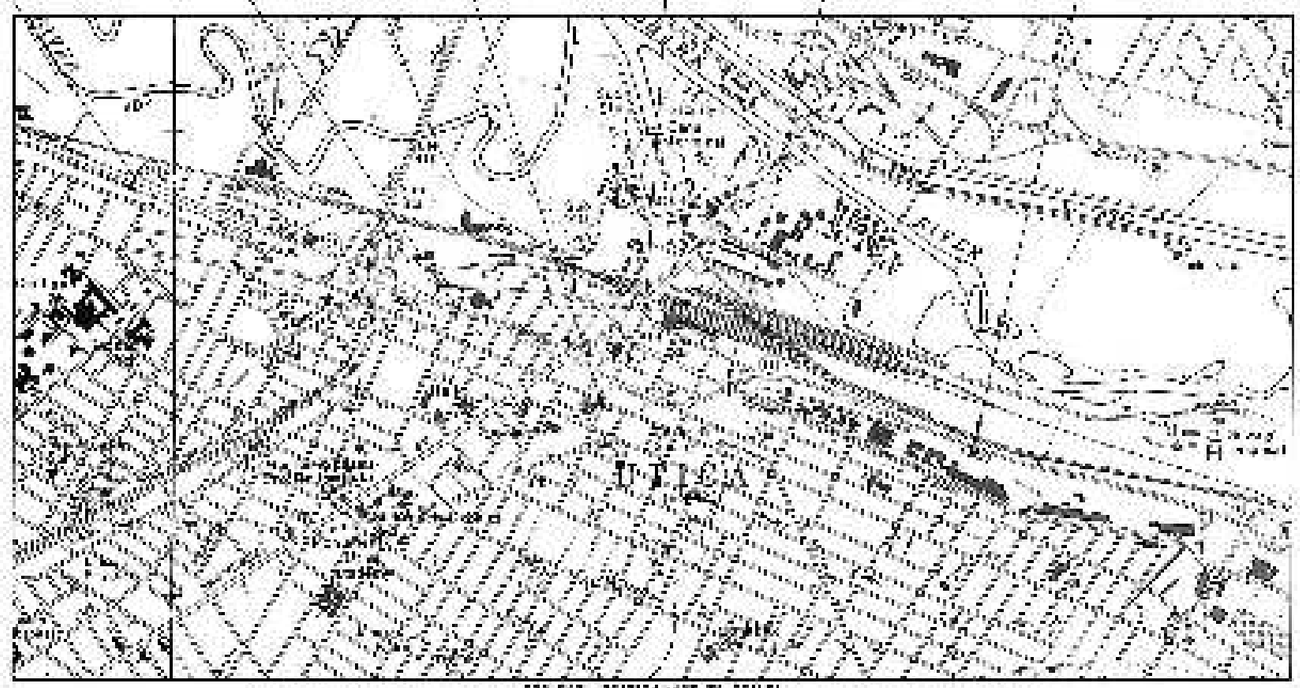


NEW YORK STATE OF OPPORTUNITY.

Department of Transportation

NY ROUTE 55 AND JOHN STREET SAFETY IMPROVEMENT PROJECT
BROADWAY TO BROAD STREET
ONEIDA COUNTY, CITY OF UTICA

F.A. PROJECT



PROJECT LOCATION NOT TO SCALE

PROJECT NO.	
TRAFFIC DATE	
COMPLETION DATE	
FINAL ACCEPTANCE DATE	
REGIONAL REVIEW	
PROJECT DESIGNER	
FINAL DESIGN	
FINAL DATE	DESIGN

RECOMMENDED BY — REGIONAL DESIGN ENGINEER — DATE 10/11/17

RECOMMENDED BY — REGIONAL CONSTRUCTION ENGINEER — DATE 10/23/17

RECOMMENDED BY — REGIONAL DESIGN ENGINEER — DATE 10/23/17

RECOMMENDED BY — REGIONAL CONSTRUCTION ENGINEER — DATE 10/23/17

APPROVED BY — REGIONAL DIRECTOR — DATE 10.23.17

QUALITY CONTROLLED BY — REGIONAL QUALITY CONTROL ENGINEER — DATE 10/23/17

NY ROUTE 55 SAFETY PROJECT
EAST - WEST ARTERIAL C 62-23
NORTH GENESEE ST. ARTERIAL FLAG 11-22
CITY OF UTICA
COUNTY: ONEIDA

PROJECT NO.	DATE	SHEET NO.
2	10	1

CAPITAL PROJECT
CONSTRUCTION NO. 2 SCHEDULE

SHEET NO. 1

D263572

SIGN & STRIPING PLANS INCLUDED IN THIS APPENDIX TO SHOW NEW GEOMETRY & INTERSECTION LANE CONFIGURATIONS

INDEX - VOLUME 1

SHEET NUMBER	DESCRIPTION	DRAWING NUMBER
1	TITLE SHEET	COVER
2	INDEX	IND 2
3	ABBREVIATIONS	IND 2
4-5	LEGEND, LINE AND POINT SYMBOLOGY	LEG 1-2
6-21	[illegible]	[illegible]
22	GENERAL NOTES	GNN 1
23	[illegible]	[illegible]
24-[illegible]	WORK ZONE TRAFFIC CONTROL PLAN - TYPICAL SECTIONS	[illegible]
25	WORK ZONE TRAFFIC CONTROL PLAN - DETOUR	[illegible]
32-41	WORK ZONE TRAFFIC CONTROL PLAN - TABLES	[illegible]
42-44	WORK ZONE TRAFFIC CONTROL PLAN - DETAILS	[illegible]
45-46	WORK ZONE TRAFFIC CONTROL PLAN - PHOTOS	[illegible]
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INDEX - VOLUME 2

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT CITY OF UTICA: EAST - WEST ARTERIAL HIGHWAY C66-23 CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22 CITY OF UTICA COUNTY: ONEIDA REGION: 02	PIN 280532	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED INDEX	CONTRACT NUMBER D263572 DRAWING NO. IND-01 SHEET NO.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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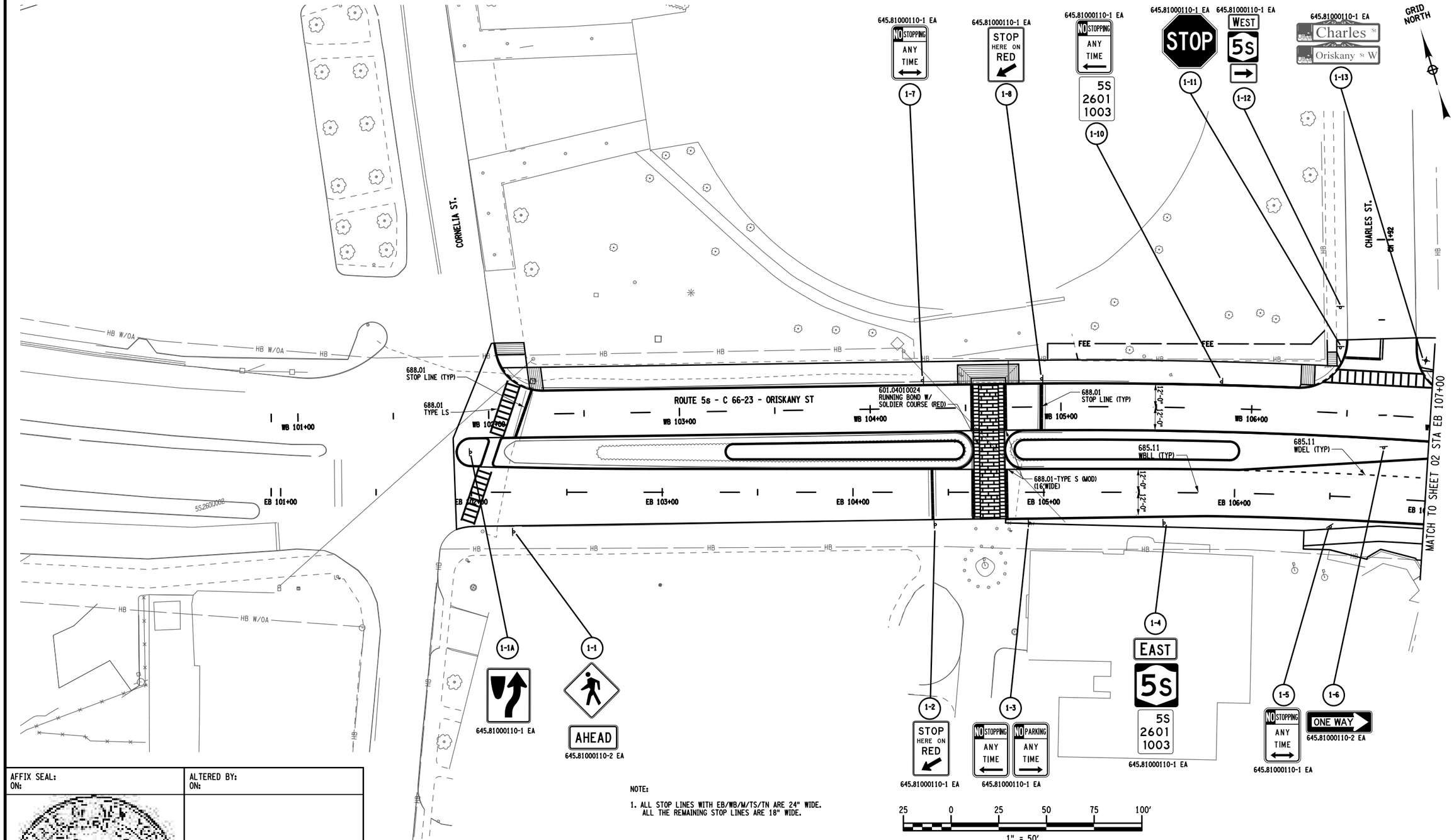

NOTE:

1. ALL STOP LINES WITH EB/WB/M/TS/TN ARE 24" WIDE. ALL THE REMAINING STOP LINES ARE 18" WIDE.

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED
CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23				SIGN AND STRIPING PLAN
CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22				
CITY OF UTICA				
COUNTY: ONEIDA REGION: 2				

CONTRACT NUMBER D263572
DRAWING NO. SSP-01
SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN any WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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DESIGN SUPERVISOR B. BORTNICK, P.E. | JOB MANAGER E. COULTER, P.E. | DESIGN E. COULTER, P.E. | CHECK S. GANNON | PROJECT MANAGER Z. MAYBURY | DRAFTING S. GANNON | CHECK E. COULTER, P.E. | PROJECT MANAGER J. TIBBITTS, P.E.

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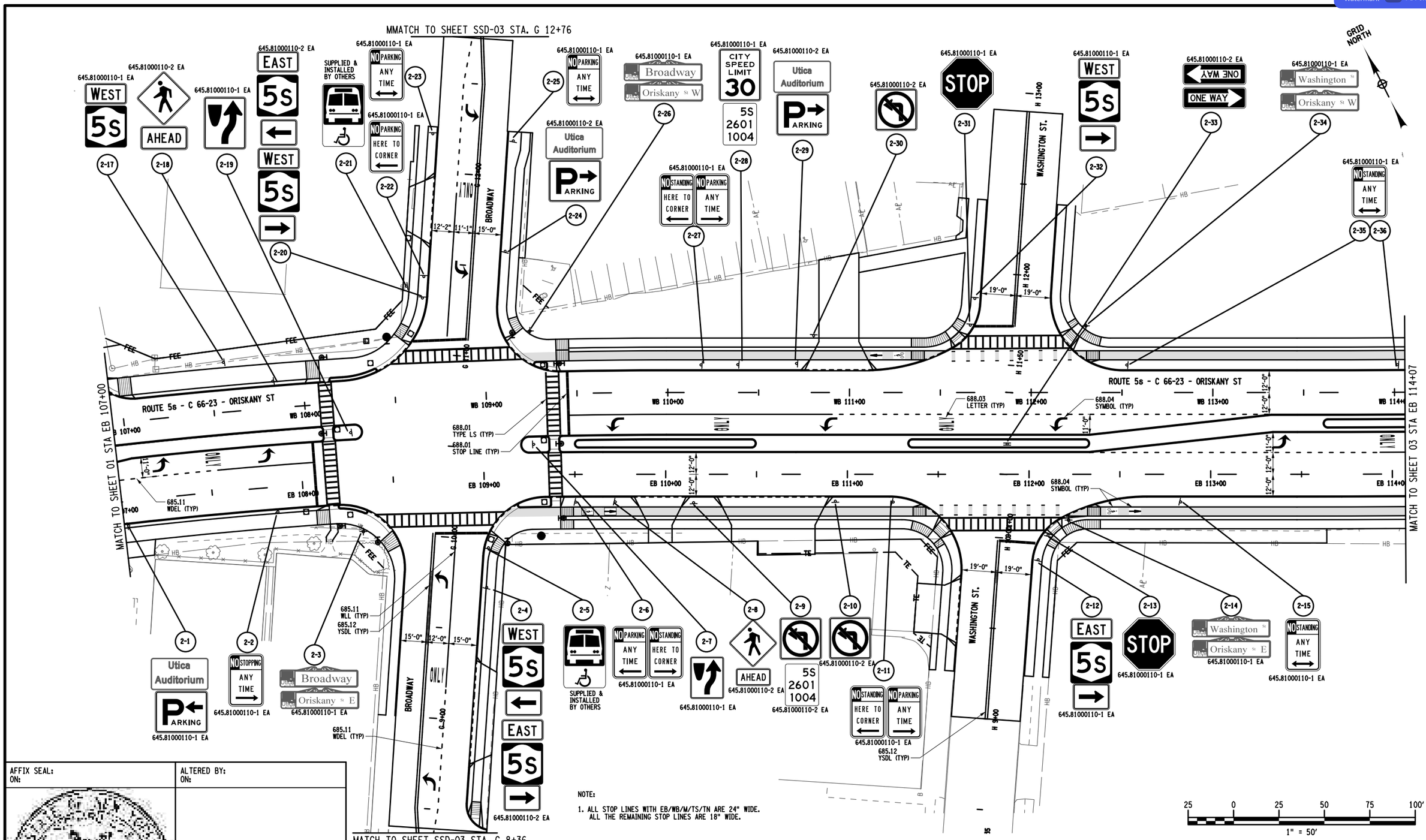

NOTE:

1. ALL STOP LINES WITH EB/WB/M/TS/TN ARE 24" WIDE. ALL THE REMAINING STOP LINES ARE 18" WIDE.

25 0 25 50 75 100'

1" = 50'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23 CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22 CITY OF UTICA COUNTY: ONEIDA REGION: 2	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED SIGN AND STRIPING PLAN	CONTRACT NUMBER D263572 DRAWING NO. SSP-02 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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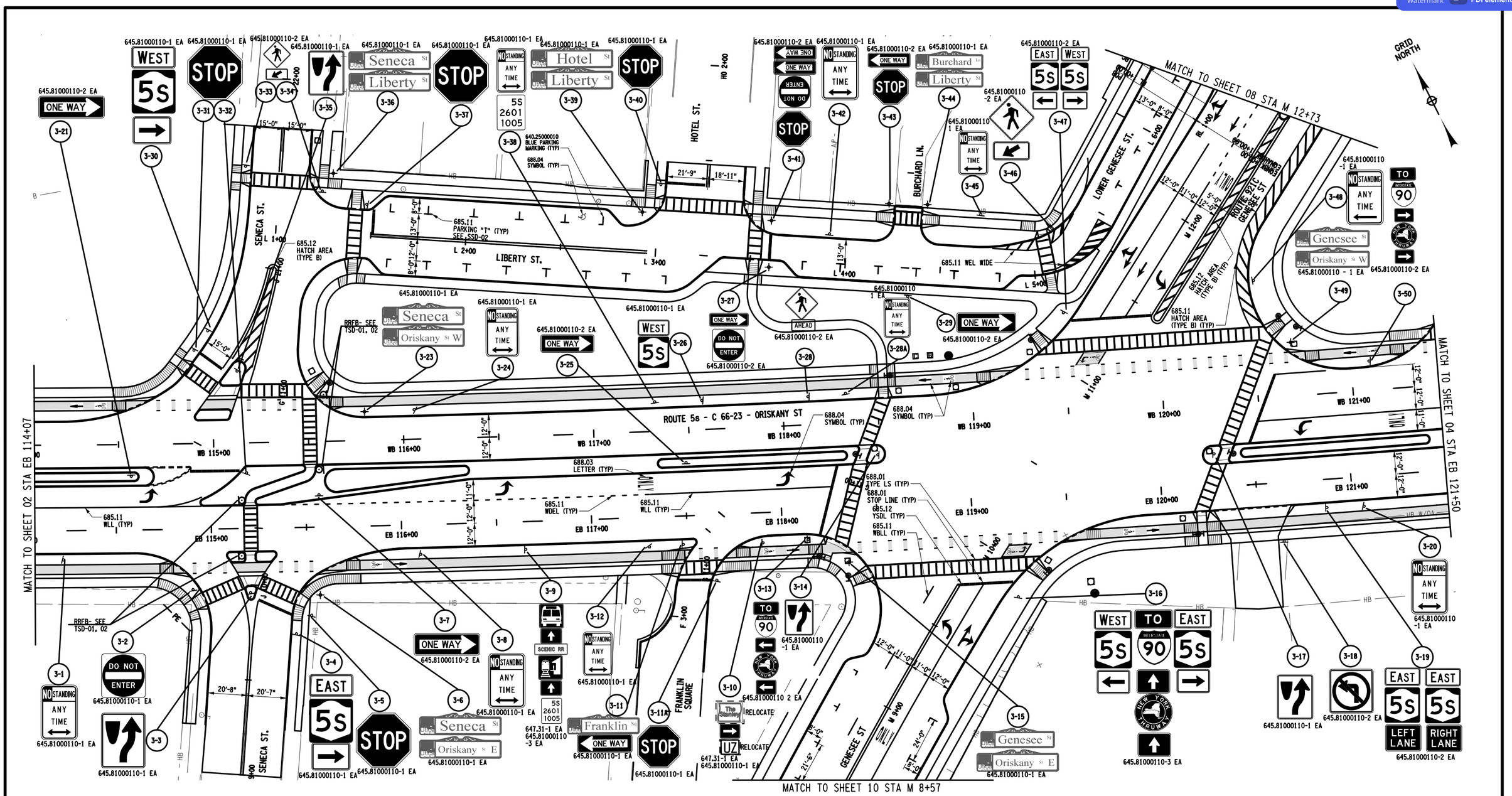

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AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED
CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23				SIGN AND STRIPING PLAN
CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22				CONTRACT NUMBER D263572
CITY OF UTICA				DRAWING NO. SSP-03
COUNTY: ONEIDA REGION: 2				SHEET NO.

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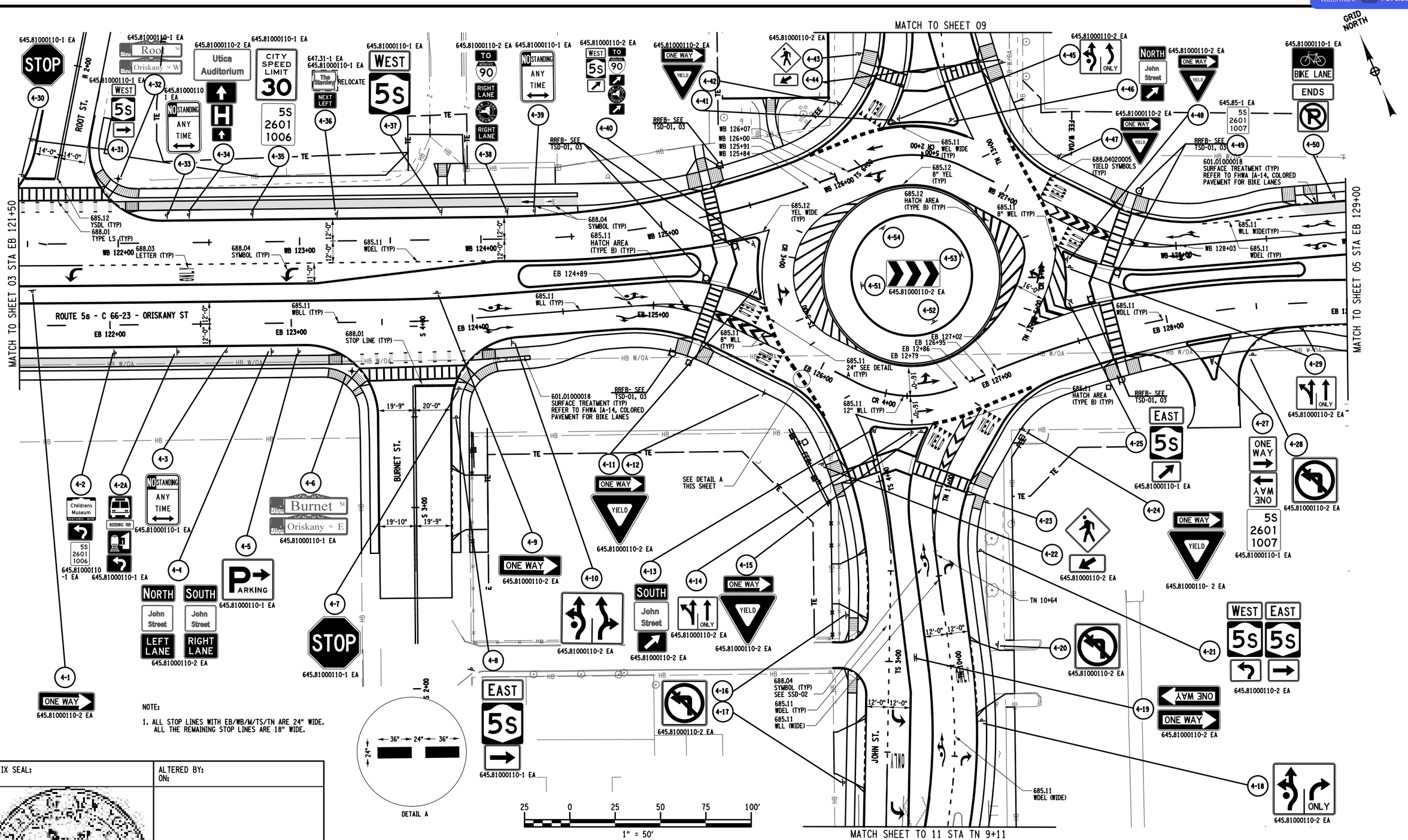

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D263572
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	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					SHEET NO.
	CITY OF UTICA					
	COUNTY: ONEIDA REGION: 2					

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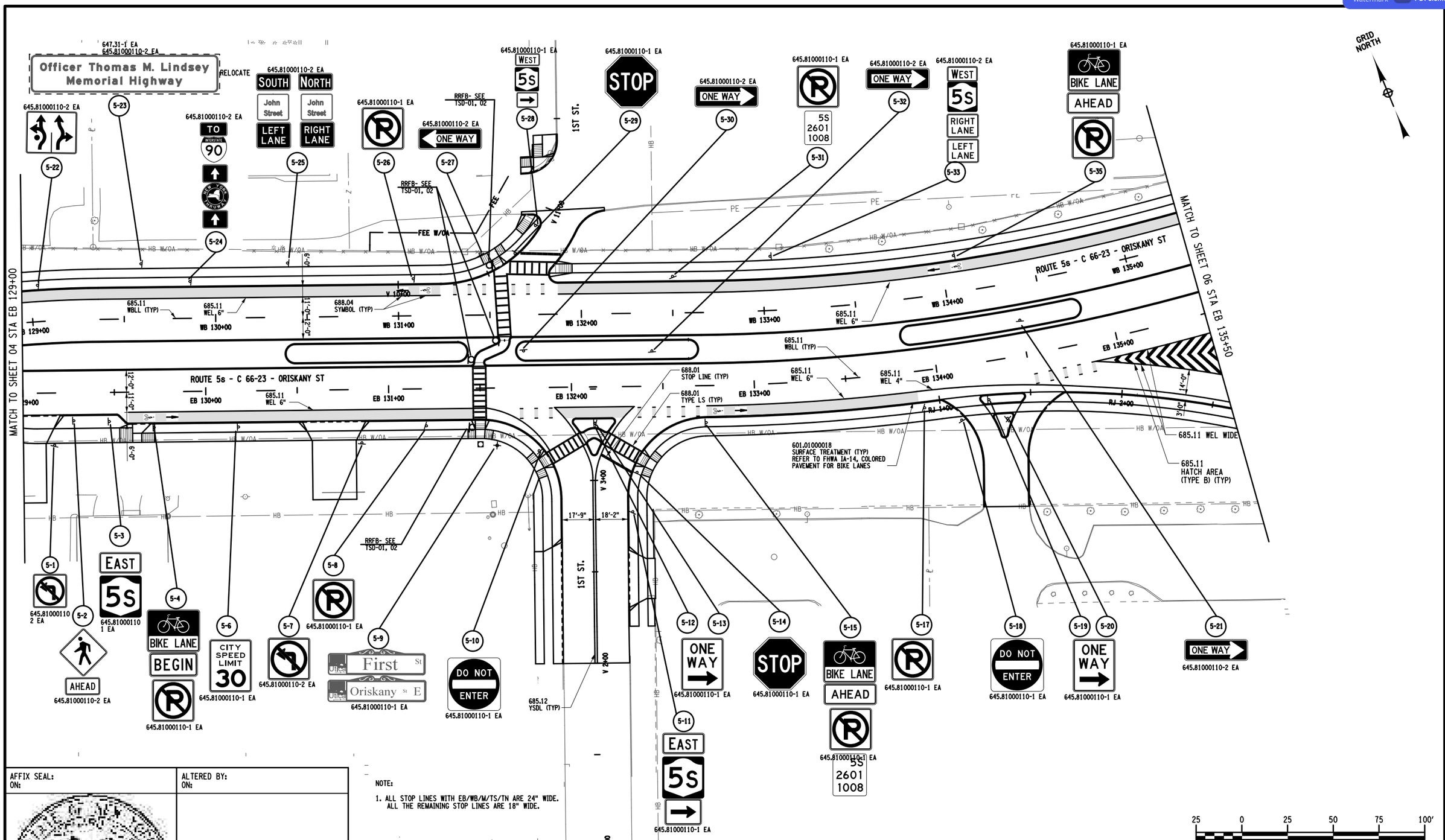

NOTE:

1. ALL STOP LINES WITH EB/WB/W/TS/TN ARE 24" WIDE. ALL THE REMAINING STOP LINES ARE 18" WIDE.

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D263572
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	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					SHEET NO.
	CITY OF UTICA					
	COUNTY: ONEIDA REGION: 2					

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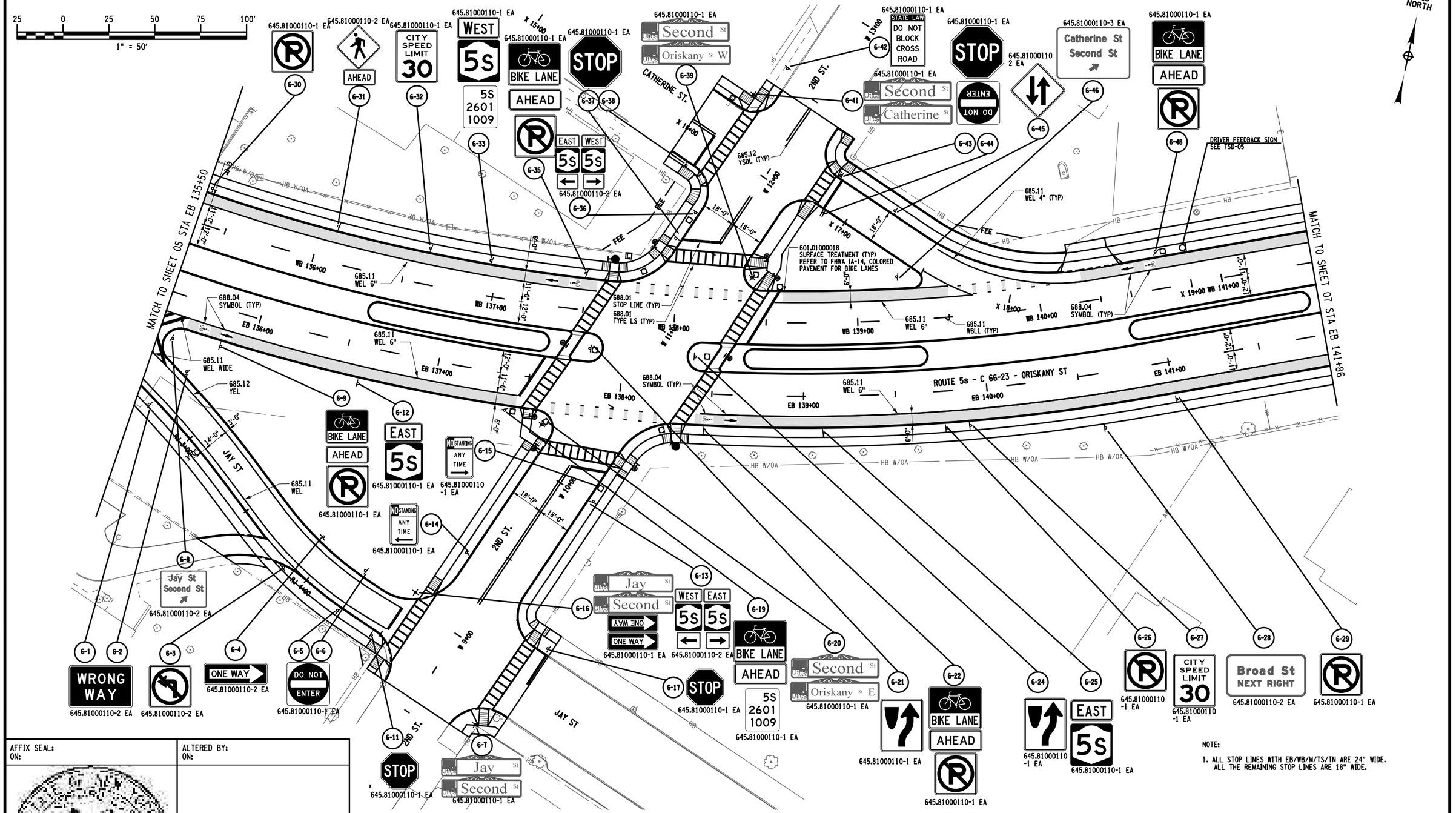

NOTE:

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AFFIX SEAL:
ON:

ALTERED BY:
ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

NY ROUTE 5S SAFETY PROJECT
CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23
CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22
CITY OF UTICA
COUNTY: ONEIDA REGION: 2

PIN 2805.32

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

SIGN AND STRIPING PLAN

CONTRACT NUMBER
D263572

DRAWING NO. SSP-06
SHEET NO.

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DESIGN SUPERVISOR B. BORTNICK, P.E. JOB MANAGER E. COULTER, P.E. DESIGN S. GANNON CHECK E. COULTER, P.E. DRAFTING Z. MAYBURY PROJECT MANAGER J. TIBBITTS, P.E. CHECK

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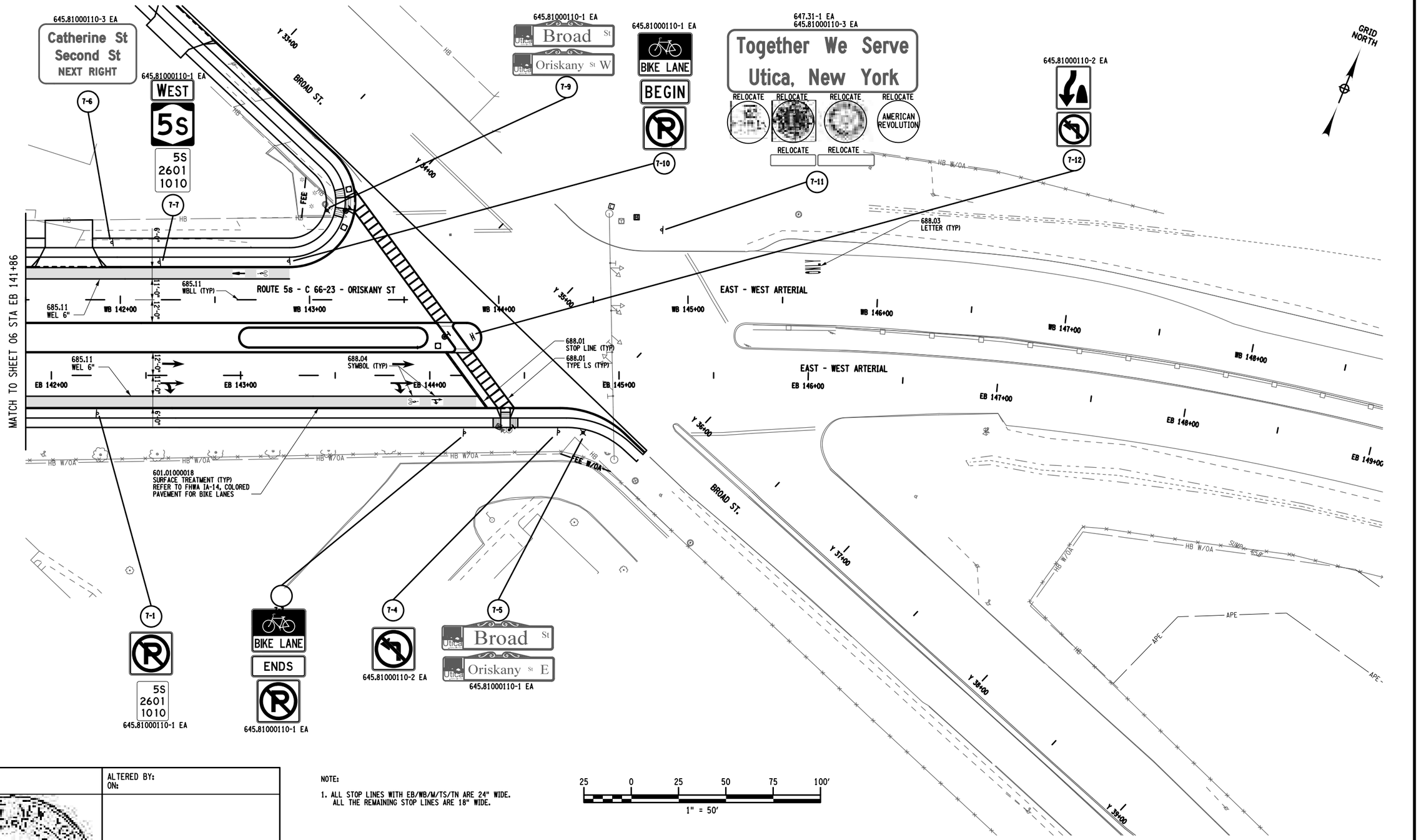

NOTE:

1. ALL STOP LINES WITH EB/WB/W/TS/TN ARE 24" WIDE.
   ALL THE REMAINING STOP LINES ARE 18" WIDE.

25 0 25 50 75 100′
1" = 50′

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D263572
	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23				SIGN AND STRIPING PLAN	
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					DRAWING NO. SSP-07
	CITY OF UTICA					SHEET NO.
	COUNTY: ONEIDA REGION: 2					

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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DESIGN SUPERVISOR B. BORTNICK, P.E. | JOB MANAGER E. COULTER, P.E. | DRAFTING S. GANNON | CHECK Z. MAYBURY | PROJECT MANAGER J. TIBBITTS, P.E. | CHECK

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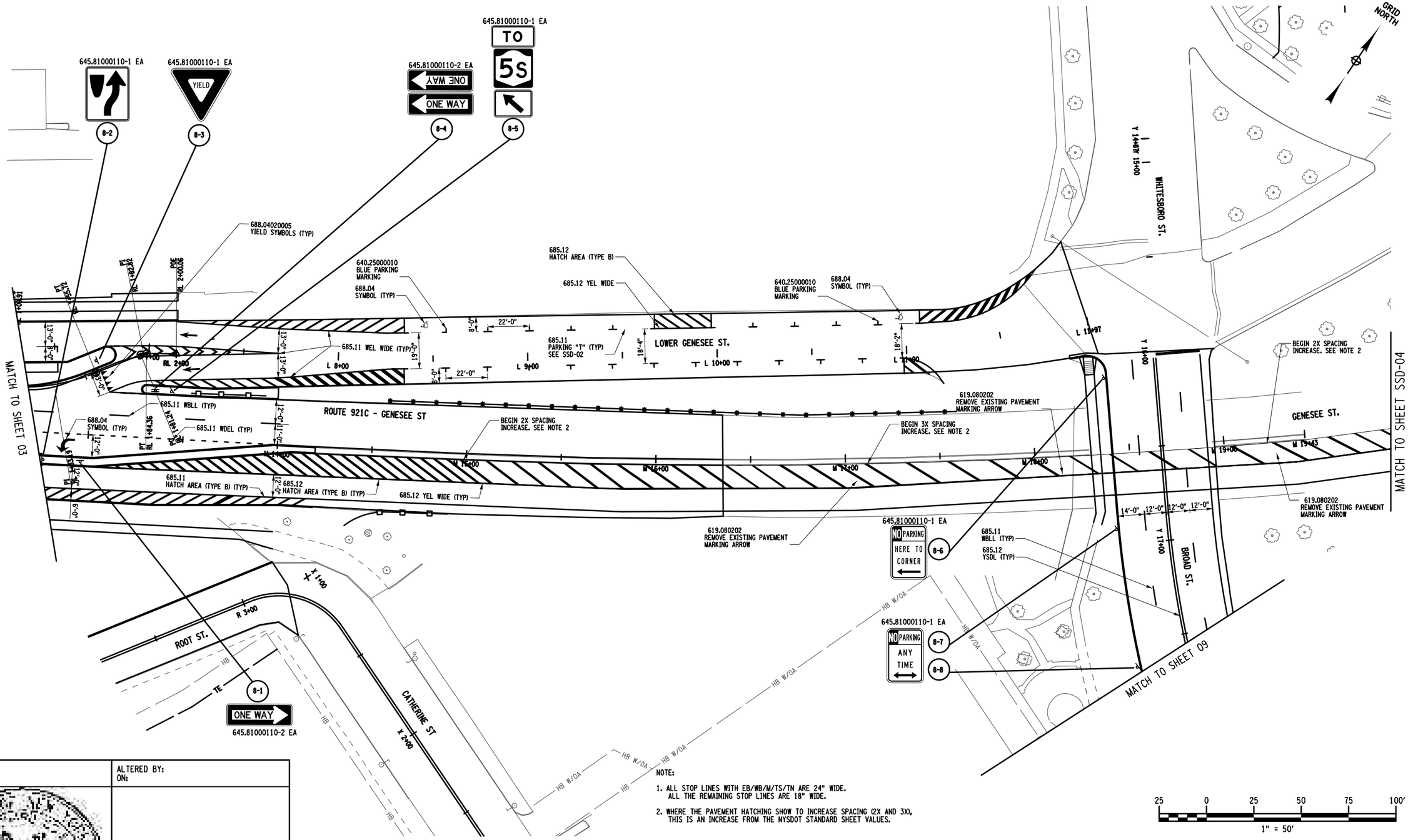
DRAFTING E. COULTER, P.E. CHECK S. GANNON CHECK E. COULTER, P.E.



NOTE:

1. ALL STOP LINES WITH EB/WB/M/TS/TN ARE 24" WIDE. ALL THE REMAINING STOP LINES ARE 18" WIDE.
2. WHERE THE PAVEMENT HATCHING SHOW TO INCREASE SPACING (2X AND 3X), THIS IS AN INCREASE FROM THE NYSDOT STANDARD SHEET VALUES.

25 0 25 50 75 100′
1" = 50′

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

NY ROUTE 5S SAFETY PROJECT
CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23
CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22
CITY OF UTICA
COUNTY: ONEIDA REGION:2

PIN 2805.32

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

SIGN AND STRIPING PLAN

CONTRACT NUMBER
D263572

DRAWING NO. SSP-08
SHEET NO.

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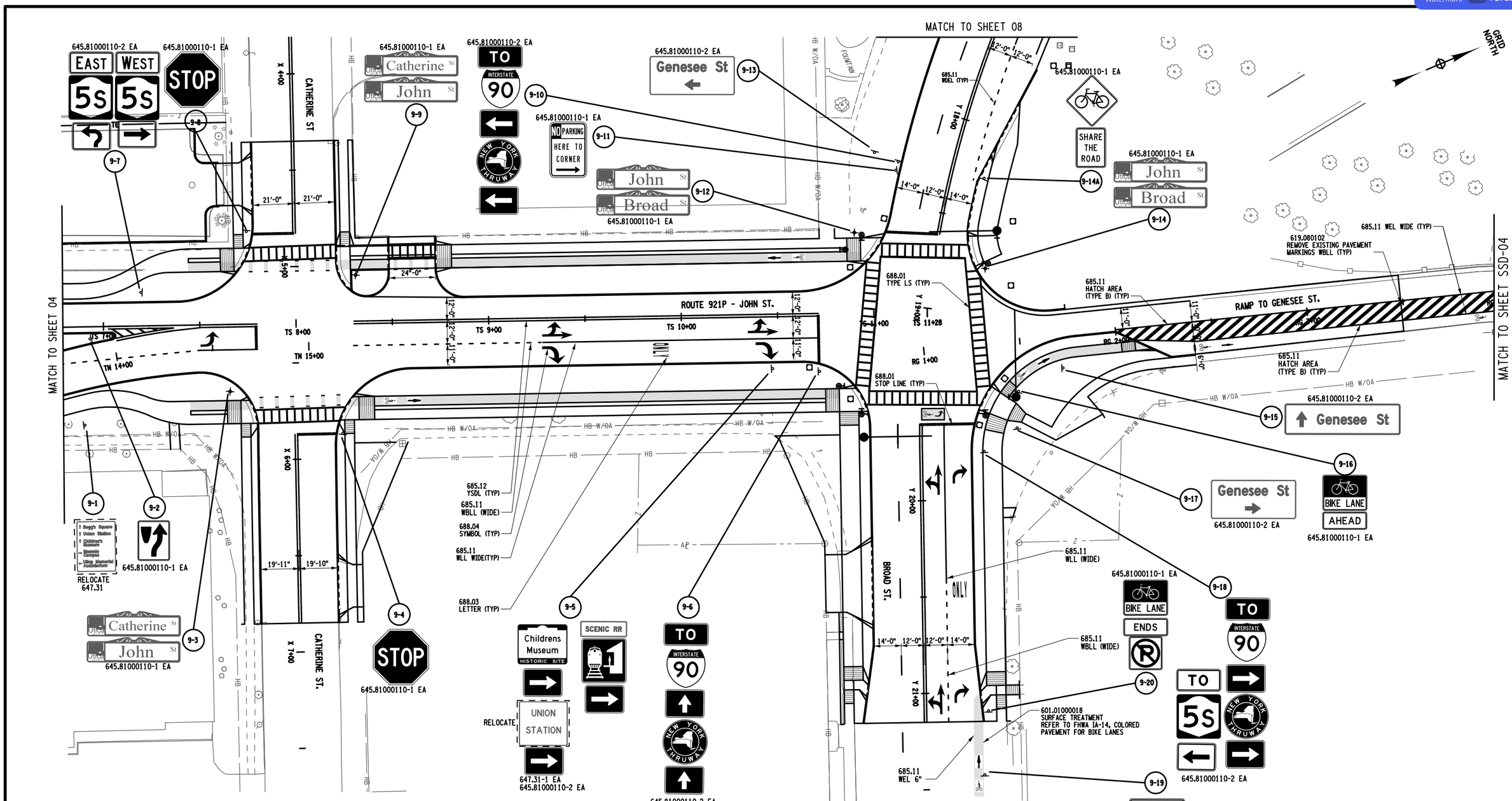

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	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23				SIGN AND STRIPING PLAN	DRAWING NO. SSP-09
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					SHEET NO.
	CITY OF UTICA					
	COUNTY: ONEIDA REGION: 2					

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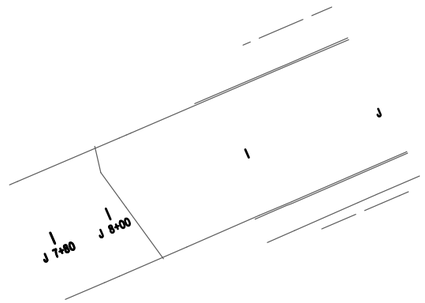

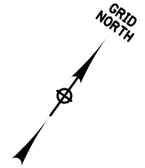

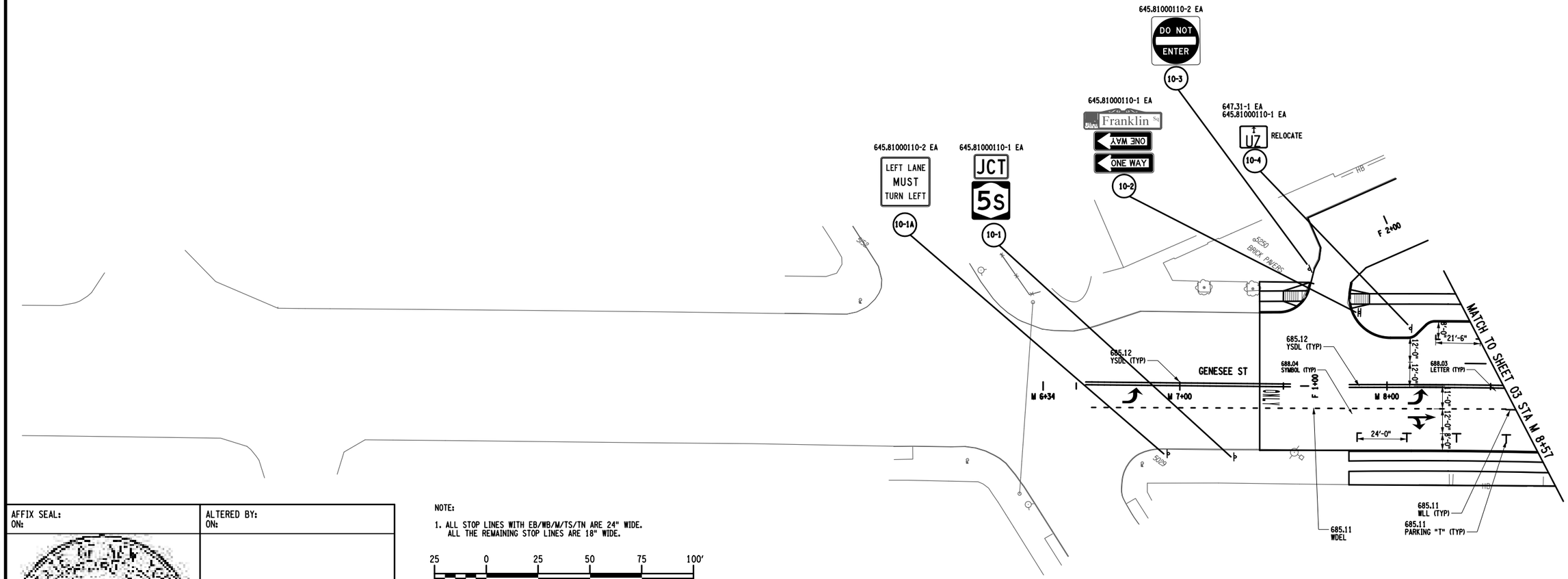

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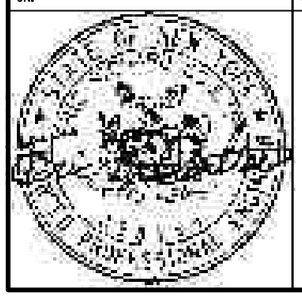	

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DESCRIPTION OF ALTERATIONS:

NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER D263572
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CITY OF UTICA					SHEET NO.
COUNTY: ONEIDA REGION:2					

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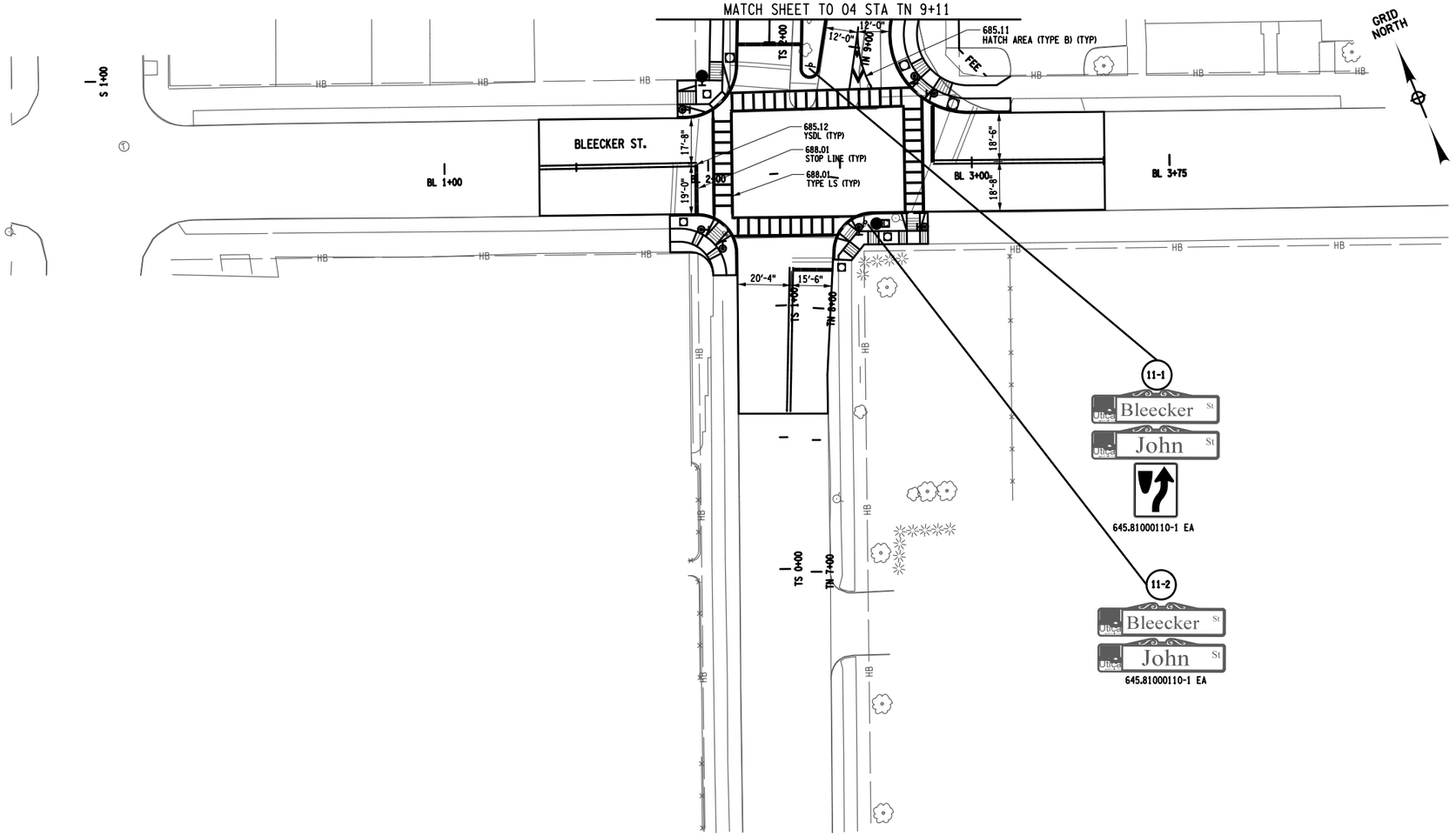

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Appendix E

Parking & Trip Generation Information

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Land Use: 610
Hospital

Land Use Description

A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term "hospital" does not refer to medical clinics (facilities that provide diagnosis and treatment care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Surgery center (Land Use 610) and clinic (Land Use 630) are related uses.

Database Description

The database consisted of a mix of urban, suburban, and urban locations. Parking demand differed between these area types and therefore the data were analyzed separately.

- Average hospital size: 640,000 sq. ft. GFA (eight study sites). Average number of daily patients: 400 (12 study sites). Average number of daily patients per bed: 1.02 (ten study sites). Average number of staff per daily patient: 0.15 (seven study sites). These statistics apply to sites from all area types.
- Average parking supply ratios: 4.7 spaces per bed (18 study sites) and 0.82 spaces per employee (24 study sites). The table below presents comparative statistics for study sites, stratified by area types.

Site Data	Rural	Suburban	Urban
Parking supply per bed	4.9 (7 sites)	5.5 (23 sites)	4.0 (22 sites)
Parking supply per employee	0.95 (4 sites)	0.80 (14 sites)	0.72 (16 sites)

Four hospitals located in university communities were included in the data analyzed for Gilbert Hose. These sites may add for parking generation characteristics different from other hospitals. However, based on the limited number of university medical hospitals in the database, one must be particularly conservative in a bank that has been in general average parking demand per bed for the surveyed university medical sites was greater than that for the other hospital sites. This could be attributed to the higher number of employees and larger from area devoted to research and faculty at university medical centers not passed to the other hospitals. For the university medical center study sites, average parking demand per employee was comparable to that found at other hospitals.

Seven of the study sites charged fees for parking. Daily parking fees ranged between $2.00 and $5.20. The average peak period parking demand at these study sites was substantially less than that observed for the overall hospital database. However, based on the small number of observations and the possibility that additional hospitals in the database charged for parking (and do not clearly indicate whether they charge for parking), conclusive development of a parking demand rate reduction attributable to paid parking could not be derived.

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Land Use: 610
Hospital

The following table presents the time of day distribution of parking demand for all hospitals in the database, calculated on a per bed basis.

Based on Vehicles per Bed	Weekday Data	
Hour Beginning	Percent of Peak Period	Number of Data Points
12:00-4:00 a.m.		0
5:00 a.m.	16	3
6:00 a.m.	15	6
7:00 a.m.	11	10
8:00 a.m.	15	14
9:00 a.m.	90	48
10:00 a.m.	81	41
11:00 a.m.	88	46
12:00 a.m.	91	37
1:00 p.m.	108	48
2:00 p.m.	91	29
3:00 p.m.	97	40
4:00 p.m.	72	35
5:00 p.m.	44	17
6:00 p.m.	30	9
7:00 p.m.	13	8
8:00 p.m.	22	2
9:00 p.m.	11	1
10:00 p.m.	12	1
11:00 p.m.	14	1

Future parking demand data collection should include additional potential variables (such as 1,000 sq. ft. GFA, doctors, occupied beds and daily patient visits) as well as those currently plotted.

Study Sites/Years

Canada:
Saskatoon, SK (1992); Ottawa, ON (1985); Richmond, BC (1989)

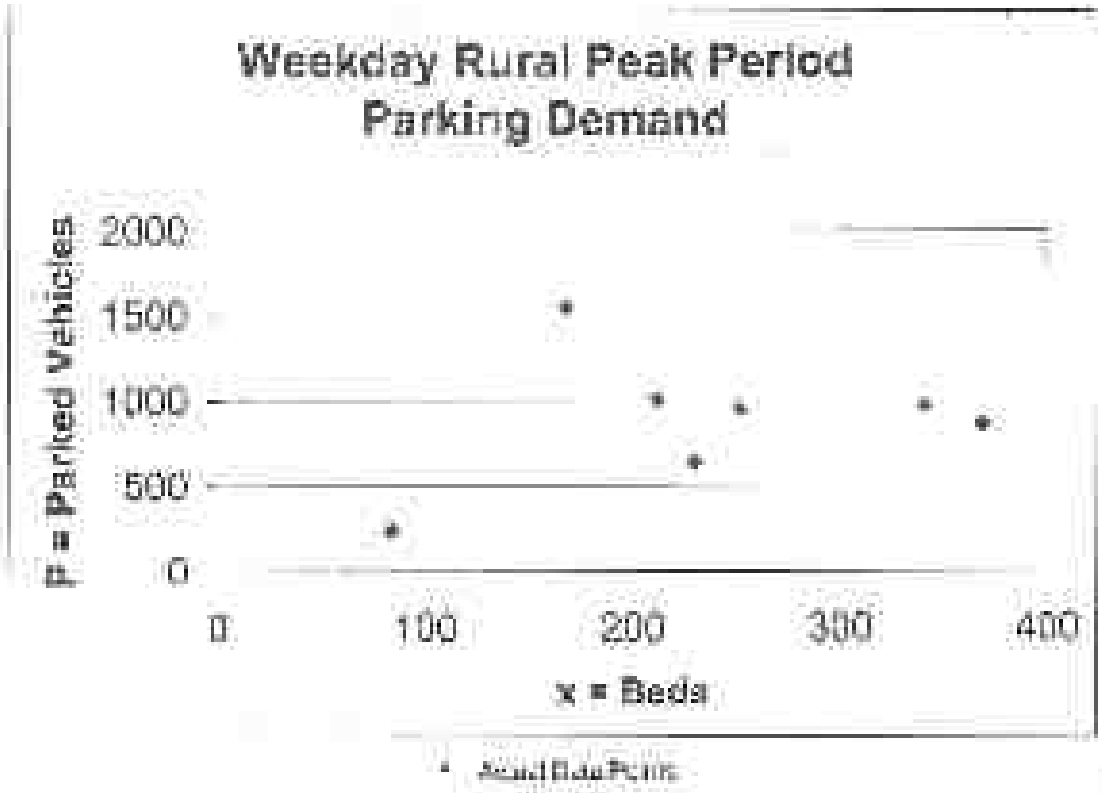
Puerto Rico:
Ponce, PR (1992); Caguas, PR (2000)

United States:
Daytona Beach, FL (1995); Lynn, MA (1995); Jacksonville, FL (1995); Columbus, OH (1990); Cumberland, MD (1993); Elgin, IL (1993); Greensburg, PA (1993); Madison, WI (1990); Wilmington, WI (1990); New Albany, IN (1998); Pittsburgh, PA (1990); Royal Oak, MI (1990); Stuart, FL (1990); Baltimore, MD (1991); Castle, PA (1991); Charleston, WV (1991); Chicago, IL (1991); Huntsville, AL (1991); LaGrange, IL (1991); Nashville, TN (1991); New Fairmont, WV (1991); Pittsburgh, PA (1991); Vineland, NJ (1991); Durham, NC (1992); Gainesville, FL (1992); Pittsburgh, PA (1992); Springfield, OH (1992); West Palm Beach, FL (1992); Arlington Heights, IL (1993); Atlanta, GA (1993); Baltimore, MD (1993); Easton, PA (1993); Wichita, KS (1993); Sarasota, FL (1994); Jacksonville, FL (1995); Maywood, IL (1995); Evansville, IN (1996); Orlando, FL (1996); Edgewood, KY (1997); Downers Grove, IL (1998); Raleigh, NC (1998); Portsmouth, OH (1998); Templeton, CA (1998); Kankakee, IL (1999); Terre Haute, IN (1999); Walnut Creek, CA (1999); Winston Salem, NC (1999); Atlanta, GA (2000); Columbus, GA (2000); Flagstaff, AZ (2000); Lincoln, NE (2000); Oklahoma City, OK (2000); Santa Barbara, CA (2000)

Land Use: 610
Hospital

Average Peak Period Parking Demand vs. Beds
On a: Weekday
Location: Rural

Peak Period	[illegible]
Number of Study Sites	[illegible]
Average Size of Study Sites	248 beds
Average Peak Period Parking Demand	[illegible] vehicles per bed
Standard Deviation	2.41
Coefficient of Variation	29%
Range	[illegible] vehicles per bed
85th Percentile	3.15 vehicles per bed
33rd Percentile	2.88 vehicles per bed



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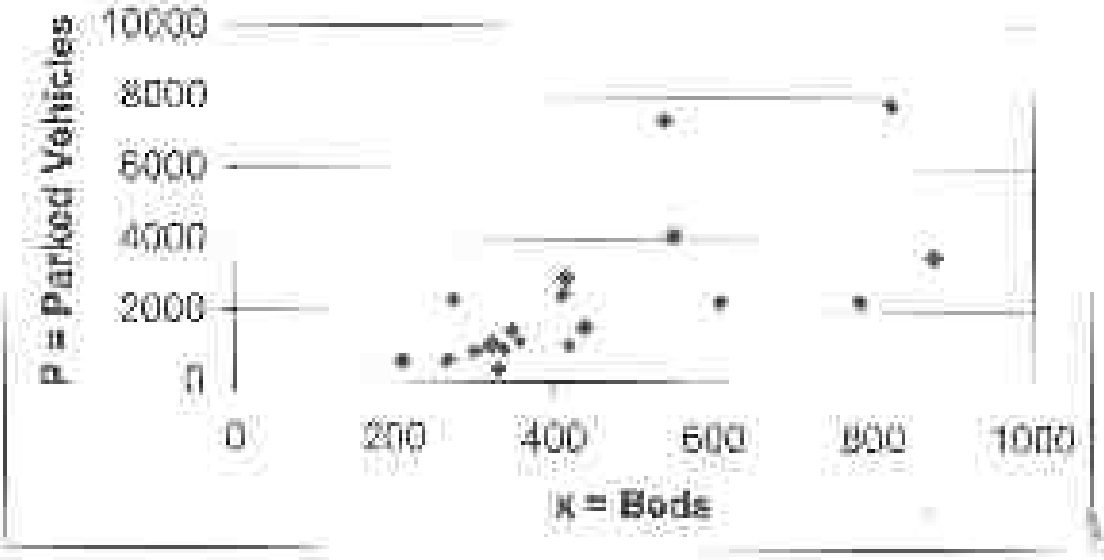
Land Use: 610
Hospital

Average Peak Period Parking Demand vs: Beds
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	2:00 a.m.-4:00 p.m.
Number of Studies	21
Average Size of Study	449 beds
Average Peak Period Parking Demand	4.72 vehicles per bed
Standard Deviation	3.66
Coefficient of Variation	77%
85% Confidence Interval	3.57-5.87 vehicles per bed
Range	1.66-13.71 vehicles per bed
85th Percentile	6.62 vehicles per bed
33rd Percentile	2.88 vehicles per bed

Weekday Suburban Peak Period Parking Demand

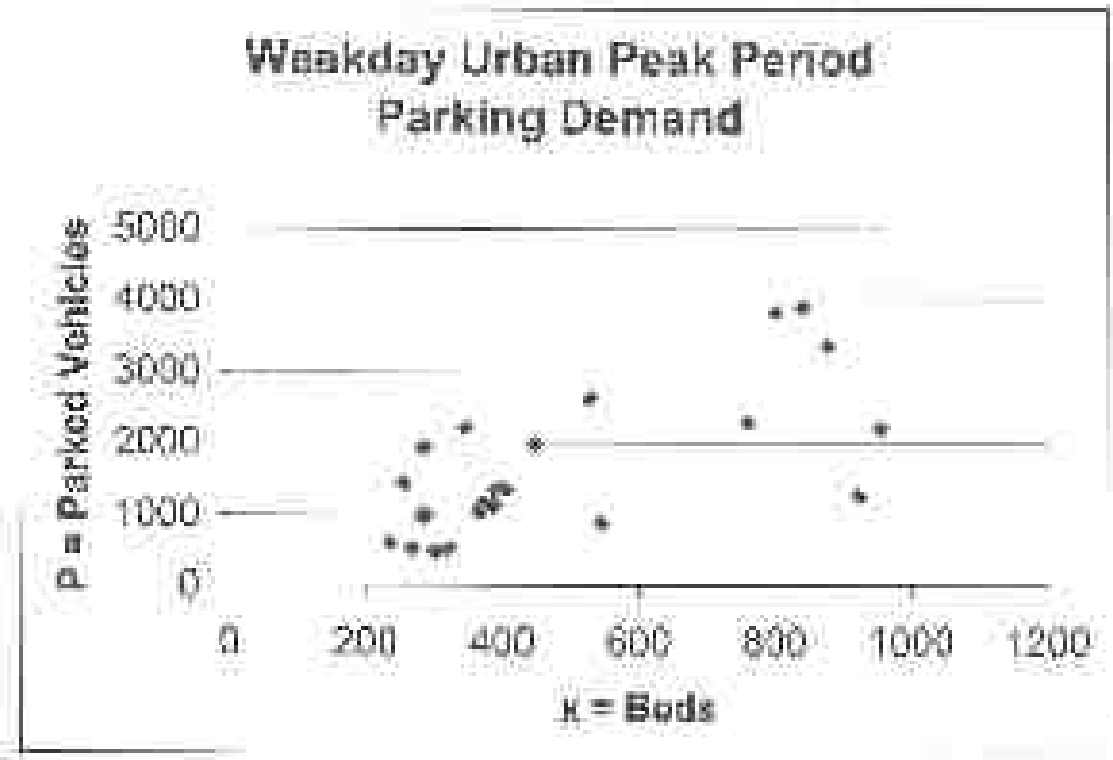


* Actual Data Points

Land Use: 610
Hospital

Average Peak Period Parking Demand vs: Beds
On a: Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	[illegible]
Number of Study Sites	27
Average Size of Study Sites	[illegible] beds
Average Peak Period Parking Demand	[illegible] vehicles per bed
Standard Deviation	1.33
Coefficient of Variation	44%
95% Confidence Interval	[illegible] vehicles per bed
Range	[illegible] vehicles per bed
85th Percentile	[illegible] vehicles per bed
50th Percentile	[illegible] vehicles per bed



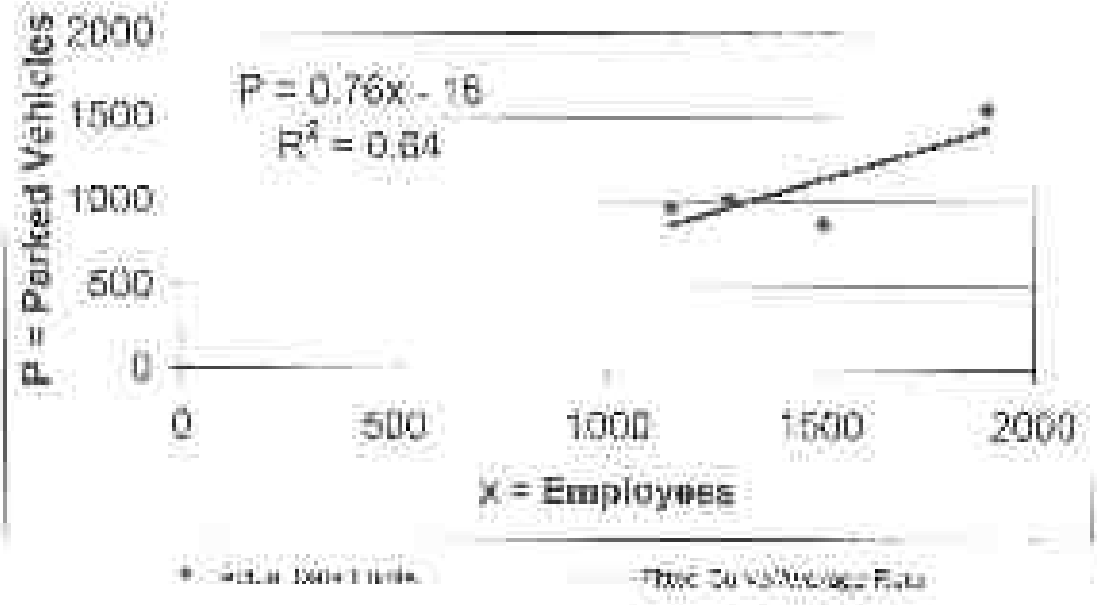
* Actual Data Points

Land Use: 610
Hospital

Average Peak Period Parking Demand vs: Employees
On a: Weekday
Location: Rural

Statistic	Peak Period Demand vs: Employees
Peak Period	[illegible]
Number of Study Sites	4
Average Size of Study Sites	1,402 employees
Average Peak Period Parking Demand	1.77 vehicles per employee
Standard Deviation	[illegible]
Coefficient of Variation	[illegible]
Range	1.57-4.87 vehicles per employee
85th Percentile	0.92 vehicles per employee
33rd Percentile	0.72 vehicles per employee

Weekday Rural Peak Period Parking Demand



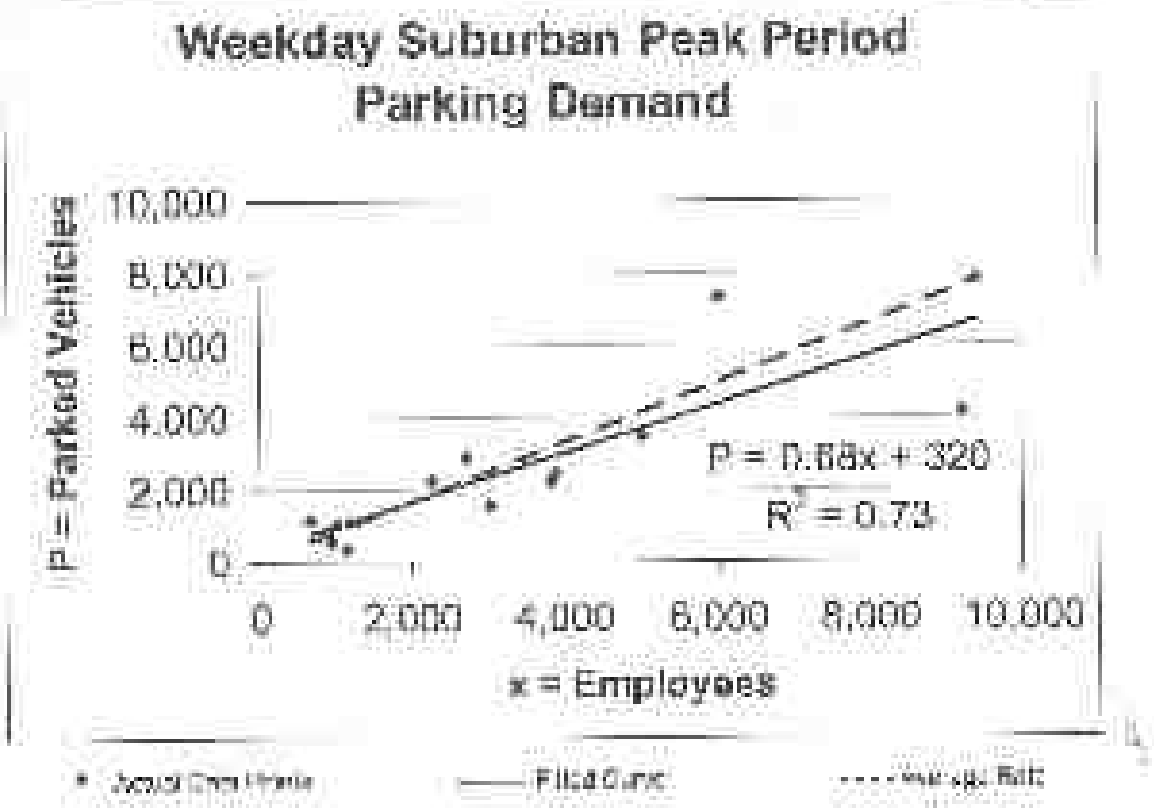
* [illegible]

[illegible]

Land Use: 610
Hospital

Average Peak Period Parking Demand vs: Employees
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	[illegible]
Number of Study Sites	14
Average Size of Study Sites	[illegible]
Average Peak Period Parking Demand	0.83 vehicles per employee
Standard Deviation	0.37
Coefficient of Variation	[illegible]
Range	0.31 - 1.71 vehicles per employee
85th Percentile	1.09 vehicles per employee
33rd Percentile	2.32 vehicles per employee



Land Use: 610
Hospital

Average Peak Period Parking Demand vs: Employees
On a: Weekday
Location: Urban

Setting/	Peak Period Demand
Peak Period	[illegible]
Number of Study Sites	15
Average Size of Study Sites	2,500 employees
Average Peak Period Parking Demand	0.83 vehicles per employee
Standard Deviation	0.21
Coefficient of Variation	34%
Range	0.36–0.96 vehicles per employee
85th Percentile	1.00 vehicles per employee
33rd Percentile	0.48 vehicles per employee

Weekday Urban Peak Period Parking Demand



* Actual Data Points

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Land Use: 720
Medical-Dental Office Building

Land Use Description

A medical-dental office building is a facility that provides diagnosis and outpatient care on a routine basis, but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or certified practitioners usually occupy this type of facility. Clinic (land use 630) is a related use.

Database Description

The database consisted of a mix of urban and suburban sites. Parking demand rates at the suburban sites were similar to those at urban sites and therefore the data were combined and analyzed together.

- Average parking supply ratio: 3.9 spaces per 1,000 sq. ft. GFA (1 study site)

The two study sites with weekend parking demand information had Saturday peak-hour rates of 1.0 and 2.5 percent less than the weekday peak-hour rate in the same study area.

The following table presents the time-of-day distribution of parking demand, based on data from sites with a location in a suburban area and a non-GMT count date.

Weekday Data		
Time of Day	Percent of Peak Period*	Number of Data Points
12:00–4:30 a.m.	–	0
5:00 a.m.	–	1
5:30 a.m.	–	2
6:00 a.m.	–	2
6:30 a.m.	–	2
7:00 a.m.	34	4
7:30 a.m.	70	4
8:00 a.m.	100	4
8:30 a.m.	90	4
9:00 a.m.	98	4
9:30 a.m.	88	4
10:00 a.m.	80	4
10:30 a.m.	90	4
11:00 a.m.	91	4
11:30 a.m.	77	4
12:00 p.m.	–	3
12:30 p.m.	–	3
1:00 p.m.	–	3
1:30 p.m.	–	3
2:00 p.m.	–	3
2:30 p.m.	–	3
3:00 p.m.	–	3
3:30 p.m.	–	3
4:00 p.m.	–	3
4:30 p.m.	–	3
5:00 p.m.	–	3
5:30 p.m.	–	3
6:00 p.m.	–	3
6:30 p.m.	–	3
7:00 p.m.	–	3
7:30 p.m.	–	3
8:00 p.m.	–	3
8:30 p.m.	–	3
9:00 p.m.	–	3
9:30 p.m.	–	3
10:00 p.m.	–	3
10:30 p.m.	–	3
11:00 p.m.	–	3
11:30 p.m.	–	3

*Percent of Peak Period

Future studies should include data on the number of doctors working at a study site.

Study Sites/Years

Canada:
Coquitlam, BC (1997)

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Land Use: 720
Medical-Dental Office Building

United States:
Skokie, IL (1983); Evanston, IL (1972); Munster, IN (1978); Overland Park, KS (1979); San Antonio, TX (1987); Cincinnati, OH (1988); Anaheim, CA (1988); Laguna Niguel, CA (1989); Fullerton, CA (1990); Garden Grove, CA (1990); Towson, MD (1991); Towson, MD (1992).

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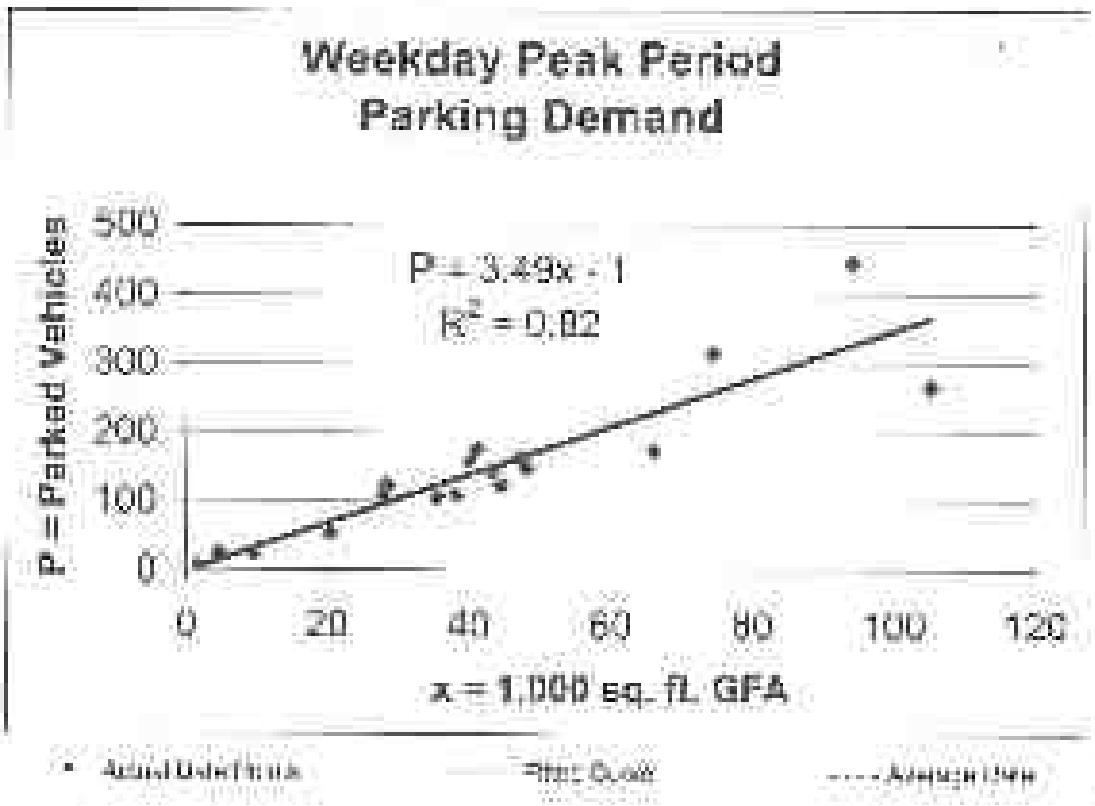
Land Use: 720
Medical-Dental Office Building

Average Peak Period Parking Demand vs: 1,000 sq. ft. GFA
On a: Weekday

Statistic	Peak Period Demand
Peak Period	10:00 a.m. - 12:00 p.m. - 2:00 - 3:00 p.m.
Number of Study Sites	18
Average Size of Study Sites	40,000 sq. ft. GFA
Average Peak Period Parking Demand	3.35 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.67
Coefficient of Variation	20%
Range	2.34 - 5.36 vehicles per 1,000 sq. ft. GFA
85th Percentile	4.30 vehicles per 1,000 sq. ft. GFA
85th Percentile	2.92 vehicles per 1,000 sq. ft. GFA



MVHS Parking Estimates (8/27/18)

Total Staff:	2,400	Employees
Medical Office Building:	80,000	SF

Hospital Beds	Hospital Employees
373	2,400

3rd Edition, ITE Parking Generation

ITE Land Use Code	Description	Unit	Urban Supply/ Unit	Urban Peak Demand/ Unit	Average Size	MVHS Unit	Urban Supply	Urban Peak Demand
610	Hospital	Beds	4	3.47	490	373	1,492	1,295
		Employees	0.72	0.6	2,400	2,400	1,728	1,440

parking generation data for hospital use by SF is not provided

ITE Land Use Code	Description	Unit	Supply/Unit	Urban	Average Size	MVHS Unit	Supply	Peak Demand
720	Medical-Dental Office	GFA (kSF)	3.9	3.53	43 kSF	80	312	283
		Fitted Curve Equation:		=3.49(kSF)-1				281

Data for medical-dental office buildings did not show a significant difference between urban/suburban sites

Summary

	ITE Urban Location
ITE Supply/Employee Rate =	0.72
ITE Demand/Employee Rate=	0.6
MVHS/MOB Supply =	2,040
MVHS/MOB Demand =	1,723

Conclusions:

- To be conservative, using the parking supply & demand estimates based on number of employees b/c it yields higher numbers than per bed

- ITE estimate of needed parking supply is 2,040 spaces which includes spaces needed for the MOB

- ITE estimate of daytime average peak parking demand is 1,723 spaces which includes hospital staff, visitors, and MOB

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Land Use: 610
Hospital

Description

A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term “hospital” does not refer to medical clinics (facilities that provide diagnoses and outpatient care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Clinic (Land Use 630) and free-standing emergency room (Land Use 650) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 12:00 and 1:00 p.m., respectively.

The average numbers of person trips per vehicle trip at the four general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.60 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.60 during Weekday, AM Peak Hour of Generator
- 1.72 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.66 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Jersey, New York, Pennsylvania, Texas, and Washington.

Specialized Land Use Data

A 2008 study provided data on a research hospital in Baltimore, Maryland (source 749). The trip generation characteristics of this site differed from sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The site gross floor area is 2.8 million square feet and the number of employees is 5,500. The number of vehicle trips during the weekday, AM peak hour for adjacent street traffic was 1,168. The number of vehicle trips during the weekday, PM peak hour for adjacent street traffic was 1,080.

Source Numbers

112, 186, 253, 262, 423, 429, 533, 573, 591, 601, 630, 719, 749, 878, 901, 904, 908, 909, 971

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Hospital
(610)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday**

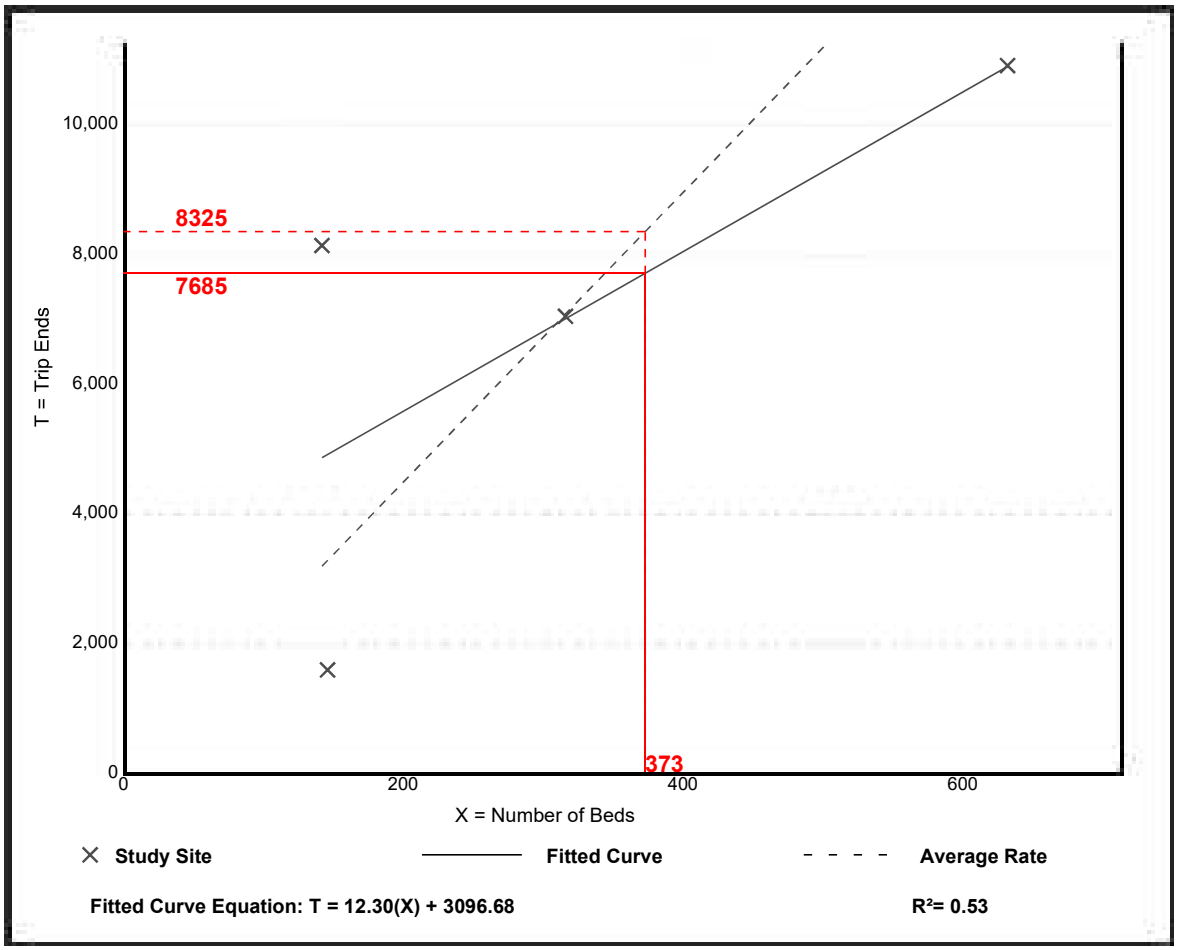
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Beds: 309
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
22.32	10.77 - 57.13	14.98

Data Plot and Equation

Caution – Small Sample Size



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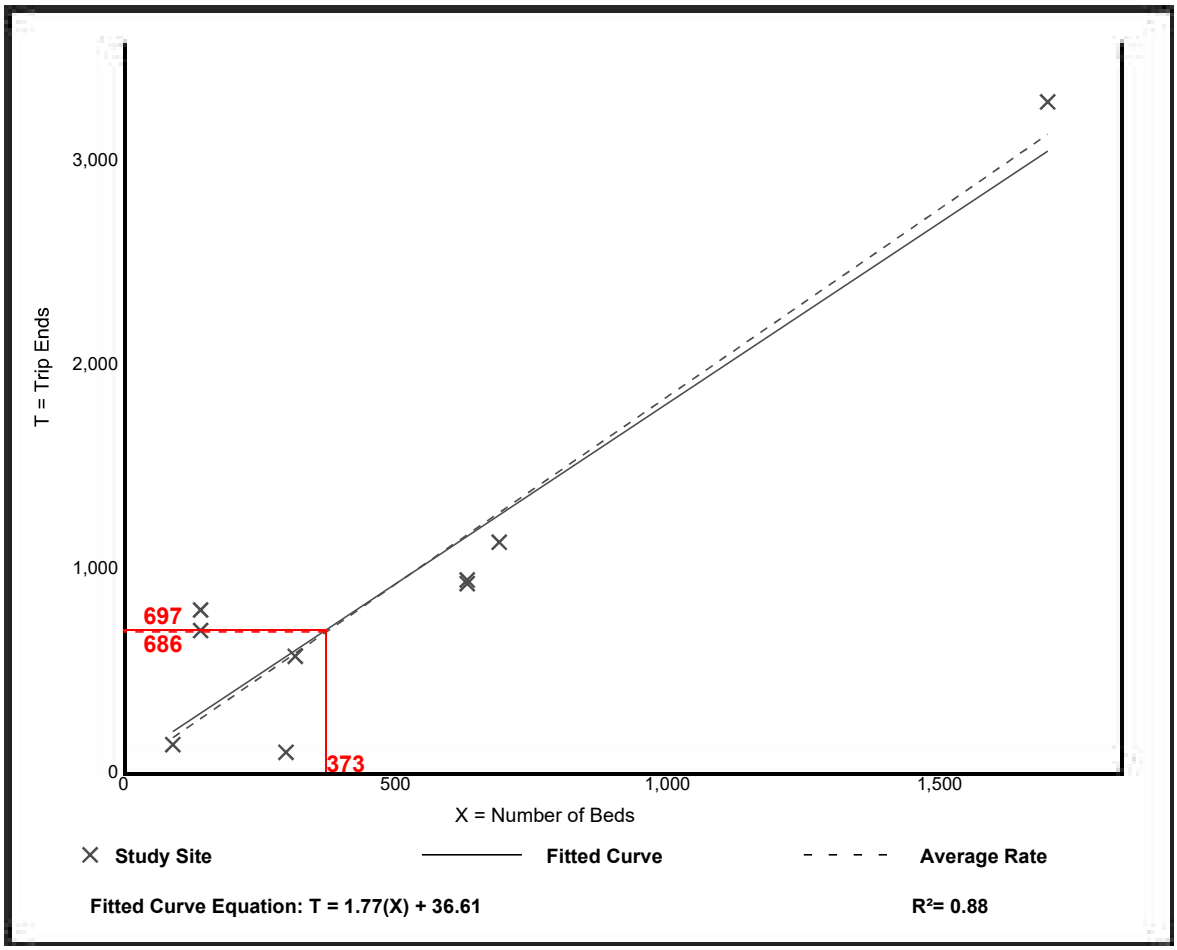
Hospital
(610)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Beds: 516
Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.84	0.32 - 5.59	1.01

Data Plot and Equation



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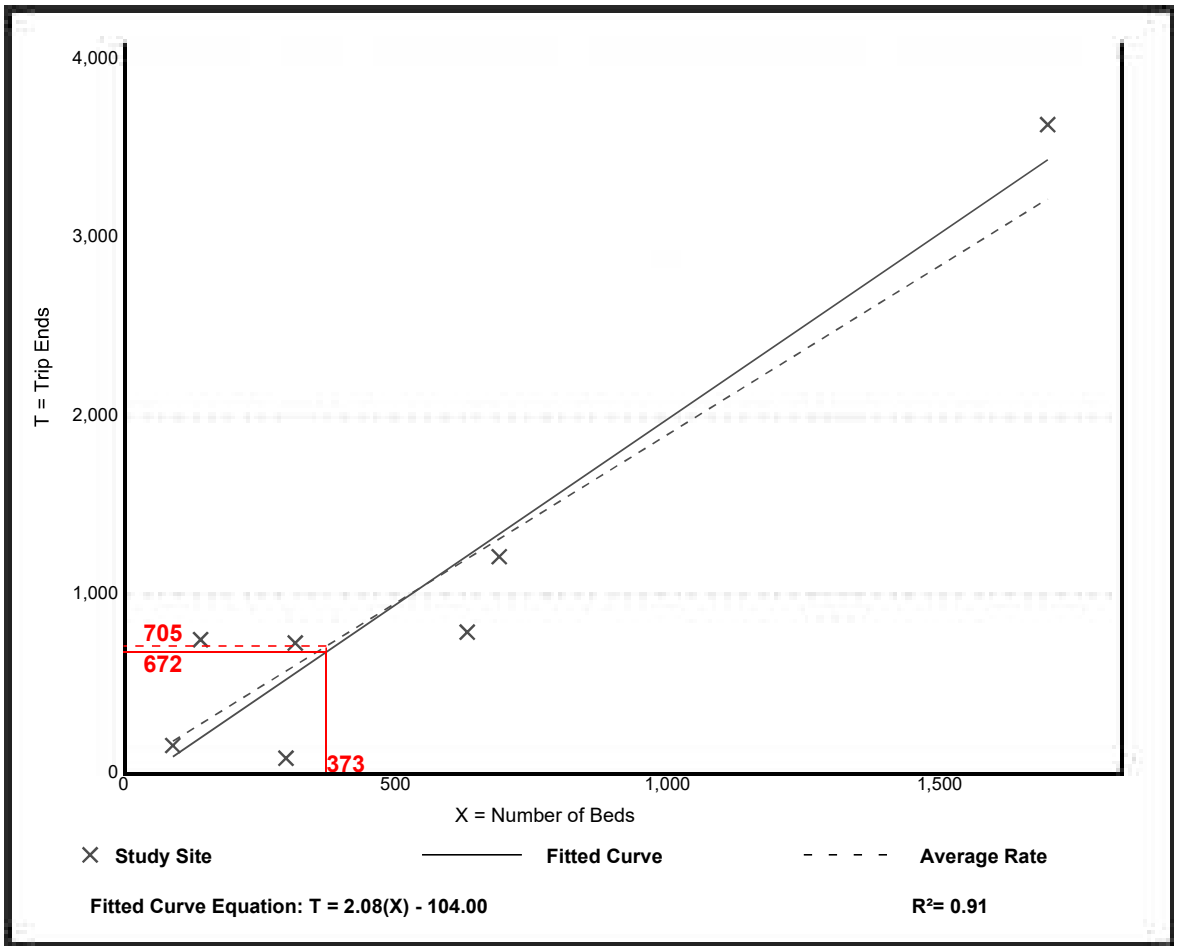
Hospital
(610)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Beds: 553
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.89	0.26 - 5.22	0.92

Data Plot and Equation



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Hospital
(610)

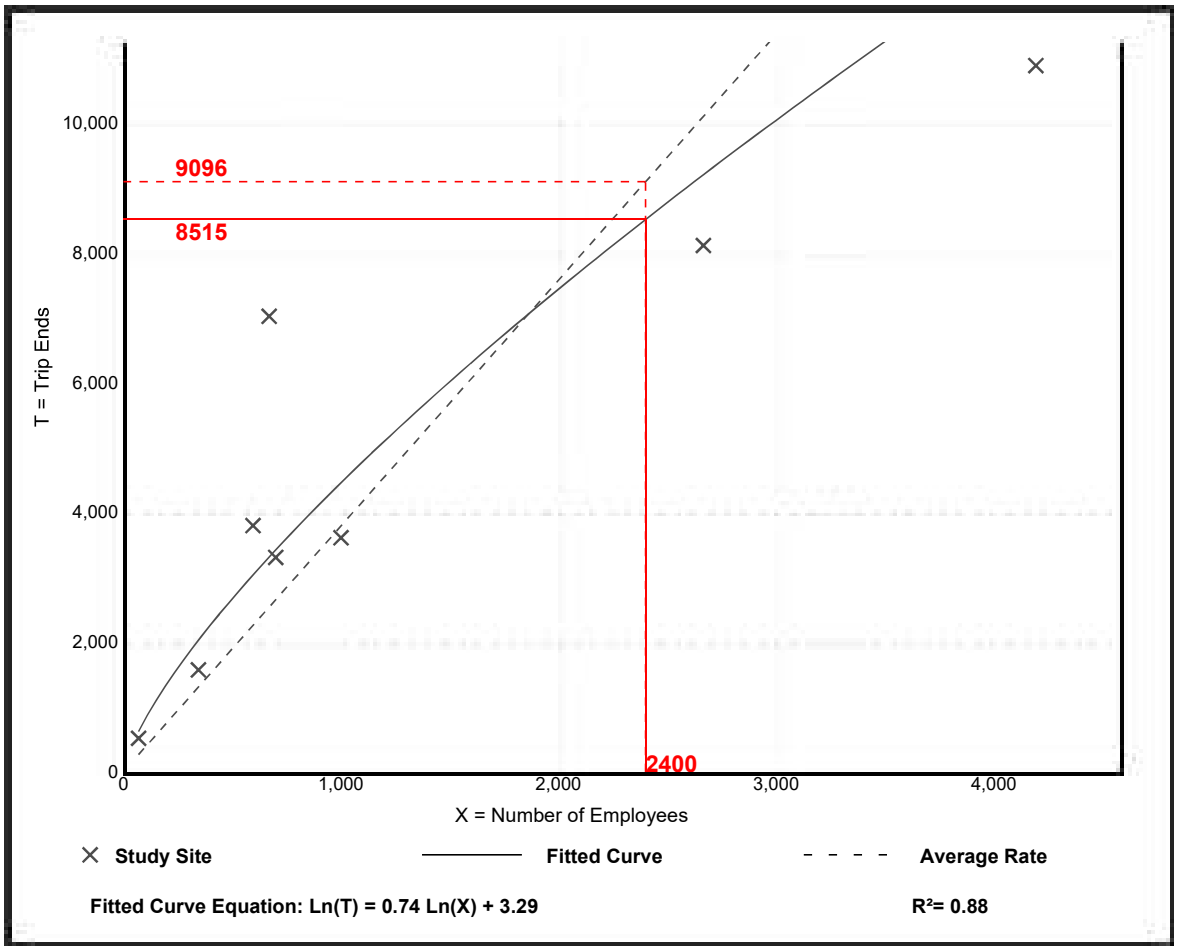
Vehicle Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Employees: 1280
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.79	2.60 - 10.48	2.20

Data Plot and Equation



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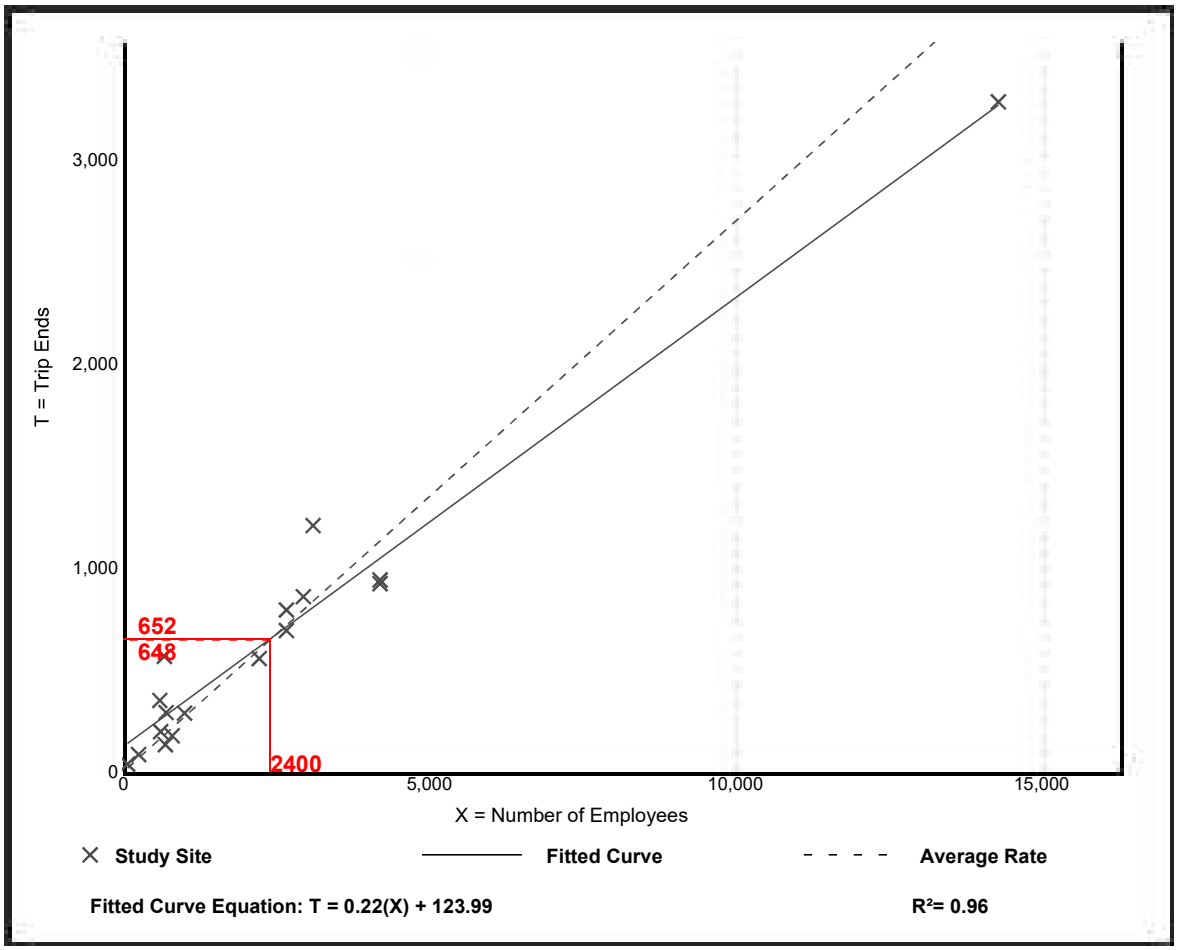
Hospital
(610)

Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. Num. of Employees: 2450
Directional Distribution: 73% entering, 27% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.27	0.20 - 0.85	0.10

Data Plot and Equation



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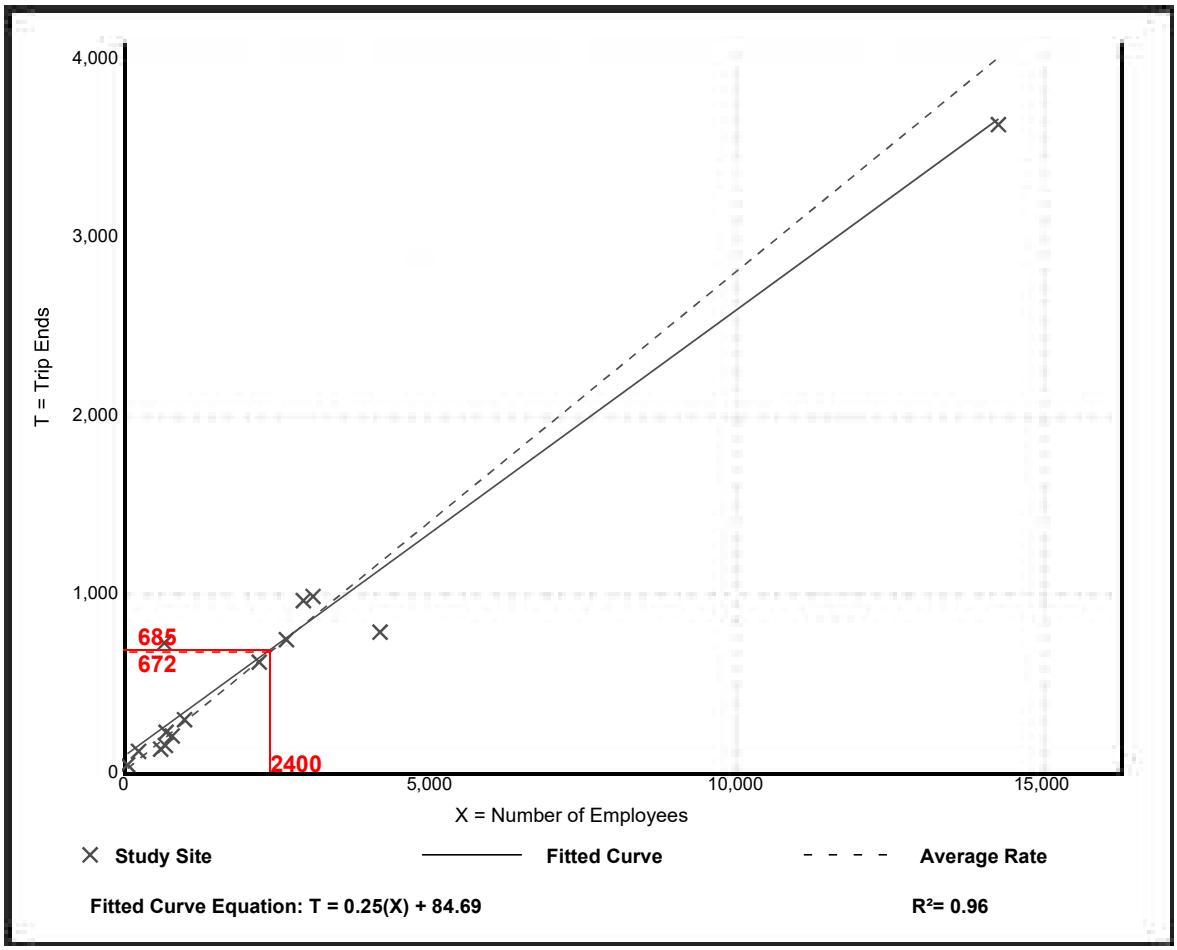
Hospital
(610)

Vehicle Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	14
Avg. Num. of Employees:	2443
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.28	0.19 - 1.08	0.13

Data Plot and Equation



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Hospital
(610)

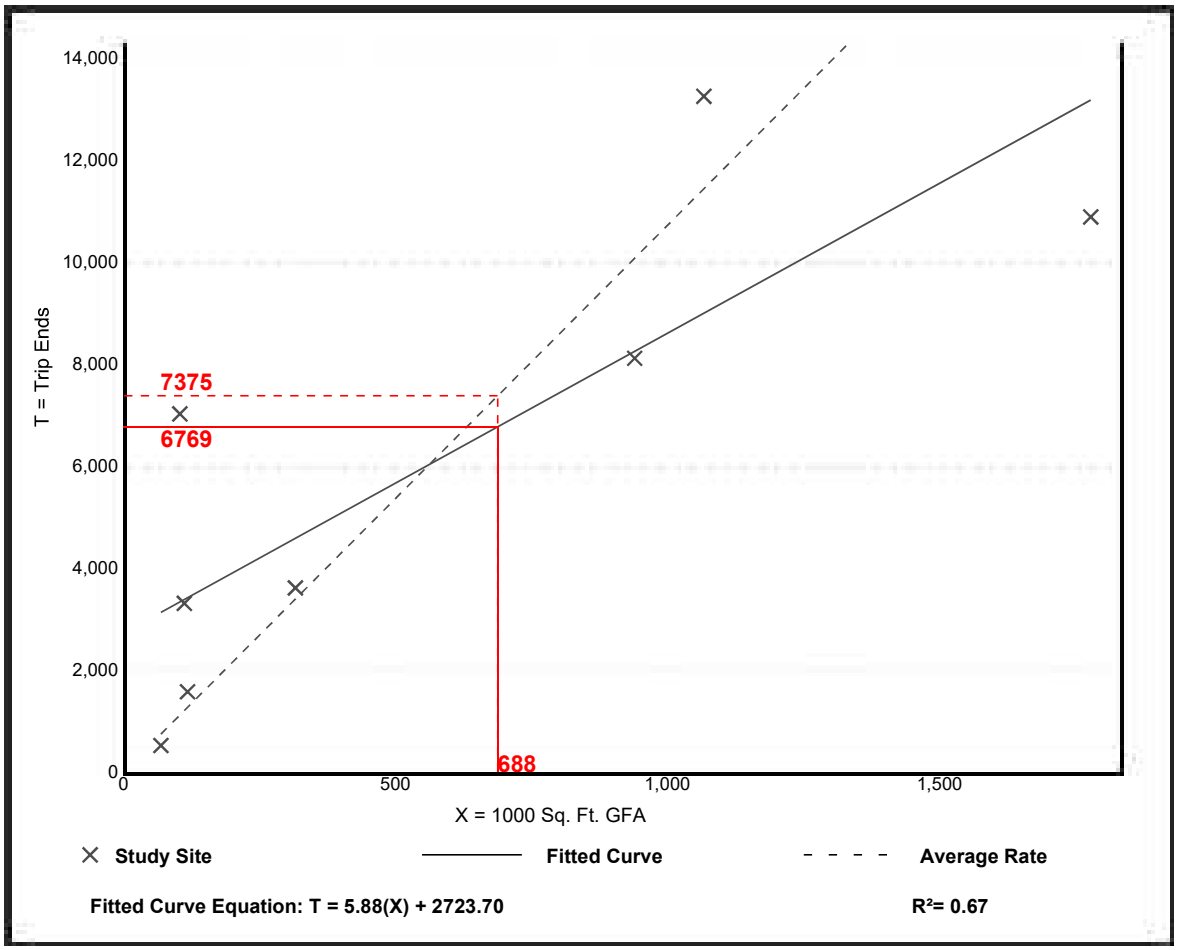
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 563
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.72	6.12 - 67.52	10.34

Data Plot and Equation



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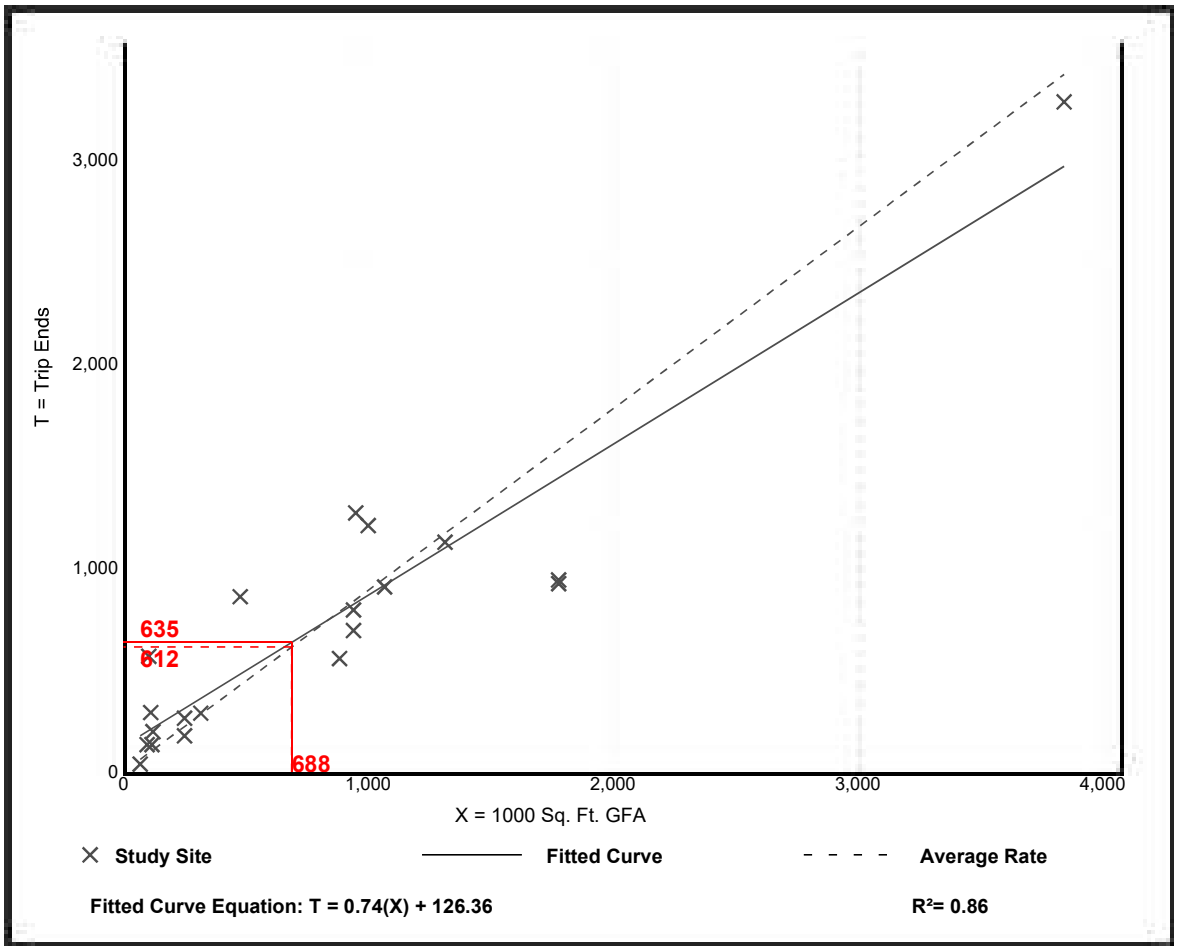
Hospital
(610)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 820
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.89	0.52 - 5.45	0.50

Data Plot and Equation



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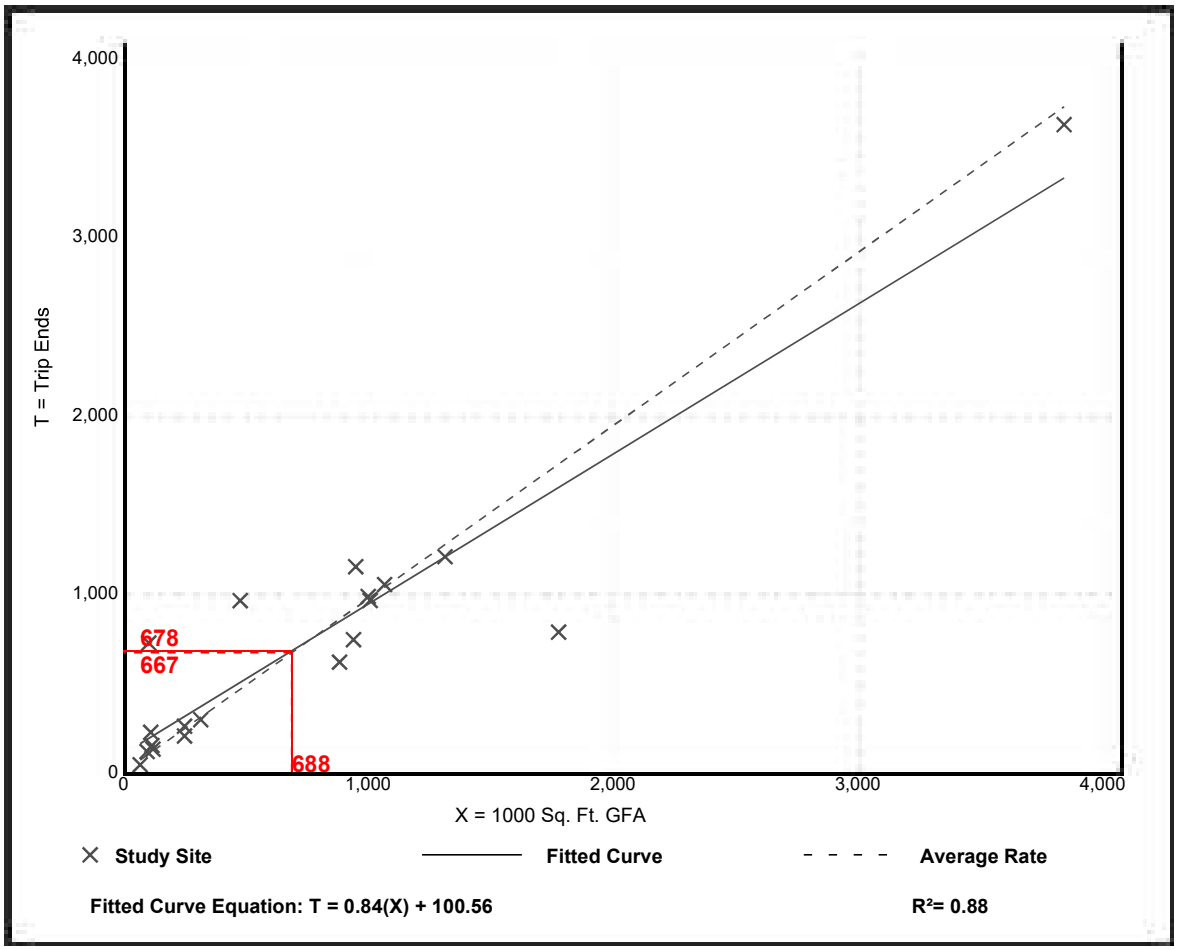
Hospital
(610)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 773
Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.97	0.44 - 6.94	0.60

Data Plot and Equation



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Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.

Additional Data

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 19 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 2:15 and 3:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

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Medical-Dental Office Building
(720)

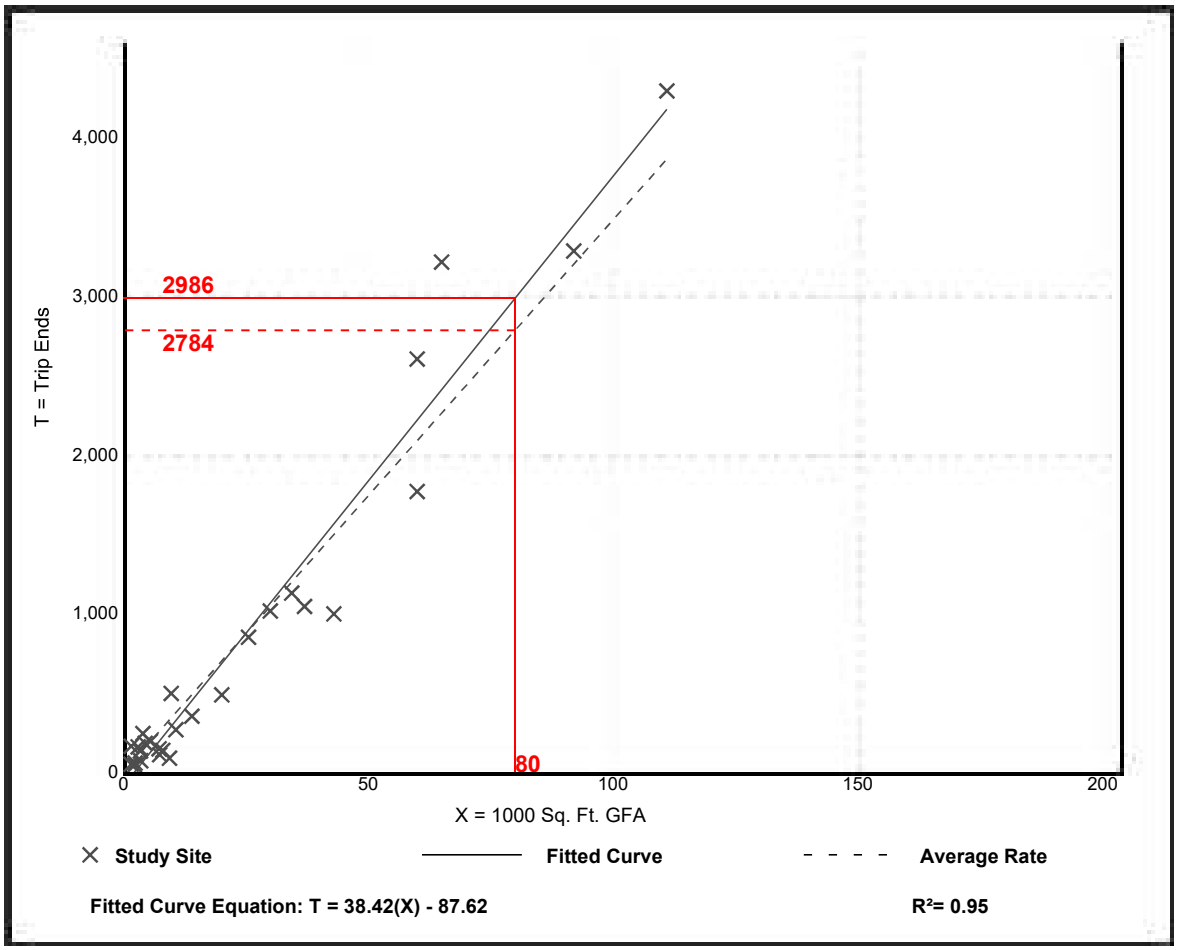
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.80	9.14 - 100.75	9.79

Data Plot and Equation



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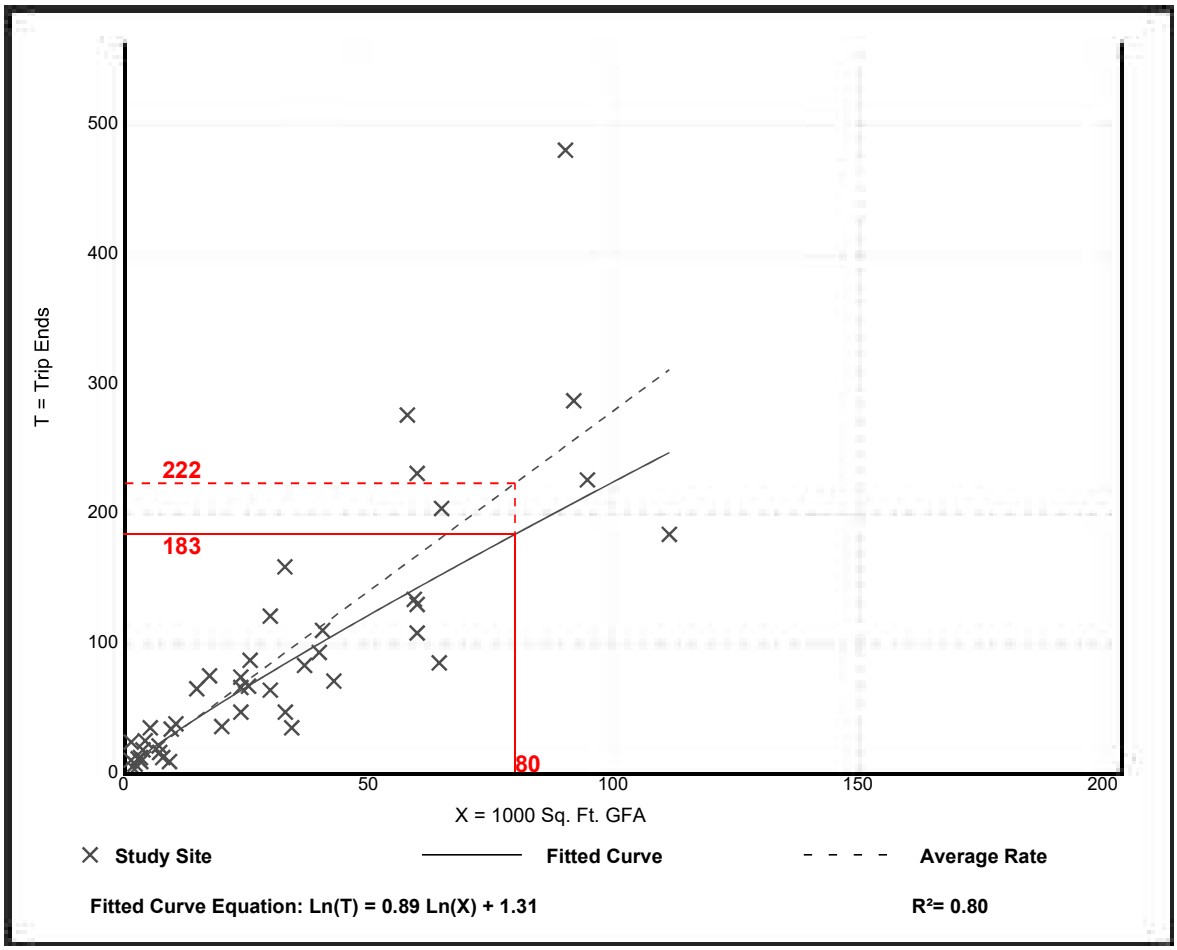
Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GFA: 32
Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28

Data Plot and Equation



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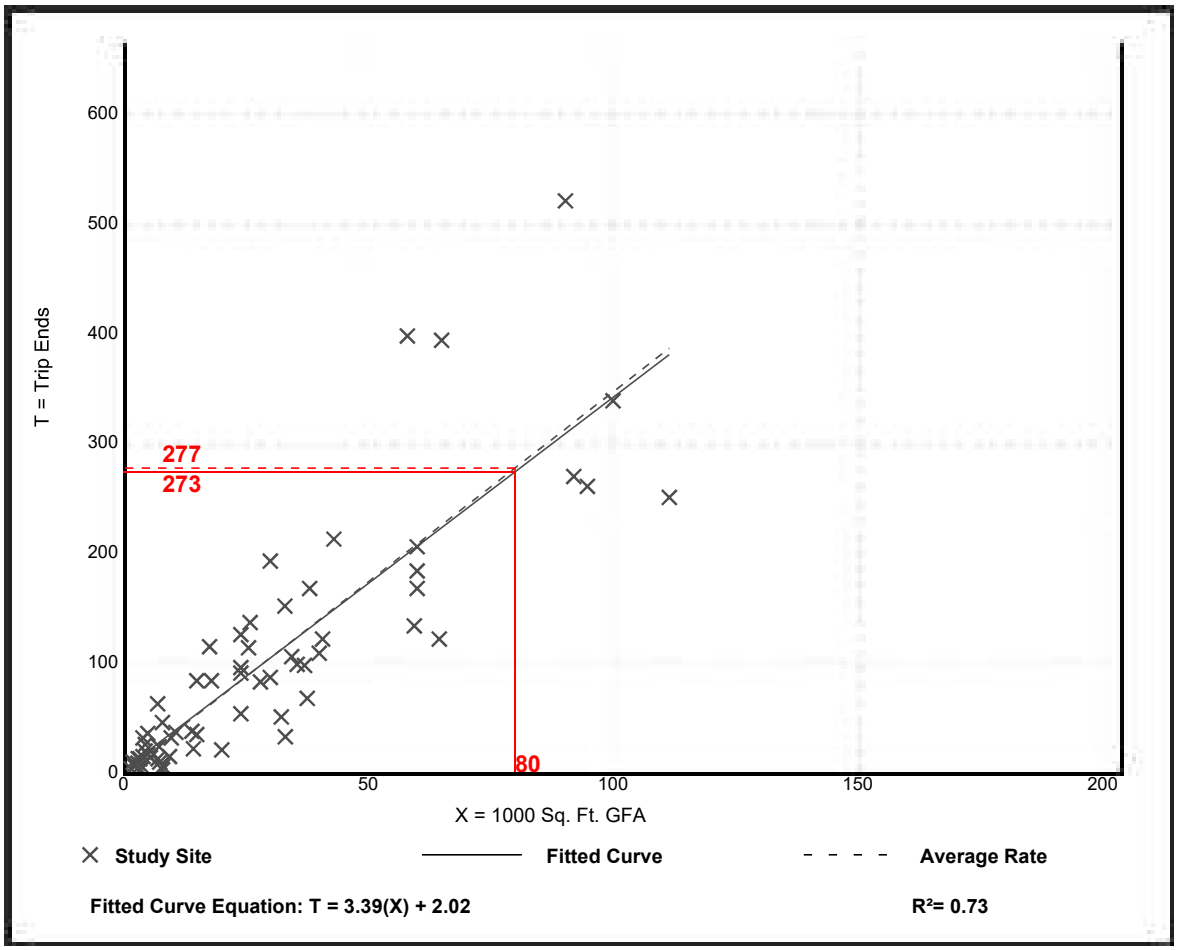
Medical-Dental Office Building
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 65
Avg. 1000 Sq. Ft. GFA: 28
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58

Data Plot and Equation



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Trip Generation Estimates
Trip Generation Manual, 10th Edition

see this file for detailed information on the trip generation estimates
All estimates based on fitted curve equation results

ITE Code 610: Hospital

Based on 373 Beds								
Weekday			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
3,843	3,842	7,685	502	195	697	188	484	672

Based on 2,400 Employees								
Weekday			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
4,258	4,257	8,515	476	176	652	185	500	685

Based on 688,000 SF								
Weekday			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
3,385	3,384	6,769	432	203	635	217	461	678

ITE Code 720: Medical/Dental Office Building

Based on 80,000 SF								
Weekday			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
1,493	1,493	2,986	143	40	183	76	197	273

Total Project Trip Generation								
Weekday			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
5,751	5,750	11,501	619	216	835	261	697	958

Notes:

The standard deviation for the weekday peak period data by number of beds was approximately 1, much higher than those for results based on employees or SF

Since estimates based on number of employees is more conservative than those based on SF, results based on number of employees was used in analysis

All estimates are based on fitted curve equation results

To be conservative and due to the high drive alone share for the area (83%), these trips will not be adjusted for mode share (transit, carpool, etc).

Mode share data

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Consulting
1396 White Bridge Road
Chittenango, NY 13037
Tel: (315) 391-5110 Fax: (315) 687-6267

March 28, 2016

O'Brien & Gere
101 First Street – 4th Floor
Utica, NY 13501

Attn: Mr. Paul Romano, P.E.

Re: Trip Generation and Distribution Estimates – Proposed MVHS Hospital Facility
Oriskany Street, Utica, NY

Dear Mr. Romano:

I have completed my preliminary review of the proposed MVHS development on Oriskany Street in Utica, NY, and have developed trip generation and distribution estimates for a typical weekday morning and evening peak hour. The following summarizes the work completed and methodology in developing these estimates.

These estimates have been revised per email comments received from NYSDOT on March 11th and 21st, 2016

Project Understanding

The proposed MVHS development is located on the south side of Oriskany Street (Route 5S), immediately east of State Street, with the primary facility extending east to Broadway and south to Columbia Street. Oriskany Street is Route 5S to the east of the Route 5/8/12 overpass and Route 5A to the west of the Route 5/8/12 overpass. The full build out of the development is anticipated to include a 930,000 SF hospital with a separate 80,000 SF physician's office building. The project will result in the closure of Lafayette Street between Broadway and State Street, and Cornelia Street between Oriskany Street and Columbia Street, however all other roadways will remain as they are today. Access to the site will be provided via connections to State Street, Broadway Street, and Columbia Street. There is an assumed limited access driveway to Oriskany Street opposite Cornelia Street as east/west left turns are not allowed at this location under existing conditions.

Aerial overlay images showing the location of the development and parking areas as well as primary access routes, provided by Hammes Company, have been attached.

Trip Generation Estimate

The proposed MVHS development includes a 930,000 SF hospital and an 80,000 SF separate physician's office building. The hospital is expected to employee a total of 3,645 people between the various shifts, including full and part-time positions. Trips generated by the proposed development were estimated using the ITE Trip Generation, 9th Edition, which is the industry accepted standard for estimating traffic generated by new developments. Land Use 610 – Hospital and Land Use 720 – Medical/Dental Office Building were used. The trip generation estimates were prepared based on both the square footage of the hospital as well as the number of anticipated employees for comparison purposes. The following tables summarizes the trip generation estimates prepared for the proposed MVHS development in Utica, NY.

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Re: Trip Generation and Distribution Estimate – Proposed MVHS Hospital Facility
Oriskany Street, Utica, NY

Trip Generation Summary – Using Hospital Square Footage

	Weekday Morning Peak		Weekday Evening Peak	
	Entering	**Exiting**	**Entering**	**Exiting**
Hospital – 930,000 SF	557	327	329	536
Medical Office Building – 80,000 SF	151	40	80	206
Total Trips Generated	**708**	**367**	**409**	**742**

Trip Generation Summary – Using Hospital Number of Employees

	Weekday Morning Peak		Weekday Evening Peak	
	Entering	**Exiting**	**Entering**	**Exiting**
Hospital – 930,000 SF	814	316	307	750
Medical Office Building – 80,000 SF	151	40	80	206
Total Trips Generated	**965**	**356**	**387**	**956**

The detailed trip generation calculations have been attached.

The more conservative trip generation estimate based on the number of employees was used to further evaluate the potential traffic volume increases on the adjacent streets in order to provide a worst case evaluation of potential impacts.

Trip Distribution

Hammes Company provided detailed data on staffing and patient origins by zip code in the region, which has been attached for reference. The data accounts for approximately 90% of the overall origins for staff and patients anticipated to use the new MVHS site on Oriskany Street. This data was adjusted proportionately to represent 100% of the traffic generated by each patients and employees, and then a weighted average was taken to estimate the total percentage of traffic that would be generated by the overall development to/from each zip code in the area.

The primary access routes to/from the development are the North-South Arterial (Routes 5/8/12) to the north and south, Oriskany Street to the east and west, and Genesee Street to the north and south. The following provides a summary of how traffic from each zip code was assumed to access the site via these primary routes:

Zip Code	Location	Origin-Dest. Percentage	Distribution
13501	East Utica	23.4%	30% Genesee NB to State, 25% Genesee NB to Columbia, 15% Route 5/8/12 NB, 10% John NB to Route 5S, 10% 2nd NB to Route 5S, 10% Route 5S WB
13502	West Utica	19.7%	35% Genesee SB, 25% 5/8/12 NB, 20% 5/8/12 SB, 10% Genesee NB to State, 10% Route 5A WB
13413	New Hartford	8.5%	90% Route 5/8/12 NB, 10% Genesee NB to State
13440	Rome	7.7%	40% Route 69 to Route 5A EB, 40% Route 49 to Route 5/8/12 SB, 20% I-90 to Genesee SB
13323	Clinton	5.3%	100% Route 5/8/12 NB

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Re: Trip Generation and Distribution Estimate – Proposed MVHS Hospital Facility
Oriskany Street, Utica, NY

13357	Ilion	4.5%	90% Route 5S WB, 10% I-90 to Genesee SB
13492	Whitesboro	4.9%	90% Route 5A EB, 10% Route 840 to Route 5/8/12 NB
13350	Herkimer	3.5%	80% Route 5S WB, 20% I-90 to Genesee SB
13340	Frankfort	3.2%	90% Route 5S WB, 10% Route 5 to Genesee SB
13309	Boonville	1.9%	100% Route 5/8/12 SB
13403	Marcy	2.1%	100% Route 5/8/12 SB
13417	New York Mills	1.8%	50% Route 5/8/12 NB, 50% Route 5A EB
13365	Little Falls	1.7%	50% Route 5S WB, 30% Route 5 to Genesee SB, 20% I-90 to Genesee SB
13407	Mohawk	1.5%	80% Route 5S WB, 20% I-90 to Genesee SB
13456	Sauqoit	1.7%	100% Route 5/8/12 NB
13438	Remsen	1.6%	100% Route 5/8/12 SB
13424	Oriskany	1.3%	100% Route 5A EB
13421	Oneida	1.2%	70% Route 5A EB, 30% I-90 to Genesee SB
13480	Waterville	1.2%	100% Route 5/8/12 NB
13495	Yorkville	1.2%	100 % Route 5A EB
13491	West Winfield	1.0%	60% Route 5/8/12 NB, 40% Route 5S WB
13354	Holland Patent	1.1%	100% Route 5/8/12 SB

The attached " MVHS – Traffic Distribution Forecast – Primary Routes" provides an overall summary of the weighted percentages by zip code and resulting percentages of overall traffic generated expected to use each primary route.

Based on the calculations, 26.2% of the total trips generated are expected to travel to/from the south on Route 5/8/12, 19.1% is expected to travel to/from east on Route 5S (with 2.3% via John Street and 2.3% via 2nd Street), 15.9% is expected to travel to/from the south on Genesee Street, 13.7% is expected to travel to/from the west on Route 5A, 13.7% is expected to travel to/from the north on Route 5/8/12, and 11.4% is expected to travel to/from the north on Genesee Street.

Locally, traffic traveling to/from the north via Genesee Street is expected to use Columbia Street to access the site while traffic traveling to/from the south on Genesee Street is expected to be split with approximately 66% using State Street and 34% using Columbia Street to access the site. Traffic entering from the west via Route 5A is expected to be split with approximately 30% using Columbia Street (via the Varick Street ramp, 53% using State Street, 11% using 15% using the parking area opposite Cornelia Street and 10% using Broadway to access the site. Traffic exiting to the west via Route 5A is expected to be split with 80% using Broadway and 20% using Columbia Street to leave the site. Traffic entering from the north on Route 5/8/12 is expected to be split with 75% using State Street, 15% using the parking opposite Cornelia Street and 10% using Broadway. Traffic exiting to the north via Route 5/8/12 is expected to be split with 80% using State Street and 20% using Broadway to leave the site. Traffic traveling to/from the south via Route 5/8/12 is expected to be split with 60% using the Court Street interchange via State Street and 40% using the Oriskany Street interchange. The anticipated arrival/departure distribution of traffic for the proposed MVHS development is shown in the attached Figure 1.

The trips generated were distributed through the local intersections based on the arrival/departure distribution and are shown in the attached Figure 2 for the weekday morning peak hour and Figure 3 for the weekday evening peak hour.

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Re: Trip Generation and Distribution Estimate – Proposed MVHS Hospital Facility
Oriskany Street, Utica, NY

If you have any questions or need additional information, please call.

Sincerely,

Gordon T. Stansbury, P.E., P.T.O.E.
GTS Consulting

Attachments: Trip Generation Estimate
MVHS – Traffic Distribution Forecast – Primary Routes
Trip Distribution Figure 1 & Trips Generated – Morning/Evening Peak Hour – Figures 2 & 3
Hammes Company Parking & Access Figures
Hammes Company – Patient / Staff Origin Data by Zip Code

Proposed MVHS, Utica, NY

Trip Generation Estimate

Proposed Development — 930,000 SF Hospital (3,645 Employees); 80,000 SF Physicians Office Building

ITE Trip Generation - 9th Edition

Land Use 610 - Hospital			
AM Peak Hour	0.95 Trips/1,000 SF	63% Enter	37% Exit
PM Peak Hour	0.93 Trips/1,000 SF	38% Enter	62% Exit
AM Peak Hour	0.31 Trips/Employee	72% Enter	28% Exit
PM Peak Hour	0.29 Trips/Employee	29% Enter	71% Exit
Land Use 720 - Medical / Dental Office Building			
AM Peak Hour	2.39 Trips/1,000 SF	79% Enter	21% Exit
PM Peak Hour	3.57 Trips/1,000 SF	28% Enter	72% Exit

Trip Generation Summary - Proposed MVHS - Using Square Footage

		Morning Peak Hour			Evening Peak Hour		
Development	**Size**	**Total Trips**	**Entering**	**Exiting**	**Total Trips**	**Entering**	**Exiting**
Hospital	930,000 SF	884	557	327	865	329	536
Physician Office Bldg.	80,000 SF	191	151	40	286	80	206
Total Trips Generated		**1075**	**708**	**367**	**1151**	**409**	**742**

Trip Generation Summary - Proposed MVHS - Using Number of Employees

		Morning Peak Hour			Evening Peak Hour		
Development	**Size**	**Total Trips**	**Entering**	**Exiting**	**Total Trips**	**Entering**	**Exiting**
Hospital	3,645 Employees	1130	814	316	1057	307	750
Physician Office Bldg.	80,000 SF	191	151	40	286	80	206
Total Trips Generated		**1321**	**965**	**356**	**1343**	**387**	**956**

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MVHS - Traffic Distribution Forecast - Primary Routes

				Origin/Detination Percentages			Primary Arrival / Departure Routes								
Zip Code	City	Patient Origin	Employee Origin	Percent Patients	Percent Employee	Percent Total	To/From South 12	To/From North 12	To/From West 5A	To/From East 5S	To/From South State	To/From South Gen	To/From North Gen	To/From South John	To/From South 2nd
13501	Utica	5374	646	24.2%	18.3%	23.4%	3.5%			2.3%	7.1%	5.9%		2.3%	2.3%
13502	Utica	4352	706	19.6%	20.0%	19.7%	4.9%	3.9%	2.0%		2.0%		6.9%		
13413	New Hartford	1852	326	8.4%	9.2%	8.5%	7.6%				0.9%				
13440	Rome	1718	250	7.8%	7.1%	7.7%		3.1%	3.1%				1.5%		
13323	Clinton	1177	196	5.3%	5.6%	5.3%	5.3%								
13357	Ilion	1026	140	4.6%	4.0%	4.5%				4.0%			0.5%		
13492	Whitesboro	997	264	4.5%	7.5%	4.9%	0.5%		4.4%						
13350	Herkimer	842	69	3.8%	2.0%	3.5%				2.8%			0.7%		
13340	Frankfort	679	133	3.1%	3.8%	3.2%				2.9%			0.3%		
13309	Boonville	436	52	2.0%	1.5%	1.9%		1.9%							
13403	Marcy	420	115	1.9%	3.3%	2.1%		2.1%							
13417	New York Mills	393	82	1.8%	2.3%	1.8%	0.9%		0.9%						
13365	Little Falls	375	49	1.7%	1.4%	1.7%				0.9%			0.8%		
13407	Mohawk	340	48	1.5%	1.4%	1.5%				1.2%			0.3%		
13456	Sauqoit	340	99	1.5%	2.8%	1.7%	1.7%								
13438	Remsen	326	74	1.5%	2.1%	1.6%		1.6%							
13424	Oriskany	307	38	1.4%	1.1%	1.3%			1.3%						
13421	Oneida	274	41	1.2%	1.2%	1.2%			0.8%				0.4%		
13480	Waterville	252	48	1.1%	1.4%	1.2%	1.2%								
13495	Yorkville	246	51	1.1%	1.4%	1.2%			1.2%						
13491	West Winfeild	227	34	1.0%	1.0%	1.0%	0.6%			0.4%					
13354	Holland Patent	212	68	1.0%	1.9%	1.1%		1.1%							
Total		**22165**	**3529**	**100.0%**	**100.0%**	**100.0%**	**26.2%**	**13.7%**	**13.7%**	**14.5%**	**10.0%**	**5.9%**	**11.4%**	**2.3%**	**2.3%**

Trip Generation	**Morning Peak Hour**	**965**	**Enter**	**254**	**132**	**132**	**140**	**97**	**57**	**110**	**22**	**22**
		357	**Exit**	**94**	**49**	**49**	**52**	**36**	**21**	**41**	**8**	**8**

Trip Generation	**Evening Peak Hour**	**387**	**Enter**	**101**	**53**	**53**	**56**	**39**	**23**	**44**	**9**	**9**
		956	**Exit**	**250**	**131**	**131**	**139**	**96**	**56**	**109**	**22**	**22**

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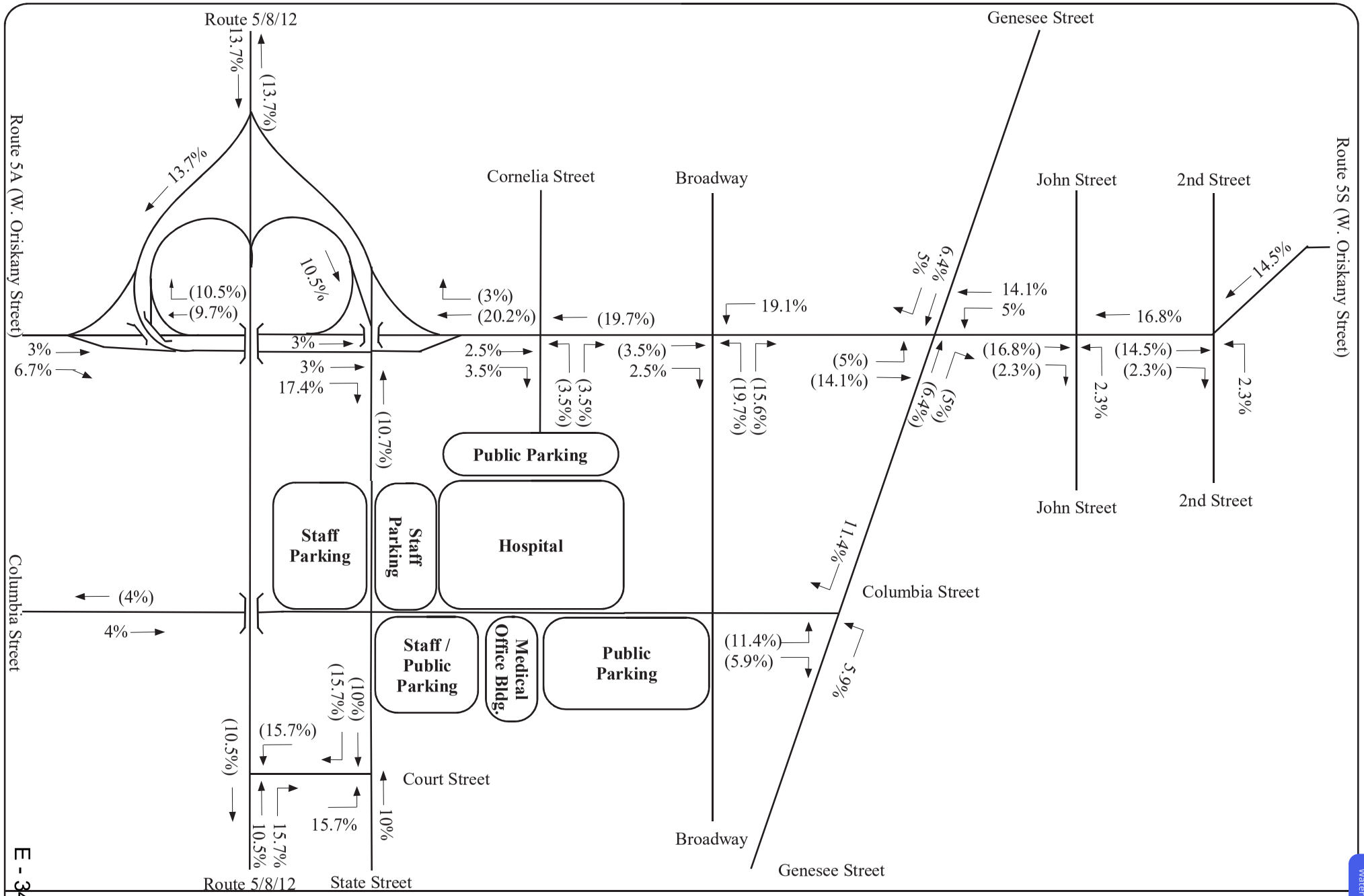

Proposed MVHS - Utica, NY

Arrival / Departure Trip Distribution
Entering (Exiting) Trip Percentage

Figure 1

N
W E

GTS Consulting

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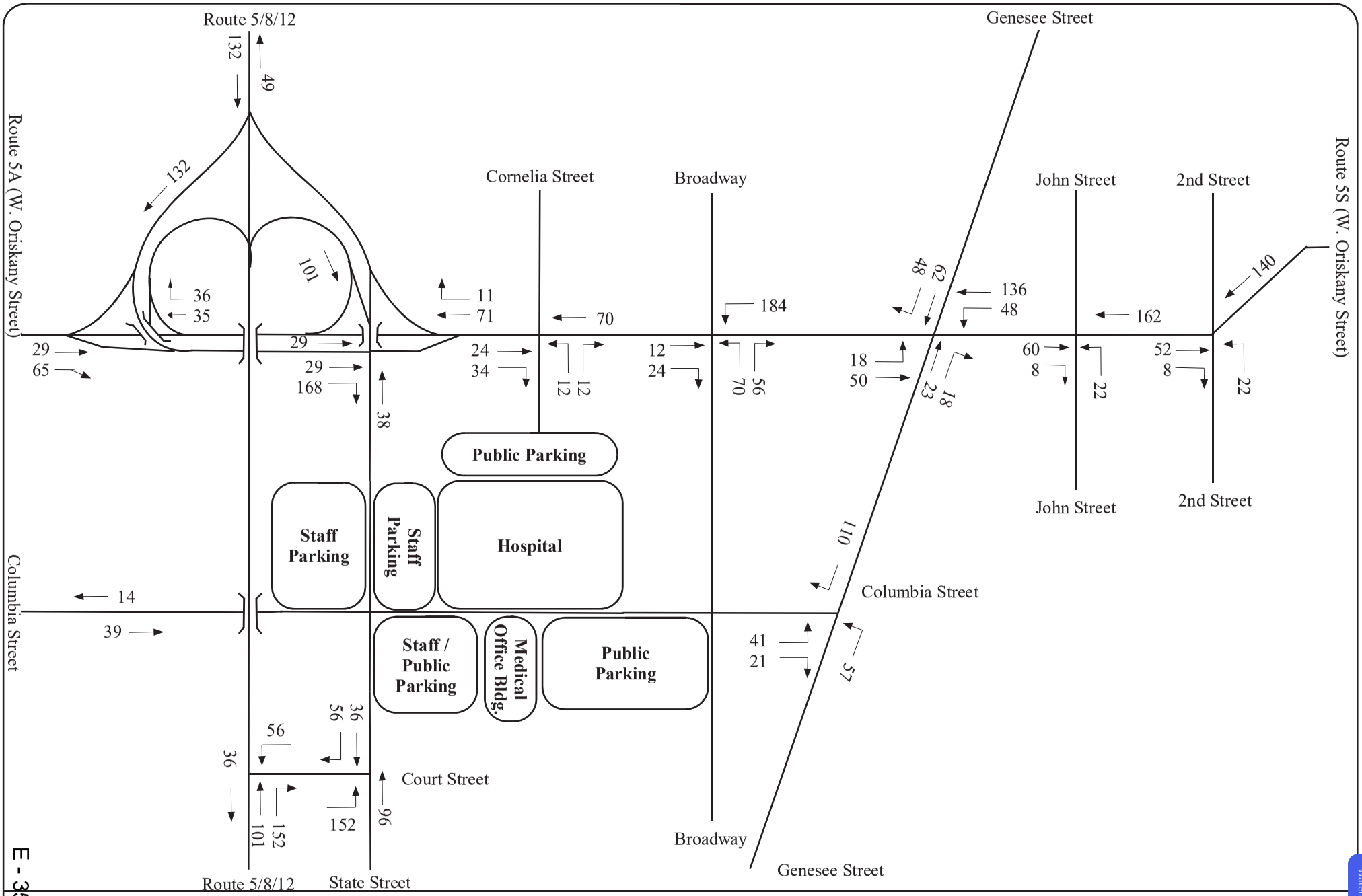
Wondershare PDFelement



E - 35

Proposed MVHS - Utica, NY

Trips Generated

Morning Peak Hour

Figure 2

N

W E

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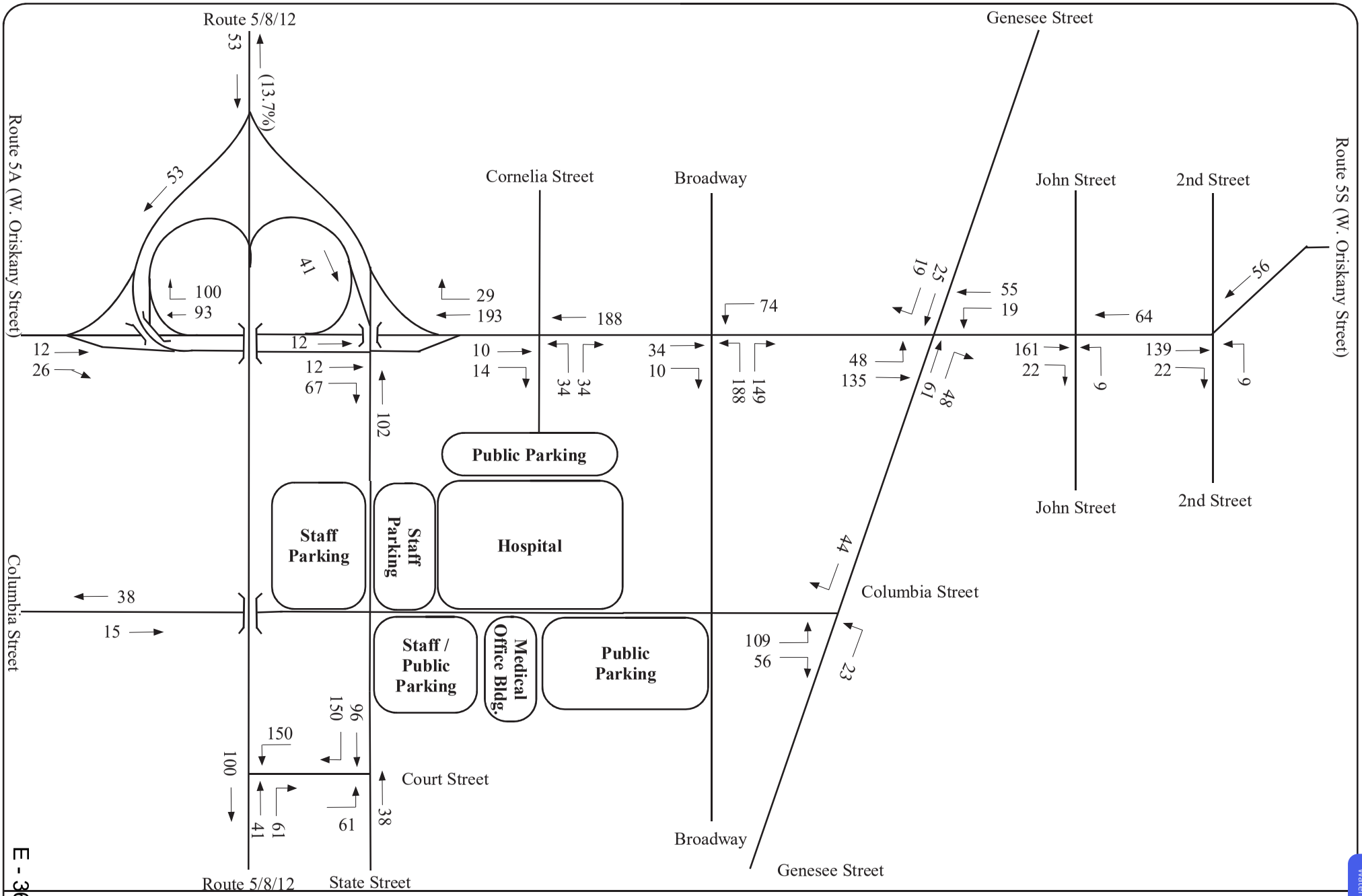

Proposed MVHS - Utica, NY

Trips Generated

Evening Peak Hour

Figure 3

N

W E

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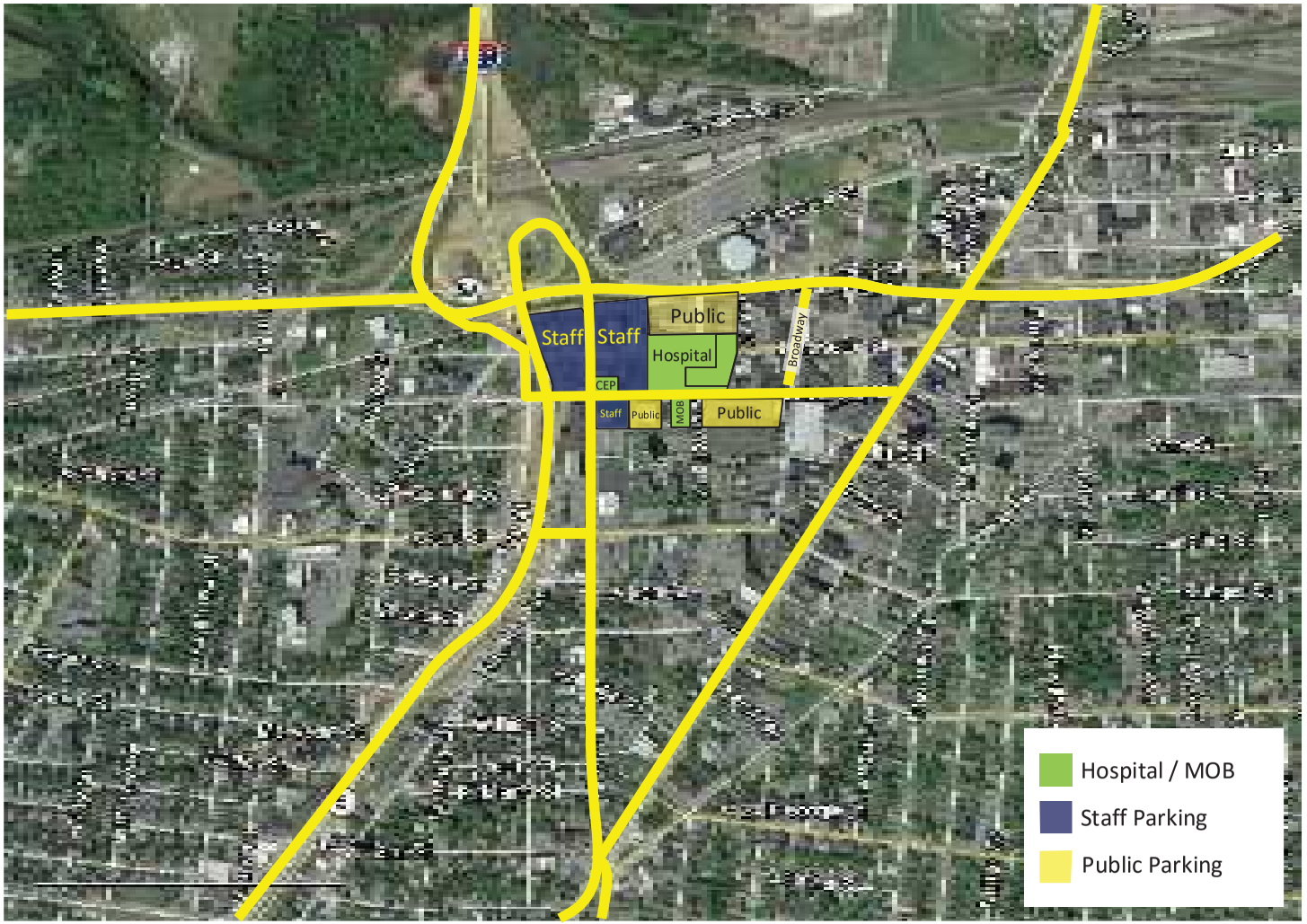
Public & Staff Parking - Arrival



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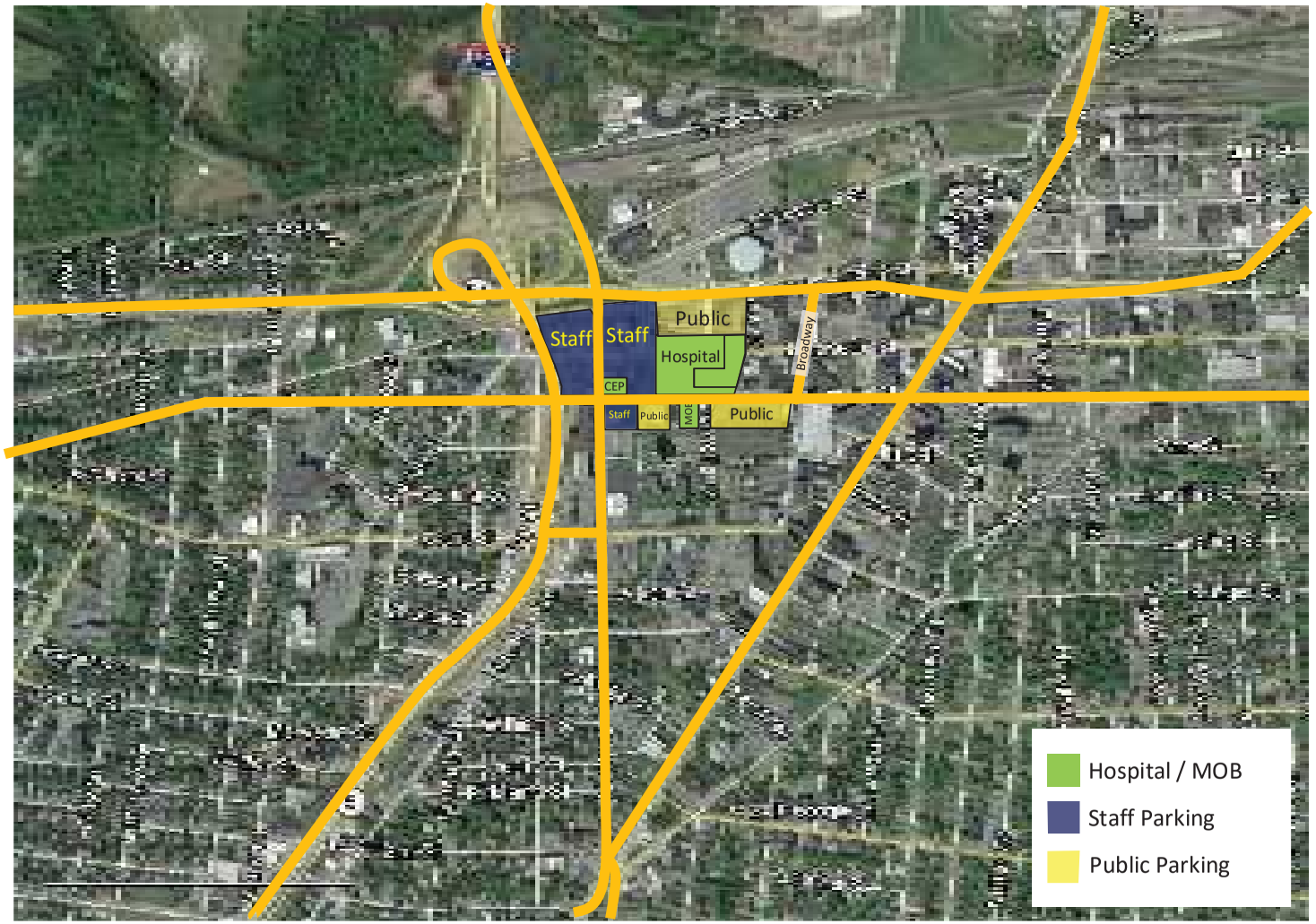
Public & Staff Parking - Departure



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MVHS Patient Origin

Zip Code	MVHS Disch	Pat Orig
13501	5,374	22.3%
13502	4,352	18.1%
13413	1,852	7.7%
13440	1,718	7.1%
13323	1,177	4.9%
13357	1,026	4.3%
13492	997	4.1%
13350	842	3.5%
13340	679	2.8%
13309	436	1.8%
13403	420	1.7%
13417	393	1.6%
13365	375	1.6%
13407	340	1.4%
13456	340	1.4%
13438	326	1.4%
13424	307	1.3%
13421	274	1.1%
13480	252	1.0%
13495	246	1.0%
13491	227	0.9%
13354	212	0.9%



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FSL & SEMC EMPLOYEE CITY					
RANK	ZIP	# EMP	PERCENT	CITY	
1	13502	706	16.6%	UTICA (31.8%)	TOP 10 TOTALS (67.6%)
2	13501	646	15.2%	UTICA	
3	13413	326	7.7%	NEW HARTFORD	
4	13492	264	6.2%	WHITESBORO	
5	13440	250	5.9%	ROME	
6	13323	196	4.6%	CLINTON	
7	13357	140	3.3%	ILION	
8	13340	133	3.1%	FRANKFORT	
9	13403	115	2.7%	MARCY	
10	13456	99	2.3%	SAUQUOIT	
11	13417	82	1.9%	NEW YORK MILLS	
12	13438	74	1.7%	REMSEN	
13	13350	69	1.6%	HERKIMER	
14	13354	68	1.6%	HOLLAND PATENT	
15	13309	52	1.2%	BOONVILLE	
16	13495	51	1.2%	YORKVILLE	
17	13365	49	1.1%	LITTLE FALLS	
18	13480	48	1.1%	WATERVILLE	
19	13407	48	1.1%	MOHAWK	
20	13416	44	1.0%	NEWPORT	
21	13421	41	1.0%	ONEIDA	
22	13304	40	0.9%	BARNEVELD	
23	13424	38	0.9%	ORISKANY	
24	13491	34	0.8%	WEST WINFIELD	
25	13431	32	0.8%	POLAND	

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Preliminary Geotechnical Review

Remove Watermark Wondershare PDFelement

1.0 PRELIMINARY GEOTECHNICAL REVIEW

1.1 Resources and Summary

Historic test boring information[1] was assembled from outlying sources or projects nearly surrounding the hospital site and campus. No test boring information was discovered within any of the proposed building sites, thus for the purposes of this report, CME has interpolated the subsurface data across several city blocks. Many of the existing boring logs are of variable quality and relevance in respect to this project, contain incomplete or fragmented data, and use terms and nomenclature subject to misinterpretation.

The hospital campus site is situated in a fully urbanized area which lies in the geologic transition zone characterized by relatively deep, soft, plastic lowland soils in the north and by relatively shallow, firm, elastic hillside soils in the south. Mostly single-story with a few multi-story concrete masonry and steel framed buildings dominate the site. Single-story structures are chiefly founded on conventional footing foundations in overburden or Till and multi-story structures on deep foundations. Most buildings are slab-on-grade with few basements.

From a geotechnical perspective, the lowland stratigraphy poses greater difficulties, more severe limitations and higher building costs than the hillside stratigraphy.

1.2 Subsurface Conditions and Characterizations

The generalized subsurface profile is preliminarily interpreted as given below based on the historic data.

Approximate Depth Range (feet)	Approximate Thickness (feet)	Deposit Description/Characterization
0 to 10	0 to 10	**Urban Fill**, existing structures, miscellaneous materials, unsuitable soils, random materials and buried or remnant pre-existing topsoil horizon.
2 to 40	7 to 39	**Natural Overburden** soils consisting chiefly of silts and sands with minor proportions of gravel and clay are generally soft to medium compact. In the northern portion of the site, plastic clays, deposited as sediment from a pre-historic lake, intervenes. These clays are subject to compression and long-term consolidation (volume loss). Overburden soils generally exhibit low bearing capacity which may be limited by settlement tolerance.
12 to 44	0 to 6	**Glacial Till** is discontinuous across the project area and where present consists of a mixture of soils overridden by Glacier. Till is generally firm or compact and exhibits moderate bearing capacity. Till contains shale rock in areas.

[1] Historic Test Boring Logs were obtained from NYSDOT MUD Ph. 7 and Overhead Sign Projects, (2009-2012), the City Courthouse (1995), Utica Auditorium (2014), City Hall (1964), Utica National Insurance (2001) and Police Vehicle Maintenance Facility (2004) projects.

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Approximate Depth Range (feet)	Approximate Thickness (feet)	Deposit Description/Characterization
12 to 44	unknown	**Utica Shale Bedrock** is poor quality and exhibits moderate bearing capacity. The upper several feet of bedrock may exist as highly weathered rock exhibiting little structure and very poor quality and/or decomposed rock consisting of Residual Soil (i.e. silt and clay) and/or interlayered rock-like and soil-like materials. Utica Shale may exhibit expansive characteristics.

The historic groundwater observations indicate a hydraulic gradient oriented approximately northerly at 10 feet to 20 feet below existing grade. The groundwater table may be a confined aquifer in areas, and if the upper confining layer is removed or penetrated, artesian conditions may be exposed. At the City Courthouse, once the confining layer was removed to accommodate a Basement Level, groundwater flowed vertically upward inside parts of the sheeted excavation creating a quick-sand condition. At the City Hall Project, construction delays and difficult dewatering conditions were reported by the inspecting engineer during drilled pier foundation construction.

Boring logs at the New Court Facility report odors consistent with hazardous materials and/or petroleum products. Hazmat and petroleum product contamination of the soils may impart premium costs to disposal of removed materials and may prevent re-use of the soils as unclassified fill.

Bedrock is of the Utica Shale Formation, which is known to exhibit expansive characteristic, in areas, due to pyritic sulfur content. At the Stanley Theater (Southeast corner of Genesee and Hopper Street), a building addition slab on grade was reported to have heaved as much as one-half foot due to expansion of bedrock and shale-rich fill used under the slab. Bedrock is within 12 feet of grade at the Stanley.

The upper 2 feet to 4 feet of the Shale Bedrock is typically weathered and/or decomposed to soil-like materials where many borings were able to penetrate it using earth drilling tools, before practical refusal to penetration was achieved. Decomposed and highly weathered bedrock is unsuitable bearing material due to variability of composition.

Practical refusal in Shale Bedrock was achieved at about elevation 445 near the south line of City Hall, about elevation 395 near the corner of Oriskany at Washington, about elevation 365 near the corner of Oriskany at N-S Arterial, and about elevation 405 near Kennedy Plaza at State Street. Bedrock below practical refusal generally was not sampled or tested for strength or quality in the historic borings.

1.3 Preliminary Geotechnical Engineering Evaluation

The current Downtown Hospital Location Plan shows the four proposed structures (i.e. CUP, Hospital, MOB/ACC, and Parking Garage) located between Columbia and Oriskany Streets. Except for the CUP, the other three structures are planned to be multi-story buildings with relatively high gravity roads at foundation level. The CUP may house heavy equipment that may require special considerations for foundation support.

Historic borings along Oriskany Street indicate intervening strata of generally plastic, soft, compressible, lakebed sediments and natural organic deposits.

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It is CME's preliminary opinion that the foundations for the four proposed structures will consist of deep foundations bearing in competent bedrock, such as driven end-bearing Piles or Drilled Piers (DPs). DPs may rely on skin friction in bedrock or a combination of end-bearing plus skin friction to support the planned improvements.

The lowest level floor slabs may be either conventional reinforced concrete slab on grade or grade beam (structurally) supported reinforced concrete slab, depending on many factors including, but not limited to, subsurface conditions, elevation, depth of cut and/or fill, slab loading, flatness/levelness tolerances, floor finishes, and planned use. Lightly loaded floor slabs set below existing grade and below Urban Fill are more likely to be conventional slab on grade.

The lowest level slab elevation will likely be limited by the ground water table, as excavation and construction below the water table will be very expensive.

Bedrock expansive characteristic may be an important consideration in the vicinity of the MOB/ACC site. The boring records for the site just east of Broadway, indicate decomposed shale and Utica Shale Bedrock within 12 feet of pre-existing grade. Special laboratory testing and engagement of an expert in shale expansion and design in expansive material may be warranted.

A site-specific Foundation Engineering Investigation is recommended for each major structure and it's site plan under the design development phase. The limited planning-level opinions and criteria presented herein are not intended to be satisfactory for design purposes.

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Environmental Due Diligence Reports

- Preliminary Environmental Due Diligence Report
- Prior Phase I ESA (401-407, 409 Columbia Street)
- Mold Report (409 Columbia Street)

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Preliminary Environmental Due Diligence Report

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MVHS - Downtown Location
Proposed Downtown Location
Utica, NY 13502

Inquiry Number: 04703074.2r
August 18, 2016

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

COORDINATES

Latitude (North):	43.1035260 - 43° 6' 12.69''
Longitude (West):	75.2348650 - 75° 14' 5.51''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	480888.2
UTM Y (Meters):	4772123.0
Elevation:	430 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5938355 UTICA EAST, NY
Version Date:	2013
Southwest Map:	5938535 UTICA WEST, NY
Version Date:	2013

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20150524
Source:	USDA

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MAPPED SITES SUMMARY

Target Property Address:
PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	NIAGARA MOHAWK A NAT	400 LAFAYETTE ST	FINDS, ECHO	Higher	1 ft.
A2	NIAGARA MOHAWK A NAT	400 LAFAYETTE ST	RCRA NonGen / NLR, NY MANIFEST	Higher	1 ft.
A3	THE SALVATION ARMY	400 LAFAYETTE STREET	NY UST, NY HIST UST	Higher	1 ft.
A4	UTICA PD VEHICLE MAI	334 LAFAYETTE STREET	NY Spills	Higher	1 ft.
B5	EGGERS, CARYL & CORR	227 ORISKANY STREET	NY UST, NY HIST UST	Lower	1 ft.
B6	EGGERS, CARYL & CORR	227 ORISKANY STREET	NY Spills	Lower	1 ft.
C7	MIGUELS BODY SHOP	320 LAFAYETTE ST REA	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
C8	METZLER PRINTING	317 LAFAYETTE ST	RCRA-CESQG, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
D9	THE SALVATION ARMY	400 COLUMBIA ST	NY Spills	Higher	1 ft.
A10	FISHER AUTO PARTS	327 LAFAYETTE ST	RCRA-CESQG, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
A11		327 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
C12		320 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
E13	UTICA PRINTING & MAI	422 LAFAYETTE ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	1 ft.
F14	B&G DIVERSIFIED	401 STATE STREET	NY UST, NY HIST UST	Higher	1 ft.
F15		402 STATE ST	EDR Hist Auto	Higher	1 ft.
G16	BEACON BODY SHOP	523 ORISKANY ST WEST	FINDS, ECHO	Lower	1 ft.
F17	BEACON BODY	401 STATE ST	FINDS, ECHO	Higher	1 ft.
F18	BEACON BODY	401 STATE ST	RCRA-CESQG, NY MANIFEST	Higher	1 ft.
F19	B & G DIVERSIFIED, I	401 STATE STREET	NY LTANKS	Higher	1 ft.
E20	UAP ENGINE REBUILDER	446 LAFAYETTE ST	NJ MANIFEST	Higher	1 ft.
E21		444 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
E22		432 LAFAYETTE ST	EDR Hist Cleaner	Lower	1 ft.
23	MATHER EVANS & DIEHL	509 LAFAYETTE ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
E24	U A P ENGINE REBUILD	446 LAFAYETTE ST	RCRA-CESQG, US AIRS, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
E25		446 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
H26	DAILY DOUBLE CAFE	COLUMBIA STREET	NY Spills	Higher	1 ft.
D27	THE SALVATION ARMY	400 COLUMBIA STREET	NY UST	Higher	1 ft.
D28	ELECTROMARK CORP	401 COLUMBIA ST	NY Spills	Higher	1 ft.
D29	VICTORY MARKETS INC	400 COLUMBIA ST	RCRA NonGen / NLR, FINDS, ECHO	Higher	1 ft.
D30	VICTORY MARKETS INCO	400 COLUMBIA ST	NY MANIFEST	Higher	1 ft.
G31	HESS STATION #32207	525 ORISKANY STREET	NY LTANKS, NY UST, NY Spills	Lower	2, 0.000,
I32	UTICA (C) POLICE DEP	425 ORISKANY STREET	NY LTANKS	Lower	3, 0.001,
I33	ROCK'S TIRE	417 ORISKANY STREET	NY UST	Lower	10, 0.002, NNE
I34	UTICA POLICE DEPARTM	417 ORISKANY ST	RCRA-CESQG, NY MANIFEST, PA MANIFEST	Lower	10, 0.002, NNE
G35	UTICA POLICE FLEET M	425 ORISKANY STREET	NY Spills	Lower	10, 0.002, NNE
J36	H.J. BRANDELES CORPO	300 LAFAYETTE STREET	NY UST, NY HIST UST	Higher	21, 0.004, ESE
B37		400 WASHINGTON ST	EDR Hist Auto	Lower	29, 0.005, East
H38	COOKING OIL	COLUMBIA AND BROADWA	NY Spills	Higher	34, 0.006, SE
C39		316 LA FAYETTE	EDR Hist Auto	Higher	35, 0.007, East

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MAPPED SITES SUMMARY

Target Property Address:
PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
C40		316 LAFAYETTE ST	EDR Hist Auto	Higher	35, 0.007, East
H41	WHITESBORO STREET	WHITESBORO ST	NY Spills	Higher	74, 0.014, SE
I42	SPORTS EQUIPMENT SPE	400 ORISKANY STREET	NY Spills	Lower	79, 0.015, NNE
G43	ROCK'S TIRE	417 ORISKANY BLVD WE	NY Spills	Lower	83, 0.016, NNW
B44	BROADWAY /LIBERTY	LIBERTY & BROADWAY	NY Spills	Lower	101, 0.019, ENE
K45	EMPIRE BATH & KITCHE	600 STATE STREET	NY UST, NY HIST UST	Higher	101, 0.019, West
K46	EMPIRE BATH+KITCHEN	600 STATE STREET	NY Spills	Higher	101, 0.019, West
I47	UTICA POLICE STATION	413 ORISKANY STREET	NY UST, NY HIST UST	Lower	103, 0.020, ENE
I48	UTICA POLICE STATION	413 ORISKANY ST WEST	NY Spills	Lower	103, 0.020, ENE
F49	BEACON BODY SHOP	535 ORISKANY ST W	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	104, 0.020, NW
F50		535 ORISKANY ST W	EDR Hist Auto	Higher	104, 0.020, NW
F51	PARK OUTDOOR ADVERTI	543 ORISKANY STREET	NY LTANKS, NY UST, NY HIST UST	Higher	109, 0.021, NW
J52	NEW UTICA MUTUAL BUI	201 LAFAYETTE ST	NY LTANKS	Higher	109, 0.021, ESE
53	BRODOCK PRESS INC	714 STATE ST	RCRA-SQG, NY MANIFEST	Higher	110, 0.021, WSW
F54	NYSDOT	545 ORISKANY BLVD	NY MANIFEST	Higher	111, 0.021, NW
B55	DAPPER DAN INC	228 LIBERTY ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	119, 0.023, ENE
L56	NI-MO	YORK ST	NY Spills	Higher	159, 0.030, SW
L57	UTICA DPW	YORK ST.	NY Spills	Higher	159, 0.030, SW
L58	MOHAWK VALLEY PSYCH	YORK STREET	NY Spills	Higher	159, 0.030, SW
L59	UTICA CITY HALL	1 KENNEDY PLAZA	NY LTANKS, NY Spills	Higher	171, 0.032, SW
L60	UTICA CITY DEMOLITIO	1 KENNEDY PLAZA	NY SWF/LF	Higher	171, 0.032, SW
L61	BUCKLEY POOL	CULVER AVENUE	NY CBS, NY CBS AST	Higher	171, 0.032, SW
L62	ADDISON-MILLER POOL	YORK STREET	NY CBS, NY CBS AST, NY Spills	Higher	171, 0.032, SW
L63	ONEIDA COUNTY COURT	ONEIDA COUNTY COURT	NY Spills	Higher	171, 0.032, SW
L64	ESTHER FITZGERALD PO	NORTHERN ROAD	NY CBS, NY CBS AST	Higher	171, 0.032, SW
M65	LENA GOLDBAS PROPERT	WHITESBORO STREET	US BROWNFIELDS, FINDS, ECHO	Higher	186, 0.035, WNW
L66	UTICA(C) CITY HALL	1 KENNEDY PLAZA	NY AST	Higher	205, 0.039, SW
67	NY SUSQUEHANNA&WESTE	NEAR RR YARD ORISK S	NY LTANKS	Higher	212, 0.040, NW
N68	HOTEL UTICA	102 LAFAYETTE STREET	NY UST	Higher	214, 0.041, ESE
N69	HOTEL UTICA	102 LAFAYETTE ST	NY Spills	Higher	214, 0.041, ESE
K70	NYS DOT	ROUTE 5	NY UST	Higher	240, 0.045, West
K71	NYS DOT	ROUTE 5	NY AST	Higher	240, 0.045, West
L72	UTICA(C) CITY HALL	1 KENNEDY PLAZA	NY UST	Higher	248, 0.047, SW
L73	UTICA CITY OF - POLI	1 KENNEDY PLZ	RCRA NonGen / NLR, NY MANIFEST	Higher	248, 0.047, SW
74	OTB PARLOR	232 COLUMBIA STREET	NY Spills	Higher	251, 0.048, SE
O75	CENTRO BUS	WHITESBORO/POTTER ST	NY Spills	Lower	259, 0.049, NNW
P76	INDIUM CORP OF AMERI	609 FAY ST	SEMS-ARCHIVE	Higher	260, 0.049, West
P77	INDIUM CORP. OF AMER	609 FAY STREET	NY HSWDS	Higher	260, 0.049, West
O78	INSIGHT HOUSE	500 POTTER ST	NY LTANKS	Lower	267, 0.051, NNW

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M79		623 WHITESBORO ST	EDR Hist Auto	Higher	292, 0.055, WNW
M80	WHITESBORO FRAME & B	623 WHITESBORO ST	RCRA NonGen / NLR, NY MANIFEST	Higher	292, 0.055, WNW
Q81	HOTEL UTICA PARKING	129-137 ORISKANY BLV	NY Spills	Higher	306, 0.058, East
Q82	HOTEL UTICA PARKING	129-137 ORISKANY STR	NY UST, NY HIST UST	Higher	306, 0.058, East
R83		608 COLUMBIA ST	EDR Hist Auto	Higher	324, 0.061, WNW
R84	SURE STOP BRAKE SERV	608 COLUMBIA STREET	NY Spills	Higher	324, 0.061, WNW
S85	WASHINGTON COURTS AP	400 WHITESBORO ST	NY Spills	Lower	357, 0.068, NNE
N86	LORETTO HOME	LAFAYETTE/SENECA ST	NY Spills	Higher	364, 0.069, ESE
S87	COSMO CENTER	456-468 WHITESBORO S	US BROWNFIELDS, FINDS, ECHO	Lower	406, 0.077, North
88	POTTER STREET SITE	470 WHITESBORO STREE	NY ERP	Lower	408, 0.077, North
S89	GOLDBAS APARTMENTS M	442 WHITESBORO ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	408, 0.077, NNE
P90	MERCURIO'S AUTOMOTIV	707 FAY STREET	NY AST	Higher	410, 0.078, West
P91	UNKNOWN PROPERTY	707 FAY ST	NY Spills	Higher	410, 0.078, West
Q92	SOIL	114 ORISKANY BLVD	NY Spills	Lower	417, 0.079, East
N93	78 LAFAYETTE AVE/N.J	78 LAFAYETTE AVENUE	NY Spills	Higher	418, 0.079, ESE
T94	SMITH PACKING CO., I	105-125 WASHINGTON S	NY LTANKS	Lower	448, 0.085, ENE
T95	SMITH PACKING CO INC	105-125 WASHINGTON S	NY UST, NY HIST UST	Lower	448, 0.085, ENE
T96	WARNER TRUCK	105 WASHINGTON ST.	NY Spills	Lower	448, 0.085, ENE
97	SPELLMAN RESIDENCE	635 WHITESBORO ST	NY Spills	Higher	462, 0.087, WNW
U98	DENNYS PARKING LOT	180 GENESEE STREET	NY Spills	Higher	470, 0.089, ESE
V99	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY UST	Lower	509, 0.096, NE
V100	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY HIST UST, NY HIST AST	Lower	509, 0.096, NE
V101	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY LTANKS, NY CBS	Lower	509, 0.096, NE
V102	ASSOCIATED TEXTILE R	111 CHARLES ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	509, 0.096, NE
V103	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY AST, NY CBS AST	Lower	509, 0.096, NE
U104	NIMO	GENESEE & COLUMBIA	NY Spills	Higher	525, 0.099, SE
105	ASSOCIATE PROPERTIES	703 ORISKANY BLVD	NY UST, NY HIST UST	Lower	529, 0.100, NW
W106	MATTHEW CARTON ESTAT	183 GENESEE ST	NY LTANKS	Higher	536, 0.102, SSE
X107	NICE-N-EASY	501 COURT ST	NY Spills	Higher	537, 0.102, SW
X108	NICE N EASY SHOPPE #	501 COURT STREET	NY Spills	Higher	537, 0.102, SW
X109	NICE & EASY #8	501 COURT ST	NY Spills, RCRA NonGen / NLR, NY MANIFEST	Higher	537, 0.102, SW
X110	NICE N EASY STORE #0	501 COURT STREET	NY Spills	Higher	537, 0.102, SW
X111	NICE N EASY GROCERY	501 COURT STREET	NY UST, NY HIST UST	Higher	537, 0.102, SW
X112	NICE N EASY GROCERY	501 COURT ST	NY Spills	Higher	537, 0.102, SW
U113	CITY CENTER	181 GENESEE STREET	NY Spills	Higher	568, 0.108, SE
U114	BANKERS TRUST BUILDI	185 GENESEE STREET	NY UST, NY HIST UST	Higher	568, 0.108, SE
U115	F.W. WOOLWORTH CO.	177 GENESEE STREET	NY UST, NY HIST UST	Higher	575, 0.109, ESE
Y116	HUNTER HOUSE	4 LAFAYETTE ST	NY Spills	Higher	580, 0.110, ESE
Y117	BALL'S CARD SHOP	2 LAFAYETTE ST	NY Spills	Higher	584, 0.111, ESE

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Y118	FRANKLIN SQUARE	54 FRANKLIN SQ	NY Spills	Higher	588, 0.111, ESE
U119	ONEIDA COUNTY OFFICE	ONEIDA CO OFFICE BLD	NY LTANKS	Higher	594, 0.112, SE
Z120		101 ORISKANY ST W	EDR Hist Auto	Higher	599, 0.113, East
Z121	ON ROADWAY	FRANKLIN SQUARE AND	NY Spills	Higher	602, 0.114, East
AA122	NYSDOT BIN 1008010	RTE 10 OVER W BR SAC	RCRA NonGen / NLR, NY MANIFEST, NJ MANIFEST	Higher	602, 0.114, SE
AA123	NYSDOT BIN 1008040	RTE 10 OVER PISECO L	RCRA NonGen / NLR, NY MANIFEST, NJ MANIFEST	Higher	602, 0.114, SE
AA124	NYSDOT BRIDGE BIN 70	ADIRONDACK RR OVER R	RCRA-LQG, NY MANIFEST	Higher	602, 0.114, SE
AA125	NYSDOT BRIDGE BIN 10	RTE 29 OVER CAROGA C	RCRA NonGen / NLR, NY MANIFEST	Higher	602, 0.114, SE
AA126	NYSDOT BRIDGE BIN 10	RTE 30 OVER SACANDAG	RCRA NonGen / NLR, NY MANIFEST	Higher	602, 0.114, SE
AA127	NYSDOT BIN 1021180	RTE 30 OVER DEWEY CR	RCRA NonGen / NLR, NY MANIFEST	Higher	602, 0.114, SE
AA128	NYSDOT BRIDGE BIN 10	RTE 162 OVER RTE 5 S	RCRA-CESQG, NY MANIFEST, NJ MANIFEST	Higher	602, 0.114, SE
W129	THE ARC OF ONEIDA	243 & 245 GENESEE ST	NY UST, NY HIST UST	Higher	606, 0.115, SSE
U130	RITE AID	167 GENESEE ST	NY Spills	Higher	607, 0.115, ESE
W131	ARC OF ONEIDA-LEWIS	243-245 GENESEE STRE	NY Spills	Higher	608, 0.115, SSE
X132	STEWARTS SHOP #222	425 COURT ST	NY UST	Higher	611, 0.116, SW
X133	FORMER GAS STATION	425 COURT ST	NY Spills	Higher	611, 0.116, SW
AA134	BIANCHI TRIFAN CORP.	207 GENESEE ST.	NY Spills	Higher	623, 0.118, SE
AA135	NATIONAL GRID	207 GENESSE ST	NY Spills	Higher	623, 0.118, SE
AA136	NYS OFFICE OF GENERA	207 GENESEE ST	RCRA NonGen / NLR, NY MANIFEST	Higher	623, 0.118, SE
137	INSIGHT HOUSE	500 POTTER AVENUE	NY UST	Lower	626, 0.119, North
T138	SMITH PACKAGING CO.	WASHINGTON ST	NY Spills	Lower	640, 0.121, ENE
AB139	AUTO CLUB OF UTICA	409 COURT ST	NY LTANKS	Higher	642, 0.122, SW
AB140		409 COURT ST	EDR Hist Auto	Higher	642, 0.122, SW
141	ST. JOSEPH & ST. PAT	702 COLUMBIA STREET	NY UST, NY HIST UST	Higher	685, 0.130, WNW
AC142	H K HINELINE CO INC	136 HOTEL ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	711, 0.135, East
143	E J KUPIEC	OLD RTE 12	RCRA NonGen / NLR	Higher	721, 0.137, WNW
AD144	13 ELIZABETH STREET	13 ELIZABETH STREET	NY LTANKS, NY ERP	Higher	728, 0.138, SE
AD145	GRACE CHURCH	6 ELIZABETH STREET	NY UST	Higher	745, 0.141, SE
AE146	FORT SCHUYLER CLUB	254 GENESEE STREET	NY LTANKS, NY UST, NY HIST UST	Higher	748, 0.142, South
147	WASHINGTON COURTS AP	200 WHITESBORO STREE	US BROWNFIELDS, RCRA NonGen / NLR, FINDS, NY...	Lower	753, 0.143, ENE
AF148	108 SENECA ST.	108 SENECA ST.	US BROWNFIELDS	Lower	763, 0.145, ENE
AC149	FISHER AUTO PARTS WH	130 HOTEL STREET	NY UST, NY HIST UST	Lower	792, 0.150, East
AF150	UTICA ECONOMY GAS ST	109 WHITESBORO STREE	NY UST, NY HIST UST	Lower	876, 0.166, ENE
151	MAYRO BUILDING	239 GENESEE STREET	NY LTANKS, NY UST, NY HIST UST	Higher	880, 0.167, SSE
152	DINO'S	601 COURT STREET	NY LTANKS, NY UST, NY HIST UST	Higher	884, 0.167, WSW
153	TS AUTOBODY REPAIR &	630 VARICK ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	894, 0.169, West
154	NIAGARA MOHAWK A NAT	BLEECKER ST & CHARLO	RCRA NonGen / NLR, NY MANIFEST	Higher	907, 0.172, ESE
AE155	DIME SAVINGS BANK OF	262 GENESEE ST	NY LTANKS	Higher	921, 0.174, South
AE156	DIME SAVINGS BANK OF	262 GENESEE STREET	NY UST	Higher	921, 0.174, South

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157	WILLOW COMMONS	414 AIKEN ST	RCRA-LQG, NY MANIFEST	Higher	930, 0.176, SSW
158	NORTHLAND TECHNOLOGI	720 COLUMBIA STREET	NY UST, NY HIST UST	Higher	937, 0.177, WNW
AG159	BANK OF AMERICA	268 GENESEE STREET	NY UST	Higher	997, 0.189, SSW
AG160	FLEET BANK	268 GENESEE ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	997, 0.189, SSW
AG161	STANLEY THEATER	259 GENESEE ST	NY LTANKS	Higher	1012, 0.192, South
AG162	STANLEY PERFORMING A	259 GENESEE ST	RCRA NonGen / NLR, FINDS, ECHO	Higher	1012, 0.192, South
AH163	COMMERCIAL TRAVELERS	70 GENESEE STREET	NY UST, NY HIST UST	Lower	1091, 0.207, East
AH164	COMMERCIAL TRAVELERS	70 GENESSEE STREET	NY LTANKS	Lower	1091, 0.207, East
AI165	P J GREEN ADVERTISIN	100 WHITESBORO ST	RCRA-SQG, NY Spills, FINDS, NY MANIFEST, ECHO	Lower	1159, 0.220, ENE
166	UTICA MVA	SUNSET AVE/VARICK ST	NY LTANKS	Higher	1199, 0.227, West
AJ167	FORMER UTICA FIRE ST	235-243 ELIZABETH ST	NY LTANKS	Higher	1244, 0.236, ESE
AI168	26-28 WHITESBORO STR	26-28 WHITESBORO STR	NY ERP, NY Spills	Lower	1253, 0.237, ENE
AI169	HORROCKS IBBOTSON CO	20-22 WHITESBORO STR	NY MANIFEST	Lower	1261, 0.239, ENE
AK170	SUNY INSTITUTE OF TE	72731 COURT STREET	NY UST	Higher	1271, 0.241, WSW
AL171	NATIONAL AUTO STORES	217 ORISKANY ST E	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1272, 0.241, ESE
172	CITY OF UTICA PARKIN	265 GENESEE STREET	NY UST, NY HIST UST	Higher	1273, 0.241, SSW
173	UTICA CITY OF - HART	1102 HART ST	RCRA-SQG, NY MANIFEST	Higher	1274, 0.241, WSW
AJ174	FEMIA'S TEST & TUNE	230 ELIZABETH STREET	NY LTANKS, NY UST, NY LIENS, NY Spills	Higher	1277, 0.242, SE
175	SLIWINSKI RESIDENCE	715 ROBERTS ST	NY LTANKS	Higher	1277, 0.242, WSW
AL176	UTICA OBSERVER DISPA	221-23 ORISKANY PLAC	NY LTANKS	Higher	1280, 0.242, ESE
AL177	UTICA OBSERVER-DISPA	221 ORISKANY STREET	NY UST, NY HIST UST	Higher	1280, 0.242, ESE
AL178	THE OBSERVER DISPATC	221 ORISKANY PLZ	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1280, 0.242, ESE
AK179	GLOBE MILLS JOINT VE	721 COURT ST	NY LTANKS	Higher	1300, 0.246, West
AK180	GLOBE MILL JOINT VEN	721 COURT STREET	NY UST, NY HIST UST	Higher	1300, 0.246, West
AH181	FEDERAL BLDG P.L.	NORTH GENESEE ST ART	NY LTANKS	Lower	1302, 0.247, East
AM182	NY TELEPHONE	280 GENESEE ST NY TE	NY LTANKS	Higher	1311, 0.248, SSW
AM183	NYNEX	280 GENESEE ST	RCRA-CESQG, NY LTANKS, NY TANKS, NY HIST UST, NY...	Higher	1311, 0.248, SSW
AN184	ONEIDA CO. OFFICE BL	800 PARK AVE	NY LTANKS	Higher	1547, 0.293, SE
AN185	ONEIDA COUNTY COURT	800 PARK AVENUE	NY LTANKS	Higher	1547, 0.293, SE
186	NATIONAL BLDG.RESTOR	513-517 JOHN ST	NY LTANKS	Higher	1558, 0.295, ESE
187	BEAUNIT CORP /UTICA	120 BROAD ST	SEMS-ARCHIVE	Lower	1578, 0.299, East
AO188	RALPH COMITO	JOHN & ELIZABETH ST	NY LTANKS	Higher	1589, 0.301, ESE
AO189	ACADEMY SQUARE HOUSI	303-305 ELIZABETH ST	NY LTANKS	Higher	1670, 0.316, ESE
190	NIAGARA MOHAWK /HARB	WASHINGTON ST	SEMS	Lower	1697, 0.321, NE
AP191	ARCO-UTICA	302 GENESEE ST	NY LTANKS, NY Spills	Higher	1736, 0.329, SSW
192	PALMER RESIDENCE	912 HAAK AVE	NY LTANKS	Lower	1775, 0.336, NW
193	CONMED CORPORATION	310 BROAD STREET	NY LTANKS, NY UST, NY HIST UST, NY Spills	Lower	1819, 0.345, East
194	1000 COLUMBIA STREET	1000 COLUMBIA STREET	NY ERP, NY Spills	Higher	1862, 0.353, WNW
195	LINDSAY'S AUTO	1003 ERIE STREET	NY LTANKS, NY Spills	Higher	1866, 0.353, WNW

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AP196	UTICA PUBLIC LIBRARY	PARK AVENUE	NY LTANKS	Higher	1874, 0.355, SSW
197	NYS & W RAILWAY	300 WATER ST	NY SWRCY, RCRA NonGen / NLR, NY MANIFEST	Lower	2089, 0.396, East
198	NATIONAL GRID-HARBOR	41 WASHINGTON STREET	NY LTANKS, NY CBS, NY Spills	Lower	2122, 0.402, NE
AQ199	HURD SHOES	101 FIRST ST	NY LTANKS	Lower	2176, 0.412, East
200	UTICA CITY SCHOOL DI	400 ELIZABETH STREET	NY LTANKS, NY UST, NY Spills	Higher	2186, 0.414, ESE
201	FORMER GAS STATION	1103-1109 STEUBEN ST	NY LTANKS, NY UST, NY HIST UST	Higher	2199, 0.416, South
202	MONARCH CHEMICALS	37 MEADOW ST	SEMS, NY SHWS, NY VAPOR REOPENED, NY LTANKS, NY...	Lower	2211, 0.419, ENE
AQ203	TOP TILE	401 BROAD ST	NY LTANKS	Lower	2222, 0.421, East
204	KUNKEL AMBULANCE SER	410 CATHERINE STREET	NY LTANKS, NY UST, NY HIST UST	Lower	2222, 0.421, ESE
AQ205	LERFER UTICA CORP.	414 MAIN ST	NY LTANKS	Lower	2235, 0.423, East
AQ206	DOYLE PROPERTY	422 MAIN ST	NY LTANKS	Lower	2272, 0.430, East
207	DEGIRONIMO STATION	277-279 SOUTH STREET	NY LTANKS	Higher	2387, 0.452, SSE
AR208	FORT MILLER SERVICE	416 BROAD ST	NY LTANKS, NY SPDES	Lower	2431, 0.460, East
AR209	421 BROAD STREET LLC	421 BROAD ST	RCRA-SQG, NY ERP, FINDS, NY MANIFEST, ECHO	Lower	2469, 0.468, East
AR210	FIRSCHING KNITTING	421-423 BROAD STREET	US BROWNFIELDS, FINDS, ECHO	Lower	2469, 0.468, East
AR211	BROAD STREET SITE	421-423 BROAD STREET	SEMS-ARCHIVE	Lower	2469, 0.468, East
AS212	NI-MO/HARBOR PT. CRE	WASHINGTON ST	NY LTANKS	Lower	2498, 0.473, NE
AS213	MOHAWK VALLEY OIL IN	WASHINGTON STREET	EDR MGP	Lower	2501, 0.474, NE
AS214	MOHAWK VALLEY OIL IN	WASHINGTON STREET	SEMS, NY SHWS, NY VAPOR REOPENED, NY Spills	Lower	2533, 0.480, NE
215	EMPIRE RECYCLING/UNI	NORTH GENESSEE AND R	NY SHWS	Lower	2793, 0.529, ENE
216	WESTINGHOUSE TRANSFO	OFF OF GENESEE STREE	NY SHWS	Lower	3219, 0.610, ENE
217	UTICA HARBOR		NY DEL SHWS	Lower	3353, 0.635, NE
218	NIMO - HARBOR POINT	WASHINGTON STREET	EDR MGP	Lower	3528, 0.668, NNE
219	BOSSERT MANUFACTURIN	1002 OSWEGO STREET	NY SHWS, NY LTANKS, NY UST, NY ENG CONTROLS, NY...	Higher	4537, 0.859, WSW
AT220	UNIVERSAL WASTE, INC	WURZ AVENUE	NY SHWS	Lower	4850, 0.919, East
AT221	UTICA ALLOYS, INC.	LELAND & WURZ AVENUE	NY SHWS	Lower	4850, 0.919, East
AT222	UTICA ALLOYS, INC.	LELAND & WURZ AVENUE	NY VAPOR REOPENED, NY Spills	Lower	4850, 0.919, East
223	PRIMOSHIELD, INC.	1212 SAINT VINCENT S	NY SHWS, NY VAPOR REOPENED, NY ENG CONTROLS, NY...	Higher	4899, 0.928, SSE

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EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land
NY HIST LTANKS ---------- Listing of Leaking Storage Tanks

State and tribal registered storage tank lists

FEMA UST ---------- Underground Storage Tank Listing

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EXECUTIVE SUMMARY

NY CBS UST ..... Chemical Bulk Storage Database
NY MOSF UST ..... Major Oil Storage Facilities Database
NY MOSF ..... Major Oil Storage Facility Site Listing
NY MOSF AST ..... Major Oil Storage Facilities Database
INDIAN UST ..... Underground Storage Tanks on Indian Land

State and tribal institutional control / engineering control registries

NY RES DECL ..... Restrictive Declarations Listing

State and tribal voluntary cleanup sites

NY VCP ..... Voluntary Cleanup Agreements
INDIAN VCP ..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

NY BROWNFIELDS ..... Brownfields Site List

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

NY SWTIRE ..... Registered Waste Tire Storage & Facility List
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ..... Delisted National Clandestine Laboratory Register
US CDL ..... National Clandestine Laboratory Register

Local Land Records

LIENS 2 ..... CERCLA Lien Information

Records of Emergency Release Reports

HMIRS ..... Hazardous Materials Information Reporting System
NY Hist Spills ..... SPILLS Database
NY SPILLS 90 ..... SPILLS 90 data from FirstSearch
NY SPILLS 80 ..... SPILLS 80 data from FirstSearch

Other Ascertainable Records

FUDS ..... Formerly Used Defense Sites
DOD ..... Department of Defense Sites
SCRD DRYCLEANERS ..... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ..... Financial Assurance Information
EPA WATCH LIST ..... EPA WATCH LIST
2020 COR ACTION ..... 2020 Corrective Action Program List
TSCA ..... Toxic Substances Control Act
TRIS ..... Toxic Chemical Release Inventory System

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EXECUTIVE SUMMARY

SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US MINES	Mines Master Index File
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
NY AIRS	Air Emissions Data
NY COAL ASH	Coal Ash Disposal Site Listing
NY DRYCLEANERS	Registered Drycleaners
NY E DESIGNATION	E DESIGNATION SITE LISTING
NY Financial Assurance	Financial Assurance Information Listing
NY UIC	Underground Injection Control Wells
FUELS PROGRAM	EPA Fuels Program Registered Listing

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

NY RGA HWS	Recovered Government Archive State Hazardous Waste Facilities List
NY RGA LF	Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

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EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS list

SEMS: SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the SEMS list, as provided by EDR, and dated 03/07/2016 has revealed that there are 3 SEMS sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK /HARB	WASHINGTON ST	NE 1/4 - 1/2 (0.321 mi.)	190	611
MONARCH CHEMICALS	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
MOHAWK VALLEY OIL IN	***WASHINGTON STREET***	***NE 1/4 - 1/2 (0.480 mi.)***	***AS214***	***748***

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 03/07/2016 has revealed that there are 3 SEMS-ARCHIVE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
INDIUM CORP OF AMERI	609 FAY ST	W 0 - 1/8 (0.049 mi.)	P76	236

Lower Elevation	Address	Direction / Distance	Map ID	Page
BEAUNIT CORP /UTICA	120 BROAD ST	E 1/4 - 1/2 (0.299 mi.)	187	608
BROAD STREET SITE	421-423 BROAD STREET	E 1/4 - 1/2 (0.468 mi.)	AR211	746

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EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/09/2015 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NYSDOT BRIDGE BIN 70	*ADIRONDACK RR OVER R*	*SE 0 - 1/8 (0.114 mi.)*	*AA124*	*373*
WILLOW COMMONS	*414 AIKEN ST*	*SSW 1/8 - 1/4 (0.176 mi.)*	*157*	*478*

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/09/2015 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BRODOCK PRESS INC	*714 STATE ST*	*WSW 0 - 1/8 (0.021 mi.)*	*53*	*158*
UTICA CITY OF - HART	*1102 HART ST*	*WSW 1/8 - 1/4 (0.241 mi.)*	*173*	*534*

Lower Elevation	Address	Direction / Distance	Map ID	Page
P J GREEN ADVERTISIN	*100 WHITESBORO ST*	*ENE 1/8 - 1/4 (0.220 mi.)*	*AI165*	*498*

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 12/09/2015 has revealed that there are 7 RCRA-CESQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
METZLER PRINTING	*317 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*C8*	*24*
FISHER AUTO PARTS	*327 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*A10*	*34*
BEACON BODY	*401 STATE ST*	*0 - 1/8 (0.000 mi.)*	*F18*	*57*
U A P ENGINE REBUILD	*446 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*E24*	*72*
NYSDOT BRIDGE BIN 10	*RTE 162 OVER RTE 5 S*	*SE 0 - 1/8 (0.114 mi.)*	*AA128*	*385*
NYNEX	*280 GENESEE ST*	*SSW 1/8 - 1/4 (0.248 mi.)*	*AM183*	*587*

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA POLICE DEPARTM	*417 ORISKANY ST*	*NNE 0 - 1/8 (0.002 mi.)*	*I34*	*115*

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EXECUTIVE SUMMARY

State- and tribal - equivalent CERCLIS

NY SHWS: The State Hazardous Waste Sites records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. The data come from the Department of Environmental Conservation's Inactive Hazardous waste Disposal Sites in New York State.

A review of the NY SHWS list, as provided by EDR, and dated 05/17/2016 has revealed that there are 8 NY SHWS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BOSSERT MANUFACTURIN	***1002 OSWEGO STREET***	***WSW 1/2 - 1 (0.859 mi.)***	***219***	***759***
Site Code: 58560				
PRIMOSHIELD, INC.	***1212 SAINT VINCENT S***	***SSE 1/2 - 1 (0.928 mi.)***	***223***	***784***
Site Code: 56258				
Class Code: Site is properly closed - requires continued management.				

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
Site Code: 56260				
Class Code: Significant threat to the public health or environment - action required.				
MOHAWK VALLEY OIL IN	***WASHINGTON STREET***	***NE 1/4 - 1/2 (0.480 mi.)***	***AS214***	***748***
Site Code: 56262				
Class Code: Significant threat to the public health or environment - action required.				
EMPIRE RECYCLING/UNI	NORTH GENESSEE AND R	ENE 1/2 - 1 (0.529 mi.)	215	754
Site Code: 56249				
WESTINGHOUSE TRANSFO	OFF OF GENESEE STREE	ENE 1/2 - 1 (0.610 mi.)	216	755
Site Code: 56248				
UNIVERSAL WASTE, INC	WURZ AVENUE	E 1/2 - 1 (0.919 mi.)	AT220	777
Site Code: 58303				
Class Code: Significant threat to the public health or environment - action required.				
UTICA ALLOYS, INC.	LELAND & WURZ AVENUE	E 1/2 - 1 (0.919 mi.)	AT221	780
Site Code: 58745				
Class Code: Significant threat to the public health or environment - action required.				

NY VAPOR REOPENED: "Vapor intrusion" refers to the process by which volatile chemicals move from a subsurface source into the indoor air of overlying or adjacent buildings. The subsurface source can either be contaminated groundwater or contaminated soil which releases vapors into the pore spaces in the soil. Improvements in analytical techniques and knowledge gained from site investigations in New York and other states has led to an increased awareness of soil vapor as a medium of concern and of the potential for exposures from the soil vapor intrusion pathway. Based on this additional information, New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

A review of the NY VAPOR REOPENED list, as provided by EDR, and dated 08/01/2015 has revealed that there are 4 NY VAPOR REOPENED sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRIMOSHIELD, INC.	***1212 SAINT VINCENT S***	***SSE 1/2 - 1 (0.928 mi.)***	***223***	***784***

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Facility Status: Complete
Site Code: 633027

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS Facility Status: Complete Site Code: 633030	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
MOHAWK VALLEY OIL IN Facility Status: Complete Site Code: 633032	***WASHINGTON STREET***	***NE 1/4 - 1/2 (0.480 mi.)***	***AS214***	***748***
UTICA ALLOYS, INC. Facility Status: Underway Site Code: 633047	***LELAND & WURZ AVENUE***	***E 1/2 - 1 (0.919 mi.)***	***AT222***	***783***

State and tribal landfill and/or solid waste disposal site lists

NY SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the list.

A review of the NY SWF/LF list, as provided by EDR, and dated 04/06/2016 has revealed that there is 1 NY SWF/LF site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UTICA CITY DEMOLITIO	1 KENNEDY PLAZA	SW 0 - 1/8 (0.032 mi.)	L60	202

State and tribal leaking storage tank lists

NY LTANKS: Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills

A review of the NY LTANKS list, as provided by EDR, and dated 05/17/2016 has revealed that there are 51 NY LTANKS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
B & G DIVERSIFIED, I Spill Number/Closed Date: 9303962 / Not Reported Site ID: 158019 Program Number: 9303962	401 STATE STREET	0 - 1/8 (0.000 mi.)	F19	60
PARK OUTDOOR ADVERTI Spill Number/Closed Date: 0010758 / 2003-01-10 Site ID: 175223 Program Number: 0010758	***543 ORISKANY STREET***	***NW 0 - 1/8 (0.021 mi.)***	***F51***	***152***
NEW UTICA MUTUAL BUI Spill Number/Closed Date: 0403235 / 2004-12-20 Site ID: 251167	201 LAFAYETTE ST	ESE 0 - 1/8 (0.021 mi.)	J52	156

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EXECUTIVE SUMMARY

Program Number: 0403235

UTICA CITY HALL	***1 KENNEDY PLAZA***	***SW 0 - 1/8 (0.032 mi.)***	***L59***	***199***
Spill Number/Closed Date: 8909525 / 1991-01-18				
Site ID: 131638				
Program Number: 8909525				
NY SUSQUEHANNA&WESTE	NEAR RR YARD ORISK S	NW 0 - 1/8 (0.040 mi.)	67	218
Spill Number/Closed Date: 9001384 / 1991-05-23				
Site ID: 325123				
Program Number: 9001384				
MATTHEW CARTON ESTAT	183 GENESEE ST	SSE 0 - 1/8 (0.102 mi.)	W106	327
Spill Number/Closed Date: 8805600 / 1990-11-14				
Site ID: 184402				
Program Number: 8805600				
ONEIDA COUNTY OFFICE	ONEIDA CO OFFICE BLD	SE 0 - 1/8 (0.112 mi.)	U119	359
Spill Number/Closed Date: 8901482 / 1989-11-04				
Spill Number/Closed Date: 8901483 / 1994-02-15				
Site ID: 273767				
Site ID: 273768				
Program Number: 8901482				
Program Number: 8901483				
AUTO CLUB OF UTICA	409 COURT ST	SW 0 - 1/8 (0.122 mi.)	AB139	413
Spill Number/Closed Date: 9003071 / 1990-08-20				
Site ID: 258996				
Program Number: 9003071				
13 ELIZABETH STREET	***13 ELIZABETH STREET***	***SE 1/8 - 1/4 (0.138 mi.)***	***AD144***	***425***
Spill Number/Closed Date: 9701782 / 1999-11-24				
Site ID: 104507				
Program Number: 9701782				
FORT SCHUYLER CLUB	***254 GENESEE STREET***	***S 1/8 - 1/4 (0.142 mi.)***	***AE146***	***429***
Spill Number/Closed Date: 8907011 / 2003-04-15				
Site ID: 326111				
Program Number: 8907011				
MAYRO BUILDING	***239 GENESEE STREET***	***SSE 1/8 - 1/4 (0.167 mi.)***	***151***	***456***
Spill Number/Closed Date: 9504204 / 2000-08-09				
Site ID: 239922				
Program Number: 9504204				
DINO'S	***601 COURT STREET***	***WSW 1/8 - 1/4 (0.167 mi.)***	***152***	***460***
Spill Number/Closed Date: 8702791 / 1997-05-28				
Site ID: 128879				
Program Number: 8702791				
DIME SAVINGS BANK OF	262 GENESEE ST	S 1/8 - 1/4 (0.174 mi.)	AE155	475
Spill Number/Closed Date: 9204369 / 1994-01-11				
Site ID: 265780				
Program Number: 9204369				
STANLEY THEATER	259 GENESEE ST	S 1/8 - 1/4 (0.192 mi.)	AG161	491
Spill Number/Closed Date: 8604989 / 1987-06-04				
Site ID: 223317				
Program Number: 8604989				
UTICA MVA	SUNSET AVE/VARICK ST	W 1/8 - 1/4 (0.227 mi.)	166	514
Spill Number/Closed Date: 0001425 / 2000-05-04				
Site ID: 166928				

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Program Number: 0001425

FORMER UTICA FIRE ST 235-243 ELIZABETH ST ESE 1/8 - 1/4 (0.236 mi.) AJ167 515
Spill Number/Closed Date: 9613963 / 1999-12-28
Site ID: 264230
Program Number: 9613963

FEMIA'S TEST & TUNE 230 ELIZABETH STREET SE 1/8 - 1/4 (0.242 mi.) AJ174 537
Spill Number/Closed Date: 8705194 / 1987-09-23
Site ID: 278610
Program Number: 8705194

SLIWINSKI RESIDENCE 715 ROBERTS ST WSW 1/8 - 1/4 (0.242 mi.) 175 553
Spill Number/Closed Date: 0307646 / 2003-10-20
Site ID: 182874
Program Number: 0307646

UTICA OBSERVER DISPA 221-23 ORISKANY PLAC ESE 1/8 - 1/4 (0.242 mi.) AL176 554
Spill Number/Closed Date: 0410226 / 2004-12-21
Site ID: 335144
Program Number: 0410226

GLOBE MILLS JOINT VE 721 COURT ST W 1/8 - 1/4 (0.246 mi.) AK179 580
Spill Number/Closed Date: 0050015 / 2000-12-21
Site ID: 62474
Program Number: 0050015

NY TELEPHONE 280 GENESEE ST NY TE SSW 1/8 - 1/4 (0.248 mi.) AM182 586
Spill Number/Closed Date: 8904476 / 1989-08-04
Site ID: 177005
Program Number: 8904476

NYNEX 280 GENESEE ST SSW 1/8 - 1/4 (0.248 mi.) AM183 587
ONEIDA CO. OFFICE BL 800 PARK AVE SE 1/4 - 1/2 (0.293 mi.) AN184 604
Spill Number/Closed Date: 8804435 / 1989-01-25
Site ID: 242975
Program Number: 8804435

ONEIDA COUNTY COURT 800 PARK AVENUE SE 1/4 - 1/2 (0.293 mi.) AN185 606
Spill Number/Closed Date: 9710027 / 2005-07-14
Site ID: 229850
Program Number: 9710027

NATIONAL BLDG.RESTOR 513-517 JOHN ST ESE 1/4 - 1/2 (0.295 mi.) 186 607
Spill Number/Closed Date: 9004029 / 1991-01-11
Site ID: 98218
Program Number: 9004029

RALPH COMITO JOHN & ELIZABETH ST ESE 1/4 - 1/2 (0.301 mi.) AO188 609
Spill Number/Closed Date: 8604847 / 1995-12-18
Site ID: 138633
Program Number: 8604847

ACADEMY SQUARE HOUSI 303-305 ELIZABETH ST ESE 1/4 - 1/2 (0.316 mi.) AO189 610
Spill Number/Closed Date: 9103312 / 1996-05-17
Site ID: 101531
Program Number: 9103312

ARCO-UTICA 302 GENESEE ST SSW 1/4 - 1/2 (0.329 mi.) AP191 613
Spill Number/Closed Date: 8601706 / 1988-02-22
Spill Number/Closed Date: 8806843 / 1992-05-04
Site ID: 91048
Site ID: 91049

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Program Number: 8601706
Program Number: 8806843

LINDSAY'S AUTO	***1003 ERIE STREET***	***WNW 1/4 - 1/2 (0.353 mi.)***	***195***	***627***
Spill Number/Closed Date: 0100414 / 2002-11-13				
Site ID: 176980				
Program Number: 0100414				
UTICA PUBLIC LIBRARY	PARK AVENUE	SSW 1/4 - 1/2 (0.355 mi.)	AP196	633
Spill Number/Closed Date: 0304489 / 2003-10-20				
Site ID: 180065				
Program Number: 0304489				
UTICA CITY SCHOOL DI	***400 ELIZABETH STREET***	***ESE 1/4 - 1/2 (0.414 mi.)***	***200***	***651***
Spill Number/Closed Date: 0602926 / 2007-12-03				
Site ID: 365516				
Program Number: 0602926				
FORMER GAS STATION	***1103-1109 STEUBEN ST***	***S 1/4 - 1/2 (0.416 mi.)***	***201***	***656***
Spill Number/Closed Date: 9712800 / 2000-11-13				
Site ID: 322146				
Program Number: 9712800				
DEGIRONIMO STATION	277-279 SOUTH STREET	SSE 1/4 - 1/2 (0.452 mi.)	207	724
Spill Number/Closed Date: 9705188 / Not Reported				
Site ID: 317579				
Program Number: 9705188				

Lower Elevation	Address	Direction / Distance	Map ID	Page
HESS STATION #32207	***525 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***G31***	***105***
Spill Number/Closed Date: 9811014 / 1999-06-01				
Site ID: 150907				
Program Number: 9811014				
UTICA (C) POLICE DEP	425 ORISKANY STREET	0 - 1/8 (0.001 mi.)	I32	111
Spill Number/Closed Date: 0606742 / 2007-01-29				
Site ID: 370131				
Program Number: 0606742				
INSIGHT HOUSE	500 POTTER ST	NNW 0 - 1/8 (0.051 mi.)	O78	238
Spill Number/Closed Date: 9305715 / 1994-09-13				
Site ID: 225328				
Program Number: 9305715				
SMITH PACKING CO., I	105-125 WASHINGTON S	ENE 0 - 1/8 (0.085 mi.)	T94	281
Spill Number/Closed Date: 8900894 / 1990-10-19				
Site ID: 307168				
Program Number: 8900894				
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V101***	***299***
Spill Number/Closed Date: 8803644 / 1996-03-19				
Site ID: 109800				
Program Number: 8803644				
COMMERCIAL TRAVELERS	70 GENESSEE STREET	E 1/8 - 1/4 (0.207 mi.)	AH164	497
Spill Number/Closed Date: 9707139 / 1997-09-16				
Site ID: 166924				
Program Number: 9707139				
FEDERAL BLDG P.L.	NORTH GENESEE ST ART	E 1/8 - 1/4 (0.247 mi.)	AH181	585
Spill Number/Closed Date: 9503439 / 1999-05-20				

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EXECUTIVE SUMMARY

Site ID: 152434
Program Number: 9503439

PALMER RESIDENCE Spill Number/Closed Date: 0407335 / 2004-12-08 Site ID: 331750 Program Number: 0407335	912 HAAK AVE	NW 1/4 - 1/2 (0.336 mi.)	192	618
CONMED CORPORATION Spill Number/Closed Date: 9905019 / 1999-09-30 Site ID: 99985 Program Number: 9905019	***310 BROAD STREET***	***E 1/4 - 1/2 (0.345 mi.)***	***193***	***619***
NATIONAL GRID-HARBOR Spill Number/Closed Date: 9303817 / 1993-07-01 Site ID: 255438 Program Number: 9303817	***41 WASHINGTON STREET***	***NE 1/4 - 1/2 (0.402 mi.)***	***198***	***643***
HURD SHOES Spill Number/Closed Date: 8606541 / 1987-01-28 Site ID: 292849 Program Number: 8606541	101 FIRST ST	E 1/4 - 1/2 (0.412 mi.)	AQ199	650
MONARCH CHEMICALS Spill Number/Closed Date: 8402216 / 1984-11-21 Site ID: 165537 Program Number: 8402216	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
TOP TILE Spill Number/Closed Date: 0009386 / 2002-12-23 Site ID: 104553 Program Number: 0009386	401 BROAD ST	E 1/4 - 1/2 (0.421 mi.)	AQ203	712
KUNKEL AMBULANCE SER Spill Number/Closed Date: 9103156 / 2007-09-10 Site ID: 125729 Program Number: 9103156	***410 CATHERINE STREET***	***ESE 1/4 - 1/2 (0.421 mi.)***	***204***	***713***
LERFER UTICA CORP. Spill Number/Closed Date: 9105729 / 2000-10-02 Site ID: 83868 Program Number: 9105729	414 MAIN ST	E 1/4 - 1/2 (0.423 mi.)	AQ205	722
DOYLE PROPERTY Spill Number/Closed Date: 9105728 / 2002-01-08 Site ID: 203592 Program Number: 9105728	422 MAIN ST	E 1/4 - 1/2 (0.430 mi.)	AQ206	723
FORT MILLER SERVICE Spill Number/Closed Date: 9109522 / 1994-03-25 Site ID: 222168 Program Number: 9109522	***416 BROAD ST***	***E 1/4 - 1/2 (0.460 mi.)***	***AR208***	***734***
NI-MO/HARBOR PT. CRE Spill Number/Closed Date: 9714256 / 1998-06-04 Site ID: 207366 Program Number: 9714256	WASHINGTON ST	NE 1/4 - 1/2 (0.473 mi.)	AS212	747

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EXECUTIVE SUMMARY

State and tribal registered storage tank lists

NY UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database

A review of the NY UST list, as provided by EDR, has revealed that there are 39 NY UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE SALVATION ARMY	***400 LAFAYETTE STREET***	***0 - 1/8 (0.000 mi.)***	***A3***	***10***
Database: UST, Date of Government Version: 03/29/2016				
B&G DIVERSIFIED	***401 STATE STREET***	***0 - 1/8 (0.000 mi.)***	***F14***	***47***
Database: UST, Date of Government Version: 03/29/2016				
THE SALVATION ARMY	400 COLUMBIA STREET	0 - 1/8 (0.000 mi.)	D27	93
Database: UST, Date of Government Version: 03/29/2016				
H.J. BRANDELES CORPO	***300 LAFAYETTE STREET***	***ESE 0 - 1/8 (0.004 mi.)***	***J36***	***120***
Database: UST, Date of Government Version: 03/29/2016				
EMPIRE BATH & KITCHE	***600 STATE STREET***	***W 0 - 1/8 (0.019 mi.)***	***K45***	***130***
Database: UST, Date of Government Version: 03/29/2016				
PARK OUTDOOR ADVERTI	***543 ORISKANY STREET***	***NW 0 - 1/8 (0.021 mi.)***	***F51***	***152***
Database: UST, Date of Government Version: 03/29/2016				
HOTEL UTICA	102 LAFAYETTE STREET	ESE 0 - 1/8 (0.041 mi.)	N68	219
Database: UST, Date of Government Version: 03/29/2016				
NYS DOT	ROUTE 5	W 0 - 1/8 (0.045 mi.)	K70	223
Database: UST, Date of Government Version: 03/29/2016				
UTICA(C) CITY HALL	1 KENNEDY PLAZA	SW 0 - 1/8 (0.047 mi.)	L72	227
Database: UST, Date of Government Version: 03/29/2016				
HOTEL UTICA PARKING	***129-137 ORISKANY STR***	***E 0 - 1/8 (0.058 mi.)***	***Q82***	***249***
Database: UST, Date of Government Version: 03/29/2016				
NICE N EASY GROCERY	***501 COURT STREET***	***SW 0 - 1/8 (0.102 mi.)***	***X111***	***337***
Database: UST, Date of Government Version: 03/29/2016				
BANKERS TRUST BUILDI	***185 GENESEE STREET***	***SE 0 - 1/8 (0.108 mi.)***	***U114***	***348***
Database: UST, Date of Government Version: 03/29/2016				
F.W. WOOLWORTH CO.	***177 GENESEE STREET***	***ESE 0 - 1/8 (0.109 mi.)***	***U115***	***352***
Database: UST, Date of Government Version: 03/29/2016				
THE ARC OF ONEIDA	***243 & 245 GENESEE ST***	***SSE 0 - 1/8 (0.115 mi.)***	***W129***	***390***
Database: UST, Date of Government Version: 03/29/2016				
STEWARTS SHOP #222	425 COURT ST	SW 0 - 1/8 (0.116 mi.)	X132	396
Database: UST, Date of Government Version: 03/29/2016				
ST. JOSEPH & ST. PAT	***702 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.130 mi.)***	***141***	***414***
Database: UST, Date of Government Version: 03/29/2016				
GRACE CHURCH	6 ELIZABETH STREET	SE 1/8 - 1/4 (0.141 mi.)	AD145	426
Database: UST, Date of Government Version: 03/29/2016				
FORT SCHUYLER CLUB	***254 GENESEE STREET***	***S 1/8 - 1/4 (0.142 mi.)***	***AE146***	***429***
Database: UST, Date of Government Version: 03/29/2016				
MAYRO BUILDING	***239 GENESEE STREET***	***SSE 1/8 - 1/4 (0.167 mi.)***	***151***	***456***
Database: UST, Date of Government Version: 03/29/2016				
DINO'S	***601 COURT STREET***	***WSW 1/8 - 1/4 (0.167 mi.)***	***152***	***460***
Database: UST, Date of Government Version: 03/29/2016				

Remove Watermark Wondershare PDFelement

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DIME SAVINGS BANK OF Database: UST, Date of Government Version: 03/29/2016	262 GENESEE STREET	S 1/8 - 1/4 (0.174 mi.)	AE156	476
NORTHLAND TECHNOLOGI Database: UST, Date of Government Version: 03/29/2016	***720 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.177 mi.)***	***158***	***481***
BANK OF AMERICA Database: UST, Date of Government Version: 03/29/2016	268 GENESEE STREET	SSW 1/8 - 1/4 (0.189 mi.)	AG159	485
SUNY INSTITUTE OF TE Database: UST, Date of Government Version: 03/29/2016	72731 COURT STREET	WSW 1/8 - 1/4 (0.241 mi.)	AK170	519
CITY OF UTICA PARKIN Database: UST, Date of Government Version: 03/29/2016	***265 GENESEE STREET***	***SSW 1/8 - 1/4 (0.241 mi.)***	***172***	***531***
FEMIA'S TEST & TUNE Database: UST, Date of Government Version: 03/29/2016	***230 ELIZABETH STREET***	***SE 1/8 - 1/4 (0.242 mi.)***	***AJ174***	***537***
UTICA OBSERVER-DISPA Database: UST, Date of Government Version: 03/29/2016	***221 ORISKANY STREET***	***ESE 1/8 - 1/4 (0.242 mi.)***	***AL177***	***555***
GLOBE MILL JOINT VEN Database: UST, Date of Government Version: 03/29/2016	***721 COURT STREET***	***W 1/8 - 1/4 (0.246 mi.)***	***AK180***	***581***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EGGERS, CARYL & CORR Database: UST, Date of Government Version: 03/29/2016	***227 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***B5***	***15***
HESS STATION #32207 Database: UST, Date of Government Version: 03/29/2016	***525 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***G31***	***105***
ROCK'S TIRE Database: UST, Date of Government Version: 03/29/2016	417 ORISKANY STREET	NNE 0 - 1/8 (0.002 mi.)	I33	112
UTICA POLICE STATION Database: UST, Date of Government Version: 03/29/2016	***413 ORISKANY STREET***	***ENE 0 - 1/8 (0.020 mi.)***	***I47***	***136***
SMITH PACKING CO INC Database: UST, Date of Government Version: 03/29/2016	***105-125 WASHINGTON S***	***ENE 0 - 1/8 (0.085 mi.)***	***T95***	***282***
TARTAN TEXTILE SERVI Database: UST, Date of Government Version: 03/29/2016	111 CHARLES STREET	NE 0 - 1/8 (0.096 mi.)	V99	292
ASSOCIATE PROPERTIES Database: UST, Date of Government Version: 03/29/2016	***703 ORISKANY BLVD***	***NW 0 - 1/8 (0.100 mi.)***	***105***	***316***
INSIGHT HOUSE Database: UST, Date of Government Version: 03/29/2016	500 POTTER AVENUE	N 0 - 1/8 (0.119 mi.)	137	410
FISHER AUTO PARTS WH Database: UST, Date of Government Version: 03/29/2016	***130 HOTEL STREET***	***E 1/8 - 1/4 (0.150 mi.)***	***AC149***	***443***
UTICA ECONOMY GAS ST Database: UST, Date of Government Version: 03/29/2016	***109 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.166 mi.)***	***AF150***	***447***
COMMERCIAL TRAVELERS Database: UST, Date of Government Version: 03/29/2016	***70 GENESEE STREET***	***E 1/8 - 1/4 (0.207 mi.)***	***AH163***	***494***

Remove Watermark Wondershare PDFelement

EXECUTIVE SUMMARY

NY CBS: These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

A review of the NY CBS list, as provided by EDR, and dated 03/29/2016 has revealed that there are 4 NY CBS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUCKLEY POOL	***CULVER AVENUE***	***SW 0 - 1/8 (0.032 mi.)***	***L61***	***203***
Facility Status: Active CBS Number: 6-000050				
ADDISON-MILLER POOL	***YORK STREET***	***SW 0 - 1/8 (0.032 mi.)***	***L62***	***205***
Facility Status: Active CBS Number: 6-000049				
ESTHER FITZGERALD PO	***NORTHERN ROAD***	***SW 0 - 1/8 (0.032 mi.)***	***L64***	***209***
Facility Status: Unregulated/Closed CBS Number: 6-000048				

Lower Elevation	Address	Direction / Distance	Map ID	Page
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V101***	***299***
Facility Status: Unregulated/Closed CBS Number: 6-000005				

NY AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database.

A review of the NY AST list, as provided by EDR, has revealed that there are 4 NY AST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UTICA(C) CITY HALL	1 KENNEDY PLAZA	SW 0 - 1/8 (0.039 mi.)	L66	215
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-428302				
NYS DOT	ROUTE 5	W 0 - 1/8 (0.045 mi.)	K71	225
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-263915				
MERCURIO'S AUTOMOTIV	707 FAY STREET	W 0 - 1/8 (0.078 mi.)	P90	268
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-601007				

Lower Elevation	Address	Direction / Distance	Map ID	Page
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V103***	***304***
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-260649				

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EXECUTIVE SUMMARY

NY CBS AST: Chemical Bulk Storage Database. Registration data collected as required by 6 NYCRR Part 596. It includes facilities storing hazardous substances listed in 6 NYCRR Part 597, in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size. Includes facilities registered (and closed) since effective date of CBS regulations (July 15, 1988) through the date request is processed.

A review of the NY CBS AST list, as provided by EDR, and dated 01/01/2002 has revealed that there are 4 NY CBS AST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUCKLEY POOL Facility Status: 1 Facility Status: 1 CBS Number: 6-000050	***CULVER AVENUE***	***SW 0 - 1/8 (0.032 mi.)***	***L61***	***203***
ADDISON-MILLER POOL Facility Status: 1 Facility Status: 1 CBS Number: 6-000049	***YORK STREET***	***SW 0 - 1/8 (0.032 mi.)***	***L62***	***205***
ESTHER FITZGERALD PO Facility Status: 2 Facility Status: 1 CBS Number: 6-000048	***NORTHERN ROAD***	***SW 0 - 1/8 (0.032 mi.)***	***L64***	***209***

Lower Elevation	Address	Direction / Distance	Map ID	Page
TARTAN TEXTILE SERVI Facility Status: 1 Facility Status: 1 CBS Number: 6-000005	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V103***	***304***

NY TANKS: This database contains records of facilities that are or have been regulated under Bulk Storage Program. Tank information for these facilities may not be releasable by the state agency.

A review of the NY TANKS list, as provided by EDR, has revealed that there is 1 NY TANKS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NYNEX	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***

State and tribal institutional control / engineering control registries

NY ENG CONTROLS: Environmental Remediation sites that have engineering controls in place.

A review of the NY ENG CONTROLS list, as provided by EDR, and dated 05/17/2016 has revealed that there is 1 NY ENG CONTROLS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS Site Code: 56260	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***

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Environmental Remediation sites that have institutional controls in place.

A review of the NY INST CONTROL list, as provided by EDR, and dated 05/17/2016 has revealed that there is 1 NY INST CONTROL site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS Site Code: 56260	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***

State and tribal Brownfields sites

NY ERP: In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a $200 million Environmental Restoration or Brownfields Fund as part of the $1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

A review of the NY ERP list, as provided by EDR, and dated 05/17/2016 has revealed that there are 5 NY ERP sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
13 ELIZABETH STREET Site Code: 57229	***13 ELIZABETH STREET***	***SE 1/8 - 1/4 (0.138 mi.)***	***AD144***	***425***
1000 COLUMBIA STREET Site Code: 57227	***1000 COLUMBIA STREET***	***WNW 1/4 - 1/2 (0.353 mi.)***	***194***	***625***

Lower Elevation	Address	Direction / Distance	Map ID	Page
POTTER STREET SITE Site Code: 355648	470 WHITESBORO STREE	N 0 - 1/8 (0.077 mi.)	88	264
26-28 WHITESBORO STR Site Code: 57228	***26-28 WHITESBORO STR***	***ENE 1/8 - 1/4 (0.237 mi.)***	***AI168***	***516***
421 BROAD STREET LLC Site Code: 417408	***421 BROAD ST***	***E 1/4 - 1/2 (0.468 mi.)***	***AR209***	***737***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 03/21/2016 has revealed that there are 5 US BROWNFIELDS sites within approximately 0.5 miles of the target property.

Remove Watermark Wondershare PDFelement

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LENA GOLDBAS PROPERT	***WHITESBORO STREET***	***WNW 0 - 1/8 (0.035 mi.)***	***M65***	***211***

Lower Elevation	Address	Direction / Distance	Map ID	Page
COSMO CENTER	***456-468 WHITESBORO S***	***N 0 - 1/8 (0.077 mi.)***	***S87***	***259***
WASHINGTON COURTS AP	***200 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.143 mi.)***	***147***	***433***
108 SENECA ST.	108 SENECA ST.	ENE 1/8 - 1/4 (0.145 mi.)	AF148	441
FIRSCHING KNITTING	***421-423 BROAD STREET***	***E 1/4 - 1/2 (0.468 mi.)***	***AR210***	***744***

Local Lists of Landfill / Solid Waste Disposal Sites

Registered Recycling Facility List from the Department of Environmental Conservation.

A review of the NY SWRCY list, as provided by EDR, and dated 04/06/2016 has revealed that there is 1 NY SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NYS & W RAILWAY	***300 WATER ST***	***E 1/4 - 1/2 (0.396 mi.)***	***197***	***634***

Local Lists of Hazardous waste / Contaminated Sites

NY DEL SHWS: A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

A review of the NY DEL SHWS list, as provided by EDR, and dated 05/17/2016 has revealed that there is 1 NY DEL SHWS site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA HARBOR Site Code Id: 633018		NE 1/2 - 1 (0.635 mi.)	217	756

Local Lists of Registered Storage Tanks

NY HIST UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database

A review of the NY HIST UST list, as provided by EDR, and dated 01/01/2002 has revealed that there are 27 NY HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE SALVATION ARMY Facility Status: 2 PBS Number: 6-392472 Tank Status: 6	***400 LAFAYETTE STREET***	***0 - 1/8 (0.000 mi.)***	***A3***	***10***
B&G DIVERSIFIED	***401 STATE STREET***	***0 - 1/8 (0.000 mi.)***	***F14***	***47***

Remove Watermark Wondershare PDFelement

Facility Status: 2 PBS Number: 6-600236 Tank Status: 3				
H.J. BRANDELES CORPO Facility Status: 2 PBS Number: 6-600370 Tank Status: 3	***300 LAFAYETTE STREET***	***ESE 0 - 1/8 (0.004 mi.)***	***J36***	***120***
EMPIRE BATH & KITCHE Facility Status: 2 PBS Number: 6-600309 Tank Status: 3	***600 STATE STREET***	***W 0 - 1/8 (0.019 mi.)***	***K45***	***130***
PARK OUTDOOR ADVERTI Facility Status: 2 PBS Number: 6-600885 Tank Status: 3	***543 ORISKANY STREET***	***NW 0 - 1/8 (0.021 mi.)***	***F51***	***152***
HOTEL UTICA PARKING Facility Status: 2 PBS Number: 6-600285 Tank Status: 3	***129-137 ORISKANY STR***	***E 0 - 1/8 (0.058 mi.)***	***Q82***	***249***
NICE N EASY GROCERY Facility Status: 1 PBS Number: 6-124184 Tank Status: 3	***501 COURT STREET***	***SW 0 - 1/8 (0.102 mi.)***	***X111***	***337***
BANKERS TRUST BUILDI Facility Status: 2 PBS Number: 6-472042 Tank Status: 4	***185 GENESEE STREET***	***SE 0 - 1/8 (0.108 mi.)***	***U114***	***348***
F.W. WOOLWORTH CO. Facility Status: 2 PBS Number: 6-497819 Tank Status: 6	***177 GENESEE STREET***	***ESE 0 - 1/8 (0.109 mi.)***	***U115***	***352***
THE ARC OF ONEIDA Facility Status: 2 PBS Number: 6-600664 Tank Status: 3	***243 & 245 GENESEE ST***	***SSE 0 - 1/8 (0.115 mi.)***	***W129***	***390***
ST. JOSEPH & ST. PAT Facility Status: 1 PBS Number: 6-393819 Tank Status: 2	***702 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.130 mi.)***	***141***	***414***
FORT SCHUYLER CLUB Facility Status: 2 PBS Number: 6-495085 Tank Status: 6	***254 GENESEE STREET***	***S 1/8 - 1/4 (0.142 mi.)***	***AE146***	***429***
MAYRO BUILDING Facility Status: 2 PBS Number: 6-600419 Tank Status: 3	***239 GENESEE STREET***	***SSE 1/8 - 1/4 (0.167 mi.)***	***151***	***456***
DINO'S Facility Status: 2 PBS Number: 6-419060 Tank Status: 6	***601 COURT STREET***	***WSW 1/8 - 1/4 (0.167 mi.)***	***152***	***460***
NORTHLAND TECHNOLOGI	***720 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.177 mi.)***	***158***	***481***

Remove Watermark Wondershare PDFelement

Facility Status: 2
PBS Number: 6-600604
Tank Status: 3

CITY OF UTICA PARKIN	***265 GENESEE STREET***	***SSW 1/8 - 1/4 (0.241 mi.)***	***172***	***531***
Facility Status: 2 PBS Number: 6-600611 Tank Status: 3				
UTICA OBSERVER-DISPA	***221 ORISKANY STREET***	***ESE 1/8 - 1/4 (0.242 mi.)***	***AL177***	***555***
Facility Status: 2 PBS Number: 6-447390 Tank Status: 6				
GLOBE MILL JOINT VEN	***721 COURT STREET***	***W 1/8 - 1/4 (0.246 mi.)***	***AK180***	***581***
Facility Status: 2 PBS Number: 6-600877 Tank Status: 3				
NYNEX	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EGGERS, CARYL & CORR	***227 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***B5***	***15***
Facility Status: 2 PBS Number: 6-260797 Tank Status: 3				
UTICA POLICE STATION	***413 ORISKANY STREET***	***ENE 0 - 1/8 (0.020 mi.)***	***I47***	***136***
Facility Status: 2 PBS Number: 6-428299 Tank Status: 3				
SMITH PACKING CO INC	***105-125 WASHINGTON S***	***ENE 0 - 1/8 (0.085 mi.)***	***T95***	***282***
Facility Status: 2 PBS Number: 6-127213 Tank Status: 6				
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V100***	***295***
Facility Status: 1 PBS Number: 6-260649 Tank Status: 6				
ASSOCIATE PROPERTIES	***703 ORISKANY BLVD***	***NW 0 - 1/8 (0.100 mi.)***	***105***	***316***
Facility Status: 2 PBS Number: 6-600237 Tank Status: 3				
FISHER AUTO PARTS WH	***130 HOTEL STREET***	***E 1/8 - 1/4 (0.150 mi.)***	***AC149***	***443***
Facility Status: 2 PBS Number: 6-600602 Tank Status: 3				
UTICA ECONOMY GAS ST	***109 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.166 mi.)***	***AF150***	***447***
Facility Status: 2 PBS Number: 6-416878 Tank Status: 6				
COMMERCIAL TRAVELERS	***70 GENESEE STREET***	***E 1/8 - 1/4 (0.207 mi.)***	***AH163***	***494***
Facility Status: 2 PBS Number: 6-600530 Tank Status: 4				

Remove Watermark Wondershare PDFelement

EXECUTIVE SUMMARY

Records of Emergency Release Reports

NY Spills: Data collected on spills reported to NYSDEC. is required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

A review of the NY Spills list, as provided by EDR, and dated 05/17/2016 has revealed that there are 50 NY Spills sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UTICA PD VEHICLE MAI Spill Number/Closed Date: 0406355 / 2008-02-20 spillno: 0406355 Site ID: 328799	334 LAFAYETTE STREET	0 - 1/8 (0.000 mi.)	A4	14
THE SALVATION ARMY Spill Number/Closed Date: 0304586 / 2010-05-11 spillno: 0304586 Site ID: 129453	400 COLUMBIA ST	0 - 1/8 (0.000 mi.)	D9	32
DAILY DOUBLE CAFE Spill Number/Closed Date: 9506546 / 1995-09-11 spillno: 9506546 Site ID: 281680	COLUMBIA STREET	0 - 1/8 (0.000 mi.)	H26	92
ELECTROMARK CORP Spill Number/Closed Date: 8607005 / 1987-02-18 spillno: 8607005 Site ID: 192271	401 COLUMBIA ST	0 - 1/8 (0.000 mi.)	D28	99
COOKING OIL Spill Number/Closed Date: 0303524 / 2003-07-03 spillno: 0303524 Site ID: 205627	COLUMBIA AND BROADWA	SE 0 - 1/8 (0.006 mi.)	H38	123
WHITESBORO STREET Spill Number/Closed Date: 9002789 / 1990-06-11 spillno: 9002789 Site ID: 124704	WHITESBORO ST	SE 0 - 1/8 (0.014 mi.)	H41	125
EMPIRE BATH+KITCHEN Spill Number/Closed Date: 0903436 / 2009-06-24 Spill Number/Closed Date: 9807002 / 2000-01-12 spillno: 0903436 spillno: 9807002 Site ID: 415543 Site ID: 245272	600 STATE STREET	W 0 - 1/8 (0.019 mi.)	K46	134
NI-MO Spill Number/Closed Date: 9302751 / 1993-06-01 spillno: 9302751 Site ID: 137287	YORK ST	SW 0 - 1/8 (0.030 mi.)	L56	196
UTICA DPW Spill Number/Closed Date: 9402215 / 1994-05-14 spillno: 9402215 Site ID: 326198	YORK ST.	SW 0 - 1/8 (0.030 mi.)	L57	197
MOHAWK VALLEY PSYCH Spill Number/Closed Date: 9810226 / 1998-11-13	YORK STREET	SW 0 - 1/8 (0.030 mi.)	L58	198

Remove Watermark Wondershare PDFelement

spillno: 9810226
Site ID: 267128

UTICA CITY HALL ***1 KENNEDY PLAZA*** ***SW 0 - 1/8 (0.032 mi.)*** ***L59*** ***199***
Spill Number/Closed Date: 9009647 / 1990-12-06
spillno: 9009647
Site ID: 131639

ADDISON-MILLER POOL ***YORK STREET*** ***SW 0 - 1/8 (0.032 mi.)*** ***L62*** ***205***
Spill Number/Closed Date: 9301592 / 1993-11-12
spillno: 9301592
Site ID: 137286

ONEIDA COUNTY COURT ONEIDA COUNTY COURT SW 0 - 1/8 (0.032 mi.) L63 208
Spill Number/Closed Date: 8901199 / 1994-02-15
spillno: 8901199
Site ID: 150353

HOTEL UTICA 102 LAFAYETTE ST ESE 0 - 1/8 (0.041 mi.) N69 221
Spill Number/Closed Date: 9212582 / 1993-12-02
spillno: 9212582
Site ID: 290729

OTB PARLOR 232 COLUMBIA STREET SE 0 - 1/8 (0.048 mi.) 74 233
Spill Number/Closed Date: 9910920 / 2000-06-07
Spill Number/Closed Date: 9708792 / 1999-01-13
spillno: 9708792
spillno: 9910920
Site ID: 304370
Site ID: 304371

HOTEL UTICA PARKING 129-137 ORISKANY BLV E 0 - 1/8 (0.058 mi.) Q81 248
Spill Number/Closed Date: 9310073 / 2016-04-22
spillno: 9310073
Site ID: 228375

SURE STOP BRAKE SERV 608 COLUMBIA STREET WNW 0 - 1/8 (0.061 mi.) R84 255
Spill Number/Closed Date: 0705353 / 2007-08-10
spillno: 0705353
Site ID: 385654

LORETTO HOME LAFAYETTE/SENECA ST ESE 0 - 1/8 (0.069 mi.) N86 258
Spill Number/Closed Date: 9102358 / 1991-05-29
spillno: 9102358
Site ID: 241929

UNKNOWN PROPERTY 707 FAY ST W 0 - 1/8 (0.078 mi.) P91 273
Spill Number/Closed Date: 1213769 / Not Reported
spillno: 1213769
Site ID: 476978

78 LAFAYETTE AVE/N.J 78 LAFAYETTE AVENUE ESE 0 - 1/8 (0.079 mi.) N93 276
Spill Number/Closed Date: 0000833 / 2009-03-11
Spill Number/Closed Date: 9516844 / 1996-04-01
Spill Number/Closed Date: 9413192 / 1996-12-20
Spill Number/Closed Date: 9101682 / 1991-05-13
Spill Number/Closed Date: 9000189 / 1990-04-06
spillno: 0000833
spillno: 9000189
spillno: 9000193
spillno: 9101682

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spillno: 9413192
Additional key fields are available in the Map Findings section
Site ID: 258588
Site ID: 66198
Site ID: 66199
Site ID: 310533
Site ID: 310534
Additional key fields are available in the Map Findings section

SPELLMAN RESIDENCE	635 WHITESBORO ST	WNW 0 - 1/8 (0.087 mi.)	97	289
Spill Number/Closed Date: 9108909 / 1991-11-20				
spillno: 9108909				
Site ID: 297524				
DENNYS PARKING LOT	180 GENESEE STREET	ESE 0 - 1/8 (0.089 mi.)	U98	290
Spill Number/Closed Date: 1507692 / 2016-04-19				
spillno: 1507692				
Site ID: 515190				
NIMO	GENESEE & COLUMBIA	SE 0 - 1/8 (0.099 mi.)	U104	315
Spill Number/Closed Date: 9303688 / 1993-09-02				
spillno: 9303688				
Site ID: 98338				
NICE-N-EASY	501 COURT ST	SW 0 - 1/8 (0.102 mi.)	X107	328
Spill Number/Closed Date: 8705258 / 1989-02-06				
spillno: 8705258				
Site ID: 309778				
NICE N EASY SHOPPE #	501 COURT STREET	SW 0 - 1/8 (0.102 mi.)	X108	329
Spill Number/Closed Date: 9801222 / Not Reported				
spillno: 9801222				
Site ID: 135755				
NICE & EASY #8	***501 COURT ST***	***SW 0 - 1/8 (0.102 mi.)***	***X109***	***332***
Spill Number/Closed Date: 9501278 / 1995-05-01				
spillno: 9501278				
Site ID: 309779				
NICE N EASY STORE #0	501 COURT STREET	SW 0 - 1/8 (0.102 mi.)	X110	336
Spill Number/Closed Date: 0103177 / 2001-06-22				
spillno: 0103177				
Site ID: 135754				
NICE N EASY GROCERY	501 COURT ST	SW 0 - 1/8 (0.102 mi.)	X112	345
Spill Number/Closed Date: 1216736 / 2013-05-20				
spillno: 1216736				
Site ID: 480134				
CITY CENTER	181 GENESEE STREET	SE 0 - 1/8 (0.108 mi.)	U113	347
Spill Number/Closed Date: 0209684 / 2002-12-23				
spillno: 0209684				
Site ID: 203271				
HUNTER HOUSE	4 LAFAYETTE ST	ESE 0 - 1/8 (0.110 mi.)	Y116	356
Spill Number/Closed Date: 9102340 / 1991-05-29				
spillno: 9102340				
Site ID: 147225				
BALL'S CARD SHOP	2 LAFAYETTE ST	ESE 0 - 1/8 (0.111 mi.)	Y117	357
Spill Number/Closed Date: 9211938 / 1993-03-17				
spillno: 9211938				

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Site ID: 156149

FRANKLIN SQUARE — 54 FRANKLIN SQ — ESE 0 - 1/8 (0.111 mi.) — Y118 — 358
Spill Number/Closed Date: 9209550 / 1992-11-16
spillno: 9209550
Site ID: 80448

ON ROADWAY — FRANKLIN SQUARE AND — E 0 - 1/8 (0.114 mi.) — Z121 — 362
Spill Number/Closed Date: 1300807 / 2013-04-24
spillno: 1300807
Site ID: 481155

RITE AID — 167 GENESEE ST — ESE 0 - 1/8 (0.115 mi.) — U130 — 393
Spill Number/Closed Date: 8707291 / 1987-11-23
spillno: 8707291
Site ID: 199243

ARC OF ONEIDA-LEWIS — 243-245 GENESEE STRE — SSE 0 - 1/8 (0.115 mi.) — W131 — 394
Spill Number/Closed Date: 9701232 / Not Reported
spillno: 9701232
Site ID: 68894

FORMER GAS STATION — 425 COURT ST — SW 0 - 1/8 (0.116 mi.) — X133 — 398
Spill Number/Closed Date: 1110632 / Not Reported
spillno: 1110632
Site ID: 458478

BIANCHI TRIFAN CORP. — 207 GENESEE ST. — SE 0 - 1/8 (0.118 mi.) — AA134 — 399
Spill Number/Closed Date: 9403790 / 1994-06-17
spillno: 9403790
Site ID: 254773

NATIONAL GRID — 207 GENESSE ST — SE 0 - 1/8 (0.118 mi.) — AA135 — 400
Spill Number/Closed Date: 0803570 / 2008-08-11
spillno: 0803570
Site ID: 400331

Lower Elevation	Address	Direction / Distance	Map ID	Page

EGGERS, CARYL & CORR — 227 ORISKANY STREET — 0 - 1/8 (0.000 mi.) — B6 — 19
Spill Number/Closed Date: 9407957 / 2008-03-28
spillno: 9407957
Site ID: 227114

HESS STATION #32207 — ***525 ORISKANY STREET*** — ***0 - 1/8 (0.000 mi.)*** — ***G31*** — ***105***
Spill Number/Closed Date: 0003547 / 2011-06-08
spillno: 0003547
Site ID: 84108

UTICA POLICE FLEET M — 425 ORISKANY STREET — NNE 0 - 1/8 (0.002 mi.) — G35 — 118
Spill Number/Closed Date: 0506754 / 2005-11-03
spillno: 0506754
Site ID: 352026

SPORTS EQUIPMENT SPE — 400 ORISKANY STREET — NNE 0 - 1/8 (0.015 mi.) — I42 — 126
Spill Number/Closed Date: 0511844 / 2006-01-19
spillno: 0511844
Site ID: 358084

ROCK'S TIRE — 417 ORISKANY BLVD WE — NNW 0 - 1/8 (0.016 mi.) — G43 — 127
Spill Number/Closed Date: 9304689 / 2000-01-07
spillno: 9304689

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Site ID: 196688

BROADWAY /LIBERTY — LIBERTY & BROADWAY — ENE 0 - 1/8 (0.019 mi.) — B44 — 129
Spill Number/Closed Date: 9207668 / 1992-10-02
spillno: 9207668
Site ID: 94289

UTICA POLICE STATION — 413 ORISKANY ST WEST — ENE 0 - 1/8 (0.020 mi.) — I48 — 140
Spill Number/Closed Date: 9614295 / 2008-03-07
Spill Number/Closed Date: 9501598 / 2008-04-03
spillno: 9501598
spillno: 9614295
Site ID: 106682
Site ID: 192096

CENTRO BUS — WHITESBORO/POTTER ST — NNW 0 - 1/8 (0.049 mi.) — O75 — 235
Spill Number/Closed Date: 0507335 / 2005-09-19
spillno: 0507335
Site ID: 352729

WASHINGTON COURTS AP — 400 WHITESBORO ST — NNE 0 - 1/8 (0.068 mi.) — S85 — 256
Spill Number/Closed Date: 9911180 / 2000-05-31
Spill Number/Closed Date: 8804174 / 1988-08-16
spillno: 8804174
spillno: 9911180
Site ID: 182988
Site ID: 114587

SOIL — 114 ORISKANY BLVD — E 0 - 1/8 (0.079 mi.) — Q92 — 275
Spill Number/Closed Date: 1501242 / Not Reported
spillno: 1501242
Site ID: 507432

WARNER TRUCK — 105 WASHINGTON ST. — ENE 0 - 1/8 (0.085 mi.) — T96 — 288
Spill Number/Closed Date: 9412154 / 1994-12-15
spillno: 9412154
Site ID: 162356

SMITH PACKAGING CO. — WASHINGTON ST — ENE 0 - 1/8 (0.121 mi.) — T138 — 412
Spill Number/Closed Date: 8806375 / 1989-08-20
spillno: 8806375
Site ID: 207365

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/09/2015 has revealed that there are 27 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A2***	***8***
MIGUELS BODY SHOP	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***

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EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
VICTORY MARKETS INC	*400 COLUMBIA ST*	*0 - 1/8 (0.000 mi.)*	*D29*	*100*
BEACON BODY SHOP	*535 ORISKANY ST W*	*NW 0 - 1/8 (0.020 mi.)*	*F49*	*143*
UTICA CITY OF - POLI	*1 KENNEDY PLZ*	*SW 0 - 1/8 (0.047 mi.)*	*L73*	*229*
WHITESBORO FRAME & B	*623 WHITESBORO ST*	*WNW 0 - 1/8 (0.055 mi.)*	*M80*	*240*
NICE & EASY #8	*501 COURT ST*	*SW 0 - 1/8 (0.102 mi.)*	*X109*	*332*
NYSDOT BIN 1008010	*RTE 10 OVER W BR SAC*	*SE 0 - 1/8 (0.114 mi.)*	*AA122*	*363*
NYSDOT BIN 1008040	*RTE 10 OVER PISECO L*	*SE 0 - 1/8 (0.114 mi.)*	*AA123*	*368*
NYSDOT BRIDGE BIN 10	*RTE 29 OVER CAROGA C*	*SE 0 - 1/8 (0.114 mi.)*	*AA125*	*375*
NYSDOT BRIDGE BIN 10	*RTE 30 OVER SACANDAG*	*SE 0 - 1/8 (0.114 mi.)*	*AA126*	*378*
NYSDOT BIN 1021180	*RTE 30 OVER DEWEY CR*	*SE 0 - 1/8 (0.114 mi.)*	*AA127*	*382*
NYS OFFICE OF GENERA	*207 GENESEE ST*	*SE 0 - 1/8 (0.118 mi.)*	*AA136*	*401*
E J KUPIEC	OLD RTE 12	WNW 1/8 - 1/4 (0.137 mi.)	143	424
TS AUTOBODY REPAIR &	*630 VARICK ST*	*W 1/8 - 1/4 (0.169 mi.)*	*153*	*469*
NIAGARA MOHAWK A NAT	*BLEECKER ST & CHARLO*	*ESE 1/8 - 1/4 (0.172 mi.)*	*154*	*472*
FLEET BANK	*268 GENESEE ST*	*SSW 1/8 - 1/4 (0.189 mi.)*	*AG160*	*488*
STANLEY PERFORMING A	*259 GENESEE ST*	*S 1/8 - 1/4 (0.192 mi.)*	*AG162*	*492*
NATIONAL AUTO STORES	*217 ORISKANY ST E*	*ESE 1/8 - 1/4 (0.241 mi.)*	*AL171*	*523*
THE OBSERVER DISPATC	*221 ORISKANY PLZ*	*ESE 1/8 - 1/4 (0.242 mi.)*	*AL178*	*562*

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA PRINTING & MAI	*422 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*E13*	*43*
DAPPER DAN INC	*228 LIBERTY ST*	*ENE 0 - 1/8 (0.023 mi.)*	*B55*	*179*
GOLDBAS APARTMENTS M	*442 WHITESBORO ST*	*NNE 0 - 1/8 (0.077 mi.)*	*S89*	*265*
ASSOCIATED TEXTILE R	*111 CHARLES ST*	*NE 0 - 1/8 (0.096 mi.)*	*V102*	*301*
H K HINELINE CO INC	*136 HOTEL ST*	*E 1/8 - 1/4 (0.135 mi.)*	*AC142*	*418*
WASHINGTON COURTS AP	*200 WHITESBORO STREE*	*ENE 1/8 - 1/4 (0.143 mi.)*	*147*	*433*

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, has revealed that there is 1 US AIRS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
U A P ENGINE REBUILD	*446 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*E24*	*72*

Database: US AIRS MINOR, Date of Government Version: 10/20/2015

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 07/20/2015 has revealed that there are 10

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EXECUTIVE SUMMARY

FINDS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A1***	***8***
MIGUELS BODY SHOP	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
METZLER PRINTING	***317 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***C8***	***24***
FISHER AUTO PARTS	***327 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***34***
BEACON BODY	***401 STATE ST***	***0 - 1/8 (0.000 mi.)***	***F17***	***57***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***
U A P ENGINE REBUILD	***446 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E24***	***72***
VICTORY MARKETS INC	***400 COLUMBIA ST***	***0 - 1/8 (0.000 mi.)***	***D29***	***100***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
UTICA PRINTING & MAI	***422 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E13***	***43***
BEACON BODY SHOP	***523 ORISKANY ST WEST***	***0 - 1/8 (0.000 mi.)***	***G16***	***56***

NY HSWDS: The List includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity The latest version of the study is frozen in time. The sites on the study will not automatically be made superfund sites, rather each site will be further evaluated for listing in the registry. So overtime they will be added to the registry or not.

A review of the NY HSWDS list, as provided by EDR, and dated 01/01/2003 has revealed that there is 1 NY HSWDS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
INDIUM CORP. OF AMER	609 FAY STREET	W 0 - 1/8 (0.049 mi.)	P77	237

NY MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the NY MANIFEST list, as provided by EDR, and dated 05/01/2016 has revealed that there are 39 NY MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT EPA ID: NYP000970889	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A2***	***8***
MIGUELS BODY SHOP EPA ID: NYD986907020	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
METZLER PRINTING EPA ID: NYR000016311	***317 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***C8***	***24***
FISHER AUTO PARTS EPA ID: NYD986974103	***327 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***34***
BEACON BODY EPA ID: NYR000128991	***401 STATE ST***	***0 - 1/8 (0.000 mi.)***	***F18***	***57***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***

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EXECUTIVE SUMMARY

EPA ID: NYD013325543				
U A P ENGINE REBUILD EPA ID: NY0000975334	***446 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E24***	***72***
VICTORY MARKETS INCO EPA ID: NYD982272817	400 COLUMBIA ST	0 - 1/8 (0.000 mi.)	D30	102
BEACON BODY SHOP EPA ID: NYD986959195	***535 ORISKANY ST W***	***NW 0 - 1/8 (0.020 mi.)***	***F49***	***143***
BRODOCK PRESS INC EPA ID: NYD002242543	***714 STATE ST***	***WSW 0 - 1/8 (0.021 mi.)***	***53***	***158***
NYSDOT EPA ID: NYP000867457	545 ORISKANY BLVD	NW 0 - 1/8 (0.021 mi.)	F54	178
UTICA CITY OF - POLI EPA ID: NYR000042002	***1 KENNEDY PLZ***	***SW 0 - 1/8 (0.047 mi.)***	***L73***	***229***
WHITESBORO FRAME & B EPA ID: NYD095582052	***623 WHITESBORO ST***	***WNW 0 - 1/8 (0.055 mi.)***	***M80***	***240***
NICE & EASY #8 EPA ID: NYD987033537	***501 COURT ST***	***SW 0 - 1/8 (0.102 mi.)***	***X109***	***332***
NYSDOT BIN 1008010 EPA Id: NYD986906782	***RTE 10 OVER W BR SAC***	***SE 0 - 1/8 (0.114 mi.)***	***AA122***	***363***
NYSDOT BIN 1008040 EPA Id: NYD986906790	***RTE 10 OVER PISECO L***	***SE 0 - 1/8 (0.114 mi.)***	***AA123***	***368***
NYSDOT BRIDGE BIN 70 EPA ID: NYR000135855	***ADIRONDACK RR OVER R***	***SE 0 - 1/8 (0.114 mi.)***	***AA124***	***373***
NYSDOT BRIDGE BIN 10 EPA ID: NYD986906766	***RTE 29 OVER CAROGA C***	***SE 0 - 1/8 (0.114 mi.)***	***AA125***	***375***
NYSDOT BRIDGE BIN 10 EPA ID: NYD986952299	***RTE 30 OVER SACANDAG***	***SE 0 - 1/8 (0.114 mi.)***	***AA126***	***378***
NYSDOT BIN 1021180 EPA ID: NYD986948784	***RTE 30 OVER DEWEY CR***	***SE 0 - 1/8 (0.114 mi.)***	***AA127***	***382***
NYSDOT BRIDGE BIN 10 EPA Id: NYD986906741	***RTE 162 OVER RTE 5 S***	***SE 0 - 1/8 (0.114 mi.)***	***AA128***	***385***
NYS OFFICE OF GENERA EPA ID: NYR000032995	***207 GENESEE ST***	***SE 0 - 1/8 (0.118 mi.)***	***AA136***	***401***
TS AUTOBODY REPAIR & EPA ID: NYD982718181	***630 VARICK ST***	***W 1/8 - 1/4 (0.169 mi.)***	***153***	***469***
NIAGARA MOHAWK A NAT EPA ID: NYP000971036	***BLEECKER ST & CHARLO***	***ESE 1/8 - 1/4 (0.172 mi.)***	***154***	***472***
WILLOW COMMONS EPA ID: NYR000145920	***414 AIKEN ST***	***SSW 1/8 - 1/4 (0.176 mi.)***	***157***	***478***
FLEET BANK EPA ID: NYR000034629	***268 GENESEE ST***	***SSW 1/8 - 1/4 (0.189 mi.)***	***AG160***	***488***
NATIONAL AUTO STORES EPA ID: NYD980641849	***217 ORISKANY ST E***	***ESE 1/8 - 1/4 (0.241 mi.)***	***AL171***	***523***
UTICA CITY OF - HART EPA ID: NYR000157586	***1102 HART ST***	***WSW 1/8 - 1/4 (0.241 mi.)***	***173***	***534***
THE OBSERVER DISPATC	***221 ORISKANY PLZ***	***ESE 1/8 - 1/4 (0.242 mi.)***	***AL178***	***562***

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EPA ID: NY0000038687

NYNEX	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***
EPA Id: NYD980763916 Manifest Document Number: MAQ322549				

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA PRINTING & MAI EPA ID: NYD986965309	***422 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E13***	***43***
UTICA POLICE DEPARTM Generator EPA Id: NYR000142216	***417 ORISKANY ST***	***NNE 0 - 1/8 (0.002 mi.)***	***I34***	***115***
DAPPER DAN INC EPA ID: NYD982529067	***228 LIBERTY ST***	***ENE 0 - 1/8 (0.023 mi.)***	***B55***	***179***
GOLDBAS APARTMENTS M EPA ID: NYD982794703	***442 WHITESBORO ST***	***NNE 0 - 1/8 (0.077 mi.)***	***S89***	***265***
ASSOCIATED TEXTILE R EPA ID: NYD986876761	***111 CHARLES ST***	***NE 0 - 1/8 (0.096 mi.)***	***V102***	***301***
H K HINELINE CO INC EPA ID: NYD987026143	***136 HOTEL ST***	***E 1/8 - 1/4 (0.135 mi.)***	***AC142***	***418***
WASHINGTON COURTS AP EPA ID: NYD986909133	***200 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.143 mi.)***	***147***	***433***
P J GREEN ADVERTISIN EPA ID: NYR000036459	***100 WHITESBORO ST***	***ENE 1/8 - 1/4 (0.220 mi.)***	***AI165***	***498***
HORROCKS IBBOTSON CO EPA ID: NYP000778589	20-22 WHITESBORO STR	ENE 1/8 - 1/4 (0.239 mi.)	AI169	518

RI MANIFEST: Hazardous waste manifest information

A review of the RI MANIFEST list, as provided by EDR, and dated 12/31/2013 has revealed that there is 1 RI MANIFEST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NYNEX EPA Id: NYD980763916 Manifest Document Number: MAQ322549	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***

PA MANIFEST: Hazardous waste manifest information.

A review of the PA MANIFEST list, as provided by EDR, and dated 12/31/2014 has revealed that there is 1 PA MANIFEST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA POLICE DEPARTM Generator EPA Id: NYR000142216	***417 ORISKANY ST***	***NNE 0 - 1/8 (0.002 mi.)***	***I34***	***115***

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EXECUTIVE SUMMARY

NJ MANIFEST: Hazardous waste manifest information.

A review of the NJ MANIFEST list, as provided by EDR, and dated 12/31/2013 has revealed that there are 4 NJ MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UAP ENGINE REBUILDER EPA Id: NY0000975334	446 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E20	63
NYSDOT BIN 1008010 EPA Id: NYD986906782	***RTE 10 OVER W BR SAC***	***SE 0 - 1/8 (0.114 mi.)***	***AA122***	***363***
NYSDOT BIN 1008040 EPA Id: NYD986906790	***RTE 10 OVER PISECO L***	***SE 0 - 1/8 (0.114 mi.)***	***AA123***	***368***
NYSDOT BRIDGE BIN 10 EPA Id: NYD986906741	***RTE 162 OVER RTE 5 S***	***SE 0 - 1/8 (0.114 mi.)***	***AA128***	***385***

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 09/20/2015 has revealed that there are 10 ECHO sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A1***	***8***
MIGUELS BODY SHOP	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
METZLER PRINTING	***317 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***C8***	***24***
FISHER AUTO PARTS	***327 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***34***
BEACON BODY	***401 STATE ST***	***0 - 1/8 (0.000 mi.)***	***F17***	***57***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***
U A P ENGINE REBUILD	***446 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E24***	***72***
VICTORY MARKETS INC	***400 COLUMBIA ST***	***0 - 1/8 (0.000 mi.)***	***D29***	***100***

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA PRINTING & MAI	***422 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E13***	***43***
BEACON BODY SHOP	***523 ORISKANY ST WEST***	***0 - 1/8 (0.000 mi.)***	***G16***	***56***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

A review of the EDR MGP list, as provided by EDR, has revealed that there are 2 EDR MGP sites within

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approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MOHAWK VALLEY OIL IN	WASHINGTON STREET	NE 1/4 - 1/2 (0.474 mi.)	AS213	748
NIMO - HARBOR POINT	WASHINGTON STREET	NNE 1/2 - 1 (0.668 mi.)	218	759

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 13 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	327 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	A11	43
Not reported	320 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	C12	43
Not reported	402 STATE ST	0 - 1/8 (0.000 mi.)	F15	56
Not reported	444 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E21	65
Not reported	446 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E25	91
Not reported	316 LA FAYETTE	E 0 - 1/8 (0.007 mi.)	C39	124
Not reported	316 LAFAYETTE ST	E 0 - 1/8 (0.007 mi.)	C40	125
Not reported	535 ORISKANY ST W	NW 0 - 1/8 (0.020 mi.)	F50	152
Not reported	623 WHITESBORO ST	WNW 0 - 1/8 (0.055 mi.)	M79	239
Not reported	608 COLUMBIA ST	WNW 0 - 1/8 (0.061 mi.)	R83	254
Not reported	101 ORISKANY ST W	E 0 - 1/8 (0.113 mi.)	Z120	362
Not reported	409 COURT ST	SW 0 - 1/8 (0.122 mi.)	AB140	414

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	400 WASHINGTON ST	E 0 - 1/8 (0.005 mi.)	B37	123

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there is 1 EDR Hist Cleaner site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	432 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E22	65

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EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 9 records.

Site Name	Database(s)
NEW YORK EMULSIONS TAR PRODUCTS	NY SHWS, NY ENG CONTROLS, NY INST CONTROL
MATT PETROLEUM	NY SHWS
NM - UTICA HARBOR POINT MGP	NY SHWS
NEW YORK EMULSIONS TAR PRODUCTS	SEMS
BARNES RD. TIRE FIRE	SEMS-ARCHIVE
WESTINGHOUSE ELECTRIC TRANSFORMER	SEMS-ARCHIVE
NORSTAR BANK	NY LTANKS, NY Spills
UTICA CASKET	NY LTANKS
WESTINGHOUSE ELECTRIC (UTICA)	NY HSWDS

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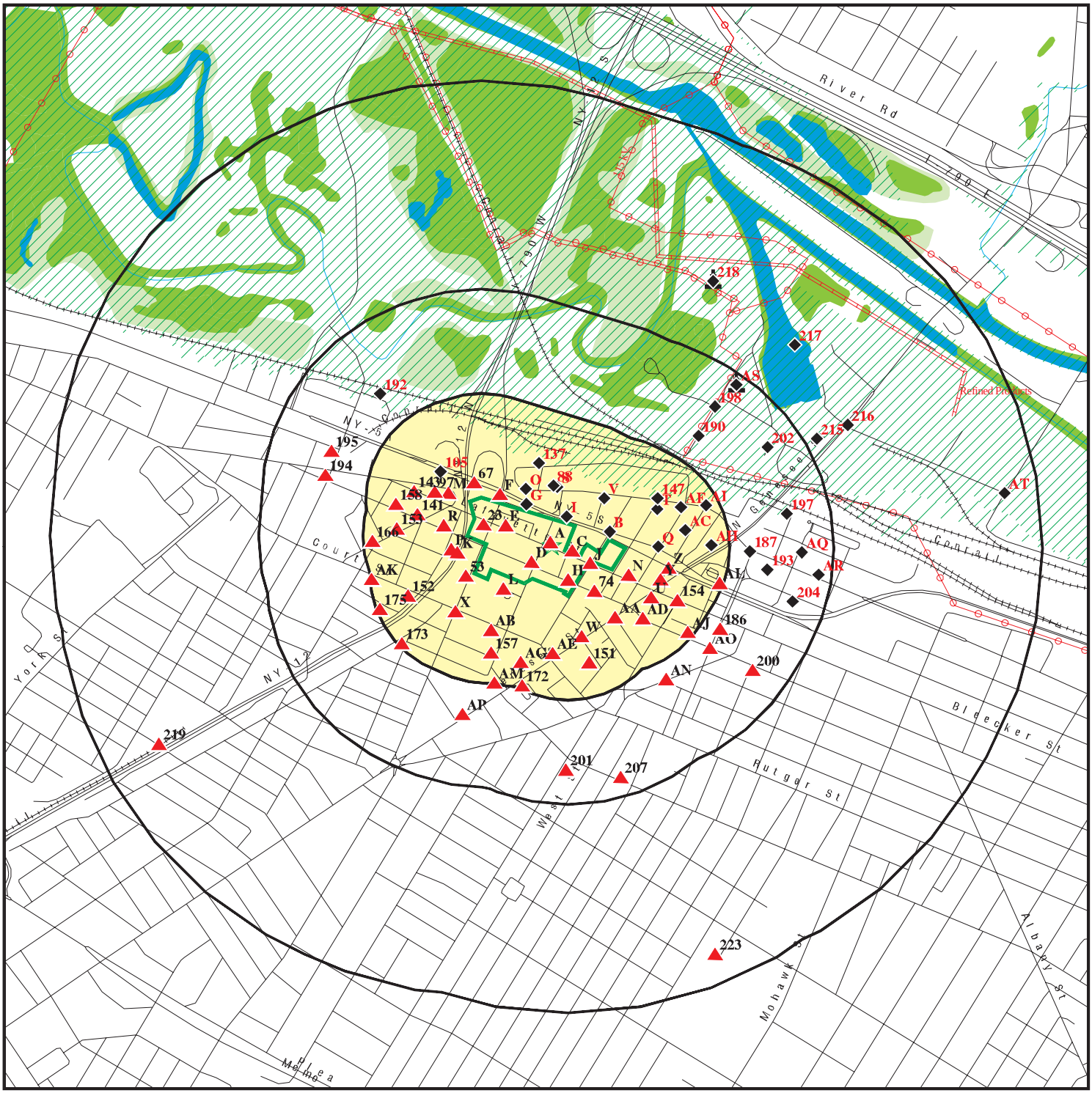
Wondershare PDFelement

OVERVIEW MAP - 04703074.2R



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	MVHS - Downtown Location	CLIENT:	O Brien & Gere Engineers, Inc.
ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
LAT/LONG:	43.103526 / 75.234865	INQUIRY #:	04703074.2r
		DATE:	August 18, 2016 9:26 am

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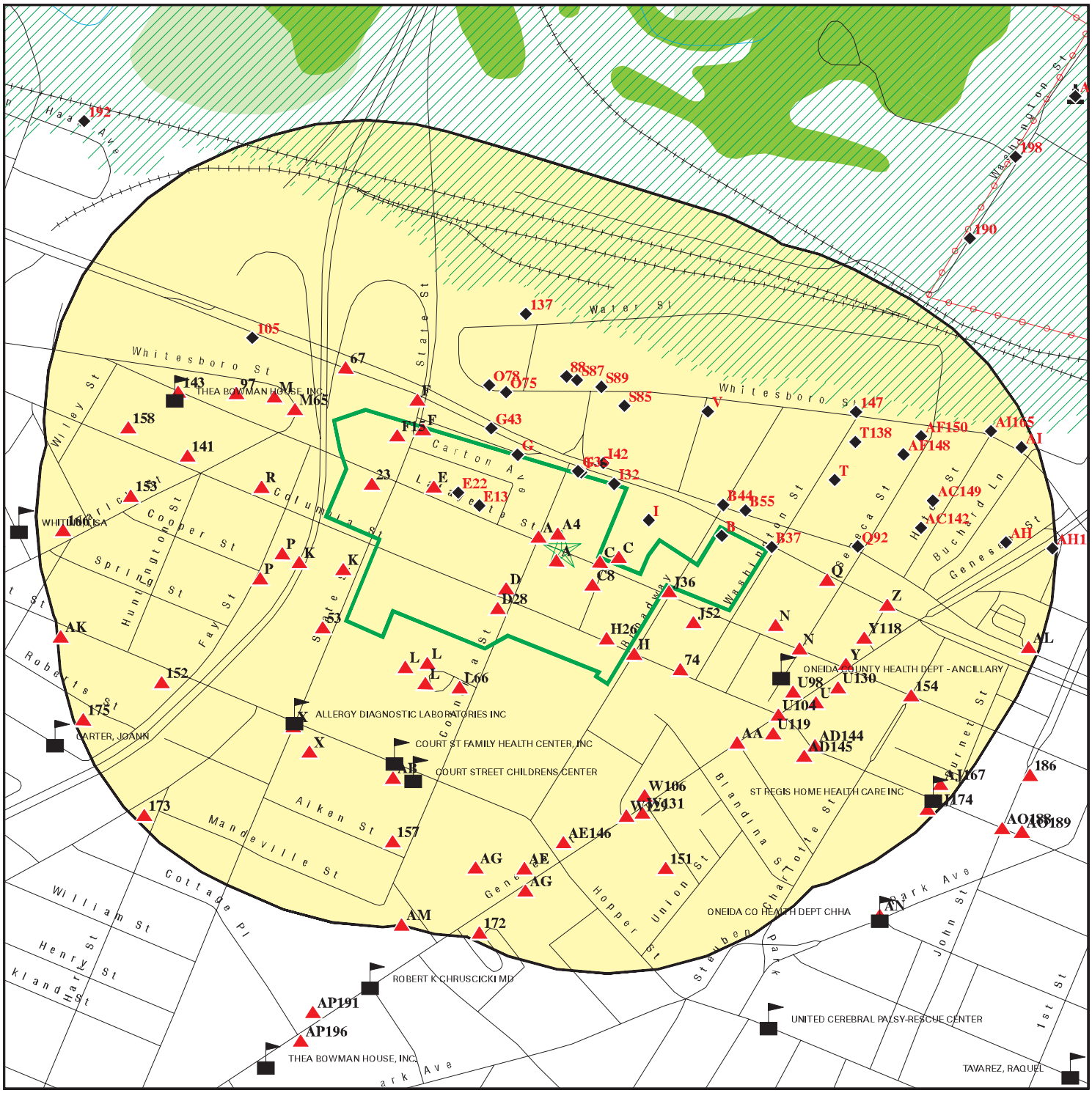
Wondershare PDFelement

DETAIL MAP - 04703074.2R



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

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ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
LAT/LONG:	43.103526 / 75.234865	INQUIRY #:	04703074.2r
		DATE:	August 18, 2016 9:27 am

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	3	NR	NR	3
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		1	0	2	NR	NR	3
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	1	NR	NR	NR	2
RCRA-SQG	0.250		1	2	NR	NR	NR	3
RCRA-CESQG	0.250		6	1	NR	NR	NR	7
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent CERCLIS								
NY SHWS	1.000		0	0	2	6	NR	8
NY VAPOR REOPENED	1.000		0	0	2	2	NR	4
State and tribal landfill and/or solid waste disposal site lists								
NY SWF/LF	0.500		1	0	0	NR	NR	1
State and tribal leaking storage tank lists								
INDIAN LUST	0.500		0	0	0	NR	NR	0
NY LTANKS	0.500		13	16	22	NR	NR	51
NY HIST LTANKS	0.500		0	0	0	NR	NR	0

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
NY UST	0.250		23	16	NR	NR	NR	39
NY CBS UST	0.250		0	0	NR	NR	NR	0
NY MOSF UST	0.500		0	0	0	NR	NR	0
NY MOSF	0.500		0	0	0	NR	NR	0
NY CBS	0.250		4	0	NR	NR	NR	4
NY AST	0.250		4	0	NR	NR	NR	4
NY CBS AST	0.250		4	0	NR	NR	NR	4
NY MOSF AST	0.500		0	0	0	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
NY TANKS	0.250		0	1	NR	NR	NR	1
State and tribal institutional control / engineering control registries								
NY RES DECL	0.125		0	NR	NR	NR	NR	0
NY ENG CONTROLS	0.500		0	0	1	NR	NR	1
NY INST CONTROL	0.500		0	0	1	NR	NR	1
State and tribal voluntary cleanup sites								
NY VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
NY BROWNFIELDS	0.500		0	0	0	NR	NR	0
NY ERP	0.500		1	2	2	NR	NR	5
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		2	2	1	NR	NR	5
Local Lists of Landfill / Solid Waste Disposal Sites								
NY SWRCY	0.500		0	0	1	NR	NR	1
NY SWTIRE	0.500		0	0	0	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
NY DEL SHWS	1.000		0	0	0	1	NR	1
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
NY HIST UST	0.250		15	12	NR	NR	NR	27
NY HIST AST	0.001		0	NR	NR	NR	NR	0

Remove Watermark Wondershare PDFelement

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Local Land Records								
NY LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
NY Spills	0.125		50	NR	NR	NR	NR	50
NY Hist Spills	0.125		0	NR	NR	NR	NR	0
NY SPILLS 90	0.125		0	NR	NR	NR	NR	0
NY SPILLS 80	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		18	9	NR	NR	NR	27
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		1	NR	NR	NR	NR	1
US MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		10	NR	NR	NR	NR	10
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
NY AIRS	0.001		0	NR	NR	NR	NR	0
NY COAL ASH	0.500		0	0	0	NR	NR	0
NY DRYCLEANERS	0.250		0	0	NR	NR	NR	0
NY E DESIGNATION	0.125		0	NR	NR	NR	NR	0

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NY Financial Assurance	0.001		0	NR	NR	NR	NR	0
NY HSWDS	0.500		1	0	0	NR	NR	1
NY MANIFEST	0.250		27	12	NR	NR	NR	39
RI MANIFEST	0.250		0	1	NR	NR	NR	1
PA MANIFEST	0.250		1	0	NR	NR	NR	1
NJ MANIFEST	0.250		4	0	NR	NR	NR	4
NY SPDES	0.001		0	NR	NR	NR	NR	0
NY UIC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		10	NR	NR	NR	NR	10
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	1	1	NR	2
EDR Hist Auto	0.125		13	NR	NR	NR	NR	13
EDR Hist Cleaner	0.125		1	NR	NR	NR	NR	1
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
NY RGA HWS	0.001		0	NR	NR	NR	NR	0
NY RGA LF	0.001		0	NR	NR	NR	NR	0
- Totals --		0	212	75	38	10	0	335

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

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Count: 9 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
UTICA	1001212305	BARNES RD. TIRE FIRE	CORNER BARNES AVE. & DOUSHARM	13502	SEMS-ARCHIVE
UTICA	S100159044	NORSTAR BANK	COURT ST		NY LTANKS, NY Spills
UTICA	S108146611	WESTINGHOUSE ELECTRIC (UTICA)	GENESEE AND WURTZ STREETS		NY HSWDS
UTICA	1003863533	WESTINGHOUSE ELECTRIC TRANSFORMER	GENESEE ST	13501	SEMS-ARCHIVE
UTICA	S113492643	MATT PETROLEUM	LELAND AVENUE	13502	NY SHWS
UTICA	1000137069	NEW YORK EMULSIONS TAR PRODUCTS	WASHINGTON ST.	13501	SEMS
UTICA	S110043678	NEW YORK EMULSIONS TAR PRODUCTS	WASHINGTON STREET	13502	NY SHWS, NY ENG CONTROLS, NY INST CONTROL
UTICA	S105586398	NM - UTICA HARBOR POINT MGP	WASHINGTON STREET	13502	NY SHWS
WHITESBORO	S100131278	UTICA CASKET	RT 69 ORISKANY BLVD		NY LTANKS

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/13/2015
Date Data Arrived at EDR: 01/06/2016
Date Made Active in Reports: 05/20/2016
Number of Days to Update: 135

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/22/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

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SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/22/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2015
Date Data Arrived at EDR: 05/29/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 13

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/12/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/28/2016
Date Data Arrived at EDR: 03/30/2016
Date Made Active in Reports: 05/20/2016
Number of Days to Update: 51

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/28/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

State- and tribal - equivalent CERCLIS

SHWS: Inactive Hazardous Waste Disposal Sites in New York State

Referred to as the State Superfund Program, the Inactive Hazardous Waste Disposal Site Remedial Program is the cleanup program for inactive hazardous waste sites and now includes hazardous substance sites

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Annually

VAPOR REOPENED: Vapor Intrustion Legacy Site List

New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

Date of Government Version: 08/01/2015
Date Data Arrived at EDR: 11/19/2015
Date Made Active in Reports: 12/10/2015
Number of Days to Update: 21

Source: Department of Environmenal Conservation
Telephone: 518-402-9814
Last EDR Contact: 05/20/2016
Next Scheduled EDR Contact: 08/29/2016
Data Release Frequency: Varies

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: Facility Register

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 64

Source: Department of Environmental Conservation
Telephone: 518-457-2051
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Semi-Annually

State and tribal leaking storage tank lists

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/13/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 118

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 12/11/2015
Date Data Arrived at EDR: 02/19/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 105

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/26/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/27/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 02/17/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 02/12/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 112

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LTANKS: Spills Information Database

Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/12/2016
Number of Days to Update: 54

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 05/19/2016
Next Scheduled EDR Contact: 08/29/2016
Data Release Frequency: Varies

HIST LTANKS: Listing of Leaking Storage Tanks

A listing of leaking underground and aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills. In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY LTANKS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Varies

UST: Petroleum Bulk Storage (PBS) Database

Facilities that have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: No Update Planned

CBS UST: Chemical Bulk Storage Database

Facilities that store regulated hazardous substances in underground tanks of any size

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 10/24/2005
Next Scheduled EDR Contact: 01/23/2006
Data Release Frequency: No Update Planned

MOSF UST: Major Oil Storage Facilities Database

Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CBS: Chemical Bulk Storage Site Listing
These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

MOSF: Major Oil Storage Facility Site Listing
These facilities may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

AST: Petroleum Bulk Storage
Registered Aboveground Storage Tanks.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: No Update Planned

CBS AST: Chemical Bulk Storage Database
Facilities that store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

MOSF AST: Major Oil Storage Facilities Database
Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/26/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Semi-Annually

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 01/26/2016
Date Data Arrived at EDR: 02/05/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 119

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/23/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 65

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 12/03/2015
Date Data Arrived at EDR: 02/04/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 120

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Semi-Annually

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/05/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 52

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

TANKS: Storage Tank Faciliy Listing

This database contains records of facilities that are or have been regulated under Bulk Storage Program. Tank information for these facilities may not be releasable by the state agency.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9543
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

State and tribal institutional control / engineering control registries

ENV RES DECL: Environmental Restrictive Declarations

The Environmental Restrictive Declarations (ERD) listed were recorded in connection with a zoning action against the noted Tax Blocks and Tax Lots, or portion thereof, and are available in the property records on file at the Office of the City Register for Bronx, Kings, New York and Queens counties or at the Richmond County Clerk's office. They contain environmental requirements with respect to hazardous materials, air quality and/or noise in accordance with Section 11-15 of this Resolution.

Date of Government Version: 02/04/2016
Date Data Arrived at EDR: 03/24/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 27

Source: New York City Department of City Planning
Telephone: 212-720-3300
Last EDR Contact: 06/21/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

RES DECL: Restrictive Declarations Listing

A restrictive declaration is a covenant running with the land which binds the present and future owners of the property. As a condition of certain special permits, the City Planning Commission may require an applicant to sign and record a restrictive declaration that places specified conditions on the future use and development of the property. Certain restrictive declarations are indicated by a D on zoning maps.

Date of Government Version: 11/18/2010
Date Data Arrived at EDR: 06/30/2014
Date Made Active in Reports: 07/21/2014
Number of Days to Update: 21

Source: NYC Department of City Planning
Telephone: 212-720-3401
Last EDR Contact: 06/24/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

ENG CONTROLS: Registry of Engineering Controls

Environmental Remediation sites that have engineering controls in place.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

INST CONTROL: Registry of Institutional Controls

Environmental Remediation sites that have institutional controls in place.

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Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Agreements

New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9711
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Semi-Annually

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Brownfields Site List

A Brownfield is any real property where redevelopment or re-use may be complicated by the presence or potential presence of a hazardous waste, petroleum, pollutant, or contaminant.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9764
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Semi-Annually

ERP: Environmental Restoration Program Listing

In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a $200 million Environmental Restoration or Brownfields Fund as part of the $1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/21/2016
Date Data Arrived at EDR: 03/22/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: Registered Recycling Facility List

A listing of recycling facilities.

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 64

Source: Department of Environmental Conservation
Telephone: 518-402-8705
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Semi-Annually

SWTIRE: Registered Waste Tire Storage & Facility List

A listing of facilities registered to accept waste tires.

Date of Government Version: 08/01/2006
Date Data Arrived at EDR: 11/15/2006
Date Made Active in Reports: 11/30/2006
Number of Days to Update: 15

Source: Department of Environmental Conservation
Telephone: 518-402-8694
Last EDR Contact: 01/15/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 08/05/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/20/2016
Next Scheduled EDR Contact: 10/07/2016
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Remove Watermark Wondershare PDFelement

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/04/2016
Date Data Arrived at EDR: 06/03/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 40

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/31/2016
Next Scheduled EDR Contact: 06/13/2016
Data Release Frequency: No Update Planned

DEL SHWS: Delisted Registry Sites

A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Annually

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/04/2016
Date Data Arrived at EDR: 06/03/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 40

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/31/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

HIST UST: Historical Petroleum Bulk Storage Database

These facilities have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. It is no longer updated due to the sensitive nature of the information involved. See UST for more current data.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2006
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: Varies

HIST AST: Historical Petroleum Bulk Storage Database

These facilities have petroleum storage capabilities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. No longer updated due to the sensitive nature of the information involved. See AST for more current data.

Remove Watermark Wondershare PDFelement

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2006
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Spill Liens Information

Lien information from the Oil Spill Fund.

Date of Government Version: 02/08/2016
Date Data Arrived at EDR: 02/10/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 41

Source: Office of the State Comptroller
Telephone: 518-474-9034
Last EDR Contact: 08/08/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/02/2015
Number of Days to Update: 68

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/28/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

SPILLS: Spills Information Database

Data collected on spills reported to NYSDEC as required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/12/2016
Number of Days to Update: 54

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 05/19/2016
Next Scheduled EDR Contact: 08/29/2016
Data Release Frequency: Varies

HIST SPILLS: SPILLS Database

This database contains records of chemical and petroleum spill incidents. Under State law, petroleum and hazardous chemical spills that can impact the waters of the state must be reported by the spiller (and, in some cases, by anyone who has knowledge of the spills). In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY SPILLS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 12/14/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/12/2013
Number of Days to Update: 40

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS 80: SPILLS80 data from FirstSearch

Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

Date of Government Version: 11/02/2010
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 06/10/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Remove Watermark Wondershare PDFelement

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/15/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/01/2015
Date Data Arrived at EDR: 09/03/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/08/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Remove Watermark Wondershare PDFelement

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/24/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 133

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/24/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/25/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/07/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2015
Date Data Arrived at EDR: 08/26/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/25/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Remove Watermark Wondershare PDFelement

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 08/12/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 33

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 01/23/2015
Date Data Arrived at EDR: 02/06/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 12/05/2016
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 12/05/2016
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Remove Watermark Wondershare PDFelement

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 03/18/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 28

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 09/05/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/09/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/10/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2015
Date Data Arrived at EDR: 07/09/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Remove Watermark Wondershare PDFelement

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/02/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/02/2015
Number of Days to Update: 46

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/24/2015
Date Made Active in Reports: 09/30/2015
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/27/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/11/2016
Date Data Arrived at EDR: 03/15/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 80

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/26/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Remove Watermark Wondershare PDFelement

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/23/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/08/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 69

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 69

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/09/2016
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 44

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/02/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Remove Watermark Wondershare PDFelement

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 06/03/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 06/03/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/20/2015
Date Data Arrived at EDR: 09/09/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 55

Source: EPA
Telephone: (212) 637-3000
Last EDR Contact: 06/08/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 03/01/2016
Date Data Arrived at EDR: 03/03/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2015
Date Data Arrived at EDR: 01/29/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 67

Source: Department of Defense
Telephone: 571-373-0407
Last EDR Contact: 06/20/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

AIRS: Air Emissions Data

Point source emissions inventory data.

Date of Government Version: 01/25/2016
Date Data Arrived at EDR: 02/16/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8452
Last EDR Contact: 07/25/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Annually

COAL ASH: Coal Ash Disposal Site Listing

A listing of coal ash disposal site locations.

Remove Watermark Wondershare PDFelement

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/15/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 63

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

DRYCLEANERS: Registered Drycleaners

A listing of all registered drycleaning facilities.

Date of Government Version: 03/25/2016
Date Data Arrived at EDR: 04/12/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 66

Source: Department of Environmental Conservation
Telephone: 518-402-8403
Last EDR Contact: 06/13/2016
Next Scheduled EDR Contact: 09/26/2016
Data Release Frequency: Varies

E DESIGNATION: E DESIGNATION SITE LISTING

The (E (Environmental)) designation would ensure that sampling and remediation take place on the subject properties, and would avoid any significant impacts related to hazardous materials at these locations. The (E) designations would require that the fee owner of the sites conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designations also include a mandatory construction-related health and safety plan which must be approved by NYCDEP.

Date of Government Version: 03/14/2016
Date Data Arrived at EDR: 03/24/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 27

Source: New York City Department of City Planning
Telephone: 718-595-6658
Last EDR Contact: 06/21/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial assurance information.

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/08/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 84

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for hazardous waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 12/01/2015
Date Data Arrived at EDR: 12/29/2015
Date Made Active in Reports: 02/11/2016
Number of Days to Update: 44

Source: Department of Environmental Conservation
Telephone: 518-402-8712
Last EDR Contact: 08/15/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Varies

HSWDS: Hazardous Substance Waste Disposal Site Inventory

The list includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-Registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity. The last version of the study inventory is frozen in time. The sites on the study will not automatically be made Superfund sites, rather each site will be further evaluated for listing on the Registry. So overtime they will be added to the registry or not.

Remove Watermark Wondershare PDFelement

Date of Government Version: 01/01/2003
Date Data Arrived at EDR: 10/20/2006
Date Made Active in Reports: 11/30/2006
Number of Days to Update: 41

Source: Department of Environmental Conservation
Telephone: 518-402-9564
Last EDR Contact: 05/26/2009
Next Scheduled EDR Contact: 08/24/2009
Data Release Frequency: No Update Planned

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 05/01/2016
Date Data Arrived at EDR: 05/06/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 42

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/03/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Annually

SPDES: State Pollutant Discharge Elimination System

New York State has a state program which has been approved by the United States Environmental Protection Agency for the control of wastewater and stormwater discharges in accordance with the Clean Water Act. Under New York State law the program is known as the State Pollutant Discharge Elimination System (SPDES) and is broader in scope than that required by the Clean Water Act in that it controls point source discharges to groundwaters as well as surface waters.

Date of Government Version: 05/03/2016
Date Data Arrived at EDR: 05/10/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 38

Source: Department of Environmental Conservation
Telephone: 518-402-8233
Last EDR Contact: 08/08/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: No Update Planned

UIC: Underground Injection Control Wells

A listing of enhanced oil recovery underground injection wells.

Date of Government Version: 06/06/2016
Date Data Arrived at EDR: 06/08/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 23

Source: Department of Environmental Conservation
Telephone: 518-402-8056
Last EDR Contact: 06/08/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/20/2015
Date Data Arrived at EDR: 09/23/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 103

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/24/2016
Date Data Arrived at EDR: 05/25/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 49

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Conservation in New York.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: Department of Environmental Conservation
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Conservation in New York.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/10/2014
Number of Days to Update: 193

Source: Department of Environmental Conservation
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

CORTLAND COUNTY:

Cortland County Storage Tank Listing

A listing of aboveground storage tank sites located in Cortland County.

Date of Government Version: 05/18/2016
Date Data Arrived at EDR: 05/24/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 38

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Quarterly

Cortland County Storage Tank Listing

A listing of underground storage tank sites located in Cortland County.

Date of Government Version: 05/18/2016
Date Data Arrived at EDR: 05/24/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 38

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Quarterly

NASSAU COUNTY:

Registered Tank Database

A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 04/22/2016
Date Data Arrived at EDR: 04/26/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 52

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 07/05/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: No Update Planned

Storage Tank Database

A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 03/29/2011
Number of Days to Update: 34

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

Registered Tank Database in Nassau County

A listing of facilities in Nassau County with storage tanks.

Date of Government Version: 04/22/2016
Date Data Arrived at EDR: 04/26/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 52

Source: Nassau County Department of Health
Telephone: 516-227-9691
Last EDR Contact: 07/05/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Registered Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 04/22/2016
Date Data Arrived at EDR: 04/26/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 52

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 07/05/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 03/29/2011
Number of Days to Update: 34

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

ROCKLAND COUNTY:

Petroleum Bulk Storage Database
A listing of aboveground storage tank sites located in Rockland County.

Date of Government Version: 04/12/2016
Date Data Arrived at EDR: 04/15/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 63

Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 06/06/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

Petroleum Bulk Storage Database
A listing of underground storage tank sites located in Rockland County.

Date of Government Version: 04/12/2016
Date Data Arrived at EDR: 04/15/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 63

Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 06/06/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

SUFFOLK COUNTY:

Storage Tank Database
A listing of aboveground storage tank sites located in Suffolk County.

Date of Government Version: 03/03/2015
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/23/2015
Number of Days to Update: 13

Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of underground storage tank sites located in Suffolk County.

Date of Government Version: 03/03/2015
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/23/2015
Number of Days to Update: 13

Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: No Update Planned

WESTCHESTER COUNTY:

Remove Watermark Wondershare PDFelement

Listing of Storage Tanks
A listing of aboveground storage tank sites located in Westchester County.

Date of Government Version: 02/19/2016
Date Data Arrived at EDR: 02/24/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 27

Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

Listing of Storage Tanks
A listing of underground storage tank sites located in Westchester County.

Date of Government Version: 02/19/2016
Date Data Arrived at EDR: 02/24/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 27

Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/10/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/17/2015
Date Made Active in Reports: 08/12/2015
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/11/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/24/2015
Date Made Active in Reports: 08/18/2015
Number of Days to Update: 25

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/18/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Annually

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VT MANIFEST: Hazardous Waste Manifest Data
Hazardous waste manifest information.

Date of Government Version: 05/02/2016
Date Data Arrived at EDR: 05/24/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 50

Source: Department of Environmental Conservation
Telephone: 802-241-3443
Last EDR Contact: 07/18/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 50

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/13/2016
Next Scheduled EDR Contact: 09/26/2016
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Daycare Centers: Day Care Providers
Source: Department of Health
Telephone: 212-676-2444

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

MVHS - DOWNTOWN LOCATION
PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

TARGET PROPERTY COORDINATES

Latitude (North):	43.103526 - 43° 6' 12.69''
Longitude (West):	75.234865 - 75° 14' 5.51''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	480888.2
UTM Y (Meters):	4772123.0
Elevation:	430 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5938355 UTICA EAST, NY
Version Date:	2013
Southwest Map:	5938535 UTICA WEST, NY
Version Date:	2013

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

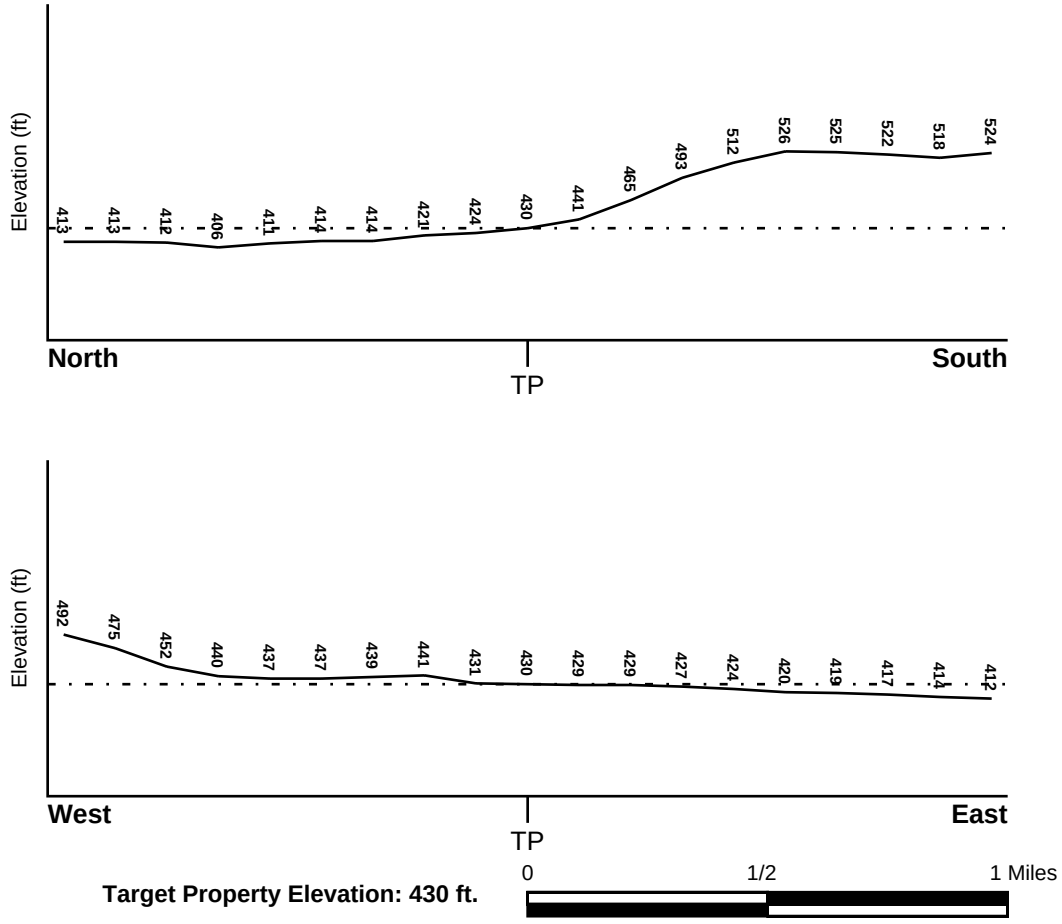
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
ONEIDA, NY	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 3605580003A - FEMA Q3 Flood data

Additional Panels in search area:
3605330022B - FEMA Q3 Flood data
3605580002A - FEMA Q3 Flood data
3605580001A - FEMA Q3 Flood data
3605580004A - FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
UTICA EAST	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Paleozoic
System:	Ordovician
Series:	Middle Ordovician (Mohawkian)
Code:	O2 *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

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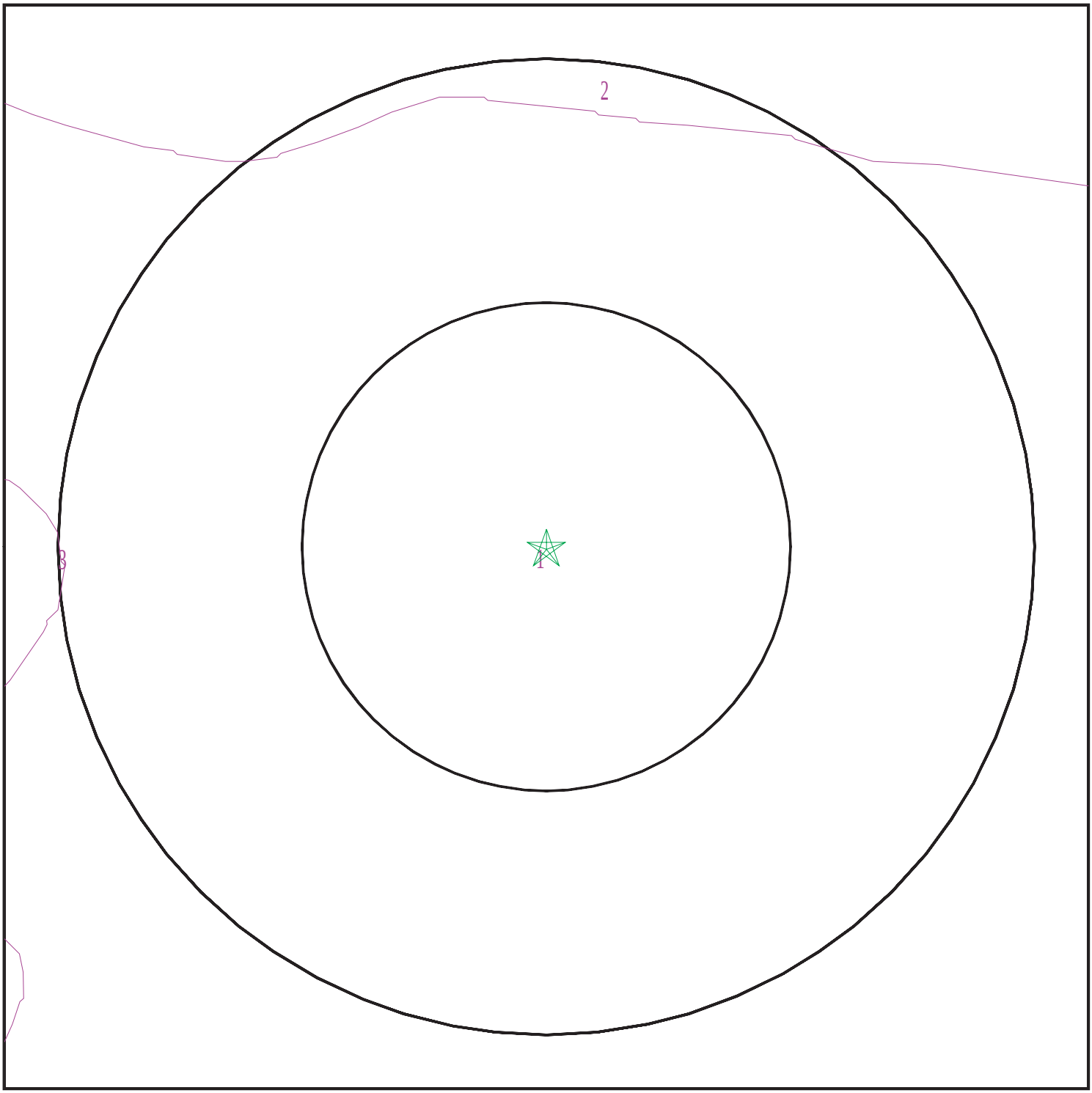
Wondershare PDFelement

SSURGO SOIL MAP - 04703074.2r



Target Property
SSURGO Soil
Water

SITE NAME:	MVHS - Downtown Location	CLIENT:	O Brien & Gere Engineers, Inc.
ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
LAT/LONG:	43.103526 / 75.234865	INQUIRY #:	04703074.2r
		DATE:	August 18, 2016 9:27 am

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: URBAN LAND

Soil Surface Texture:
Hydrologic Group: Not reported

Soil Drainage Class:
Hydric Status: Unknown

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches		Not reported	Not reported	Max: Min:	Max: Min:

Soil Map ID: 2

Soil Component Name: UDORTHENTS, SMOOTHED

Soil Surface Texture:
Hydrologic Group: Not reported

Soil Drainage Class: Moderately well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 137 inches

No Layer Information available.

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 3

Soil Component Name: ALTON

Soil Surface Texture: very gravelly sandy loam

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Well drained

Hydric Status: Unknown

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	24 inches	40 inches	very gravelly sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 7.3 Min: 5.1
2	9 inches	24 inches	very gravelly fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 7.3 Min: 5.1
3	0 inches	9 inches	gravelly loam	Not reported	Not reported	Max: 42 Min: 14	Max: 5.5 Min: 4.5
4	40 inches	57 inches	very gravelly sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 7.3 Min: 5.1
5	57 inches	72 inches	very gravelly loamy sand	Not reported	Not reported	Max: 141 Min: 42	Max: 7.8 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000871621	0 - 1/8 Mile WSW
2	USGS40000871557	1/8 - 1/4 Mile SW
3	USGS40000871526	1/4 - 1/2 Mile SW
4	USGS40000871612	1/2 - 1 Mile West
A5	USGS40000871839	1/2 - 1 Mile WNW
A6	USGS40000871840	1/2 - 1 Mile WNW
7	USGS40000871869	1/2 - 1 Mile NW
8	USGS40000871814	1/2 - 1 Mile ENE
B9	USGS40000871704	1/2 - 1 Mile East
B10	USGS40000871702	1/2 - 1 Mile East
B11	USGS40000871703	1/2 - 1 Mile East

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	NYOG80000035892	1/2 - 1 Mile West
2	NYOG80000035891	1/2 - 1 Mile WSW

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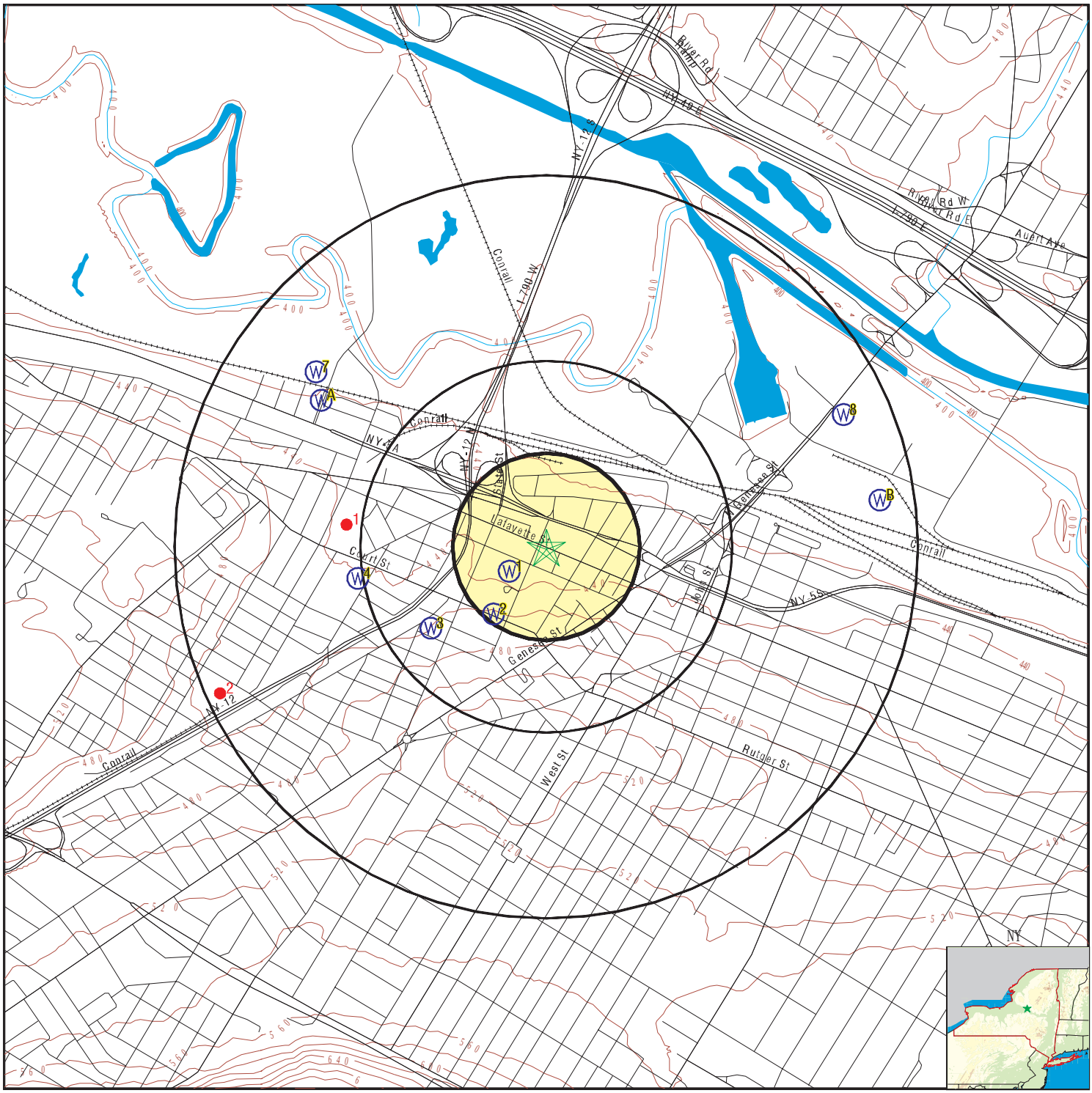
Wondershare PDFelement

PHYSICAL SETTING SOURCE MAP - 04703074.2r



- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	MVHS - Downtown Location	CLIENT:	O Brien & Gere Engineers, Inc.
ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
		INQUIRY #:	04703074.2r
LAT/LONG:	43.103526 / 75.234865	DATE:	August 18, 2016 9:27 am

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
WSW
0 - 1/8 Mile
Higher

FED USGS **USGS40000871621**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430609075141401		
Monloc name:	OE 49		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1025698
Longitude:	-75.2368309	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	460
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand and Gravel		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

2
SW
1/8 - 1/4 Mile
Higher

FED USGS **USGS40000871557**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430603075141701		
Monloc name:	OE 50		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1009031
Longitude:	-75.2376643	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	440
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Utica Shale		

Remove Watermark Wondershare PDFelement

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

3
SW
1/4 - 1/2 Mile
Higher

FED USGS **USGS40000871526**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430601075142901		
Monloc name:	OE 61		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1003475
Longitude:	-75.2409977	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	440
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Utica Shale		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

4
West
1/2 - 1 Mile
Higher

FED USGS **USGS40000871612**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430608075144301		
Monloc name:	OE 10		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.102292
Longitude:	-75.2448867	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Utica Shale		

Remove Watermark Wondershare PDFelement

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	1755
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

A5
WNW **FED USGS** **USGS40000871839**
1/2 - 1 Mile
Lower

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430633075145001		
Monloc name:	OE1443		
Monloc type:	Well: Test hole not completed as a well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1092364
Longitude:	-75.2468314	Sourcemap scale:	62500
Horiz Acc measure:	5	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	415
Vert measure units:	feet	Vertacc measure val:	10
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	61.9
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1931-06-12	9.2	

A6
WNW **FED USGS** **USGS40000871840**
1/2 - 1 Mile
Lower

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430633075145002		
Monloc name:	OE1444		
Monloc type:	Well: Test hole not completed as a well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1092364
Longitude:	-75.2468314	Sourcemap scale:	62500

Remove Watermark Wondershare PDFelement

Horiz Acc measure:	5	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	415
Vert measure units:	feet	Vertacc measure val:	10
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	70.6
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1931-07-28	5.2	

7
NW
1/2 - 1 Mile
Lower

FED USGS **USGS40000871869**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430637075145101		
Monloc name:	OE 14		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1103475
Longitude:	-75.2471092	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand and Gravel		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	104
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

8
ENE
1/2 - 1 Mile
Lower

FED USGS **USGS40000871814**

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430631075131001		
Monloc name:	OE1325		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1086809
Longitude:	-75.2190527	Sourcemap scale:	24000
Horiz Acc measure:	5	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	405
Vert measure units:	feet	Vertacc measure val:	10
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	35
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

B9
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000871704**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430619075130303		
Monloc name:	OE 13		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1053475
Longitude:	-75.2171081	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	103
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

B10
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000871702**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430619075130301		
Monloc name:	OE 11		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1053475
Longitude:	-75.2171081	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	75
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

B11
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000871703**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430619075130302		
Monloc name:	OE 12		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1053475
Longitude:	-75.2171081	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand		

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	75
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
West
1/2 - 1 Mile

OIL_GAS **NYOG80000035892**

Api wellno:	31065006960000	Cnty:	65
Hole:	696	Sidetrck:	0
Completion:	0	Well name:	Globe Woolen Works 1
Company na:	Globe Woolen Works	Operator n:	9513
Well type:	DW	Map symbol:	DH
Well statu:	UN	Date statu:	Not Reported
Date permi:	Not Reported	Permit iss:	Not Reported
Date spudd:	1896-01-01 00:00:00	Date total:	Not Reported
Date well :	Not Reported	Date wel00:	Not Reported
Date wel01:	Not Reported	Confid:	No
Town:	Utica	Quad:	Utica East
Quadsec:	A	Producing :	Not Applicable
Producin00:	Not Applicable	Financial :	Not Reported
Slant:	Vertical	County:	Oneida
Region:	6	State leas:	NA
Proposed d:	0	Surface lo:	SURF
Surface 00:	-75.24549		
Surface la:	43.10439		
Bottom hol:	BH		
Bottom h00:	-75.24549		
Bottom h01:	43.10439		
True verti:	1720	Measured d:	1720
Kickoff:	0	Drilleddep:	1720
Elevation:	428	Original w:	NL
Permit fee:	0	Objective :	Not Applicable
Depth fee:	-100	Spacing:	Not Reported
Spacing ac:	Not Reported	Integratio:	Not Reported
Dt hearing:	Not Reported	Dt mod:	2003-01-24 15:54:29.450000000
Link:	http://www.dec.ny.gov/cfmx/extapps/GasOil/search/wells/index.cfm?api=31065006960000		
Site id:	NYOG80000035892		

2
WSW
1/2 - 1 Mile

OIL_GAS **NYOG80000035891**

Api wellno:	31065006950000	Cnty:	65
Hole:	695	Sidetrck:	0
Completion:	0	Well name:	Standard Harvester
Company na:	Standard Harvester	Operator n:	9514
Well type:	DW	Map symbol:	DH
Well statu:	UN	Date statu:	Not Reported
Date permi:	Not Reported	Permit iss:	Not Reported
Date spudd:	1897-01-01 00:00:00	Date total:	Not Reported
Date well :	1897-01-01 00:00:00	Date wel00:	Not Reported
Date wel01:	Not Reported	Confid:	No
Town:	Utica	Quad:	Utica West
Quadsec:	C	Producing :	Not Applicable
Producin00:	Not Applicable	Financial :	Not Reported
Slant:	Vertical	County:	Oneida
Region:	6	State leas:	NA
Proposed d:	0	Surface lo:	SURF
Surface 00:	-75.25222		
Surface la:	43.09781		
Bottom hol:	BH		
Bottom h00:	-75.25222		

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Bottom h01:	43.09781		
True verti:	1370	Measured d:	1370
Kickoff:	0	Drilleddep:	1370
Elevation:	455	Original w:	NL
Permit fee:	0	Objective :	Not Applicable
Depth fee:	-100	Spacing:	Not Reported
Spacing ac:	Not Reported	Integratio:	Not Reported
Dt hearing:	Not Reported	Dt mod:	2003-01-24 15:54:29.450000000
Link:	http://www.dec.ny.gov/cfmx/extapps/GasOil/search/wells/index.cfm?api=31065006950000		
Site id:	NYOG80000035891		

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: NY Radon

Radon Test Results

County	Town	Num Tests	Avg Result	Geo Mean	Max Result
ONEIDA	ANNSVILLE	11	5.77	2.34	31.2
ONEIDA	AUGUSTA	19	4.04	2.44	15.2
ONEIDA	AVA	15	9.59	4.19	40.9
ONEIDA	BOONVILLE	26	3.63	1.77	23.3
ONEIDA	BRIDGEWATER	11	7.75	5.55	24.1
ONEIDA	CAMDEN	24	4.97	3.07	15.7
ONEIDA	DEERFIELD	28	10.45	4.31	87.5
ONEIDA	FLOYD	14	13.71	4.54	107.8
ONEIDA	FORESTPORT	3	1.07	0.76	1.7
ONEIDA	KIRKLAND	130	6.42	3.82	49.3
ONEIDA	LEE	49	12.92	6.83	51.4
ONEIDA	MARCY	63	3.92	2.29	19.3
ONEIDA	MARSHALL	15	4.81	3.51	14.4
ONEIDA	NEW HARTFORD	257	4.45	2.71	40.6
ONEIDA	PARIS	61	8.11	5.22	55.8
ONEIDA	REMSEN	33	4.59	2.99	22.4
ONEIDA	ROME	377	8.37	4.1	102.8
ONEIDA	SANGERFIELD	21	4.35	3.79	13.8
ONEIDA	SHERRILL	58	2.39	1.57	13.2
ONEIDA	STEUBEN	3	13.6	7.9	28.3
ONEIDA	TRENTON	58	7.35	3.54	92.2
ONEIDA	UTICA	467	4.37	2.17	57
ONEIDA	VERNON	53	3.44	2.07	20.2
ONEIDA	VERONA	25	3.26	1.78	22.2
ONEIDA	VIENNA	6	1.17	0.98	2.4
ONEIDA	WESTERN	20	11.43	7.1	30.8
ONEIDA	WESTMORELAND	40	4.03	2.4	24.4
ONEIDA	WHITESTOWN	234	3.46	2.32	25.3

Federal EPA Radon Zone for ONEIDA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for ONEIDA COUNTY, NY

Number of sites tested: 158

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area	1.380 pCi/L	86%	13%	1%
Basement	2.610 pCi/L	69%	27%	4%

Remove Watermark Wondershare PDFelement

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

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PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

New York Public Water Wells
Source: New York Department of Health
Telephone: 518-458-6731

OTHER STATE DATABASE INFORMATION

Oil and Gas Well Database
Department of Environmental Conservation
Telephone: 518-402-8072
These files contain records, in the database, of wells that have been drilled.

RADON

State Database: NY Radon
Source: Department of Health
Telephone: 518-402-7556
Radon Test Results

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United State Geological Survey

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PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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MVHS - Downtown Location
Proposed Downtown Location
Utica, NY 13502

Inquiry Number: 04703074.2r
August 18, 2016

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Remove Watermark Wondershare PDFelement

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

COORDINATES

Latitude (North):	43.1035260 - 43° 6' 12.69''
Longitude (West):	75.2348650 - 75° 14' 5.51''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	480888.2
UTM Y (Meters):	4772123.0
Elevation:	430 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5938355 UTICA EAST, NY
Version Date:	2013
Southwest Map:	5938535 UTICA WEST, NY
Version Date:	2013

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20150524
Source:	USDA

Remove Watermark Wondershare PDFelement

MAPPED SITES SUMMARY

Target Property Address:
PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	NIAGARA MOHAWK A NAT	400 LAFAYETTE ST	FINDS, ECHO	Higher	1 ft.
A2	NIAGARA MOHAWK A NAT	400 LAFAYETTE ST	RCRA NonGen / NLR, NY MANIFEST	Higher	1 ft.
A3	THE SALVATION ARMY	400 LAFAYETTE STREET	NY UST, NY HIST UST	Higher	1 ft.
A4	UTICA PD VEHICLE MAI	334 LAFAYETTE STREET	NY Spills	Higher	1 ft.
B5	EGGERS, CARYL & CORR	227 ORISKANY STREET	NY UST, NY HIST UST	Lower	1 ft.
B6	EGGERS, CARYL & CORR	227 ORISKANY STREET	NY Spills	Lower	1 ft.
C7	MIGUELS BODY SHOP	320 LAFAYETTE ST REA	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
C8	METZLER PRINTING	317 LAFAYETTE ST	RCRA-CESQG, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
D9	THE SALVATION ARMY	400 COLUMBIA ST	NY Spills	Higher	1 ft.
A10	FISHER AUTO PARTS	327 LAFAYETTE ST	RCRA-CESQG, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
A11		327 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
C12		320 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
E13	UTICA PRINTING & MAI	422 LAFAYETTE ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	1 ft.
F14	B&G DIVERSIFIED	401 STATE STREET	NY UST, NY HIST UST	Higher	1 ft.
F15		402 STATE ST	EDR Hist Auto	Higher	1 ft.
G16	BEACON BODY SHOP	523 ORISKANY ST WEST	FINDS, ECHO	Lower	1 ft.
F17	BEACON BODY	401 STATE ST	FINDS, ECHO	Higher	1 ft.
F18	BEACON BODY	401 STATE ST	RCRA-CESQG, NY MANIFEST	Higher	1 ft.
F19	B & G DIVERSIFIED, I	401 STATE STREET	NY LTANKS	Higher	1 ft.
E20	UAP ENGINE REBUILDER	446 LAFAYETTE ST	NJ MANIFEST	Higher	1 ft.
E21		444 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
E22		432 LAFAYETTE ST	EDR Hist Cleaner	Lower	1 ft.
23	MATHER EVANS & DIEHL	509 LAFAYETTE ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
E24	U A P ENGINE REBUILD	446 LAFAYETTE ST	RCRA-CESQG, US AIRS, FINDS, NY MANIFEST, ECHO	Higher	1 ft.
E25		446 LAFAYETTE ST	EDR Hist Auto	Higher	1 ft.
H26	DAILY DOUBLE CAFE	COLUMBIA STREET	NY Spills	Higher	1 ft.
D27	THE SALVATION ARMY	400 COLUMBIA STREET	NY UST	Higher	1 ft.
D28	ELECTROMARK CORP	401 COLUMBIA ST	NY Spills	Higher	1 ft.
D29	VICTORY MARKETS INC	400 COLUMBIA ST	RCRA NonGen / NLR, FINDS, ECHO	Higher	1 ft.
D30	VICTORY MARKETS INCO	400 COLUMBIA ST	NY MANIFEST	Higher	1 ft.
G31	HESS STATION #32207	525 ORISKANY STREET	NY LTANKS, NY UST, NY Spills	Lower	2, 0.000,
I32	UTICA (C) POLICE DEP	425 ORISKANY STREET	NY LTANKS	Lower	3, 0.001,
I33	ROCK'S TIRE	417 ORISKANY STREET	NY UST	Lower	10, 0.002, NNE
I34	UTICA POLICE DEPARTM	417 ORISKANY ST	RCRA-CESQG, NY MANIFEST, PA MANIFEST	Lower	10, 0.002, NNE
G35	UTICA POLICE FLEET M	425 ORISKANY STREET	NY Spills	Lower	10, 0.002, NNE
J36	H.J. BRANDELES CORPO	300 LAFAYETTE STREET	NY UST, NY HIST UST	Higher	21, 0.004, ESE
B37		400 WASHINGTON ST	EDR Hist Auto	Lower	29, 0.005, East
H38	COOKING OIL	COLUMBIA AND BROADWA	NY Spills	Higher	34, 0.006, SE
C39		316 LA FAYETTE	EDR Hist Auto	Higher	35, 0.007, East

Remove Watermark Wondershare PDFelement

MAPPED SITES SUMMARY

Target Property Address:
PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
C40		316 LAFAYETTE ST	EDR Hist Auto	Higher	35, 0.007, East
H41	WHITESBORO STREET	WHITESBORO ST	NY Spills	Higher	74, 0.014, SE
I42	SPORTS EQUIPMENT SPE	400 ORISKANY STREET	NY Spills	Lower	79, 0.015, NNE
G43	ROCK'S TIRE	417 ORISKANY BLVD WE	NY Spills	Lower	83, 0.016, NNW
B44	BROADWAY /LIBERTY	LIBERTY & BROADWAY	NY Spills	Lower	101, 0.019, ENE
K45	EMPIRE BATH & KITCHE	600 STATE STREET	NY UST, NY HIST UST	Higher	101, 0.019, West
K46	EMPIRE BATH+KITCHEN	600 STATE STREET	NY Spills	Higher	101, 0.019, West
I47	UTICA POLICE STATION	413 ORISKANY STREET	NY UST, NY HIST UST	Lower	103, 0.020, ENE
I48	UTICA POLICE STATION	413 ORISKANY ST WEST	NY Spills	Lower	103, 0.020, ENE
F49	BEACON BODY SHOP	535 ORISKANY ST W	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	104, 0.020, NW
F50		535 ORISKANY ST W	EDR Hist Auto	Higher	104, 0.020, NW
F51	PARK OUTDOOR ADVERTI	543 ORISKANY STREET	NY LTANKS, NY UST, NY HIST UST	Higher	109, 0.021, NW
J52	NEW UTICA MUTUAL BUI	201 LAFAYETTE ST	NY LTANKS	Higher	109, 0.021, ESE
53	BRODOCK PRESS INC	714 STATE ST	RCRA-SQG, NY MANIFEST	Higher	110, 0.021, WSW
F54	NYSDOT	545 ORISKANY BLVD	NY MANIFEST	Higher	111, 0.021, NW
B55	DAPPER DAN INC	228 LIBERTY ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	119, 0.023, ENE
L56	NI-MO	YORK ST	NY Spills	Higher	159, 0.030, SW
L57	UTICA DPW	YORK ST.	NY Spills	Higher	159, 0.030, SW
L58	MOHAWK VALLEY PSYCH	YORK STREET	NY Spills	Higher	159, 0.030, SW
L59	UTICA CITY HALL	1 KENNEDY PLAZA	NY LTANKS, NY Spills	Higher	171, 0.032, SW
L60	UTICA CITY DEMOLITIO	1 KENNEDY PLAZA	NY SWF/LF	Higher	171, 0.032, SW
L61	BUCKLEY POOL	CULVER AVENUE	NY CBS, NY CBS AST	Higher	171, 0.032, SW
L62	ADDISON-MILLER POOL	YORK STREET	NY CBS, NY CBS AST, NY Spills	Higher	171, 0.032, SW
L63	ONEIDA COUNTY COURT	ONEIDA COUNTY COURT	NY Spills	Higher	171, 0.032, SW
L64	ESTHER FITZGERALD PO	NORTHERN ROAD	NY CBS, NY CBS AST	Higher	171, 0.032, SW
M65	LENA GOLDBAS PROPERT	WHITESBORO STREET	US BROWNFIELDS, FINDS, ECHO	Higher	186, 0.035, WNW
L66	UTICA(C) CITY HALL	1 KENNEDY PLAZA	NY AST	Higher	205, 0.039, SW
67	NY SUSQUEHANNA&WESTE	NEAR RR YARD ORISK S	NY LTANKS	Higher	212, 0.040, NW
N68	HOTEL UTICA	102 LAFAYETTE STREET	NY UST	Higher	214, 0.041, ESE
N69	HOTEL UTICA	102 LAFAYETTE ST	NY Spills	Higher	214, 0.041, ESE
K70	NYS DOT	ROUTE 5	NY UST	Higher	240, 0.045, West
K71	NYS DOT	ROUTE 5	NY AST	Higher	240, 0.045, West
L72	UTICA(C) CITY HALL	1 KENNEDY PLAZA	NY UST	Higher	248, 0.047, SW
L73	UTICA CITY OF - POLI	1 KENNEDY PLZ	RCRA NonGen / NLR, NY MANIFEST	Higher	248, 0.047, SW
74	OTB PARLOR	232 COLUMBIA STREET	NY Spills	Higher	251, 0.048, SE
O75	CENTRO BUS	WHITESBORO/POTTER ST	NY Spills	Lower	259, 0.049, NNW
P76	INDIUM CORP OF AMERI	609 FAY ST	SEMS-ARCHIVE	Higher	260, 0.049, West
P77	INDIUM CORP. OF AMER	609 FAY STREET	NY HSWDS	Higher	260, 0.049, West
O78	INSIGHT HOUSE	500 POTTER ST	NY LTANKS	Lower	267, 0.051, NNW

Remove Watermark Wondershare PDFelement

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M79		623 WHITESBORO ST	EDR Hist Auto	Higher	292, 0.055, WNW
M80	WHITESBORO FRAME & B	623 WHITESBORO ST	RCRA NonGen / NLR, NY MANIFEST	Higher	292, 0.055, WNW
Q81	HOTEL UTICA PARKING	129-137 ORISKANY BLV	NY Spills	Higher	306, 0.058, East
Q82	HOTEL UTICA PARKING	129-137 ORISKANY STR	NY UST, NY HIST UST	Higher	306, 0.058, East
R83		608 COLUMBIA ST	EDR Hist Auto	Higher	324, 0.061, WNW
R84	SURE STOP BRAKE SERV	608 COLUMBIA STREET	NY Spills	Higher	324, 0.061, WNW
S85	WASHINGTON COURTS AP	400 WHITESBORO ST	NY Spills	Lower	357, 0.068, NNE
N86	LORETTO HOME	LAFAYETTE/SENECA ST	NY Spills	Higher	364, 0.069, ESE
S87	COSMO CENTER	456-468 WHITESBORO S	US BROWNFIELDS, FINDS, ECHO	Lower	406, 0.077, North
88	POTTER STREET SITE	470 WHITESBORO STREE	NY ERP	Lower	408, 0.077, North
S89	GOLDBAS APARTMENTS M	442 WHITESBORO ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	408, 0.077, NNE
P90	MERCURIO'S AUTOMOTIV	707 FAY STREET	NY AST	Higher	410, 0.078, West
P91	UNKNOWN PROPERTY	707 FAY ST	NY Spills	Higher	410, 0.078, West
Q92	SOIL	114 ORISKANY BLVD	NY Spills	Lower	417, 0.079, East
N93	78 LAFAYETTE AVE/N.J	78 LAFAYETTE AVENUE	NY Spills	Higher	418, 0.079, ESE
T94	SMITH PACKING CO., I	105-125 WASHINGTON S	NY LTANKS	Lower	448, 0.085, ENE
T95	SMITH PACKING CO INC	105-125 WASHINGTON S	NY UST, NY HIST UST	Lower	448, 0.085, ENE
T96	WARNER TRUCK	105 WASHINGTON ST.	NY Spills	Lower	448, 0.085, ENE
97	SPELLMAN RESIDENCE	635 WHITESBORO ST	NY Spills	Higher	462, 0.087, WNW
U98	DENNYS PARKING LOT	180 GENESEE STREET	NY Spills	Higher	470, 0.089, ESE
V99	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY UST	Lower	509, 0.096, NE
V100	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY HIST UST, NY HIST AST	Lower	509, 0.096, NE
V101	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY LTANKS, NY CBS	Lower	509, 0.096, NE
V102	ASSOCIATED TEXTILE R	111 CHARLES ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	509, 0.096, NE
V103	TARTAN TEXTILE SERVI	111 CHARLES STREET	NY AST, NY CBS AST	Lower	509, 0.096, NE
U104	NIMO	GENESEE & COLUMBIA	NY Spills	Higher	525, 0.099, SE
105	ASSOCIATE PROPERTIES	703 ORISKANY BLVD	NY UST, NY HIST UST	Lower	529, 0.100, NW
W106	MATTHEW CARTON ESTAT	183 GENESEE ST	NY LTANKS	Higher	536, 0.102, SSE
X107	NICE-N-EASY	501 COURT ST	NY Spills	Higher	537, 0.102, SW
X108	NICE N EASY SHOPPE #	501 COURT STREET	NY Spills	Higher	537, 0.102, SW
X109	NICE & EASY #8	501 COURT ST	NY Spills, RCRA NonGen / NLR, NY MANIFEST	Higher	537, 0.102, SW
X110	NICE N EASY STORE #0	501 COURT STREET	NY Spills	Higher	537, 0.102, SW
X111	NICE N EASY GROCERY	501 COURT STREET	NY UST, NY HIST UST	Higher	537, 0.102, SW
X112	NICE N EASY GROCERY	501 COURT ST	NY Spills	Higher	537, 0.102, SW
U113	CITY CENTER	181 GENESEE STREET	NY Spills	Higher	568, 0.108, SE
U114	BANKERS TRUST BUILDI	185 GENESEE STREET	NY UST, NY HIST UST	Higher	568, 0.108, SE
U115	F.W. WOOLWORTH CO.	177 GENESEE STREET	NY UST, NY HIST UST	Higher	575, 0.109, ESE
Y116	HUNTER HOUSE	4 LAFAYETTE ST	NY Spills	Higher	580, 0.110, ESE
Y117	BALL'S CARD SHOP	2 LAFAYETTE ST	NY Spills	Higher	584, 0.111, ESE

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Y118	FRANKLIN SQUARE	54 FRANKLIN SQ	NY Spills	Higher	588, 0.111, ESE
U119	ONEIDA COUNTY OFFICE	ONEIDA CO OFFICE BLD	NY LTANKS	Higher	594, 0.112, SE
Z120		101 ORISKANY ST W	EDR Hist Auto	Higher	599, 0.113, East
Z121	ON ROADWAY	FRANKLIN SQUARE AND	NY Spills	Higher	602, 0.114, East
AA122	NYSDOT BIN 1008010	RTE 10 OVER W BR SAC	RCRA NonGen / NLR, NY MANIFEST, NJ MANIFEST	Higher	602, 0.114, SE
AA123	NYSDOT BIN 1008040	RTE 10 OVER PISECO L	RCRA NonGen / NLR, NY MANIFEST, NJ MANIFEST	Higher	602, 0.114, SE
AA124	NYSDOT BRIDGE BIN 70	ADIRONDACK RR OVER R	RCRA-LQG, NY MANIFEST	Higher	602, 0.114, SE
AA125	NYSDOT BRIDGE BIN 10	RTE 29 OVER CAROGA C	RCRA NonGen / NLR, NY MANIFEST	Higher	602, 0.114, SE
AA126	NYSDOT BRIDGE BIN 10	RTE 30 OVER SACANDAG	RCRA NonGen / NLR, NY MANIFEST	Higher	602, 0.114, SE
AA127	NYSDOT BIN 1021180	RTE 30 OVER DEWEY CR	RCRA NonGen / NLR, NY MANIFEST	Higher	602, 0.114, SE
AA128	NYSDOT BRIDGE BIN 10	RTE 162 OVER RTE 5 S	RCRA-CESQG, NY MANIFEST, NJ MANIFEST	Higher	602, 0.114, SE
W129	THE ARC OF ONEIDA	243 & 245 GENESEE ST	NY UST, NY HIST UST	Higher	606, 0.115, SSE
U130	RITE AID	167 GENESEE ST	NY Spills	Higher	607, 0.115, ESE
W131	ARC OF ONEIDA-LEWIS	243-245 GENESEE STRE	NY Spills	Higher	608, 0.115, SSE
X132	STEWARTS SHOP #222	425 COURT ST	NY UST	Higher	611, 0.116, SW
X133	FORMER GAS STATION	425 COURT ST	NY Spills	Higher	611, 0.116, SW
AA134	BIANCHI TRIFAN CORP.	207 GENESEE ST.	NY Spills	Higher	623, 0.118, SE
AA135	NATIONAL GRID	207 GENESSE ST	NY Spills	Higher	623, 0.118, SE
AA136	NYS OFFICE OF GENERA	207 GENESEE ST	RCRA NonGen / NLR, NY MANIFEST	Higher	623, 0.118, SE
137	INSIGHT HOUSE	500 POTTER AVENUE	NY UST	Lower	626, 0.119, North
T138	SMITH PACKAGING CO.	WASHINGTON ST	NY Spills	Lower	640, 0.121, ENE
AB139	AUTO CLUB OF UTICA	409 COURT ST	NY LTANKS	Higher	642, 0.122, SW
AB140		409 COURT ST	EDR Hist Auto	Higher	642, 0.122, SW
141	ST. JOSEPH & ST. PAT	702 COLUMBIA STREET	NY UST, NY HIST UST	Higher	685, 0.130, WNW
AC142	H K HINELINE CO INC	136 HOTEL ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Lower	711, 0.135, East
143	E J KUPIEC	OLD RTE 12	RCRA NonGen / NLR	Higher	721, 0.137, WNW
AD144	13 ELIZABETH STREET	13 ELIZABETH STREET	NY LTANKS, NY ERP	Higher	728, 0.138, SE
AD145	GRACE CHURCH	6 ELIZABETH STREET	NY UST	Higher	745, 0.141, SE
AE146	FORT SCHUYLER CLUB	254 GENESEE STREET	NY LTANKS, NY UST, NY HIST UST	Higher	748, 0.142, South
147	WASHINGTON COURTS AP	200 WHITESBORO STREE	US BROWNFIELDS, RCRA NonGen / NLR, FINDS, NY...	Lower	753, 0.143, ENE
AF148	108 SENECA ST.	108 SENECA ST.	US BROWNFIELDS	Lower	763, 0.145, ENE
AC149	FISHER AUTO PARTS WH	130 HOTEL STREET	NY UST, NY HIST UST	Lower	792, 0.150, East
AF150	UTICA ECONOMY GAS ST	109 WHITESBORO STREE	NY UST, NY HIST UST	Lower	876, 0.166, ENE
151	MAYRO BUILDING	239 GENESEE STREET	NY LTANKS, NY UST, NY HIST UST	Higher	880, 0.167, SSE
152	DINO'S	601 COURT STREET	NY LTANKS, NY UST, NY HIST UST	Higher	884, 0.167, WSW
153	TS AUTOBODY REPAIR &	630 VARICK ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	894, 0.169, West
154	NIAGARA MOHAWK A NAT	BLEECKER ST & CHARLO	RCRA NonGen / NLR, NY MANIFEST	Higher	907, 0.172, ESE
AE155	DIME SAVINGS BANK OF	262 GENESEE ST	NY LTANKS	Higher	921, 0.174, South
AE156	DIME SAVINGS BANK OF	262 GENESEE STREET	NY UST	Higher	921, 0.174, South

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157	WILLOW COMMONS	414 AIKEN ST	RCRA-LQG, NY MANIFEST	Higher	930, 0.176, SSW
158	NORTHLAND TECHNOLOGI	720 COLUMBIA STREET	NY UST, NY HIST UST	Higher	937, 0.177, WNW
AG159	BANK OF AMERICA	268 GENESEE STREET	NY UST	Higher	997, 0.189, SSW
AG160	FLEET BANK	268 GENESEE ST	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	997, 0.189, SSW
AG161	STANLEY THEATER	259 GENESEE ST	NY LTANKS	Higher	1012, 0.192, South
AG162	STANLEY PERFORMING A	259 GENESEE ST	RCRA NonGen / NLR, FINDS, ECHO	Higher	1012, 0.192, South
AH163	COMMERCIAL TRAVELERS	70 GENESEE STREET	NY UST, NY HIST UST	Lower	1091, 0.207, East
AH164	COMMERCIAL TRAVELERS	70 GENESSEE STREET	NY LTANKS	Lower	1091, 0.207, East
AI165	P J GREEN ADVERTISIN	100 WHITESBORO ST	RCRA-SQG, NY Spills, FINDS, NY MANIFEST, ECHO	Lower	1159, 0.220, ENE
166	UTICA MVA	SUNSET AVE/VARICK ST	NY LTANKS	Higher	1199, 0.227, West
AJ167	FORMER UTICA FIRE ST	235-243 ELIZABETH ST	NY LTANKS	Higher	1244, 0.236, ESE
AI168	26-28 WHITESBORO STR	26-28 WHITESBORO STR	NY ERP, NY Spills	Lower	1253, 0.237, ENE
AI169	HORROCKS IBBOTSON CO	20-22 WHITESBORO STR	NY MANIFEST	Lower	1261, 0.239, ENE
AK170	SUNY INSTITUTE OF TE	72731 COURT STREET	NY UST	Higher	1271, 0.241, WSW
AL171	NATIONAL AUTO STORES	217 ORISKANY ST E	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1272, 0.241, ESE
172	CITY OF UTICA PARKIN	265 GENESEE STREET	NY UST, NY HIST UST	Higher	1273, 0.241, SSW
173	UTICA CITY OF - HART	1102 HART ST	RCRA-SQG, NY MANIFEST	Higher	1274, 0.241, WSW
AJ174	FEMIA'S TEST & TUNE	230 ELIZABETH STREET	NY LTANKS, NY UST, NY LIENS, NY Spills	Higher	1277, 0.242, SE
175	SLIWINSKI RESIDENCE	715 ROBERTS ST	NY LTANKS	Higher	1277, 0.242, WSW
AL176	UTICA OBSERVER DISPA	221-23 ORISKANY PLAC	NY LTANKS	Higher	1280, 0.242, ESE
AL177	UTICA OBSERVER-DISPA	221 ORISKANY STREET	NY UST, NY HIST UST	Higher	1280, 0.242, ESE
AL178	THE OBSERVER DISPATC	221 ORISKANY PLZ	RCRA NonGen / NLR, FINDS, NY MANIFEST, ECHO	Higher	1280, 0.242, ESE
AK179	GLOBE MILLS JOINT VE	721 COURT ST	NY LTANKS	Higher	1300, 0.246, West
AK180	GLOBE MILL JOINT VEN	721 COURT STREET	NY UST, NY HIST UST	Higher	1300, 0.246, West
AH181	FEDERAL BLDG P.L.	NORTH GENESEE ST ART	NY LTANKS	Lower	1302, 0.247, East
AM182	NY TELEPHONE	280 GENESEE ST NY TE	NY LTANKS	Higher	1311, 0.248, SSW
AM183	NYNEX	280 GENESEE ST	RCRA-CESQG, NY LTANKS, NY TANKS, NY HIST UST, NY...	Higher	1311, 0.248, SSW
AN184	ONEIDA CO. OFFICE BL	800 PARK AVE	NY LTANKS	Higher	1547, 0.293, SE
AN185	ONEIDA COUNTY COURT	800 PARK AVENUE	NY LTANKS	Higher	1547, 0.293, SE
186	NATIONAL BLDG.RESTOR	513-517 JOHN ST	NY LTANKS	Higher	1558, 0.295, ESE
187	BEAUNIT CORP /UTICA	120 BROAD ST	SEMS-ARCHIVE	Lower	1578, 0.299, East
AO188	RALPH COMITO	JOHN & ELIZABETH ST	NY LTANKS	Higher	1589, 0.301, ESE
AO189	ACADEMY SQUARE HOUSI	303-305 ELIZABETH ST	NY LTANKS	Higher	1670, 0.316, ESE
190	NIAGARA MOHAWK /HARB	WASHINGTON ST	SEMS	Lower	1697, 0.321, NE
AP191	ARCO-UTICA	302 GENESEE ST	NY LTANKS, NY Spills	Higher	1736, 0.329, SSW
192	PALMER RESIDENCE	912 HAAK AVE	NY LTANKS	Lower	1775, 0.336, NW
193	CONMED CORPORATION	310 BROAD STREET	NY LTANKS, NY UST, NY HIST UST, NY Spills	Lower	1819, 0.345, East
194	1000 COLUMBIA STREET	1000 COLUMBIA STREET	NY ERP, NY Spills	Higher	1862, 0.353, WNW
195	LINDSAY'S AUTO	1003 ERIE STREET	NY LTANKS, NY Spills	Higher	1866, 0.353, WNW

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AP196	UTICA PUBLIC LIBRARY	PARK AVENUE	NY LTANKS	Higher	1874, 0.355, SSW
197	NYS & W RAILWAY	300 WATER ST	NY SWRCY, RCRA NonGen / NLR, NY MANIFEST	Lower	2089, 0.396, East
198	NATIONAL GRID-HARBOR	41 WASHINGTON STREET	NY LTANKS, NY CBS, NY Spills	Lower	2122, 0.402, NE
AQ199	HURD SHOES	101 FIRST ST	NY LTANKS	Lower	2176, 0.412, East
200	UTICA CITY SCHOOL DI	400 ELIZABETH STREET	NY LTANKS, NY UST, NY Spills	Higher	2186, 0.414, ESE
201	FORMER GAS STATION	1103-1109 STEUBEN ST	NY LTANKS, NY UST, NY HIST UST	Higher	2199, 0.416, South
202	MONARCH CHEMICALS	37 MEADOW ST	SEMS, NY SHWS, NY VAPOR REOPENED, NY LTANKS, NY...	Lower	2211, 0.419, ENE
AQ203	TOP TILE	401 BROAD ST	NY LTANKS	Lower	2222, 0.421, East
204	KUNKEL AMBULANCE SER	410 CATHERINE STREET	NY LTANKS, NY UST, NY HIST UST	Lower	2222, 0.421, ESE
AQ205	LERFER UTICA CORP.	414 MAIN ST	NY LTANKS	Lower	2235, 0.423, East
AQ206	DOYLE PROPERTY	422 MAIN ST	NY LTANKS	Lower	2272, 0.430, East
207	DEGIRONIMO STATION	277-279 SOUTH STREET	NY LTANKS	Higher	2387, 0.452, SSE
AR208	FORT MILLER SERVICE	416 BROAD ST	NY LTANKS, NY SPDES	Lower	2431, 0.460, East
AR209	421 BROAD STREET LLC	421 BROAD ST	RCRA-SQG, NY ERP, FINDS, NY MANIFEST, ECHO	Lower	2469, 0.468, East
AR210	FIRSCHING KNITTING	421-423 BROAD STREET	US BROWNFIELDS, FINDS, ECHO	Lower	2469, 0.468, East
AR211	BROAD STREET SITE	421-423 BROAD STREET	SEMS-ARCHIVE	Lower	2469, 0.468, East
AS212	NI-MO/HARBOR PT. CRE	WASHINGTON ST	NY LTANKS	Lower	2498, 0.473, NE
AS213	MOHAWK VALLEY OIL IN	WASHINGTON STREET	EDR MGP	Lower	2501, 0.474, NE
AS214	MOHAWK VALLEY OIL IN	WASHINGTON STREET	SEMS, NY SHWS, NY VAPOR REOPENED, NY Spills	Lower	2533, 0.480, NE
215	EMPIRE RECYCLING/UNI	NORTH GENESSEE AND R	NY SHWS	Lower	2793, 0.529, ENE
216	WESTINGHOUSE TRANSFO	OFF OF GENESEE STREE	NY SHWS	Lower	3219, 0.610, ENE
217	UTICA HARBOR		NY DEL SHWS	Lower	3353, 0.635, NE
218	NIMO - HARBOR POINT	WASHINGTON STREET	EDR MGP	Lower	3528, 0.668, NNE
219	BOSSERT MANUFACTURIN	1002 OSWEGO STREET	NY SHWS, NY LTANKS, NY UST, NY ENG CONTROLS, NY...	Higher	4537, 0.859, WSW
AT220	UNIVERSAL WASTE, INC	WURZ AVENUE	NY SHWS	Lower	4850, 0.919, East
AT221	UTICA ALLOYS, INC.	LELAND & WURZ AVENUE	NY SHWS	Lower	4850, 0.919, East
AT222	UTICA ALLOYS, INC.	LELAND & WURZ AVENUE	NY VAPOR REOPENED, NY Spills	Lower	4850, 0.919, East
223	PRIMOSHIELD, INC.	1212 SAINT VINCENT S	NY SHWS, NY VAPOR REOPENED, NY ENG CONTROLS, NY...	Higher	4899, 0.928, SSE

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EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land
NY HIST LTANKS ---------- Listing of Leaking Storage Tanks

State and tribal registered storage tank lists

FEMA UST ---------- Underground Storage Tank Listing

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EXECUTIVE SUMMARY

NY CBS UST ..... Chemical Bulk Storage Database
NY MOSF UST ..... Major Oil Storage Facilities Database
NY MOSF ..... Major Oil Storage Facility Site Listing
NY MOSF AST ..... Major Oil Storage Facilities Database
INDIAN UST ..... Underground Storage Tanks on Indian Land

State and tribal institutional control / engineering control registries

NY RES DECL ..... Restrictive Declarations Listing

State and tribal voluntary cleanup sites

NY VCP ..... Voluntary Cleanup Agreements
INDIAN VCP ..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

NY BROWNFIELDS ..... Brownfields Site List

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

NY SWTIRE ..... Registered Waste Tire Storage & Facility List
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ..... Delisted National Clandestine Laboratory Register
US CDL ..... National Clandestine Laboratory Register

Local Land Records

LIENS 2 ..... CERCLA Lien Information

Records of Emergency Release Reports

HMIRS ..... Hazardous Materials Information Reporting System
NY Hist Spills ..... SPILLS Database
NY SPILLS 90 ..... SPILLS 90 data from FirstSearch
NY SPILLS 80 ..... SPILLS 80 data from FirstSearch

Other Ascertainable Records

FUDS ..... Formerly Used Defense Sites
DOD ..... Department of Defense Sites
SCRD DRYCLEANERS ..... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ..... Financial Assurance Information
EPA WATCH LIST ..... EPA WATCH LIST
2020 COR ACTION ..... 2020 Corrective Action Program List
TSCA ..... Toxic Substances Control Act
TRIS ..... Toxic Chemical Release Inventory System

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EXECUTIVE SUMMARY

SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US MINES	Mines Master Index File
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
NY AIRS	Air Emissions Data
NY COAL ASH	Coal Ash Disposal Site Listing
NY DRYCLEANERS	Registered Drycleaners
NY E DESIGNATION	E DESIGNATION SITE LISTING
NY Financial Assurance	Financial Assurance Information Listing
NY UIC	Underground Injection Control Wells
FUELS PROGRAM	EPA Fuels Program Registered Listing

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

NY RGA HWS	Recovered Government Archive State Hazardous Waste Facilities List
NY RGA LF	Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

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EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS list

SEMS: SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the SEMS list, as provided by EDR, and dated 03/07/2016 has revealed that there are 3 SEMS sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK /HARB	WASHINGTON ST	NE 1/4 - 1/2 (0.321 mi.)	190	611
MONARCH CHEMICALS	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
MOHAWK VALLEY OIL IN	***WASHINGTON STREET***	***NE 1/4 - 1/2 (0.480 mi.)***	***AS214***	***748***

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 03/07/2016 has revealed that there are 3 SEMS-ARCHIVE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
INDIUM CORP OF AMERI	609 FAY ST	W 0 - 1/8 (0.049 mi.)	P76	236

Lower Elevation	Address	Direction / Distance	Map ID	Page
BEAUNIT CORP /UTICA	120 BROAD ST	E 1/4 - 1/2 (0.299 mi.)	187	608
BROAD STREET SITE	421-423 BROAD STREET	E 1/4 - 1/2 (0.468 mi.)	AR211	746

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EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/09/2015 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NYSDOT BRIDGE BIN 70	*ADIRONDACK RR OVER R*	*SE 0 - 1/8 (0.114 mi.)*	*AA124*	*373*
WILLOW COMMONS	*414 AIKEN ST*	*SSW 1/8 - 1/4 (0.176 mi.)*	*157*	*478*

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/09/2015 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BRODOCK PRESS INC	*714 STATE ST*	*WSW 0 - 1/8 (0.021 mi.)*	*53*	*158*
UTICA CITY OF - HART	*1102 HART ST*	*WSW 1/8 - 1/4 (0.241 mi.)*	*173*	*534*

Lower Elevation	Address	Direction / Distance	Map ID	Page
P J GREEN ADVERTISIN	*100 WHITESBORO ST*	*ENE 1/8 - 1/4 (0.220 mi.)*	*AI165*	*498*

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 12/09/2015 has revealed that there are 7 RCRA-CESQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
METZLER PRINTING	*317 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*C8*	*24*
FISHER AUTO PARTS	*327 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*A10*	*34*
BEACON BODY	*401 STATE ST*	*0 - 1/8 (0.000 mi.)*	*F18*	*57*
U A P ENGINE REBUILD	*446 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*E24*	*72*
NYSDOT BRIDGE BIN 10	*RTE 162 OVER RTE 5 S*	*SE 0 - 1/8 (0.114 mi.)*	*AA128*	*385*
NYNEX	*280 GENESEE ST*	*SSW 1/8 - 1/4 (0.248 mi.)*	*AM183*	*587*

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA POLICE DEPARTM	*417 ORISKANY ST*	*NNE 0 - 1/8 (0.002 mi.)*	*I34*	*115*

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EXECUTIVE SUMMARY

State- and tribal - equivalent CERCLIS

NY SHWS: The State Hazardous Waste Sites records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. The data come from the Department of Environmental Conservation's Inactive Hazardous waste Disposal Sites in New York State.

A review of the NY SHWS list, as provided by EDR, and dated 05/17/2016 has revealed that there are 8 NY SHWS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BOSSERT MANUFACTURIN	***1002 OSWEGO STREET***	***WSW 1/2 - 1 (0.859 mi.)***	***219***	***759***
Site Code: 58560				
PRIMOSHIELD, INC.	***1212 SAINT VINCENT S***	***SSE 1/2 - 1 (0.928 mi.)***	***223***	***784***
Site Code: 56258				
Class Code: Site is properly closed - requires continued management.				

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
Site Code: 56260				
Class Code: Significant threat to the public health or environment - action required.				
MOHAWK VALLEY OIL IN	***WASHINGTON STREET***	***NE 1/4 - 1/2 (0.480 mi.)***	***AS214***	***748***
Site Code: 56262				
Class Code: Significant threat to the public health or environment - action required.				
EMPIRE RECYCLING/UNI	NORTH GENESSEE AND R	ENE 1/2 - 1 (0.529 mi.)	215	754
Site Code: 56249				
WESTINGHOUSE TRANSFO	OFF OF GENESEE STREE	ENE 1/2 - 1 (0.610 mi.)	216	755
Site Code: 56248				
UNIVERSAL WASTE, INC	WURZ AVENUE	E 1/2 - 1 (0.919 mi.)	AT220	777
Site Code: 58303				
Class Code: Significant threat to the public health or environment - action required.				
UTICA ALLOYS, INC.	LELAND & WURZ AVENUE	E 1/2 - 1 (0.919 mi.)	AT221	780
Site Code: 58745				
Class Code: Significant threat to the public health or environment - action required.				

NY VAPOR REOPENED: "Vapor intrusion" refers to the process by which volatile chemicals move from a subsurface source into the indoor air of overlying or adjacent buildings. The subsurface source can either be contaminated groundwater or contaminated soil which releases vapors into the pore spaces in the soil. Improvements in analytical techniques and knowledge gained from site investigations in New York and other states has led to an increased awareness of soil vapor as a medium of concern and of the potential for exposures from the soil vapor intrusion pathway. Based on this additional information, New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

A review of the NY VAPOR REOPENED list, as provided by EDR, and dated 08/01/2015 has revealed that there are 4 NY VAPOR REOPENED sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRIMOSHIELD, INC.	***1212 SAINT VINCENT S***	***SSE 1/2 - 1 (0.928 mi.)***	***223***	***784***

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Facility Status: Complete
Site Code: 633027

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS Facility Status: Complete Site Code: 633030	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
MOHAWK VALLEY OIL IN Facility Status: Complete Site Code: 633032	***WASHINGTON STREET***	***NE 1/4 - 1/2 (0.480 mi.)***	***AS214***	***748***
UTICA ALLOYS, INC. Facility Status: Underway Site Code: 633047	***LELAND & WURZ AVENUE***	***E 1/2 - 1 (0.919 mi.)***	***AT222***	***783***

State and tribal landfill and/or solid waste disposal site lists

NY SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the list.

A review of the NY SWF/LF list, as provided by EDR, and dated 04/06/2016 has revealed that there is 1 NY SWF/LF site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UTICA CITY DEMOLITIO	1 KENNEDY PLAZA	SW 0 - 1/8 (0.032 mi.)	L60	202

State and tribal leaking storage tank lists

NY LTANKS: Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills

A review of the NY LTANKS list, as provided by EDR, and dated 05/17/2016 has revealed that there are 51 NY LTANKS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
B & G DIVERSIFIED, I Spill Number/Closed Date: 9303962 / Not Reported Site ID: 158019 Program Number: 9303962	401 STATE STREET	0 - 1/8 (0.000 mi.)	F19	60
PARK OUTDOOR ADVERTI Spill Number/Closed Date: 0010758 / 2003-01-10 Site ID: 175223 Program Number: 0010758	***543 ORISKANY STREET***	***NW 0 - 1/8 (0.021 mi.)***	***F51***	***152***
NEW UTICA MUTUAL BUI Spill Number/Closed Date: 0403235 / 2004-12-20 Site ID: 251167	201 LAFAYETTE ST	ESE 0 - 1/8 (0.021 mi.)	J52	156

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EXECUTIVE SUMMARY

Program Number: 0403235

UTICA CITY HALL	***1 KENNEDY PLAZA***	***SW 0 - 1/8 (0.032 mi.)***	***L59***	***199***
Spill Number/Closed Date: 8909525 / 1991-01-18				
Site ID: 131638				
Program Number: 8909525				
NY SUSQUEHANNA&WESTE	NEAR RR YARD ORISK S	NW 0 - 1/8 (0.040 mi.)	67	218
Spill Number/Closed Date: 9001384 / 1991-05-23				
Site ID: 325123				
Program Number: 9001384				
MATTHEW CARTON ESTAT	183 GENESEE ST	SSE 0 - 1/8 (0.102 mi.)	W106	327
Spill Number/Closed Date: 8805600 / 1990-11-14				
Site ID: 184402				
Program Number: 8805600				
ONEIDA COUNTY OFFICE	ONEIDA CO OFFICE BLD	SE 0 - 1/8 (0.112 mi.)	U119	359
Spill Number/Closed Date: 8901482 / 1989-11-04				
Spill Number/Closed Date: 8901483 / 1994-02-15				
Site ID: 273767				
Site ID: 273768				
Program Number: 8901482				
Program Number: 8901483				
AUTO CLUB OF UTICA	409 COURT ST	SW 0 - 1/8 (0.122 mi.)	AB139	413
Spill Number/Closed Date: 9003071 / 1990-08-20				
Site ID: 258996				
Program Number: 9003071				
13 ELIZABETH STREET	***13 ELIZABETH STREET***	***SE 1/8 - 1/4 (0.138 mi.)***	***AD144***	***425***
Spill Number/Closed Date: 9701782 / 1999-11-24				
Site ID: 104507				
Program Number: 9701782				
FORT SCHUYLER CLUB	***254 GENESEE STREET***	***S 1/8 - 1/4 (0.142 mi.)***	***AE146***	***429***
Spill Number/Closed Date: 8907011 / 2003-04-15				
Site ID: 326111				
Program Number: 8907011				
MAYRO BUILDING	***239 GENESEE STREET***	***SSE 1/8 - 1/4 (0.167 mi.)***	***151***	***456***
Spill Number/Closed Date: 9504204 / 2000-08-09				
Site ID: 239922				
Program Number: 9504204				
DINO'S	***601 COURT STREET***	***WSW 1/8 - 1/4 (0.167 mi.)***	***152***	***460***
Spill Number/Closed Date: 8702791 / 1997-05-28				
Site ID: 128879				
Program Number: 8702791				
DIME SAVINGS BANK OF	262 GENESEE ST	S 1/8 - 1/4 (0.174 mi.)	AE155	475
Spill Number/Closed Date: 9204369 / 1994-01-11				
Site ID: 265780				
Program Number: 9204369				
STANLEY THEATER	259 GENESEE ST	S 1/8 - 1/4 (0.192 mi.)	AG161	491
Spill Number/Closed Date: 8604989 / 1987-06-04				
Site ID: 223317				
Program Number: 8604989				
UTICA MVA	SUNSET AVE/VARICK ST	W 1/8 - 1/4 (0.227 mi.)	166	514
Spill Number/Closed Date: 0001425 / 2000-05-04				
Site ID: 166928				

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Program Number: 0001425

FORMER UTICA FIRE ST 235-243 ELIZABETH ST ESE 1/8 - 1/4 (0.236 mi.) AJ167 515
Spill Number/Closed Date: 9613963 / 1999-12-28
Site ID: 264230
Program Number: 9613963

FEMIA'S TEST & TUNE 230 ELIZABETH STREET SE 1/8 - 1/4 (0.242 mi.) AJ174 537
Spill Number/Closed Date: 8705194 / 1987-09-23
Site ID: 278610
Program Number: 8705194

SLIWINSKI RESIDENCE 715 ROBERTS ST WSW 1/8 - 1/4 (0.242 mi.) 175 553
Spill Number/Closed Date: 0307646 / 2003-10-20
Site ID: 182874
Program Number: 0307646

UTICA OBSERVER DISPA 221-23 ORISKANY PLAC ESE 1/8 - 1/4 (0.242 mi.) AL176 554
Spill Number/Closed Date: 0410226 / 2004-12-21
Site ID: 335144
Program Number: 0410226

GLOBE MILLS JOINT VE 721 COURT ST W 1/8 - 1/4 (0.246 mi.) AK179 580
Spill Number/Closed Date: 0050015 / 2000-12-21
Site ID: 62474
Program Number: 0050015

NY TELEPHONE 280 GENESEE ST NY TE SSW 1/8 - 1/4 (0.248 mi.) AM182 586
Spill Number/Closed Date: 8904476 / 1989-08-04
Site ID: 177005
Program Number: 8904476

NYNEX 280 GENESEE ST SSW 1/8 - 1/4 (0.248 mi.) AM183 587
ONEIDA CO. OFFICE BL 800 PARK AVE SE 1/4 - 1/2 (0.293 mi.) AN184 604
Spill Number/Closed Date: 8804435 / 1989-01-25
Site ID: 242975
Program Number: 8804435

ONEIDA COUNTY COURT 800 PARK AVENUE SE 1/4 - 1/2 (0.293 mi.) AN185 606
Spill Number/Closed Date: 9710027 / 2005-07-14
Site ID: 229850
Program Number: 9710027

NATIONAL BLDG.RESTOR 513-517 JOHN ST ESE 1/4 - 1/2 (0.295 mi.) 186 607
Spill Number/Closed Date: 9004029 / 1991-01-11
Site ID: 98218
Program Number: 9004029

RALPH COMITO JOHN & ELIZABETH ST ESE 1/4 - 1/2 (0.301 mi.) AO188 609
Spill Number/Closed Date: 8604847 / 1995-12-18
Site ID: 138633
Program Number: 8604847

ACADEMY SQUARE HOUSI 303-305 ELIZABETH ST ESE 1/4 - 1/2 (0.316 mi.) AO189 610
Spill Number/Closed Date: 9103312 / 1996-05-17
Site ID: 101531
Program Number: 9103312

ARCO-UTICA 302 GENESEE ST SSW 1/4 - 1/2 (0.329 mi.) AP191 613
Spill Number/Closed Date: 8601706 / 1988-02-22
Spill Number/Closed Date: 8806843 / 1992-05-04
Site ID: 91048
Site ID: 91049

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Program Number: 8601706
Program Number: 8806843

LINDSAY'S AUTO	***1003 ERIE STREET***	***WNW 1/4 - 1/2 (0.353 mi.)***	***195***	***627***
Spill Number/Closed Date: 0100414 / 2002-11-13				
Site ID: 176980				
Program Number: 0100414				
UTICA PUBLIC LIBRARY	PARK AVENUE	SSW 1/4 - 1/2 (0.355 mi.)	AP196	633
Spill Number/Closed Date: 0304489 / 2003-10-20				
Site ID: 180065				
Program Number: 0304489				
UTICA CITY SCHOOL DI	***400 ELIZABETH STREET***	***ESE 1/4 - 1/2 (0.414 mi.)***	***200***	***651***
Spill Number/Closed Date: 0602926 / 2007-12-03				
Site ID: 365516				
Program Number: 0602926				
FORMER GAS STATION	***1103-1109 STEUBEN ST***	***S 1/4 - 1/2 (0.416 mi.)***	***201***	***656***
Spill Number/Closed Date: 9712800 / 2000-11-13				
Site ID: 322146				
Program Number: 9712800				
DEGIRONIMO STATION	277-279 SOUTH STREET	SSE 1/4 - 1/2 (0.452 mi.)	207	724
Spill Number/Closed Date: 9705188 / Not Reported				
Site ID: 317579				
Program Number: 9705188				

Lower Elevation	Address	Direction / Distance	Map ID	Page
HESS STATION #32207	***525 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***G31***	***105***
Spill Number/Closed Date: 9811014 / 1999-06-01				
Site ID: 150907				
Program Number: 9811014				
UTICA (C) POLICE DEP	425 ORISKANY STREET	0 - 1/8 (0.001 mi.)	I32	111
Spill Number/Closed Date: 0606742 / 2007-01-29				
Site ID: 370131				
Program Number: 0606742				
INSIGHT HOUSE	500 POTTER ST	NNW 0 - 1/8 (0.051 mi.)	O78	238
Spill Number/Closed Date: 9305715 / 1994-09-13				
Site ID: 225328				
Program Number: 9305715				
SMITH PACKING CO., I	105-125 WASHINGTON S	ENE 0 - 1/8 (0.085 mi.)	T94	281
Spill Number/Closed Date: 8900894 / 1990-10-19				
Site ID: 307168				
Program Number: 8900894				
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V101***	***299***
Spill Number/Closed Date: 8803644 / 1996-03-19				
Site ID: 109800				
Program Number: 8803644				
COMMERCIAL TRAVELERS	70 GENESSEE STREET	E 1/8 - 1/4 (0.207 mi.)	AH164	497
Spill Number/Closed Date: 9707139 / 1997-09-16				
Site ID: 166924				
Program Number: 9707139				
FEDERAL BLDG P.L.	NORTH GENESEE ST ART	E 1/8 - 1/4 (0.247 mi.)	AH181	585
Spill Number/Closed Date: 9503439 / 1999-05-20				

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EXECUTIVE SUMMARY

Site ID: 152434
Program Number: 9503439

PALMER RESIDENCE Spill Number/Closed Date: 0407335 / 2004-12-08 Site ID: 331750 Program Number: 0407335	912 HAAK AVE	NW 1/4 - 1/2 (0.336 mi.)	192	618
CONMED CORPORATION Spill Number/Closed Date: 9905019 / 1999-09-30 Site ID: 99985 Program Number: 9905019	***310 BROAD STREET***	***E 1/4 - 1/2 (0.345 mi.)***	***193***	***619***
NATIONAL GRID-HARBOR Spill Number/Closed Date: 9303817 / 1993-07-01 Site ID: 255438 Program Number: 9303817	***41 WASHINGTON STREET***	***NE 1/4 - 1/2 (0.402 mi.)***	***198***	***643***
HURD SHOES Spill Number/Closed Date: 8606541 / 1987-01-28 Site ID: 292849 Program Number: 8606541	101 FIRST ST	E 1/4 - 1/2 (0.412 mi.)	AQ199	650
MONARCH CHEMICALS Spill Number/Closed Date: 8402216 / 1984-11-21 Site ID: 165537 Program Number: 8402216	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***
TOP TILE Spill Number/Closed Date: 0009386 / 2002-12-23 Site ID: 104553 Program Number: 0009386	401 BROAD ST	E 1/4 - 1/2 (0.421 mi.)	AQ203	712
KUNKEL AMBULANCE SER Spill Number/Closed Date: 9103156 / 2007-09-10 Site ID: 125729 Program Number: 9103156	***410 CATHERINE STREET***	***ESE 1/4 - 1/2 (0.421 mi.)***	***204***	***713***
LERFER UTICA CORP. Spill Number/Closed Date: 9105729 / 2000-10-02 Site ID: 83868 Program Number: 9105729	414 MAIN ST	E 1/4 - 1/2 (0.423 mi.)	AQ205	722
DOYLE PROPERTY Spill Number/Closed Date: 9105728 / 2002-01-08 Site ID: 203592 Program Number: 9105728	422 MAIN ST	E 1/4 - 1/2 (0.430 mi.)	AQ206	723
FORT MILLER SERVICE Spill Number/Closed Date: 9109522 / 1994-03-25 Site ID: 222168 Program Number: 9109522	***416 BROAD ST***	***E 1/4 - 1/2 (0.460 mi.)***	***AR208***	***734***
NI-MO/HARBOR PT. CRE Spill Number/Closed Date: 9714256 / 1998-06-04 Site ID: 207366 Program Number: 9714256	WASHINGTON ST	NE 1/4 - 1/2 (0.473 mi.)	AS212	747

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EXECUTIVE SUMMARY

State and tribal registered storage tank lists

NY UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database

A review of the NY UST list, as provided by EDR, has revealed that there are 39 NY UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE SALVATION ARMY	***400 LAFAYETTE STREET***	***0 - 1/8 (0.000 mi.)***	***A3***	***10***
Database: UST, Date of Government Version: 03/29/2016				
B&G DIVERSIFIED	***401 STATE STREET***	***0 - 1/8 (0.000 mi.)***	***F14***	***47***
Database: UST, Date of Government Version: 03/29/2016				
THE SALVATION ARMY	400 COLUMBIA STREET	0 - 1/8 (0.000 mi.)	D27	93
Database: UST, Date of Government Version: 03/29/2016				
H.J. BRANDELES CORPO	***300 LAFAYETTE STREET***	***ESE 0 - 1/8 (0.004 mi.)***	***J36***	***120***
Database: UST, Date of Government Version: 03/29/2016				
EMPIRE BATH & KITCHE	***600 STATE STREET***	***W 0 - 1/8 (0.019 mi.)***	***K45***	***130***
Database: UST, Date of Government Version: 03/29/2016				
PARK OUTDOOR ADVERTI	***543 ORISKANY STREET***	***NW 0 - 1/8 (0.021 mi.)***	***F51***	***152***
Database: UST, Date of Government Version: 03/29/2016				
HOTEL UTICA	102 LAFAYETTE STREET	ESE 0 - 1/8 (0.041 mi.)	N68	219
Database: UST, Date of Government Version: 03/29/2016				
NYS DOT	ROUTE 5	W 0 - 1/8 (0.045 mi.)	K70	223
Database: UST, Date of Government Version: 03/29/2016				
UTICA(C) CITY HALL	1 KENNEDY PLAZA	SW 0 - 1/8 (0.047 mi.)	L72	227
Database: UST, Date of Government Version: 03/29/2016				
HOTEL UTICA PARKING	***129-137 ORISKANY STR***	***E 0 - 1/8 (0.058 mi.)***	***Q82***	***249***
Database: UST, Date of Government Version: 03/29/2016				
NICE N EASY GROCERY	***501 COURT STREET***	***SW 0 - 1/8 (0.102 mi.)***	***X111***	***337***
Database: UST, Date of Government Version: 03/29/2016				
BANKERS TRUST BUILDI	***185 GENESEE STREET***	***SE 0 - 1/8 (0.108 mi.)***	***U114***	***348***
Database: UST, Date of Government Version: 03/29/2016				
F.W. WOOLWORTH CO.	***177 GENESEE STREET***	***ESE 0 - 1/8 (0.109 mi.)***	***U115***	***352***
Database: UST, Date of Government Version: 03/29/2016				
THE ARC OF ONEIDA	***243 & 245 GENESEE ST***	***SSE 0 - 1/8 (0.115 mi.)***	***W129***	***390***
Database: UST, Date of Government Version: 03/29/2016				
STEWARTS SHOP #222	425 COURT ST	SW 0 - 1/8 (0.116 mi.)	X132	396
Database: UST, Date of Government Version: 03/29/2016				
ST. JOSEPH & ST. PAT	***702 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.130 mi.)***	***141***	***414***
Database: UST, Date of Government Version: 03/29/2016				
GRACE CHURCH	6 ELIZABETH STREET	SE 1/8 - 1/4 (0.141 mi.)	AD145	426
Database: UST, Date of Government Version: 03/29/2016				
FORT SCHUYLER CLUB	***254 GENESEE STREET***	***S 1/8 - 1/4 (0.142 mi.)***	***AE146***	***429***
Database: UST, Date of Government Version: 03/29/2016				
MAYRO BUILDING	***239 GENESEE STREET***	***SSE 1/8 - 1/4 (0.167 mi.)***	***151***	***456***
Database: UST, Date of Government Version: 03/29/2016				
DINO'S	***601 COURT STREET***	***WSW 1/8 - 1/4 (0.167 mi.)***	***152***	***460***
Database: UST, Date of Government Version: 03/29/2016				

Remove Watermark Wondershare PDFelement

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DIME SAVINGS BANK OF Database: UST, Date of Government Version: 03/29/2016	262 GENESEE STREET	S 1/8 - 1/4 (0.174 mi.)	AE156	476
NORTHLAND TECHNOLOGI Database: UST, Date of Government Version: 03/29/2016	***720 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.177 mi.)***	***158***	***481***
BANK OF AMERICA Database: UST, Date of Government Version: 03/29/2016	268 GENESEE STREET	SSW 1/8 - 1/4 (0.189 mi.)	AG159	485
SUNY INSTITUTE OF TE Database: UST, Date of Government Version: 03/29/2016	72731 COURT STREET	WSW 1/8 - 1/4 (0.241 mi.)	AK170	519
CITY OF UTICA PARKIN Database: UST, Date of Government Version: 03/29/2016	***265 GENESEE STREET***	***SSW 1/8 - 1/4 (0.241 mi.)***	***172***	***531***
FEMIA'S TEST & TUNE Database: UST, Date of Government Version: 03/29/2016	***230 ELIZABETH STREET***	***SE 1/8 - 1/4 (0.242 mi.)***	***AJ174***	***537***
UTICA OBSERVER-DISPA Database: UST, Date of Government Version: 03/29/2016	***221 ORISKANY STREET***	***ESE 1/8 - 1/4 (0.242 mi.)***	***AL177***	***555***
GLOBE MILL JOINT VEN Database: UST, Date of Government Version: 03/29/2016	***721 COURT STREET***	***W 1/8 - 1/4 (0.246 mi.)***	***AK180***	***581***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EGGERS, CARYL & CORR Database: UST, Date of Government Version: 03/29/2016	***227 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***B5***	***15***
HESS STATION #32207 Database: UST, Date of Government Version: 03/29/2016	***525 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***G31***	***105***
ROCK'S TIRE Database: UST, Date of Government Version: 03/29/2016	417 ORISKANY STREET	NNE 0 - 1/8 (0.002 mi.)	I33	112
UTICA POLICE STATION Database: UST, Date of Government Version: 03/29/2016	***413 ORISKANY STREET***	***ENE 0 - 1/8 (0.020 mi.)***	***I47***	***136***
SMITH PACKING CO INC Database: UST, Date of Government Version: 03/29/2016	***105-125 WASHINGTON S***	***ENE 0 - 1/8 (0.085 mi.)***	***T95***	***282***
TARTAN TEXTILE SERVI Database: UST, Date of Government Version: 03/29/2016	111 CHARLES STREET	NE 0 - 1/8 (0.096 mi.)	V99	292
ASSOCIATE PROPERTIES Database: UST, Date of Government Version: 03/29/2016	***703 ORISKANY BLVD***	***NW 0 - 1/8 (0.100 mi.)***	***105***	***316***
INSIGHT HOUSE Database: UST, Date of Government Version: 03/29/2016	500 POTTER AVENUE	N 0 - 1/8 (0.119 mi.)	137	410
FISHER AUTO PARTS WH Database: UST, Date of Government Version: 03/29/2016	***130 HOTEL STREET***	***E 1/8 - 1/4 (0.150 mi.)***	***AC149***	***443***
UTICA ECONOMY GAS ST Database: UST, Date of Government Version: 03/29/2016	***109 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.166 mi.)***	***AF150***	***447***
COMMERCIAL TRAVELERS Database: UST, Date of Government Version: 03/29/2016	***70 GENESEE STREET***	***E 1/8 - 1/4 (0.207 mi.)***	***AH163***	***494***

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EXECUTIVE SUMMARY

NY CBS: These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

A review of the NY CBS list, as provided by EDR, and dated 03/29/2016 has revealed that there are 4 NY CBS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUCKLEY POOL	***CULVER AVENUE***	***SW 0 - 1/8 (0.032 mi.)***	***L61***	***203***
Facility Status: Active CBS Number: 6-000050				
ADDISON-MILLER POOL	***YORK STREET***	***SW 0 - 1/8 (0.032 mi.)***	***L62***	***205***
Facility Status: Active CBS Number: 6-000049				
ESTHER FITZGERALD PO	***NORTHERN ROAD***	***SW 0 - 1/8 (0.032 mi.)***	***L64***	***209***
Facility Status: Unregulated/Closed CBS Number: 6-000048				

Lower Elevation	Address	Direction / Distance	Map ID	Page
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V101***	***299***
Facility Status: Unregulated/Closed CBS Number: 6-000005				

NY AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database.

A review of the NY AST list, as provided by EDR, has revealed that there are 4 NY AST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UTICA(C) CITY HALL	1 KENNEDY PLAZA	SW 0 - 1/8 (0.039 mi.)	L66	215
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-428302				
NYS DOT	ROUTE 5	W 0 - 1/8 (0.045 mi.)	K71	225
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-263915				
MERCURIO'S AUTOMOTIV	707 FAY STREET	W 0 - 1/8 (0.078 mi.)	P90	268
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-601007				

Lower Elevation	Address	Direction / Distance	Map ID	Page
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V103***	***304***
Database: AST, Date of Government Version: 03/29/2016 Facility Id: 6-260649				

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EXECUTIVE SUMMARY

NY CBS AST: Chemical Bulk Storage Database. Registration data collected as required by 6 NYCRR Part 596. It includes facilities storing hazardous substances listed in 6 NYCRR Part 597, in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size. Includes facilities registered (and closed) since effective date of CBS regulations (July 15, 1988) through the date request is processed.

A review of the NY CBS AST list, as provided by EDR, and dated 01/01/2002 has revealed that there are 4 NY CBS AST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUCKLEY POOL Facility Status: 1 Facility Status: 1 CBS Number: 6-000050	***CULVER AVENUE***	***SW 0 - 1/8 (0.032 mi.)***	***L61***	***203***
ADDISON-MILLER POOL Facility Status: 1 Facility Status: 1 CBS Number: 6-000049	***YORK STREET***	***SW 0 - 1/8 (0.032 mi.)***	***L62***	***205***
ESTHER FITZGERALD PO Facility Status: 2 Facility Status: 1 CBS Number: 6-000048	***NORTHERN ROAD***	***SW 0 - 1/8 (0.032 mi.)***	***L64***	***209***

Lower Elevation	Address	Direction / Distance	Map ID	Page
TARTAN TEXTILE SERVI Facility Status: 1 Facility Status: 1 CBS Number: 6-000005	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V103***	***304***

NY TANKS: This database contains records of facilities that are or have been regulated under Bulk Storage Program. Tank information for these facilities may not be releasable by the state agency.

A review of the NY TANKS list, as provided by EDR, has revealed that there is 1 NY TANKS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NYNEX	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***

State and tribal institutional control / engineering control registries

NY ENG CONTROLS: Environmental Remediation sites that have engineering controls in place.

A review of the NY ENG CONTROLS list, as provided by EDR, and dated 05/17/2016 has revealed that there is 1 NY ENG CONTROLS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS Site Code: 56260	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***

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Environmental Remediation sites that have institutional controls in place.

A review of the NY INST CONTROL list, as provided by EDR, and dated 05/17/2016 has revealed that there is 1 NY INST CONTROL site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MONARCH CHEMICALS Site Code: 56260	***37 MEADOW ST***	***ENE 1/4 - 1/2 (0.419 mi.)***	***202***	***663***

State and tribal Brownfields sites

NY ERP: In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a $200 million Environmental Restoration or Brownfields Fund as part of the $1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

A review of the NY ERP list, as provided by EDR, and dated 05/17/2016 has revealed that there are 5 NY ERP sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
13 ELIZABETH STREET Site Code: 57229	***13 ELIZABETH STREET***	***SE 1/8 - 1/4 (0.138 mi.)***	***AD144***	***425***
1000 COLUMBIA STREET Site Code: 57227	***1000 COLUMBIA STREET***	***WNW 1/4 - 1/2 (0.353 mi.)***	***194***	***625***

Lower Elevation	Address	Direction / Distance	Map ID	Page
POTTER STREET SITE Site Code: 355648	470 WHITESBORO STREE	N 0 - 1/8 (0.077 mi.)	88	264
26-28 WHITESBORO STR Site Code: 57228	***26-28 WHITESBORO STR***	***ENE 1/8 - 1/4 (0.237 mi.)***	***AI168***	***516***
421 BROAD STREET LLC Site Code: 417408	***421 BROAD ST***	***E 1/4 - 1/2 (0.468 mi.)***	***AR209***	***737***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 03/21/2016 has revealed that there are 5 US BROWNFIELDS sites within approximately 0.5 miles of the target property.

Remove Watermark Wondershare PDFelement

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LENA GOLDBAS PROPERT	***WHITESBORO STREET***	***WNW 0 - 1/8 (0.035 mi.)***	***M65***	***211***

Lower Elevation	Address	Direction / Distance	Map ID	Page
COSMO CENTER	***456-468 WHITESBORO S***	***N 0 - 1/8 (0.077 mi.)***	***S87***	***259***
WASHINGTON COURTS AP	***200 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.143 mi.)***	***147***	***433***
108 SENECA ST.	108 SENECA ST.	ENE 1/8 - 1/4 (0.145 mi.)	AF148	441
FIRSCHING KNITTING	***421-423 BROAD STREET***	***E 1/4 - 1/2 (0.468 mi.)***	***AR210***	***744***

Local Lists of Landfill / Solid Waste Disposal Sites

Registered Recycling Facility List from the Department of Environmental Conservation.

A review of the NY SWRCY list, as provided by EDR, and dated 04/06/2016 has revealed that there is 1 NY SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NYS & W RAILWAY	***300 WATER ST***	***E 1/4 - 1/2 (0.396 mi.)***	***197***	***634***

Local Lists of Hazardous waste / Contaminated Sites

NY DEL SHWS: A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

A review of the NY DEL SHWS list, as provided by EDR, and dated 05/17/2016 has revealed that there is 1 NY DEL SHWS site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA HARBOR Site Code Id: 633018		NE 1/2 - 1 (0.635 mi.)	217	756

Local Lists of Registered Storage Tanks

NY HIST UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database

A review of the NY HIST UST list, as provided by EDR, and dated 01/01/2002 has revealed that there are 27 NY HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE SALVATION ARMY Facility Status: 2 PBS Number: 6-392472 Tank Status: 6	***400 LAFAYETTE STREET***	***0 - 1/8 (0.000 mi.)***	***A3***	***10***
B&G DIVERSIFIED	***401 STATE STREET***	***0 - 1/8 (0.000 mi.)***	***F14***	***47***

Remove Watermark Wondershare PDFelement

Facility Status: 2 PBS Number: 6-600236 Tank Status: 3				
H.J. BRANDELES CORPO Facility Status: 2 PBS Number: 6-600370 Tank Status: 3	***300 LAFAYETTE STREET***	***ESE 0 - 1/8 (0.004 mi.)***	***J36***	***120***
EMPIRE BATH & KITCHE Facility Status: 2 PBS Number: 6-600309 Tank Status: 3	***600 STATE STREET***	***W 0 - 1/8 (0.019 mi.)***	***K45***	***130***
PARK OUTDOOR ADVERTI Facility Status: 2 PBS Number: 6-600885 Tank Status: 3	***543 ORISKANY STREET***	***NW 0 - 1/8 (0.021 mi.)***	***F51***	***152***
HOTEL UTICA PARKING Facility Status: 2 PBS Number: 6-600285 Tank Status: 3	***129-137 ORISKANY STR***	***E 0 - 1/8 (0.058 mi.)***	***Q82***	***249***
NICE N EASY GROCERY Facility Status: 1 PBS Number: 6-124184 Tank Status: 3	***501 COURT STREET***	***SW 0 - 1/8 (0.102 mi.)***	***X111***	***337***
BANKERS TRUST BUILDI Facility Status: 2 PBS Number: 6-472042 Tank Status: 4	***185 GENESEE STREET***	***SE 0 - 1/8 (0.108 mi.)***	***U114***	***348***
F.W. WOOLWORTH CO. Facility Status: 2 PBS Number: 6-497819 Tank Status: 6	***177 GENESEE STREET***	***ESE 0 - 1/8 (0.109 mi.)***	***U115***	***352***
THE ARC OF ONEIDA Facility Status: 2 PBS Number: 6-600664 Tank Status: 3	***243 & 245 GENESEE ST***	***SSE 0 - 1/8 (0.115 mi.)***	***W129***	***390***
ST. JOSEPH & ST. PAT Facility Status: 1 PBS Number: 6-393819 Tank Status: 2	***702 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.130 mi.)***	***141***	***414***
FORT SCHUYLER CLUB Facility Status: 2 PBS Number: 6-495085 Tank Status: 6	***254 GENESEE STREET***	***S 1/8 - 1/4 (0.142 mi.)***	***AE146***	***429***
MAYRO BUILDING Facility Status: 2 PBS Number: 6-600419 Tank Status: 3	***239 GENESEE STREET***	***SSE 1/8 - 1/4 (0.167 mi.)***	***151***	***456***
DINO'S Facility Status: 2 PBS Number: 6-419060 Tank Status: 6	***601 COURT STREET***	***WSW 1/8 - 1/4 (0.167 mi.)***	***152***	***460***
NORTHLAND TECHNOLOGI	***720 COLUMBIA STREET***	***WNW 1/8 - 1/4 (0.177 mi.)***	***158***	***481***

Remove Watermark Wondershare PDFelement

Facility Status: 2
PBS Number: 6-600604
Tank Status: 3

CITY OF UTICA PARKIN	***265 GENESEE STREET***	***SSW 1/8 - 1/4 (0.241 mi.)***	***172***	***531***
Facility Status: 2 PBS Number: 6-600611 Tank Status: 3				
UTICA OBSERVER-DISPA	***221 ORISKANY STREET***	***ESE 1/8 - 1/4 (0.242 mi.)***	***AL177***	***555***
Facility Status: 2 PBS Number: 6-447390 Tank Status: 6				
GLOBE MILL JOINT VEN	***721 COURT STREET***	***W 1/8 - 1/4 (0.246 mi.)***	***AK180***	***581***
Facility Status: 2 PBS Number: 6-600877 Tank Status: 3				
NYNEX	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EGGERS, CARYL & CORR	***227 ORISKANY STREET***	***0 - 1/8 (0.000 mi.)***	***B5***	***15***
Facility Status: 2 PBS Number: 6-260797 Tank Status: 3				
UTICA POLICE STATION	***413 ORISKANY STREET***	***ENE 0 - 1/8 (0.020 mi.)***	***I47***	***136***
Facility Status: 2 PBS Number: 6-428299 Tank Status: 3				
SMITH PACKING CO INC	***105-125 WASHINGTON S***	***ENE 0 - 1/8 (0.085 mi.)***	***T95***	***282***
Facility Status: 2 PBS Number: 6-127213 Tank Status: 6				
TARTAN TEXTILE SERVI	***111 CHARLES STREET***	***NE 0 - 1/8 (0.096 mi.)***	***V100***	***295***
Facility Status: 1 PBS Number: 6-260649 Tank Status: 6				
ASSOCIATE PROPERTIES	***703 ORISKANY BLVD***	***NW 0 - 1/8 (0.100 mi.)***	***105***	***316***
Facility Status: 2 PBS Number: 6-600237 Tank Status: 3				
FISHER AUTO PARTS WH	***130 HOTEL STREET***	***E 1/8 - 1/4 (0.150 mi.)***	***AC149***	***443***
Facility Status: 2 PBS Number: 6-600602 Tank Status: 3				
UTICA ECONOMY GAS ST	***109 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.166 mi.)***	***AF150***	***447***
Facility Status: 2 PBS Number: 6-416878 Tank Status: 6				
COMMERCIAL TRAVELERS	***70 GENESEE STREET***	***E 1/8 - 1/4 (0.207 mi.)***	***AH163***	***494***
Facility Status: 2 PBS Number: 6-600530 Tank Status: 4				

Remove Watermark Wondershare PDFelement

EXECUTIVE SUMMARY

Records of Emergency Release Reports

NY Spills: Data collected on spills reported to NYSDEC. is required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

A review of the NY Spills list, as provided by EDR, and dated 05/17/2016 has revealed that there are 50 NY Spills sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UTICA PD VEHICLE MAI Spill Number/Closed Date: 0406355 / 2008-02-20 spillno: 0406355 Site ID: 328799	334 LAFAYETTE STREET	0 - 1/8 (0.000 mi.)	A4	14
THE SALVATION ARMY Spill Number/Closed Date: 0304586 / 2010-05-11 spillno: 0304586 Site ID: 129453	400 COLUMBIA ST	0 - 1/8 (0.000 mi.)	D9	32
DAILY DOUBLE CAFE Spill Number/Closed Date: 9506546 / 1995-09-11 spillno: 9506546 Site ID: 281680	COLUMBIA STREET	0 - 1/8 (0.000 mi.)	H26	92
ELECTROMARK CORP Spill Number/Closed Date: 8607005 / 1987-02-18 spillno: 8607005 Site ID: 192271	401 COLUMBIA ST	0 - 1/8 (0.000 mi.)	D28	99
COOKING OIL Spill Number/Closed Date: 0303524 / 2003-07-03 spillno: 0303524 Site ID: 205627	COLUMBIA AND BROADWA	SE 0 - 1/8 (0.006 mi.)	H38	123
WHITESBORO STREET Spill Number/Closed Date: 9002789 / 1990-06-11 spillno: 9002789 Site ID: 124704	WHITESBORO ST	SE 0 - 1/8 (0.014 mi.)	H41	125
EMPIRE BATH+KITCHEN Spill Number/Closed Date: 0903436 / 2009-06-24 Spill Number/Closed Date: 9807002 / 2000-01-12 spillno: 0903436 spillno: 9807002 Site ID: 415543 Site ID: 245272	600 STATE STREET	W 0 - 1/8 (0.019 mi.)	K46	134
NI-MO Spill Number/Closed Date: 9302751 / 1993-06-01 spillno: 9302751 Site ID: 137287	YORK ST	SW 0 - 1/8 (0.030 mi.)	L56	196
UTICA DPW Spill Number/Closed Date: 9402215 / 1994-05-14 spillno: 9402215 Site ID: 326198	YORK ST.	SW 0 - 1/8 (0.030 mi.)	L57	197
MOHAWK VALLEY PSYCH Spill Number/Closed Date: 9810226 / 1998-11-13	YORK STREET	SW 0 - 1/8 (0.030 mi.)	L58	198

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spillno: 9810226
Site ID: 267128

UTICA CITY HALL ***1 KENNEDY PLAZA*** ***SW 0 - 1/8 (0.032 mi.)*** ***L59*** ***199***
Spill Number/Closed Date: 9009647 / 1990-12-06
spillno: 9009647
Site ID: 131639

ADDISON-MILLER POOL ***YORK STREET*** ***SW 0 - 1/8 (0.032 mi.)*** ***L62*** ***205***
Spill Number/Closed Date: 9301592 / 1993-11-12
spillno: 9301592
Site ID: 137286

ONEIDA COUNTY COURT ONEIDA COUNTY COURT SW 0 - 1/8 (0.032 mi.) L63 208
Spill Number/Closed Date: 8901199 / 1994-02-15
spillno: 8901199
Site ID: 150353

HOTEL UTICA 102 LAFAYETTE ST ESE 0 - 1/8 (0.041 mi.) N69 221
Spill Number/Closed Date: 9212582 / 1993-12-02
spillno: 9212582
Site ID: 290729

OTB PARLOR 232 COLUMBIA STREET SE 0 - 1/8 (0.048 mi.) 74 233
Spill Number/Closed Date: 9910920 / 2000-06-07
Spill Number/Closed Date: 9708792 / 1999-01-13
spillno: 9708792
spillno: 9910920
Site ID: 304370
Site ID: 304371

HOTEL UTICA PARKING 129-137 ORISKANY BLV E 0 - 1/8 (0.058 mi.) Q81 248
Spill Number/Closed Date: 9310073 / 2016-04-22
spillno: 9310073
Site ID: 228375

SURE STOP BRAKE SERV 608 COLUMBIA STREET WNW 0 - 1/8 (0.061 mi.) R84 255
Spill Number/Closed Date: 0705353 / 2007-08-10
spillno: 0705353
Site ID: 385654

LORETTO HOME LAFAYETTE/SENECA ST ESE 0 - 1/8 (0.069 mi.) N86 258
Spill Number/Closed Date: 9102358 / 1991-05-29
spillno: 9102358
Site ID: 241929

UNKNOWN PROPERTY 707 FAY ST W 0 - 1/8 (0.078 mi.) P91 273
Spill Number/Closed Date: 1213769 / Not Reported
spillno: 1213769
Site ID: 476978

78 LAFAYETTE AVE/N.J 78 LAFAYETTE AVENUE ESE 0 - 1/8 (0.079 mi.) N93 276
Spill Number/Closed Date: 0000833 / 2009-03-11
Spill Number/Closed Date: 9516844 / 1996-04-01
Spill Number/Closed Date: 9413192 / 1996-12-20
Spill Number/Closed Date: 9101682 / 1991-05-13
Spill Number/Closed Date: 9000189 / 1990-04-06
spillno: 0000833
spillno: 9000189
spillno: 9000193
spillno: 9101682

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spillno: 9413192
Additional key fields are available in the Map Findings section
Site ID: 258588
Site ID: 66198
Site ID: 66199
Site ID: 310533
Site ID: 310534
Additional key fields are available in the Map Findings section

SPELLMAN RESIDENCE	635 WHITESBORO ST	WNW 0 - 1/8 (0.087 mi.)	97	289
Spill Number/Closed Date: 9108909 / 1991-11-20				
spillno: 9108909				
Site ID: 297524				
DENNYS PARKING LOT	180 GENESEE STREET	ESE 0 - 1/8 (0.089 mi.)	U98	290
Spill Number/Closed Date: 1507692 / 2016-04-19				
spillno: 1507692				
Site ID: 515190				
NIMO	GENESEE & COLUMBIA	SE 0 - 1/8 (0.099 mi.)	U104	315
Spill Number/Closed Date: 9303688 / 1993-09-02				
spillno: 9303688				
Site ID: 98338				
NICE-N-EASY	501 COURT ST	SW 0 - 1/8 (0.102 mi.)	X107	328
Spill Number/Closed Date: 8705258 / 1989-02-06				
spillno: 8705258				
Site ID: 309778				
NICE N EASY SHOPPE #	501 COURT STREET	SW 0 - 1/8 (0.102 mi.)	X108	329
Spill Number/Closed Date: 9801222 / Not Reported				
spillno: 9801222				
Site ID: 135755				
NICE & EASY #8	***501 COURT ST***	***SW 0 - 1/8 (0.102 mi.)***	***X109***	***332***
Spill Number/Closed Date: 9501278 / 1995-05-01				
spillno: 9501278				
Site ID: 309779				
NICE N EASY STORE #0	501 COURT STREET	SW 0 - 1/8 (0.102 mi.)	X110	336
Spill Number/Closed Date: 0103177 / 2001-06-22				
spillno: 0103177				
Site ID: 135754				
NICE N EASY GROCERY	501 COURT ST	SW 0 - 1/8 (0.102 mi.)	X112	345
Spill Number/Closed Date: 1216736 / 2013-05-20				
spillno: 1216736				
Site ID: 480134				
CITY CENTER	181 GENESEE STREET	SE 0 - 1/8 (0.108 mi.)	U113	347
Spill Number/Closed Date: 0209684 / 2002-12-23				
spillno: 0209684				
Site ID: 203271				
HUNTER HOUSE	4 LAFAYETTE ST	ESE 0 - 1/8 (0.110 mi.)	Y116	356
Spill Number/Closed Date: 9102340 / 1991-05-29				
spillno: 9102340				
Site ID: 147225				
BALL'S CARD SHOP	2 LAFAYETTE ST	ESE 0 - 1/8 (0.111 mi.)	Y117	357
Spill Number/Closed Date: 9211938 / 1993-03-17				
spillno: 9211938				

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Site ID: 156149

FRANKLIN SQUARE — 54 FRANKLIN SQ — ESE 0 - 1/8 (0.111 mi.) — Y118 — 358
Spill Number/Closed Date: 9209550 / 1992-11-16
spillno: 9209550
Site ID: 80448

ON ROADWAY — FRANKLIN SQUARE AND — E 0 - 1/8 (0.114 mi.) — Z121 — 362
Spill Number/Closed Date: 1300807 / 2013-04-24
spillno: 1300807
Site ID: 481155

RITE AID — 167 GENESEE ST — ESE 0 - 1/8 (0.115 mi.) — U130 — 393
Spill Number/Closed Date: 8707291 / 1987-11-23
spillno: 8707291
Site ID: 199243

ARC OF ONEIDA-LEWIS — 243-245 GENESEE STRE — SSE 0 - 1/8 (0.115 mi.) — W131 — 394
Spill Number/Closed Date: 9701232 / Not Reported
spillno: 9701232
Site ID: 68894

FORMER GAS STATION — 425 COURT ST — SW 0 - 1/8 (0.116 mi.) — X133 — 398
Spill Number/Closed Date: 1110632 / Not Reported
spillno: 1110632
Site ID: 458478

BIANCHI TRIFAN CORP. — 207 GENESEE ST. — SE 0 - 1/8 (0.118 mi.) — AA134 — 399
Spill Number/Closed Date: 9403790 / 1994-06-17
spillno: 9403790
Site ID: 254773

NATIONAL GRID — 207 GENESSE ST — SE 0 - 1/8 (0.118 mi.) — AA135 — 400
Spill Number/Closed Date: 0803570 / 2008-08-11
spillno: 0803570
Site ID: 400331

Lower Elevation	Address	Direction / Distance	Map ID	Page

EGGERS, CARYL & CORR — 227 ORISKANY STREET — 0 - 1/8 (0.000 mi.) — B6 — 19
Spill Number/Closed Date: 9407957 / 2008-03-28
spillno: 9407957
Site ID: 227114

HESS STATION #32207 — ***525 ORISKANY STREET*** — ***0 - 1/8 (0.000 mi.)*** — ***G31*** — ***105***
Spill Number/Closed Date: 0003547 / 2011-06-08
spillno: 0003547
Site ID: 84108

UTICA POLICE FLEET M — 425 ORISKANY STREET — NNE 0 - 1/8 (0.002 mi.) — G35 — 118
Spill Number/Closed Date: 0506754 / 2005-11-03
spillno: 0506754
Site ID: 352026

SPORTS EQUIPMENT SPE — 400 ORISKANY STREET — NNE 0 - 1/8 (0.015 mi.) — I42 — 126
Spill Number/Closed Date: 0511844 / 2006-01-19
spillno: 0511844
Site ID: 358084

ROCK'S TIRE — 417 ORISKANY BLVD WE — NNW 0 - 1/8 (0.016 mi.) — G43 — 127
Spill Number/Closed Date: 9304689 / 2000-01-07
spillno: 9304689

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Site ID: 196688

BROADWAY /LIBERTY — LIBERTY & BROADWAY — ENE 0 - 1/8 (0.019 mi.) — B44 — 129
Spill Number/Closed Date: 9207668 / 1992-10-02
spillno: 9207668
Site ID: 94289

UTICA POLICE STATION — 413 ORISKANY ST WEST — ENE 0 - 1/8 (0.020 mi.) — I48 — 140
Spill Number/Closed Date: 9614295 / 2008-03-07
Spill Number/Closed Date: 9501598 / 2008-04-03
spillno: 9501598
spillno: 9614295
Site ID: 106682
Site ID: 192096

CENTRO BUS — WHITESBORO/POTTER ST — NNW 0 - 1/8 (0.049 mi.) — O75 — 235
Spill Number/Closed Date: 0507335 / 2005-09-19
spillno: 0507335
Site ID: 352729

WASHINGTON COURTS AP — 400 WHITESBORO ST — NNE 0 - 1/8 (0.068 mi.) — S85 — 256
Spill Number/Closed Date: 9911180 / 2000-05-31
Spill Number/Closed Date: 8804174 / 1988-08-16
spillno: 8804174
spillno: 9911180
Site ID: 182988
Site ID: 114587

SOIL — 114 ORISKANY BLVD — E 0 - 1/8 (0.079 mi.) — Q92 — 275
Spill Number/Closed Date: 1501242 / Not Reported
spillno: 1501242
Site ID: 507432

WARNER TRUCK — 105 WASHINGTON ST. — ENE 0 - 1/8 (0.085 mi.) — T96 — 288
Spill Number/Closed Date: 9412154 / 1994-12-15
spillno: 9412154
Site ID: 162356

SMITH PACKAGING CO. — WASHINGTON ST — ENE 0 - 1/8 (0.121 mi.) — T138 — 412
Spill Number/Closed Date: 8806375 / 1989-08-20
spillno: 8806375
Site ID: 207365

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/09/2015 has revealed that there are 27 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A2***	***8***
MIGUELS BODY SHOP	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***

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EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
VICTORY MARKETS INC	*400 COLUMBIA ST*	*0 - 1/8 (0.000 mi.)*	*D29*	*100*
BEACON BODY SHOP	*535 ORISKANY ST W*	*NW 0 - 1/8 (0.020 mi.)*	*F49*	*143*
UTICA CITY OF - POLI	*1 KENNEDY PLZ*	*SW 0 - 1/8 (0.047 mi.)*	*L73*	*229*
WHITESBORO FRAME & B	*623 WHITESBORO ST*	*WNW 0 - 1/8 (0.055 mi.)*	*M80*	*240*
NICE & EASY #8	*501 COURT ST*	*SW 0 - 1/8 (0.102 mi.)*	*X109*	*332*
NYSDOT BIN 1008010	*RTE 10 OVER W BR SAC*	*SE 0 - 1/8 (0.114 mi.)*	*AA122*	*363*
NYSDOT BIN 1008040	*RTE 10 OVER PISECO L*	*SE 0 - 1/8 (0.114 mi.)*	*AA123*	*368*
NYSDOT BRIDGE BIN 10	*RTE 29 OVER CAROGA C*	*SE 0 - 1/8 (0.114 mi.)*	*AA125*	*375*
NYSDOT BRIDGE BIN 10	*RTE 30 OVER SACANDAG*	*SE 0 - 1/8 (0.114 mi.)*	*AA126*	*378*
NYSDOT BIN 1021180	*RTE 30 OVER DEWEY CR*	*SE 0 - 1/8 (0.114 mi.)*	*AA127*	*382*
NYS OFFICE OF GENERA	*207 GENESEE ST*	*SE 0 - 1/8 (0.118 mi.)*	*AA136*	*401*
E J KUPIEC	OLD RTE 12	WNW 1/8 - 1/4 (0.137 mi.)	143	424
TS AUTOBODY REPAIR &	*630 VARICK ST*	*W 1/8 - 1/4 (0.169 mi.)*	*153*	*469*
NIAGARA MOHAWK A NAT	*BLEECKER ST & CHARLO*	*ESE 1/8 - 1/4 (0.172 mi.)*	*154*	*472*
FLEET BANK	*268 GENESEE ST*	*SSW 1/8 - 1/4 (0.189 mi.)*	*AG160*	*488*
STANLEY PERFORMING A	*259 GENESEE ST*	*S 1/8 - 1/4 (0.192 mi.)*	*AG162*	*492*
NATIONAL AUTO STORES	*217 ORISKANY ST E*	*ESE 1/8 - 1/4 (0.241 mi.)*	*AL171*	*523*
THE OBSERVER DISPATC	*221 ORISKANY PLZ*	*ESE 1/8 - 1/4 (0.242 mi.)*	*AL178*	*562*

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA PRINTING & MAI	*422 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*E13*	*43*
DAPPER DAN INC	*228 LIBERTY ST*	*ENE 0 - 1/8 (0.023 mi.)*	*B55*	*179*
GOLDBAS APARTMENTS M	*442 WHITESBORO ST*	*NNE 0 - 1/8 (0.077 mi.)*	*S89*	*265*
ASSOCIATED TEXTILE R	*111 CHARLES ST*	*NE 0 - 1/8 (0.096 mi.)*	*V102*	*301*
H K HINELINE CO INC	*136 HOTEL ST*	*E 1/8 - 1/4 (0.135 mi.)*	*AC142*	*418*
WASHINGTON COURTS AP	*200 WHITESBORO STREE*	*ENE 1/8 - 1/4 (0.143 mi.)*	*147*	*433*

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, has revealed that there is 1 US AIRS site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
U A P ENGINE REBUILD	*446 LAFAYETTE ST*	*0 - 1/8 (0.000 mi.)*	*E24*	*72*

Database: US AIRS MINOR, Date of Government Version: 10/20/2015

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 07/20/2015 has revealed that there are 10

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EXECUTIVE SUMMARY

FINDS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A1***	***8***
MIGUELS BODY SHOP	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
METZLER PRINTING	***317 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***C8***	***24***
FISHER AUTO PARTS	***327 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***34***
BEACON BODY	***401 STATE ST***	***0 - 1/8 (0.000 mi.)***	***F17***	***57***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***
U A P ENGINE REBUILD	***446 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E24***	***72***
VICTORY MARKETS INC	***400 COLUMBIA ST***	***0 - 1/8 (0.000 mi.)***	***D29***	***100***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
UTICA PRINTING & MAI	***422 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E13***	***43***
BEACON BODY SHOP	***523 ORISKANY ST WEST***	***0 - 1/8 (0.000 mi.)***	***G16***	***56***

NY HSWDS: The List includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity The latest version of the study is frozen in time. The sites on the study will not automatically be made superfund sites, rather each site will be further evaluated for listing in the registry. So overtime they will be added to the registry or not.

A review of the NY HSWDS list, as provided by EDR, and dated 01/01/2003 has revealed that there is 1 NY HSWDS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
INDIUM CORP. OF AMER	609 FAY STREET	W 0 - 1/8 (0.049 mi.)	P77	237

NY MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the NY MANIFEST list, as provided by EDR, and dated 05/01/2016 has revealed that there are 39 NY MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT EPA ID: NYP000970889	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A2***	***8***
MIGUELS BODY SHOP EPA ID: NYD986907020	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
METZLER PRINTING EPA ID: NYR000016311	***317 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***C8***	***24***
FISHER AUTO PARTS EPA ID: NYD986974103	***327 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***34***
BEACON BODY EPA ID: NYR000128991	***401 STATE ST***	***0 - 1/8 (0.000 mi.)***	***F18***	***57***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***

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EXECUTIVE SUMMARY

EPA ID: NYD013325543				
U A P ENGINE REBUILD EPA ID: NY0000975334	***446 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E24***	***72***
VICTORY MARKETS INCO EPA ID: NYD982272817	400 COLUMBIA ST	0 - 1/8 (0.000 mi.)	D30	102
BEACON BODY SHOP EPA ID: NYD986959195	***535 ORISKANY ST W***	***NW 0 - 1/8 (0.020 mi.)***	***F49***	***143***
BRODOCK PRESS INC EPA ID: NYD002242543	***714 STATE ST***	***WSW 0 - 1/8 (0.021 mi.)***	***53***	***158***
NYSDOT EPA ID: NYP000867457	545 ORISKANY BLVD	NW 0 - 1/8 (0.021 mi.)	F54	178
UTICA CITY OF - POLI EPA ID: NYR000042002	***1 KENNEDY PLZ***	***SW 0 - 1/8 (0.047 mi.)***	***L73***	***229***
WHITESBORO FRAME & B EPA ID: NYD095582052	***623 WHITESBORO ST***	***WNW 0 - 1/8 (0.055 mi.)***	***M80***	***240***
NICE & EASY #8 EPA ID: NYD987033537	***501 COURT ST***	***SW 0 - 1/8 (0.102 mi.)***	***X109***	***332***
NYSDOT BIN 1008010 EPA Id: NYD986906782	***RTE 10 OVER W BR SAC***	***SE 0 - 1/8 (0.114 mi.)***	***AA122***	***363***
NYSDOT BIN 1008040 EPA Id: NYD986906790	***RTE 10 OVER PISECO L***	***SE 0 - 1/8 (0.114 mi.)***	***AA123***	***368***
NYSDOT BRIDGE BIN 70 EPA ID: NYR000135855	***ADIRONDACK RR OVER R***	***SE 0 - 1/8 (0.114 mi.)***	***AA124***	***373***
NYSDOT BRIDGE BIN 10 EPA ID: NYD986906766	***RTE 29 OVER CAROGA C***	***SE 0 - 1/8 (0.114 mi.)***	***AA125***	***375***
NYSDOT BRIDGE BIN 10 EPA ID: NYD986952299	***RTE 30 OVER SACANDAG***	***SE 0 - 1/8 (0.114 mi.)***	***AA126***	***378***
NYSDOT BIN 1021180 EPA ID: NYD986948784	***RTE 30 OVER DEWEY CR***	***SE 0 - 1/8 (0.114 mi.)***	***AA127***	***382***
NYSDOT BRIDGE BIN 10 EPA Id: NYD986906741	***RTE 162 OVER RTE 5 S***	***SE 0 - 1/8 (0.114 mi.)***	***AA128***	***385***
NYS OFFICE OF GENERA EPA ID: NYR000032995	***207 GENESEE ST***	***SE 0 - 1/8 (0.118 mi.)***	***AA136***	***401***
TS AUTOBODY REPAIR & EPA ID: NYD982718181	***630 VARICK ST***	***W 1/8 - 1/4 (0.169 mi.)***	***153***	***469***
NIAGARA MOHAWK A NAT EPA ID: NYP000971036	***BLEECKER ST & CHARLO***	***ESE 1/8 - 1/4 (0.172 mi.)***	***154***	***472***
WILLOW COMMONS EPA ID: NYR000145920	***414 AIKEN ST***	***SSW 1/8 - 1/4 (0.176 mi.)***	***157***	***478***
FLEET BANK EPA ID: NYR000034629	***268 GENESEE ST***	***SSW 1/8 - 1/4 (0.189 mi.)***	***AG160***	***488***
NATIONAL AUTO STORES EPA ID: NYD980641849	***217 ORISKANY ST E***	***ESE 1/8 - 1/4 (0.241 mi.)***	***AL171***	***523***
UTICA CITY OF - HART EPA ID: NYR000157586	***1102 HART ST***	***WSW 1/8 - 1/4 (0.241 mi.)***	***173***	***534***
THE OBSERVER DISPATC	***221 ORISKANY PLZ***	***ESE 1/8 - 1/4 (0.242 mi.)***	***AL178***	***562***

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EPA ID: NY0000038687

NYNEX	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***
EPA Id: NYD980763916 Manifest Document Number: MAQ322549				

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA PRINTING & MAI EPA ID: NYD986965309	***422 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E13***	***43***
UTICA POLICE DEPARTM Generator EPA Id: NYR000142216	***417 ORISKANY ST***	***NNE 0 - 1/8 (0.002 mi.)***	***I34***	***115***
DAPPER DAN INC EPA ID: NYD982529067	***228 LIBERTY ST***	***ENE 0 - 1/8 (0.023 mi.)***	***B55***	***179***
GOLDBAS APARTMENTS M EPA ID: NYD982794703	***442 WHITESBORO ST***	***NNE 0 - 1/8 (0.077 mi.)***	***S89***	***265***
ASSOCIATED TEXTILE R EPA ID: NYD986876761	***111 CHARLES ST***	***NE 0 - 1/8 (0.096 mi.)***	***V102***	***301***
H K HINELINE CO INC EPA ID: NYD987026143	***136 HOTEL ST***	***E 1/8 - 1/4 (0.135 mi.)***	***AC142***	***418***
WASHINGTON COURTS AP EPA ID: NYD986909133	***200 WHITESBORO STREE***	***ENE 1/8 - 1/4 (0.143 mi.)***	***147***	***433***
P J GREEN ADVERTISIN EPA ID: NYR000036459	***100 WHITESBORO ST***	***ENE 1/8 - 1/4 (0.220 mi.)***	***AI165***	***498***
HORROCKS IBBOTSON CO EPA ID: NYP000778589	20-22 WHITESBORO STR	ENE 1/8 - 1/4 (0.239 mi.)	AI169	518

RI MANIFEST: Hazardous waste manifest information

A review of the RI MANIFEST list, as provided by EDR, and dated 12/31/2013 has revealed that there is 1 RI MANIFEST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NYNEX EPA Id: NYD980763916 Manifest Document Number: MAQ322549	***280 GENESEE ST***	***SSW 1/8 - 1/4 (0.248 mi.)***	***AM183***	***587***

PA MANIFEST: Hazardous waste manifest information.

A review of the PA MANIFEST list, as provided by EDR, and dated 12/31/2014 has revealed that there is 1 PA MANIFEST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA POLICE DEPARTM Generator EPA Id: NYR000142216	***417 ORISKANY ST***	***NNE 0 - 1/8 (0.002 mi.)***	***I34***	***115***

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EXECUTIVE SUMMARY

NJ MANIFEST: Hazardous waste manifest information.

A review of the NJ MANIFEST list, as provided by EDR, and dated 12/31/2013 has revealed that there are 4 NJ MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UAP ENGINE REBUILDER EPA Id: NY0000975334	446 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E20	63
NYSDOT BIN 1008010 EPA Id: NYD986906782	***RTE 10 OVER W BR SAC***	***SE 0 - 1/8 (0.114 mi.)***	***AA122***	***363***
NYSDOT BIN 1008040 EPA Id: NYD986906790	***RTE 10 OVER PISECO L***	***SE 0 - 1/8 (0.114 mi.)***	***AA123***	***368***
NYSDOT BRIDGE BIN 10 EPA Id: NYD986906741	***RTE 162 OVER RTE 5 S***	***SE 0 - 1/8 (0.114 mi.)***	***AA128***	***385***

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 09/20/2015 has revealed that there are 10 ECHO sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NIAGARA MOHAWK A NAT	***400 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A1***	***8***
MIGUELS BODY SHOP	***320 LAFAYETTE ST REA***	***0 - 1/8 (0.000 mi.)***	***C7***	***21***
METZLER PRINTING	***317 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***C8***	***24***
FISHER AUTO PARTS	***327 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***A10***	***34***
BEACON BODY	***401 STATE ST***	***0 - 1/8 (0.000 mi.)***	***F17***	***57***
MATHER EVANS & DIEHL	***509 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***23***	***65***
U A P ENGINE REBUILD	***446 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E24***	***72***
VICTORY MARKETS INC	***400 COLUMBIA ST***	***0 - 1/8 (0.000 mi.)***	***D29***	***100***

Lower Elevation	Address	Direction / Distance	Map ID	Page
UTICA PRINTING & MAI	***422 LAFAYETTE ST***	***0 - 1/8 (0.000 mi.)***	***E13***	***43***
BEACON BODY SHOP	***523 ORISKANY ST WEST***	***0 - 1/8 (0.000 mi.)***	***G16***	***56***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

A review of the EDR MGP list, as provided by EDR, has revealed that there are 2 EDR MGP sites within

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approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MOHAWK VALLEY OIL IN	WASHINGTON STREET	NE 1/4 - 1/2 (0.474 mi.)	AS213	748
NIMO - HARBOR POINT	WASHINGTON STREET	NNE 1/2 - 1 (0.668 mi.)	218	759

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 13 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	327 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	A11	43
Not reported	320 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	C12	43
Not reported	402 STATE ST	0 - 1/8 (0.000 mi.)	F15	56
Not reported	444 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E21	65
Not reported	446 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E25	91
Not reported	316 LA FAYETTE	E 0 - 1/8 (0.007 mi.)	C39	124
Not reported	316 LAFAYETTE ST	E 0 - 1/8 (0.007 mi.)	C40	125
Not reported	535 ORISKANY ST W	NW 0 - 1/8 (0.020 mi.)	F50	152
Not reported	623 WHITESBORO ST	WNW 0 - 1/8 (0.055 mi.)	M79	239
Not reported	608 COLUMBIA ST	WNW 0 - 1/8 (0.061 mi.)	R83	254
Not reported	101 ORISKANY ST W	E 0 - 1/8 (0.113 mi.)	Z120	362
Not reported	409 COURT ST	SW 0 - 1/8 (0.122 mi.)	AB140	414

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	400 WASHINGTON ST	E 0 - 1/8 (0.005 mi.)	B37	123

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there is 1 EDR Hist Cleaner site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	432 LAFAYETTE ST	0 - 1/8 (0.000 mi.)	E22	65

Remove Watermark Wondershare PDFelement

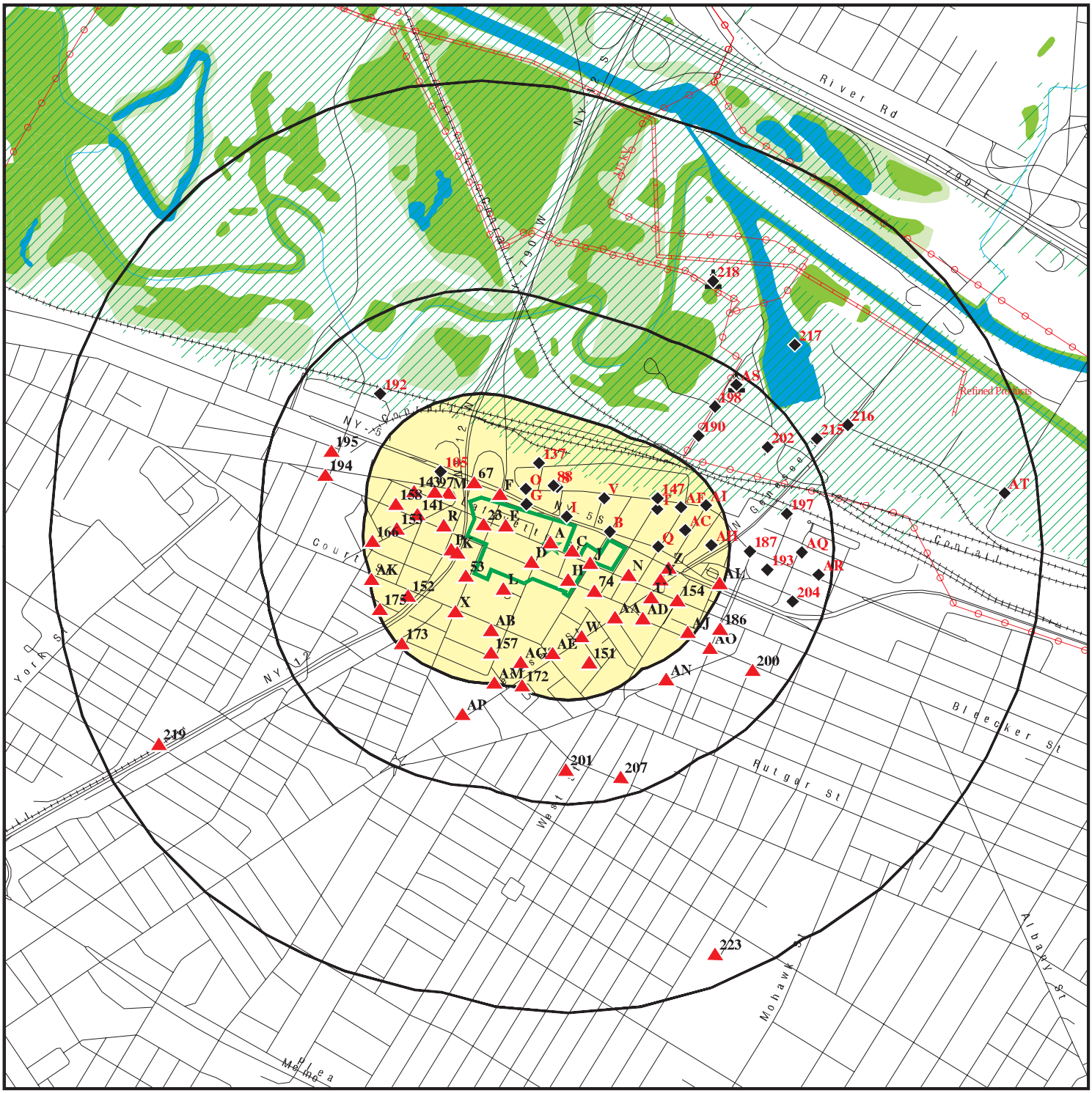
EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 9 records.

Site Name	Database(s)
NEW YORK EMULSIONS TAR PRODUCTS	NY SHWS, NY ENG CONTROLS, NY INST CONTROL
MATT PETROLEUM	NY SHWS
NM - UTICA HARBOR POINT MGP	NY SHWS
NEW YORK EMULSIONS TAR PRODUCTS	SEMS
BARNES RD. TIRE FIRE	SEMS-ARCHIVE
WESTINGHOUSE ELECTRIC TRANSFORMER	SEMS-ARCHIVE
NORSTAR BANK	NY LTANKS, NY Spills
UTICA CASKET	NY LTANKS
WESTINGHOUSE ELECTRIC (UTICA)	NY HSWDS

Remove Watermark
Wondershare PDFelement

OVERVIEW MAP - 04703074.2R



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	MVHS - Downtown Location	CLIENT:	O Brien & Gere Engineers, Inc.
ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
LAT/LONG:	43.103526 / 75.234865	INQUIRY #:	04703074.2r
		DATE:	August 18, 2016 9:26 am

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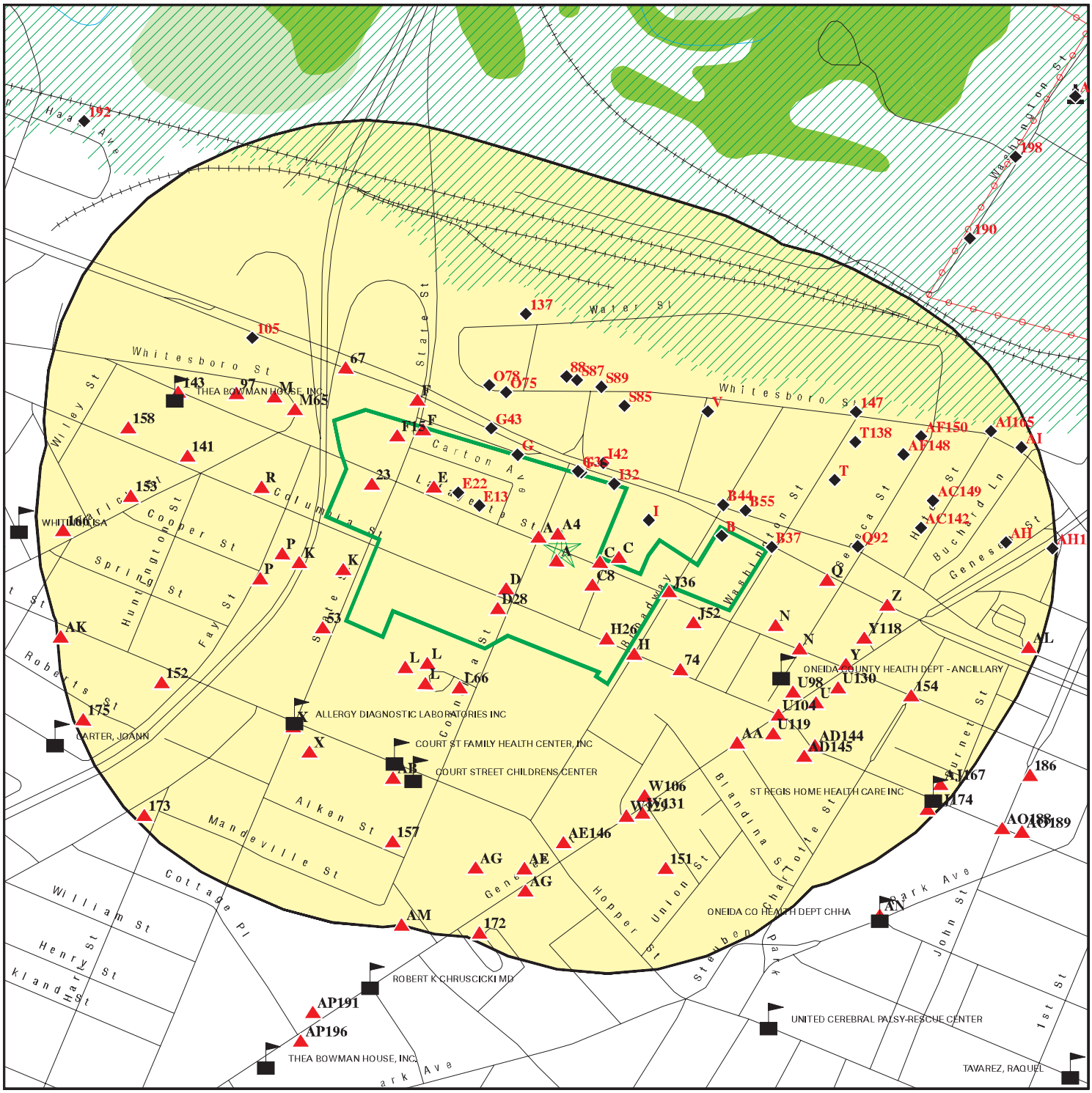
Remove Watermark
Wondershare PDFelement

DETAIL MAP - 04703074.2R



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	MVHS - Downtown Location	CLIENT:	O Brien & Gere Engineers, Inc.
ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
LAT/LONG:	43.103526 / 75.234865	INQUIRY #:	04703074.2r
		DATE:	August 18, 2016 9:27 am

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Remove Watermark Wondershare PDFelement

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	3	NR	NR	3
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		1	0	2	NR	NR	3
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	1	NR	NR	NR	2
RCRA-SQG	0.250		1	2	NR	NR	NR	3
RCRA-CESQG	0.250		6	1	NR	NR	NR	7
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent CERCLIS								
NY SHWS	1.000		0	0	2	6	NR	8
NY VAPOR REOPENED	1.000		0	0	2	2	NR	4
State and tribal landfill and/or solid waste disposal site lists								
NY SWF/LF	0.500		1	0	0	NR	NR	1
State and tribal leaking storage tank lists								
INDIAN LUST	0.500		0	0	0	NR	NR	0
NY LTANKS	0.500		13	16	22	NR	NR	51
NY HIST LTANKS	0.500		0	0	0	NR	NR	0

Remove Watermark Wondershare PDFelement

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
NY UST	0.250		23	16	NR	NR	NR	39
NY CBS UST	0.250		0	0	NR	NR	NR	0
NY MOSF UST	0.500		0	0	0	NR	NR	0
NY MOSF	0.500		0	0	0	NR	NR	0
NY CBS	0.250		4	0	NR	NR	NR	4
NY AST	0.250		4	0	NR	NR	NR	4
NY CBS AST	0.250		4	0	NR	NR	NR	4
NY MOSF AST	0.500		0	0	0	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
NY TANKS	0.250		0	1	NR	NR	NR	1
State and tribal institutional control / engineering control registries								
NY RES DECL	0.125		0	NR	NR	NR	NR	0
NY ENG CONTROLS	0.500		0	0	1	NR	NR	1
NY INST CONTROL	0.500		0	0	1	NR	NR	1
State and tribal voluntary cleanup sites								
NY VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
NY BROWNFIELDS	0.500		0	0	0	NR	NR	0
NY ERP	0.500		1	2	2	NR	NR	5
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		2	2	1	NR	NR	5
Local Lists of Landfill / Solid Waste Disposal Sites								
NY SWRCY	0.500		0	0	1	NR	NR	1
NY SWTIRE	0.500		0	0	0	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
NY DEL SHWS	1.000		0	0	0	1	NR	1
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
NY HIST UST	0.250		15	12	NR	NR	NR	27
NY HIST AST	0.001		0	NR	NR	NR	NR	0

Remove Watermark Wondershare PDFelement

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Local Land Records								
NY LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
NY Spills	0.125		50	NR	NR	NR	NR	50
NY Hist Spills	0.125		0	NR	NR	NR	NR	0
NY SPILLS 90	0.125		0	NR	NR	NR	NR	0
NY SPILLS 80	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		18	9	NR	NR	NR	27
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		1	NR	NR	NR	NR	1
US MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		10	NR	NR	NR	NR	10
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
NY AIRS	0.001		0	NR	NR	NR	NR	0
NY COAL ASH	0.500		0	0	0	NR	NR	0
NY DRYCLEANERS	0.250		0	0	NR	NR	NR	0
NY E DESIGNATION	0.125		0	NR	NR	NR	NR	0

Remove Watermark Wondershare PDFelement

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NY Financial Assurance	0.001		0	NR	NR	NR	NR	0
NY HSWDS	0.500		1	0	0	NR	NR	1
NY MANIFEST	0.250		27	12	NR	NR	NR	39
RI MANIFEST	0.250		0	1	NR	NR	NR	1
PA MANIFEST	0.250		1	0	NR	NR	NR	1
NJ MANIFEST	0.250		4	0	NR	NR	NR	4
NY SPDES	0.001		0	NR	NR	NR	NR	0
NY UIC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		10	NR	NR	NR	NR	10
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	1	1	NR	2
EDR Hist Auto	0.125		13	NR	NR	NR	NR	13
EDR Hist Cleaner	0.125		1	NR	NR	NR	NR	1
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
NY RGA HWS	0.001		0	NR	NR	NR	NR	0
NY RGA LF	0.001		0	NR	NR	NR	NR	0
- Totals --		0	212	75	38	10	0	335

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Remove Watermark Wondershare PDFelement

A1 **NIAGARA MOHAWK A NATIONAL GRID CO** **FINDS 1017372977**
400 LAFAYETTE ST **ECHO N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 1 of 6 in cluster A

Relative: Higher

Actual: 430 ft.

FINDS:

Registry ID: 110061053568

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:

Envid:	1017372977
Registry ID:	110061053568
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110061053568

A2 **NIAGARA MOHAWK A NATIONAL GRID CO** **RCRA NonGen / NLR 1016959763**
400 LAFAYETTE ST **NY MANIFEST NYP000970889**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 2 of 6 in cluster A

Relative: Higher

Actual: 430 ft.

RCRA NonGen / NLR:

Date form received by agency:	02/18/2015
Facility name:	NIAGARA MOHAWK A NATIONAL GRID CO
Facility address:	400 LAFAYETTE ST UTICA, NY 13502
EPA ID:	NYP000970889
Mailing address:	ERIE BLVD W SYRACUSE, NY 13202
Contact:	LENNY DEL VECCHIO
Contact address:	ERIE BLVD W SYRACUSE, NY 13202
Contact country:	US
Contact telephone:	(315) 428-6670
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

Remove Watermark Wondershare PDFelement

NIAGARA MOHAWK A NATIONAL GRID CO (Continued) **1016959763**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/23/2014
Site name: NIAGARA MOHAWK A NATIONAL GRID CO
Classification: Large Quantity Generator

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYP000970889
Facility Status: Not reported
Location Address 1: 400 LAFAYETTE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYP000970889
Mailing Name: NIAGARA MOHAWK A NATIONAL GRID CO
Mailing Contact: RICHARD FOX
Mailing Address 1: 7437 HENRY CLAY BLVD
Mailing Address 2: Not reported
Mailing City: LIVERPOOL
Mailing State: NY
Mailing Zip: 13088
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3154602385

NY MANIFEST:
Document ID: Not reported
Manifest Status: Not reported
seq: Not reported
Year: 2014
Trans1 State ID: NYD986980753
Trans2 State ID: Not reported
Generator Ship Date: 07/21/2014
Trans1 Recv Date: 07/21/2014
Trans2 Recv Date: Not reported
TSD Site Recv Date: 07/29/2014
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYP000970889
Trans1 EPA ID: Not reported
Trans2 EPA ID: Not reported
TSDF ID 1: NYD049836679
TSDF ID 2: Not reported

Remove Watermark Wondershare PDFelement

NIAGARA MOHAWK A NATIONAL GRID CO (Continued) **1016959763**

Manifest Tracking Number:	004940937FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H132
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	140
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	2
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	1
Waste Code:	D008
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

A3 **THE SALVATION ARMY** **NY UST** **U000415246**
400 LAFAYETTE STREET **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 3 of 6 in cluster A

Relative: Higher

Actual: 430 ft.

UST:

Id/Status:	6-392472 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480851.41597
UTM Y:	4772358.47941
Site Type:	Unknown

Affiliation Records:

Site Id:	41989
Affiliation Type:	On-Site Operator
Company Name:	THE SALVATION ARMY
Contact Type:	Not reported
Contact Name:	THE SALVATION ARMY
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U000415246**

Zip Code:	Not reported
Country Code:	001
Phone:	(718) 583-3500
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41989
Affiliation Type:	Emergency Contact
Company Name:	THE SALVATION ARMY
Contact Type:	Not reported
Contact Name:	THE SALVATION ARMY
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(718) 583-3500
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41989
Affiliation Type:	Facility Owner
Company Name:	THE SALVATION ARMY
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	400 LAFAYETTE ST
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 735-9458
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41989
Affiliation Type:	Mail Contact
Company Name:	THE SALVATION ARMY
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	400 LAFAYETTE ST
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 735-9458
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U000415246**

Date Last Modified: 2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	118953
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1600
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	01
Date Test:	06/01/1988
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I04 - Overfill - Product Level Gauge (A/G)
F06 - Pipe External Protection - Wrapped
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser
C00 - Pipe Location - No Piping
A00 - Tank Internal Protection - None
B00 - Tank External Protection - None

HIST UST:

PBS Number:	6-392472
SPDES Number:	Not reported
Emergency Contact:	THE SALVATION ARMY
Emergency Telephone:	(315) 735-9458
Operator:	THE SALVATION ARMY
Operator Telephone:	(315) 735-9458
Owner Name:	THE SALVATION ARMY
Owner Address:	400 LAFAYETTE ST
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 735-9458
Owner Type:	Not reported
Owner Subtype:	Not reported
Mailing Name:	THE SALVATION ARMY
Mailing Address:	400 LAFAYETTE ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	Not reported
Mailing Telephone:	(315) 735-9458
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U000415246**

Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	06/30/1987
Expiration Date:	06/30/1992
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	Minor Data Missing
Tank Screen:	Minor Data Missing
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1600
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Wrapped (Piping)
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	06/01/1988
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Petro-Tite
Deleted:	False
Updated:	False
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

A4
< 1/8
1 ft.

Relative: Higher

Actual: 430 ft.

UTICA PD VEHICLE MAIN. FACILITY **NY Spills** **S106699125**
334 LAFAYETTE STREET **N/A**
UTICA, NY

Site 4 of 6 in cluster A

SPILLS:

Facility ID:	0406355
Facility Type:	ER
DER Facility ID:	264620
Site ID:	328799
DEC Region:	6
Spill Date:	2004-07-16
Spill Number/Closed Date:	0406355 / 2008-02-20
Spill Cause:	Unknown
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	2004-09-09
CID:	407
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Other
Cleanup Ceased:	2004-10-07
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2004-09-09
Spill Record Last Update:	2008-02-22
Spiller Name:	Not reported
Spiller Company:	Not reported
Spiller Address:	Not reported
Spiller City,St,Zip:	***Update***, ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 02/20/2008: FILE REVIEW: ON 7/16/2004 A PHASE II INVESTIGATION FOR BUILDING CONSTRUCTION SUBMITTED TO NYSDEC. A FEW SVOCS SLIGHTLY EXCEEDED TAGM. ON 9/24/2004 (11) ADDITIONAL TEST PITS WERE EXCAVATED ON SITE. RESULTS FROM SECOND INVESTIGATION ALL N.D. NO FURTHER ACTION REQUIRED. (SR)"
Remarks:	"Found during test pits after demolishion, there are plans to buid over this lot"

Material:

Site ID:	328799
Operable Unit ID:	889902
Operable Unit:	01
Material ID:	487400
Material Code:	0013
Material Name:	lube oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported

Remove Watermark Wondershare PDFelement

UTICA PD VEHICLE MAIN. FACILITY (Continued) **S106699125**

Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	328799
Operable Unit ID:	889902
Operable Unit:	01
Material ID:	487402
Material Code:	0013
Material Name:	lube oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

B5 **EGGERS, CARYL & CORRIGAN, INC.** **NY UST** **U003031145**
227 ORISKANY STREET WEST **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 1 of 5 in cluster B

Relative: Lower

Actual: 429 ft.

UST:

Id/Status:	6-260797 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481161.24829
UTM Y:	4772347.06702
Site Type:	Other Wholesale/Retail Sales

Affiliation Records:

Site Id:	41809
Affiliation Type:	Facility Owner
Company Name:	PETER B. & EDWARD J. CORRIGAN
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	227 ORISKANY STREET WEST
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 797-2630
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41809
Affiliation Type:	Mail Contact
Company Name:	PETER B. & EDWARD J. CORRIGAN
Contact Type:	Not reported

Remove Watermark Wondershare PDFelement

EGGERS, CARYL & CORRIGAN, INC. (Continued) **U003031145**

Contact Name:	Not reported
Address1:	227 ORISKANY STREET WEST
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 797-2630
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41809
Affiliation Type:	On-Site Operator
Company Name:	EGGERS, CARYL & CORRIGAN INC
Contact Type:	Not reported
Contact Name:	PETER B. & EDWARD J. CORRIGAN
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-2630
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41809
Affiliation Type:	Emergency Contact
Company Name:	PETER B. & EDWARD J. CORRIGAN
Contact Type:	Not reported
Contact Name:	PETER B CORRIGAN
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-0383
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	115392
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	4000
Install Date:	Not reported
Date Tank Closed:	09/01/1994
Registered:	True

Remove Watermark Wondershare PDFelement

EGGERS, CARYL & CORRIGAN, INC. (Continued) **U003031145**

Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: 05
Date Test: 08/01/1989
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D02 - Pipe Type - Galvanized Steel
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
J02 - Dispenser - Suction Dispenser

Tank Number: 002
Tank ID: 115393
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: 09/01/1994
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0008
Common Name of Substance: Diesel

Tightness Test Method: 05
Date Test: 08/01/1989
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

HIST UST:
PBS Number: 6-260797
SPDES Number: Not reported

Remove Watermark Wondershare PDFelement

EGGERS, CARYL & CORRIGAN, INC. (Continued) **U003031145**

Emergency Contact:	PETER B CORRIGAN
Emergency Telephone:	(315) 797-0383
Operator:	PETER B. & EDWARD J. CORRIGAN
Operator Telephone:	(315) 797-2630
Owner Name:	PETER B. & EDWARD J. CORRIGAN
Owner Address:	227 ORISKANY STREET WEST
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 797-2630
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	PETER B. & EDWARD J. CORRIGAN
Mailing Address:	227 ORISKANY STREET WEST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	Not reported
Mailing Telephone:	(315) 797-2630
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER RETAIL SALES
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	11/18/1992
Expiration Date:	07/07/1997
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported

Remove Watermark Wondershare PDFelement

EGGERS, CARYL & CORRIGAN, INC. (Continued) **U003031145**

Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	08/01/1989
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	09/01/1994
Test Method:	Ainlay
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	002
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	DIESEL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	08/01/1989
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	09/01/1994
Test Method:	Ainlay
Deleted:	False
Updated:	True
Lat/long:	Not reported

B6 **EGGERS, CARYL & CORRIGAN, INC.** **NY Spills** **S106719636**
227 ORISKANY STREET WEST **N/A**
< 1/8 **UTICA, NY**
1 ft.

Site 2 of 5 in cluster B

Relative:
Lower

Actual:
429 ft.

SPILLS:

Facility ID:	9407957
Facility Type:	ER
DER Facility ID:	187460
Site ID:	227114
DEC Region:	6
Spill Date:	1994-09-13
Spill Number/Closed Date:	9407957 / 2008-03-28
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
SWIS:	3316

Remove Watermark Wondershare PDFelement

EGGERS, CARYL & CORRIGAN, INC. (Continued) **S106719636**

Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	1994-09-13
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	DEC
Cleanup Ceased:	2007-04-03
Cleanup Meets Std:	True
Last Inspection:	2006-11-29
Recommended Penalty:	True
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1994-09-16
Spill Record Last Update:	2008-03-31
Spiller Name:	EDWARD CORRIGAN
Spiller Company:	EGGERS, CARYL & CORRIGAN, INC.
Spiller Address:	227 ORISKANY STREET WEST
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 06/12/1997: STIP SIGNED BY JM. (DJ) 01/04/1999: REVIEWED 12/31/1997 GW REPORT. 3 QUARTERS OKAY. SENT LETTER REQUESTING COMPLETING INVESTIGATION TO FIND SOURCE OF SOIL CONTAMINATION IN B-1,B-2 & B-2 THAT EXCEED SGV & BE REMEDIATED. (DJ) 09/09/2004: REVIEWED FILE - NO RESPONSE TO 1999 LETTER. FAILED TO COMPLY WITH STIP. INCOMPLETE. (DJ) 10/22/2004: SUBMITTED FINAL ISR. (DJ) 04/20/2007: REVIEWED SPILL CLOSURE REPORT. LAB RESULTS MEET TAGM. RECEIVED DISPOSAL RECEIPTS FOR 435 TONS OF PETROLEUM CONTAMINATED SOIL. NO FURTHER ACTION REQUIRED. (SR) 09/04/2007: TELECON WITH GENE SANTACROCE, CITY OF UTICA: FOUND NEW UST IN SOUTH END OF LOT. PARAGON PUMPING OUT OIL/WATER. NIKKI COPELAND, CES, ENROUTE TO SCREEN SOILS. (SR) 03/28/08: REVIEWED SCR: LAB RESULTS BELOW TAGM. 102 TONS OF PETROLEUM IMPACTED SOIL SENT TO AVA. (SR)"
Remarks:	"NOTED CONTAM. UNDER TANKS THAT WERE REMOVED & UNDER PUMP ISLAND."

Material:

Site ID:	227114
Operable Unit ID:	1002156
Operable Unit:	01
Material ID:	377414
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	227114
Operable Unit ID:	1002156
Operable Unit:	01
Material ID:	377413
Material Code:	0008
Material Name:	diesel

Remove Watermark Wondershare PDFelement

EGGERS, CARYL & CORRIGAN, INC. (Continued) **S106719636**

Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	227114
Spill Tank Test:	1543144
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

C7 **MIGUELS BODY SHOP** **RCRA NonGen / NLR** **1000446921**
320 LAFAYETTE ST REAR **FINDS** **NYD986907020**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
1 ft. **ECHO**

Site 1 of 5 in cluster C

Relative: Higher

Actual: 431 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	MIGUELS BODY SHOP
Facility address:	320 LAFAYETTE ST REAR UTICA, NY 13502
EPA ID:	NYD986907020
Mailing address:	LAFAYETTE ST REAR UTICA, NY 13502
Contact:	Not reported
Contact address:	LAFAYETTE ST REAR UTICA, NY 13502
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	MIGUEL A RIVERA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	MIGUEL A RIVERA

Remove Watermark Wondershare PDFelement

MIGUELS BODY SHOP (Continued) **1000446921**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: MIGUELS BODY SHOP
Classification: Not a generator, verified

Date form received by agency: 03/21/1995
Site name: MIGUELS BODY SHOP
Classification: Unverified

. Waste code: NONE
. Waste name: None

Date form received by agency: 07/10/1990
Site name: MIGUELS BODY SHOP
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110004449945

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

Remove Watermark Wondershare PDFelement

MIGUELS BODY SHOP (Continued) **1000446921**

corrective action activities required under RCRA.

NY MANIFEST:

Country:	USA
EPA ID:	NYD986907020
Facility Status:	Not reported
Location Address 1:	320 LAFAYETTE STREET (REAR)
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13503
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYD986907020
Mailing Name:	MIGUELS BODY SHOP
Mailing Contact:	BODY SHOP MGR
Mailing Address 1:	320 LAFAYETTE STREET (REAR)
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13503
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157241291

NY MANIFEST:

Document ID:	NYB2495385
Manifest Status:	C
seq:	Not reported
Year:	1991
Trans1 State ID:	P14005IL
Trans2 State ID:	Not reported
Generator Ship Date:	10/03/1991
Trans1 Recv Date:	10/03/1991
Trans2 Recv Date:	/ /
TSD Site Recv Date:	10/07/1991
Part A Recv Date:	/ /
Part B Recv Date:	10/28/1991
Generator EPA ID:	NYD986907020
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported

Remove Watermark Wondershare PDFelement

MIGUELS BODY SHOP (Continued) **1000446921**

Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00125
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

ECHO:

Envid:	1000446921
Registry ID:	110004449945
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004449945

C8 **METZLER PRINTING** **RCRA-CESQG 1004759633**
317 LAFAYETTE ST **FINDS NYR000016311**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
1 ft. **ECHO**

Site 2 of 5 in cluster C

Relative: Higher

Actual: 432 ft.

RCRA-CESQG:

Date form received by agency:	01/01/2007
Facility name:	METZLER PRINTING
Facility address:	317 LAFAYETTE ST UTICA, NY 13502
EPA ID:	NYR000016311
Mailing address:	LAFAYETTE ST UTICA, NY 13502
Contact:	RICHARD METZLER
Contact address:	LAFAYETTE ST UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 732-1912
Contact email:	Not reported
EPA Region:	02
Land type:	Private
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

hazardous waste

Owner/Operator Summary:
Owner/operator name: METZLER PRINTING
Owner/operator address: 317 LAFAYETTE ST
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (315) 732-1912
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: METZLER PRINTING
Owner/operator address: 317 LAFAYETTE ST
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (315) 732-1912
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: METZLER PRINTING
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 11/20/1995
Site name: METZLER PRINTING
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D011
. Waste name: SILVER

. Waste code: D039

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

. Waste name: TETRACHLOROETHYLENE

Facility Has Received Notices of Violations:
Regulation violated: SR - 372.2(a)(2)
Area of violation: Generators - General
Date violation determined: 10/20/2003
Date achieved compliance: 11/04/2003
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/04/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 10/20/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 11/04/2003
Evaluation lead agency: State

FINDS:

Registry ID: 110004520260

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYR000016311
Facility Status: Not reported
Location Address 1: 317 LAFAYETTE STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000016311
Mailing Name: METZLER PRINTING
Mailing Contact: RICK METZLER
Mailing Address 1: 317 LAFAYETTE STREET
Mailing Address 2: Not reported
Mailing City: UTICA

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157321912

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2011
Trans1 State ID:	TXR000050930
Trans2 State ID:	NJD071629976
Generator Ship Date:	03/16/2011
Trans1 Recv Date:	03/16/2011
Trans2 Recv Date:	03/23/2011
TSD Site Recv Date:	03/24/2011
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000016311
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	KYD053348108
TSDF ID 2:	Not reported
Manifest Tracking Number:	003842352FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H061
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	120.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	D018
Waste Code 1_3:	D039
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	NYC6458512
Manifest Status:	Not reported

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

seq:	01
Year:	2001
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	05/29/2001
Trans1 Recv Date:	05/29/2001
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/30/2001
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000016311
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00008
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	MAM0136470
Manifest Status:	Not reported
seq:	01
Year:	2001
Trans1 State ID:	NYLJ5601
Trans2 State ID:	Not reported
Generator Ship Date:	06/13/2001
Trans1 Recv Date:	06/13/2001
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	06/20/2001
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000016311
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00135
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	MAM0137600
Manifest Status:	Not reported
seq:	01
Year:	2001
Trans1 State ID:	NY6W177
Trans2 State ID:	T648GLNJ
Generator Ship Date:	11/01/2001
Trans1 Recv Date:	11/01/2001
Trans2 Recv Date:	11/08/2001
TSD Site Recv Date:	11/09/2001
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000016311
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	NJD071629976
TSDF ID 1:	MAD982755639
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00108
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00

Document ID:	MAJ4562270
Manifest Status:	K
seq:	Not reported
Year:	1996
Trans1 State ID:	NYGV7044
Trans2 State ID:	Not reported
Generator Ship Date:	11/19/1996
Trans1 Recv Date:	11/19/1996
Trans2 Recv Date:	/ /
TSD Site Recv Date:	12/02/1996
Part A Recv Date:	12/24/1996
Part B Recv Date:	12/27/1996
Generator EPA ID:	NYR000016311
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD982755639
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00134
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Document ID:	NJA2156131
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	NJDEPE086

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

Trans2 State ID:	00602
Generator Ship Date:	12/21/1995
Trans1 Recv Date:	12/21/1995
Trans2 Recv Date:	12/22/1995
TSD Site Recv Date:	12/27/1995
Part A Recv Date:	01/03/1996
Part B Recv Date:	01/09/1996
Generator EPA ID:	NYR000016311
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	NYD980769947
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00078
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NJA2080821
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	NJDEPE086
Trans2 State ID:	Not reported
Generator Ship Date:	12/01/1995
Trans1 Recv Date:	12/01/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	12/11/1995
Part A Recv Date:	12/14/1995
Part B Recv Date:	12/21/1995
Generator EPA ID:	NYR000016311
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported

Remove Watermark Wondershare PDFelement

METZLER PRINTING (Continued) **1004759633**

Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D011 - SILVER 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00148
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

ECHO:

Envid:	1004759633
Registry ID:	110004520260
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004520260

D9 **THE SALVATION ARMY** **NY Spills** **S105999511**
400 COLUMBIA ST **N/A**
< 1/8 **UTICA, NY**
1 ft.

Site 1 of 5 in cluster D

Relative:
Higher

Actual:
433 ft.

SPILLS:

Facility ID:	0304586
Facility Type:	ER
DER Facility ID:	111597
Site ID:	129453
DEC Region:	6
Spill Date:	2003-07-31
Spill Number/Closed Date:	0304586 / 2010-05-11
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	JCDOYLE
Referred To:	Not reported
Reported to Dept:	2003-07-31
CID:	257
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Other
Cleanup Ceased:	2010-04-28
Cleanup Meets Std:	False
Last Inspection:	2009-12-04
Recommended Penalty:	False

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **S105999511**

UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	2003-07-31
Spill Record Last Update:	2010-06-21
Spiller Name:	MAJOR KEVIN SCHOCH
Spiller Company:	THE SALVATION ARMY
Spiller Address:	2433 ERIE BLVD. EAST
Spiller City,St,Zip:	SYRACUSE, NY 13224
Spiller Company:	001
Contact Name:	JAMES SMITH
Contact Phone:	(845) 562-1512
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 8/19/2005: JULY 2005 UST CLOSURE AND PRELIMINARY SITE INVESTIGATION REPORT. SOIL DISPOSAL RECEIPTS FOR 225.77 TONS AT ESMI, FORT EDWARD. 3 MONITORING WELLS, 10 SOIL BORINGS, 5 TEST PITS, SHOW ADDITIONAL CONTAMINATION OF SOILS AND GW ON SITE. REMEDIAL INVESTIGATION TO DELINEATE EXTENT AND POTENTIAL REMEDIAL ALTERNATIVES PROPOSED. DEC REPORT REVIEW LETTER SENT W/ RESPONSE DATE OF 9/23/05. 2/1/2007: DEC REVIEW LETTER OF REMEDIAL INVESTIGATION WORKPLAN WHICH WAS PREPARED BY GZA ENVIRONMENTAL AND DATED 12/20/2006. WORKPLAN APPROVED, WORK TO BEGIN BY 4/2/2007. (JD) 4/9/2008: DEC REVIEW LETTER OF REMEDIAL INVESTIGATION REPORT - EXTENT OF CONTAMINATION IN GROUNDWATER NOT PROVIDED. NEED FURTHER SUBSURFACE INVESTIGATION SOUTH OF SP-26/MW-6. IF SOURCE REMOVAL IS CHOSEN AND SIDEWALL MEETS RSCO - LONG TERM GW MONITORING MAY NOT BE NECESSARY. REPORT RECOMMENDS IN-SITU TREATMENT USING CHEMICAL OXIDANTS. GZA NEED TO PROVIDE LIST OF IN-SITU PROJECTS GZA HAS HAD SUCCESS WITH. NEED METHOD TO DETERMINE RADIUS OF INFLUENCE AND MASS BALANCE FOR TREATMENT. (JD) 5/9/2008: REVIEWED GZA WRITTEN RESPONSE TO DEC COMMENT LETTER OF 4/9/2008. GZA TO CONTACT DEC TO DISCUSS SOURCE REMOVAL OPTION, AS SALVATION ARMY HAS POSSIBLE PLANS TO REDEVELOP THE SITE. (JD) 3/20/2009: GZA GEOENVIRONMENTAL , INC. HAS RECOMMENDED SOURCE REMOVAL OPTION AND WILL BE DOING WORK IN 2009 CONSTRUCTION SEASON PER 1/29/09 LETTER. SENT FRANK VETERE LIST OF LOCAL CONTRACTORS - PROJECT WILL BE BID. (JD) 4/8/2009: DEC APPROVAL LETTER OF REMEDIAL ACTIVITIES WORK PLAN FOR EXCAVATION OF 4000-5000 TONS OF CONTAMINATED SOIL WITH OFF SITE DISPOSAL. WORK PLAN PREPARED BY GZA AND DATED 3/16/2009. (JD) 5/11/2010: REVIEWED TANK CLOSURE/SPILL CLEAN UP REPORT PREPARED BY GEOENVIRONMENTAL, INC. (GZA) AND DATED APRIL, 2010. GZA SUBCONTRACTED WITH ABSCOPE TO PERFORM THE REMEDIAL EXCAVATION. THREE PREVIOUSLY UNKNOWN UST'S WERE DISCOVERED DURING THIS PROJECT. THE UST'S WERE PUMPED, REMOVED CUT AND CLEANED. 20 CONFIRMATORY SOIL SAMPLES FROM THE SIDEWALLS AND BOTTOM WERE TAKEN AND 17 ANALYSIS MET TAGM RSCO SOIL GUIDANCE VALUES. SOILS WERE REMOVED TO THE MAXIMUM EXTENT PRACTICLE. SOIL DISPOSAL RECEIPTS FOR 9,589 TONS OF SOIL WERE RECEIVED. THE SOIL WAS DISPOSED OF AT THE ONTARIO COUNTY LANDFILL LOCATED IN STANLEY, NY. ADDITIONALLY, 17,500 GALLONS OF PETROLEUM IMPACTED GROUNDWATER WAS PUMPED, TREATED AND DISCHARGED, UNDER PERMIT,TO THE ONEIDA COUNTY WATER POLLUTION CONTROL PLANT LOCATED IN UTICA, NY. NO FURTHER ACTION NEEDED. (JD)"
Remarks:	"caller is working at the property next to spill"

Material:

Site ID:	129453
Operable Unit ID:	871395
Operable Unit:	01
Material ID:	505442
Material Code:	0001A

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **S105999511**

Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	15.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

A10 **FISHER AUTO PARTS** **RCRA-CESQG** **1000554919**
327 LAFAYETTE ST **FINDS** **NYD986974103**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
1 ft. **ECHO**

Site 5 of 6 in cluster A

Relative: Higher

Actual: 431 ft.

RCRA-CESQG:

Date form received by agency:	01/01/2007
Facility name:	FISHER AUTO PARTS
Facility address:	327 LAFAYETTE ST UTICA, NY 13502
EPA ID:	NYD986974103
Mailing address:	LAFAYETTE ST UTICA, NY 13502
Contact:	ERNST DON
Contact address:	LAFAYETTE ST UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 797-2255
Contact email:	Not reported
EPA Region:	02
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	ART FISHER
Owner/operator address:	PO BOX 2246 STAUNTON, VA 24402
Owner/operator country:	US
Owner/operator telephone:	(540) 885-8901
Legal status:	Private
Owner/Operator Type:	Owner

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: ART FISHER
Owner/operator address: PO BOX 2246
STAUNTON, VA 24402
Owner/operator country: US
Owner/operator telephone: (540) 885-8901
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: FISHER AUTO PARTS
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 12/02/1998
Site name: FISHER AUTO PARTS
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D018
. Waste name: BENZENE

. Waste code: D027
. Waste name: 1,4-DICHLOROBENZENE

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110004477655

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYD986974103
Facility Status: Not reported
Location Address 1: 327 LAFAYETTE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986974103
Mailing Name: FISHER AUTO PARTS
Mailing Contact: DONERNST
Mailing Address 1: 327 LAFAYETTE ST
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13502
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157972255

NY MANIFEST:
Document ID: NYC5185315
Manifest Status: Not reported
seq: 01
Year: 1999
Trans1 State ID: NYNS7862
Trans2 State ID: Not reported
Generator Ship Date: 05/14/1999
Trans1 Recv Date: 05/14/1999
Trans2 Recv Date: Not reported

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

TSD Site Recv Date:	05/17/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00168
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	008
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Document ID:	NYC4619070
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	NYNS7863
Trans2 State ID:	Not reported
Generator Ship Date:	02/18/1998
Trans1 Recv Date:	02/18/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	02/19/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D006 - CADMIUM 1.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00157
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	010
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00

Document ID:	NYC5246098
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	NYNS7863
Trans2 State ID:	Not reported
Generator Ship Date:	05/08/1998
Trans1 Recv Date:	05/08/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/11/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D006 - CADMIUM 1.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00006
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00020
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC4422633
Manifest Status:	C
seq:	Not reported
Year:	1997
Trans1 State ID:	NYAM6504
Trans2 State ID:	Not reported
Generator Ship Date:	01/17/1997
Trans1 Recv Date:	01/17/1997
Trans2 Recv Date:	/ /
TSD Site Recv Date:	01/20/1997
Part A Recv Date:	02/04/1997
Part B Recv Date:	01/30/1997
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D006 - CADMIUM 1.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00160
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	008
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYC3619214

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

Manifest Status:	C
seq:	Not reported
Year:	1996
Trans1 State ID:	NYAM6504
Trans2 State ID:	Not reported
Generator Ship Date:	06/05/1996
Trans1 Recv Date:	06/05/1996
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/06/1996
Part A Recv Date:	06/13/1996
Part B Recv Date:	06/14/1996
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D006 - CADMIUM 1.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00016
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYC3644908
Manifest Status:	C
seq:	Not reported
Year:	1996
Trans1 State ID:	NYMU2534
Trans2 State ID:	Not reported
Generator Ship Date:	04/19/1996
Trans1 Recv Date:	04/19/1996
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/19/1996
Part A Recv Date:	/ /
Part B Recv Date:	04/25/1996
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D006 - CADMIUM 1.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00219
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	012
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYB4235283
Manifest Status:	C
seq:	Not reported
Year:	1994
Trans1 State ID:	31047FNY
Trans2 State ID:	Not reported
Generator Ship Date:	04/04/1994
Trans1 Recv Date:	04/04/1994
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/04/1994
Part A Recv Date:	/ /
Part B Recv Date:	04/20/1994
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

Document ID:	NYB5438115
Manifest Status:	K
seq:	Not reported
Year:	1993
Trans1 State ID:	NY35726A
Trans2 State ID:	Not reported
Generator Ship Date:	06/01/1993
Trans1 Recv Date:	06/01/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/01/1993
Part A Recv Date:	/ /
Part B Recv Date:	07/12/1993
Generator EPA ID:	NYD986974103
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00440
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	008
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	L Landfill.
Specific Gravity:	100

ECHO:

Envid:	1000554919
Registry ID:	110004477655

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS (Continued) **1000554919**

DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004477655

A11 **EDR Hist Auto** **1015427664**
327 LAFAYETTE ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 6 of 6 in cluster A

Relative:
Higher

EDR Historical Auto Stations:
Name: FISHER AUTO PARTS INC
Year: 2004
Actual:
431 ft. Address: 327 LAFAYETTE ST

C12 **EDR Hist Auto** **1015421492**
320 LAFAYETTE ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 3 of 5 in cluster C

Relative:
Higher

EDR Historical Auto Stations:
Name: CLEAN MACHINE AUTO SALES
Year: 2001
Actual:
431 ft. Address: 320 LAFAYETTE ST

Name: CLEAN MACHINE AUTO SALES
Year: 2002
Address: 320 LAFAYETTE ST

Name: CLEAN MACHINE AUTO SALES
Year: 2003
Address: 320 LAFAYETTE ST

Name: CLEAN MACHINE AUTO SALES
Year: 2004
Address: 320 LAFAYETTE ST

Name: CLEAN MACHINE AUTO SALES INC
Year: 2005
Address: 320 LAFAYETTE ST

E13 **UTICA PRINTING & MAILING** **RCRA NonGen / NLR** **1004757931**
422 LAFAYETTE ST **FINDS** **NYD986965309**
< 1/8 **UTICA, NY 13503** **NY MANIFEST**
1 ft. **ECHO**

Site 1 of 6 in cluster E

Relative:
Lower

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: UTICA PRINTING & MAILING
Actual:
429 ft. Facility address: 422 LAFAYETTE ST
UTICA, NY 135030552
EPA ID: NYD986965309
Mailing address: LAFAYETTE ST
UTICA, NY 135030552
Contact: STEPHEN PLEHN

Remove Watermark Wondershare PDFelement

UTICA PRINTING & MAILING (Continued) **1004757931**

Contact address: LAFAYETTE ST
UTICA, NY 135030552
Contact country: US
Contact telephone: (315) 724-0314
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: STEPHEN R PLEHN
Owner/operator address: PO BOX 55
HINCKLEY, NY 13352
Owner/operator country: US
Owner/operator telephone: (315) 831-2279
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: STEPHEN R PLEHN
Owner/operator address: PO BOX 55
HINCKLEY, NY 13352
Owner/operator country: US
Owner/operator telephone: (315) 831-2279
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: UTICA PRINTING & MAILING
Classification: Not a generator, verified

Date form received by agency: 07/01/1991
Site name: UTICA PRINTING & MAILING
Classification: Conditionally Exempt Small Quantity Generator

Remove Watermark Wondershare PDFelement

UTICA PRINTING & MAILING (Continued) **1004757931**

. Waste code: D001
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110004473766

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYD986965309
Facility Status: Not reported
Location Address 1: 422 LAFAYETTE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986965309
Mailing Name: KEYBANK OF NEW YORK
Mailing Contact: RICHARD AMNNING
Mailing Address 1: 201 SOUTH WARREN ST
Mailing Address 2: Not reported
Mailing City: SYRACUSE
Mailing State: NY
Mailing Zip: 13202
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3154705067

NY MANIFEST:
Document ID: NJA1484690
Manifest Status: C
seq: Not reported
Year: 1993
Trans1 State ID: NJDEPS632
Trans2 State ID: NJDEPS060
Generator Ship Date: 04/26/1993
Trans1 Recv Date: 04/28/1993
Trans2 Recv Date: 04/28/1993
TSD Site Recv Date: 04/28/1993
Part A Recv Date: 05/04/1993
Part B Recv Date: 05/18/1993

Remove Watermark Wondershare PDFelement

UTICA PRINTING & MAILING (Continued) **1004757931**

Generator EPA ID:	NYD986965309
Trans1 EPA ID:	NJD991291584
Trans2 EPA ID:	NYD980769947
TSDF ID 1:	NJD980536593
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00040
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00020
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00900
Units:	P - Pounds
Number of Containers:	015
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00120

Remove Watermark Wondershare PDFelement

UTICA PRINTING & MAILING (Continued) **1004757931**

Units:	P - Pounds
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Quantity:	00040
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Quantity:	00005
Units:	P - Pounds
Number of Containers:	001
Container Type:	CF - Fiber or plastic boxes, cartons
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

ECHO:

Envid:	1004757931
Registry ID:	110004473766
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004473766

F14 **B&G DIVERSIFIED** **NY UST U001444619**
401 STATE STREET **NY HIST UST N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 1 of 9 in cluster F

Relative: Higher

Actual: 432 ft.

UST:

Id/Status:	6-600236 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480695.12682
UTM Y:	4772511.50429
Site Type:	Retail Gasoline Sales

Affiliation Records:

Site Id:	43060
Affiliation Type:	Facility Owner
Company Name:	FRANK BRUZZESE
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	BOX 464, CAVANAUGH ROAD
Address2:	Not reported
City:	MARCY
State:	NY
Zip Code:	13403
Country Code:	001
Phone:	(315) 735-1111
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

Date Last Modified: 2004-03-04

Site Id: 43060
Affiliation Type: Mail Contact
Company Name: BEACON BODY SHOP
Contact Type: Not reported
Contact Name: FRANK BRUZZESE
Address1: 402 STATE STREET
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 724-5444
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 43060
Affiliation Type: On-Site Operator
Company Name: B&G DIVERSIFIED
Contact Type: Not reported
Contact Name: FRANK BRUZZESE
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 735-1111
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 43060
Affiliation Type: Emergency Contact
Company Name: FRANK BRUZZESE
Contact Type: Not reported
Contact Name: FRANK BRUZZESE
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 735-1111
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 1
Tank ID: 120761

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	4000
Install Date:	Not reported
Date Tank Closed:	06/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
J00 - Dispenser - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	2
Tank ID:	120762
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	3000
Install Date:	Not reported
Date Tank Closed:	06/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

J00 - Dispenser - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number: 3
Tank ID: 120763
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: 06/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J00 - Dispenser - None

Tank Number: 4
Tank ID: 120764
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: 06/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
J00 - Dispenser - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	5
Tank ID:	120765
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	4000
Install Date:	Not reported
Date Tank Closed:	06/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
J00 - Dispenser - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	6
Tank ID:	120766
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	06/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J00 - Dispenser - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number: 6-600236
SPDES Number: Not reported
Emergency Contact: FRANK BRUZZESE
Emergency Telephone: (315) 735-1111
Operator: FRANK BRUZZESE
Operator Telephone: (315) 735-1111
Owner Name: FRANK BRUZZESE
Owner Address: BOX 464, CAVANAUGH ROAD
Owner City,St,Zip: MARCY, NY 13403
Owner Telephone: (315) 735-1111
Owner Type: Corporate/Commercial
Owner Subtype: Not reported
Mailing Name: BEACON BODY SHOP
Mailing Address: 402 STATE STREET
Mailing Address 2: Not reported
Mailing City,St,Zip: UTICA, NY 13502
Mailing Contact: FRANK BRUZZESE
Mailing Telephone: (315) 724-5444
Owner Mark: First Owner
Facility Status: 2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2: Not reported
SWIS ID: 3016
Old PBS Number: Not reported
Facility Type: RETAIL GASOLINE SALES
Inspected Date: Not reported
Inspector: Not reported
Inspection Result: Not reported
Federal ID: Not reported
Certification Flag: False
Certification Date: 05/12/1993
Expiration Date: 05/12/1998
Renew Flag: False
Renewal Date: Not reported
Total Capacity: 0
FAMT: True
Facility Screen: No Missing Data
Owner Screen: No Missing Data
Tank Screen: 0
Dead Letter: False
CBS Number: Not reported

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	06/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported
Tank Id:	2
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	3000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	06/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

Tank Id:	3
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	06/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	4
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	06/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	5
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed

Remove Watermark Wondershare PDFelement

B&G DIVERSIFIED (Continued) **U001444619**

Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	06/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	6
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	06/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

F15 **EDR Hist Auto** **1015472134**
402 STATE ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 2 of 9 in cluster F

Relative: EDR Historical Auto Stations:
Higher

Name: BROADWAY BODY SHOP
Year: 2003
Actual: Address: 402 STATE ST
432 ft.

Name: MAUGERIS AUTO REPAIR
Year: 2007
Address: 402 STATE ST

Name: MAUGERIS AUTO BODY
Year: 2008
Address: 402 STATE ST

Name: MAUGERIS AUTO BODY
Year: 2009
Address: 402 STATE ST

Name: MAUGERIS AUTO BODY
Year: 2010
Address: 402 STATE ST

Name: MAUGERIS AUTO BODY
Year: 2011
Address: 402 STATE ST

Name: MAUGERIS AUTO BODY
Year: 2012
Address: 402 STATE ST

G16 **BEACON BODY SHOP** **FINDS** **1007804607**
523 ORISKANY ST WEST **ECHO** **N/A**
< 1/8 **UTICA, NY 13501**
1 ft.

Site 1 of 4 in cluster G

Relative: FINDS:
Lower

Registry ID: 110019671345

Actual:
426 ft.

Environmental Interest/Information System
FIS (New York - Facility Information System) is New York's Department of Environmental Conservation (DEC) information system for tracking environmental facility information found across the State.

ECHO:
Envid: 1007804607
Registry ID: 110019671345
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110019671345

Remove Watermark Wondershare PDFelement

F17 **BEACON BODY** **FINDS 1007739476**
401 STATE ST **ECHO N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 3 of 9 in cluster F

Relative: Higher

Actual: 432 ft.

FINDS:

Registry ID: 110020481352

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:

Envid:	1007739476
Registry ID:	110020481352
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110020481352

F18 **BEACON BODY** **RCRA-CESQG 1007880991**
401 STATE ST **NY MANIFEST NYR000128991**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 4 of 9 in cluster F

Relative: Higher

Actual: 432 ft.

RCRA-CESQG:

Date form received by agency:	01/01/2007
Facility name:	BEACON BODY
Facility address:	401 STATE ST UTICA, NY 13502
EPA ID:	NYR000128991
Mailing address:	KENNEDY PLAZA - 2ND FLOOR OF CITY HALL - ENGINEERING UTICA, NY 13502
Contact:	EUGENE SANAT CROCE
Contact address:	KENNEDY PLAZA - 2ND FLOOR OF CITY HALL - ENGINEERING UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 792-0152
Contact email:	GENESC@CITYOFUTICA.COM
EPA Region:	02
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from

Remove Watermark Wondershare PDFelement

BEACON BODY (Continued) **1007880991**

the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:
Owner/operator name: CITY OF UTICA
Owner/operator address: KENNEDY PLAZA 2ND FLOOR OF CITY HALL - ENGINEERING
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (315) 792-0152
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: 12/17/2002
Owner/Op end date: Not reported

Owner/operator name: CITY OF UTICA
Owner/operator address: KENNEDY PLAZA 2ND FLOOR OF CITY HALL - ENGINEERING
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (315) 792-0152
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: 12/17/2002
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: BEACON BODY
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 11/29/2004
Site name: BEACON BODY
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D008
. Waste name: LEAD

Remove Watermark Wondershare PDFelement

BEACON BODY (Continued) **1007880991**

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYR000128991
Facility Status: Not reported
Location Address 1: 401 STATE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000128991
Mailing Name: CITY OF UTICA
Mailing Contact: N/S
Mailing Address 1: 401 STATE ST
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13502
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157920152

NY MANIFEST:
Document ID: NYC7481103
Manifest Status: Not reported
seq: Not reported
Year: 2004
Trans1 State ID: NY28863JS
Trans2 State ID: 1282B7NY
Generator Ship Date: 12/08/2004
Trans1 Recv Date: 12/08/2004
Trans2 Recv Date: 12/14/2004
TSD Site Recv Date: 12/15/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000128991
Trans1 EPA ID: TXR000050930
Trans2 EPA ID: Not reported
TSDF ID 1: KYD053348
TSDF ID 2: Not reported
Manifest Tracking Number: Not reported
Import Indicator: Not reported
Export Indicator: Not reported
Discr Quantity Indicator: Not reported
Discr Type Indicator: Not reported
Discr Residue Indicator: Not reported
Discr Partial Reject Indicator: Not reported
Discr Full Reject Indicator: Not reported
Manifest Ref Number: Not reported
Alt Facility RCRA ID: Not reported
Alt Facility Sign Date: Not reported
MGMT Method Type Code: Not reported

Remove Watermark Wondershare PDFelement

BEACON BODY (Continued) **1007880991**

Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00600
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00600
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

F19 **B & G DIVERSIFIED, INC.** **NY LTANKS** **S104074413**
401 STATE STREET **N/A**
< 1/8 **UTICA, NY**
1 ft.

Site 5 of 9 in cluster F

Relative:
Higher

Actual:
432 ft.

LTANKS:

Site ID:	158019
Spill Number/Closed Date:	9303962 / Not Reported
Spill Date:	1993-06-18
Spill Cause:	Tank Test Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	Unassigned
Referred To:	Not reported
Reported to Dept:	1993-06-18
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	5
Date Entered In Computer:	1993-07-08
Spill Record Last Update:	2010-08-20
Spiller Name:	Not reported
Spiller Company:	B & G DIVERSIFIED, INC.
Spiller Address:	402 STATE STREET
Spiller City,St,Zip:	UTICA, NY 13502

Remove Watermark Wondershare PDFelement

B & G DIVERSIFIED, INC. (Continued) **S104074413**

Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	133593
DEC Memo:	"02/02/94: REVIEWED & RESPONDED TO BIO-REMEDIATION PROPOSAL DATED 12/16/93. ALSO REQUESTED GWI PROPOSAL OR RELEASE. (DJ). 2/26/2009: SITE CHECK - FORMER B&G DIVERSIFED, INC. BLDG IS NOW OWNED BY THE CITY OF UTICA AND HAS BEEN RENOVATED INTO THE CITY OF UTICA TRAFFIC SIGNAL SHOW. PARKING LOT WAS REPAVED. NO KNOWN WORK WAS DONE ON THIS SPILL BY RESPONSIBLE PARTY. (JD) 8/20/2010: FILE REVIEW: TANKS REMOVED IN JUNE 1993. 75 - 100 CU YARDS OF CONTAMINATED SOIL THAT WAS REMOVED WITH TANKS MAY HAVE BEEN DISPOSED OF AT AN UNAPPROVED SITE. SUBSURFACE INVESTIGATION NEEDED TO DEFINE CONTAMINATION IN GW AND SOILS. CITY OWNED PROPERTY WHICH IS ACTIVELY BEING USED, BUT NO KNOWN SPILL CLEAN UP WORK WAS DONE. NO LONGER ACTIVELY MANAGED SPILL. (JD)"
Remarks:	"CONTAM. NOTED AROUND FILLS WHEN UNCOVERING TANKS FOR REMOVAL."

Material:

Site ID:	158019
Operable Unit ID:	982256
Operable Unit:	01
Material ID:	397497
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	158019
Spill Tank Test:	1541711
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Site ID:	158019
Spill Number/Closed Date:	9303962 / Not Reported
Spill Date:	1993-06-18
Spill Cause:	Tank Test Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False

Remove Watermark Wondershare PDFelement

B & G DIVERSIFIED, INC. (Continued) **S104074413**

SWIS:	3316
Investigator:	Unassigned
Referred To:	Not reported
Reported to Dept:	1993-06-18
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	5
Date Entered In Computer:	1993-07-08
Spill Record Last Update:	2010-08-20
Spiller Name:	CITY OF UTICA
Spiller Company:	CITY OF UTICA
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	133593
DEC Memo:	"02/02/94: REVIEWED & RESPONDED TO BIO-REMEDIATION PROPOSAL DATED 12/16/93. ALSO REQUESTED GWI PROPOSAL OR RELEASE. (DJ). 2/26/2009: SITE CHECK - FORMER B&G DIVERSIFED, INC. BLDG IS NOW OWNED BY THE CITY OF UTICA AND HAS BEEN RENOVATED INTO THE CITY OF UTICA TRAFFIC SIGNAL SHOW. PARKING LOT WAS REPAVED. NO KNOWN WORK WAS DONE ON THIS SPILL BY RESPONSIBLE PARTY. (JD) 8/20/2010: FILE REVIEW: TANKS REMOVED IN JUNE 1993. 75 - 100 CU YARDS OF CONTAMINATED SOIL THAT WAS REMOVED WITH TANKS MAY HAVE BEEN DISPOSED OF AT AN UNAPPROVED SITE. SUBSURFACE INVESTIGATION NEEDED TO DEFINE CONTAMINATION IN GW AND SOILS. CITY OWNED PROPERTY WHICH IS ACTIVELY BEING USED, BUT NO KNOWN SPILL CLEAN UP WORK WAS DONE. NO LONGER ACTIVELY MANAGED SPILL. (JD)"
Remarks:	"CONTAM. NOTED AROUND FILLS WHEN UNCOVERING TANKS FOR REMOVAL."

Material:

Site ID:	158019
Operable Unit ID:	982256
Operable Unit:	01
Material ID:	397497
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	158019
Spill Tank Test:	1541711
Tank Number:	Not reported
Tank Size:	0

Remove Watermark Wondershare PDFelement

B & G DIVERSIFIED, INC. (Continued) **S104074413**

Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

E20 **UAP ENGINE REBUILDERS INC** **NJ MANIFEST** **S117984753**
446 LAFAYETTE ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 2 of 6 in cluster E

Relative:
Higher

Actual:
430 ft.

NJ MANIFEST:

EPA Id:	NY0000975334
Mail Address:	446 LAFAYETTE ST
Mail City/State/Zip:	UTICA 13502
Facility Phone:	3157356404
Emergency Phone:	Not reported
Contact:	Not reported
Comments:	Not reported
SIC Code:	Not reported
County:	00
Municipal:	00
Previous EPA Id:	Not reported
Gen Flag:	X
Trans Flag:	Not reported
TSDF Flag:	Not reported
Name Change:	Not reported
Date Change:	Not reported

Manifest:

Manifest Number:	003244604SKS
EPA ID:	NY0000975334
Date Shipped:	10/25/2012
TSDF EPA ID:	NJD002182897
Transporter EPA ID:	TXR000081205
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 9 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	Not reported
Date Trans2 Transported Waste:	Not reported
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	Not reported

Remove Watermark Wondershare PDFelement

UAP ENGINE REBUILDERS INC (Continued) **S117984753**

TSDF EPA Facility Name:	Not reported
QTY Units:	Not reported
Transporter SEQ ID:	Not reported
Transporter-1 Date:	Not reported
Waste SEQ ID:	Not reported
Waste Type Code 2:	Not reported
Waste Type Code 3:	Not reported
Waste Type Code 4:	Not reported
Waste Type Code 5:	Not reported
Waste Type Code 6:	Not reported
Date Accepted:	Not reported
Manifest Discrepancy Type:	Not reported
Data Entry Number:	Not reported
Was Load Rejected:	UTICA 13502
Reason Load Was Rejected:	Not reported

Waste:

Manifest Year:	Not reported
Waste Code:	D007 D008
Hand Code:	Not reported
Quantity:	450.00 Pounds

Manifest Number:	003842399FLE
EPA ID:	NY0000975334
Date Shipped:	2/24/2012
TSDF EPA ID:	NJD002182897
Transporter EPA ID:	TXR000050930
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 9 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	Not reported
Date Trans2 Transported Waste:	Not reported
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	Not reported
TSDF EPA Facility Name:	Not reported
QTY Units:	Not reported
Transporter SEQ ID:	Not reported
Transporter-1 Date:	Not reported
Waste SEQ ID:	Not reported
Waste Type Code 2:	Not reported
Waste Type Code 3:	Not reported
Waste Type Code 4:	Not reported
Waste Type Code 5:	Not reported
Waste Type Code 6:	Not reported

Remove Watermark Wondershare PDFelement

UAP ENGINE REBUILDERS INC (Continued) **S117984753**

Date Accepted: Not reported
Manifest Discrepancy Type: Not reported
Data Entry Number: Not reported
Was Load Rejected: UTICA 13502
Reason Load Was Rejected: Not reported

Waste:
Manifest Year: Not reported
Waste Code: D007 D008
Hand Code: Not reported
Quantity: 650.00 Pounds

E21 **EDR Hist Auto** **1015499272**
444 LAFAYETTE ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 3 of 6 in cluster E

Relative: Higher

EDR Historical Auto Stations:
Name: UAP ENGINE REBUILDERS INC
Year: 2003
Actual: 430 ft. Address: 444 LAFAYETTE ST

E22 **EDR Hist Cleaner** **1015060653**
432 LAFAYETTE ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 4 of 6 in cluster E

Relative: Lower

EDR Historical Cleaners:
Name: MUTCHLERS CHEM DRY CARPET & UPHOLSTERY CLEANING
Year: 1999
Actual: 429 ft. Address: 432 LAFAYETTE ST

Name: MUTCHLERS CHEM DRY CARPET & UPHOLSTERY CLEANING
Year: 2000
Address: 432 LAFAYETTE ST

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23 **MATHER EVANS & DIEHLCO INC** **RCRA NonGen / NLR** **1000240753**
509 LAFAYETTE ST **FINDS** **NYD013325543**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
1 ft. **ECHO**

Relative: Higher

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: MATHER EVANS & DIEHLCO INC
Facility address: 509 LAFAYETTE ST
UTICA, NY 135023478
Actual: 432 ft. EPA ID: NYD013325543
Mailing address: LAFAYETTE ST
UTICA, NY 13502
Contact: Not reported

Remove Watermark Wondershare PDFelement

MATHER EVANS & DIEHLCO INC (Continued) **1000240753**

Contact address: LAFAYETTE ST
UTICA, NY 13502
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: Not reported
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: Not reported
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: MATHER EVANS & DIEHLCO INC
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: MATHER EVANS & DIEHLCO INC
Classification: Not a generator, verified

Remove Watermark Wondershare PDFelement

MATHER EVANS & DIEHLCO INC (Continued) **1000240753**

Date form received by agency: 02/04/1982
Site name: MATHER EVANS & DIEHLCO INC
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: U228
. Waste name: ETHENE, TRICHLORO- (OR) TRICHLOROETHYLENE

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 08/13/1990
Date achieved compliance: 08/13/1990
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 08/13/1990
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - General
Date achieved compliance: 08/13/1990
Evaluation lead agency: State

FINDS:

Registry ID: 110004348055

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYD013325543
Facility Status: Not reported
Location Address 1: 509-511 LA FAYETTE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502

Remove Watermark Wondershare PDFelement

MATHER EVANS & DIEHLCO INC (Continued) **1000240753**

Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD013325543
Mailing Name: MATHER EVANS & DIEHL INC
Mailing Contact: MATHER EVANS & DIEHL INC
Mailing Address 1: 509-511 LAFAYETTE STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13502
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157256165

NY MANIFEST:
Document ID: MAC4422080
Manifest Status: C
seq: Not reported
Year: 1989
Trans1 State ID: T15881-NH
Trans2 State ID: Not reported
Generator Ship Date: 08/31/1989
Trans1 Recv Date: 08/31/1989
Trans2 Recv Date: / /
TSD Site Recv Date: 09/01/1989
Part A Recv Date: 09/05/1989
Part B Recv Date: 09/11/1989
Generator EPA ID: NYD013325543
Trans1 EPA ID: MAD039322250
Trans2 EPA ID: Not reported
TSDF ID 1: MAD053452637
TSDF ID 2: Not reported
Manifest Tracking Number: Not reported
Import Indicator: Not reported
Export Indicator: Not reported
Discr Quantity Indicator: Not reported
Discr Type Indicator: Not reported
Discr Residue Indicator: Not reported
Discr Partial Reject Indicator: Not reported
Discr Full Reject Indicator: Not reported
Manifest Ref Number: Not reported
Alt Facility RCRA ID: Not reported
Alt Facility Sign Date: Not reported
MGMT Method Type Code: Not reported
Waste Code: F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Quantity: 00550
Units: G - Gallons (liquids only)* (8.3 pounds)
Number of Containers: 010
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100

Remove Watermark Wondershare PDFelement

MATHER EVANS & DIEHLCO INC (Continued) **1000240753**

Document ID:	NYA6364449
Manifest Status:	C
seq:	Not reported
Year:	1987
Trans1 State ID:	YA41709PA
Trans2 State ID:	Not reported
Generator Ship Date:	08/21/1987
Trans1 Recv Date:	08/21/1987
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/21/1987
Part A Recv Date:	08/27/1987
Part B Recv Date:	08/27/1987
Generator EPA ID:	NYD013325543
Trans1 EPA ID:	PAD980550479
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F001 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Document ID:	NYA1748565
Manifest Status:	C
seq:	Not reported
Year:	1985
Trans1 State ID:	T29785
Trans2 State ID:	Not reported
Generator Ship Date:	01/04/1985
Trans1 Recv Date:	01/04/1985
Trans2 Recv Date:	/ /
TSD Site Recv Date:	01/04/1985
Part A Recv Date:	01/10/1985
Part B Recv Date:	01/22/1985
Generator EPA ID:	NYD013325543
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported

Remove Watermark Wondershare PDFelement

MATHER EVANS & DIEHLCO INC (Continued) **1000240753**

TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F001 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00275
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	005
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Document ID:	NYO2104758
Manifest Status:	C
seq:	Not reported
Year:	1983
Trans1 State ID:	7A-076
Trans2 State ID:	Not reported
Generator Ship Date:	03/23/1983
Trans1 Recv Date:	03/23/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/23/1983
Part A Recv Date:	03/31/2003
Part B Recv Date:	03/31/2003
Generator EPA ID:	NYD013325543
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F001 - UNKNOWN

Remove Watermark Wondershare PDFelement

MATHER EVANS & DIEHLCO INC (Continued) **1000240753**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYO1405251
Manifest Status:	A
seq:	Not reported
Year:	1982
Trans1 State ID:	0
Trans2 State ID:	Not reported
Generator Ship Date:	02/04/1982
Trans1 Recv Date:	02/04/1982
Trans2 Recv Date:	/ /
TSD Site Recv Date:	/ /
Part A Recv Date:	/ /
Part B Recv Date:	/ /
Generator EPA ID:	NYD013325543
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	Not reported
Specific Gravity:	100

ECHO:

Envid:	1000240753

Remove Watermark Wondershare PDFelement

MATHER EVANS & DIEHLCO INC (Continued) **1000240753**

Registry ID: 110004348055
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004348055

E24
< 1/8
1 ft.

U A P ENGINE REBUILDERS INC
446 LAFAYETTE ST
UTICA, NY 13502

Site 5 of 6 in cluster E

RCRA-CESQG **1004756038**
US AIRS **NY0000975334**
FINDS
NY MANIFEST
ECHO

Relative:
Higher

Actual:
430 ft.

RCRA-CESQG:
Date form received by agency: 01/01/2007
Facility name: U A P ENGINE REBUILDERS INC
Facility address: 446 LAFAYETTE ST
UTICA, NY 13502
EPA ID: NY0000975334
Mailing address: LAFAYETTE ST
UTICA, NY 13502
Contact: DANIEL SCHWERTFEGER
Contact address: LAFAYETTE ST
UTICA, NY 13502
Contact country: US
Contact telephone: (315) 735-6404
Contact email: Not reported
EPA Region: 02
Land type: Private
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:
Owner/operator name: HERMAN SCHWERTFEGER
Owner/operator address: 446 LAFAYETTE ST
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (315) 735-6404
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: U A P ENGINE REBUILDERS INC
Owner/operator address: LAFAYETTE ST
UTICA, NY 13502
Owner/operator country: Not reported
Owner/operator telephone: (315) 735-6404

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 12/31/1979
Owner/Op end date: Not reported

Owner/operator name: U A P ENGINE REBUILDERS INC
Owner/operator address: LAFAYETTE ST
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (315) 735-6404
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 12/31/1979
Owner/Op end date: Not reported

Owner/operator name: DANIEL SCHWERTFEGER
Owner/operator address: CAMBONEN RD
ROME, NY 13440
Owner/operator country: Not reported
Owner/operator telephone: (315) 735-3786
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 12/31/1979
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: U A P ENGINE REBUILDERS INC
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 06/17/2003
Site name: U A P ENGINE REBUILDERS INC
Classification: Large Quantity Generator

. Waste code: D008
. Waste name: LEAD

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Date form received by agency: 12/13/1994
Site name: U A P ENGINE REBUILDERS INC
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D018
. Waste name: BENZENE

. Waste code: D021
. Waste name: CHLOROBENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 06/21/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/18/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

US AIRS MINOR:
Envid: 1004756038
Region Code: 02
Programmatic ID: AIR 020000003606590007
Facility Registry ID: 110004323054
D and B Number: Not reported
Primary SIC Code: 3711
NAICS Code: 999999
Default Air Classification Code: MIN
Facility Type of Ownership Code: POF
Air CMS Category Code: Not reported
HPV Status: Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

FINDS:

Registry ID: 110004323054

Environmental Interest/Information System

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

FIS (New York - Facility Information System) is New York's Department of Environmental Conservation (DEC) information system for tracking environmental facility information found across the State.

AIR MINOR

NY MANIFEST:

Country:	USA
EPA ID:	NY0000975334
Facility Status:	Not reported
Location Address 1:	446 LAFAYETTE ST
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NY0000975334
Mailing Name:	U A P ENGINE REBUILDERS
Mailing Contact:	DANIEL SCHWERTEGER
Mailing Address 1:	446 LAFAYETTE ST
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157356404

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2012
Trans1 State ID:	TXR000081205
Trans2 State ID:	Not reported
Generator Ship Date:	10/25/2012
Trans1 Recv Date:	10/25/2012
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	11/05/2012
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	003244604SKS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	450.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D007
Waste Code 1_2:	D008
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2012
Trans1 State ID:	TXR000050930
Trans2 State ID:	Not reported
Generator Ship Date:	02/24/2012
Trans1 Recv Date:	02/24/2012

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/01/2012
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	003842399FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	650.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D007
Waste Code 1_2:	D008
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2010
Trans1 State ID:	TXR000050930
Trans2 State ID:	NJD071629976
Generator Ship Date:	05/11/2010
Trans1 Recv Date:	05/11/2010
Trans2 Recv Date:	05/19/2010
TSD Site Recv Date:	05/25/2010
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	KYD053348108
TSDF ID 2:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Manifest Tracking Number:	003312512FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	950.0
Units:	P - Pounds
Number of Containers:	2.0
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D007
Waste Code 1_2:	D008
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2008
Trans1 State ID:	TXR000050930
Trans2 State ID:	NJD071629976
Generator Ship Date:	06/16/2008
Trans1 Recv Date:	06/16/2008
Trans2 Recv Date:	06/20/2008
TSD Site Recv Date:	07/02/2008
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	ILD980613913
TSDF ID 2:	Not reported
Manifest Tracking Number:	000745819SKS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	600.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D008
Waste Code 1_2:	D007
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	TXR000050930
Trans2 State ID:	NJD071629976
Generator Ship Date:	07/02/2007
Trans1 Recv Date:	07/02/2007
Trans2 Recv Date:	07/09/2007
TSD Site Recv Date:	07/17/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	ILD980613913
TSDF ID 2:	Not reported
Manifest Tracking Number:	000154372SKS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Quantity:	600
Units:	P - Pounds
Number of Containers:	1
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1
Waste Code:	D008
Waste Code 1_2:	D007
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	ILA0638389
Manifest Status:	Not reported
seq:	Not reported
Year:	2005
Trans1 State ID:	TXR000050930
Trans2 State ID:	OHD986974780
Generator Ship Date:	05/13/2005
Trans1 Recv Date:	05/13/2005
Trans2 Recv Date:	05/26/2005
TSD Site Recv Date:	05/31/2005
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	UPW151288
Trans2 EPA ID:	UPW220234
TSDF ID 1:	ILD980613913
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00600
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Document ID:	NYC7186522
Manifest Status:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

seq:	Not reported
Year:	2004
Trans1 State ID:	42317JDNY
Trans2 State ID:	3311B9NY
Generator Ship Date:	10/01/2004
Trans1 Recv Date:	10/01/2004
Trans2 Recv Date:	10/05/2004
TSD Site Recv Date:	10/07/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	TXR000050930
Trans2 EPA ID:	Not reported
TSDF ID 1:	KYD053348
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00450
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYC6943814
Manifest Status:	Not reported
seq:	01
Year:	2003
Trans1 State ID:	16607JJNY
Trans2 State ID:	OR02627
Generator Ship Date:	06/02/2003
Trans1 Recv Date:	06/02/2003
Trans2 Recv Date:	06/06/2003
TSD Site Recv Date:	06/09/2003
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	TXR000050930
Trans2 EPA ID:	MOR000505347
TSDF ID 1:	KYD053348108
TSDF ID 2:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00380
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Document ID:	NYC6594636
Manifest Status:	Not reported
seq:	01
Year:	2002
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	02/12/2002
Trans1 Recv Date:	02/12/2002
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	02/21/2002
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	KYD053348108
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00360
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Document ID:	NYC6844724
Manifest Status:	Not reported
seq:	01
Year:	2002
Trans1 State ID:	NY16607JJ
Trans2 State ID:	NJT26L8D
Generator Ship Date:	09/20/2002
Trans1 Recv Date:	09/20/2002
Trans2 Recv Date:	09/26/2002
TSD Site Recv Date:	09/30/2002
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	NJD071629976
TSDF ID 1:	KYD053348108
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00380
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NJA3219271
Manifest Status:	Not reported
seq:	01
Year:	2001
Trans1 State ID:	08690

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Trans2 State ID:	Not reported
Generator Ship Date:	07/27/2001
Trans1 Recv Date:	07/27/2001
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/01/2001
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00380
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Document ID:	NJA3229310
Manifest Status:	Not reported
seq:	01
Year:	2001
Trans1 State ID:	08690
Trans2 State ID:	Not reported
Generator Ship Date:	03/28/2001
Trans1 Recv Date:	03/28/2001
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	04/03/2001
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00381
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00

Document ID:	NJA3082437
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	08690
Trans2 State ID:	H10364
Generator Ship Date:	06/29/2000
Trans1 Recv Date:	06/29/2000
Trans2 Recv Date:	07/06/2000
TSD Site Recv Date:	07/11/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	SCR000074591
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Quantity:	00379
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NJA3026423
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	08690
Trans2 State ID:	H10364
Generator Ship Date:	01/28/1999
Trans1 Recv Date:	01/28/1999
Trans2 Recv Date:	02/01/1999
TSD Site Recv Date:	02/09/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	SCD987574647
Trans2 EPA ID:	SCD987574647
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00739
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NJA3046889
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	08690
Trans2 State ID:	H10364
Generator Ship Date:	09/22/1999
Trans1 Recv Date:	09/22/1999

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Trans2 Recv Date:	09/23/1999
TSD Site Recv Date:	09/28/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	SCD987574647
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00400
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00

Document ID:	NJA2808029
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	08690
Trans2 State ID:	00602
Generator Ship Date:	07/20/1998
Trans1 Recv Date:	07/20/1998
Trans2 Recv Date:	07/30/1998
TSD Site Recv Date:	07/31/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	NYD980769947
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00743
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NJA2535307
Manifest Status:	C
seq:	Not reported
Year:	1997
Trans1 State ID:	08690
Trans2 State ID:	Not reported
Generator Ship Date:	04/08/1997
Trans1 Recv Date:	04/08/1997
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/16/1997
Part A Recv Date:	04/17/1997
Part B Recv Date:	05/01/1997
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00600
Units:	P - Pounds
Number of Containers:	001

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NJA2688193
Manifest Status:	C
seq:	Not reported
Year:	1997
Trans1 State ID:	08690
Trans2 State ID:	Not reported
Generator Ship Date:	09/08/1997
Trans1 Recv Date:	09/08/1997
Trans2 Recv Date:	/ /
TSD Site Recv Date:	09/12/1997
Part A Recv Date:	09/16/1997
Part B Recv Date:	10/03/1997
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00743
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NJA2545551
Manifest Status:	K
seq:	Not reported
Year:	1996
Trans1 State ID:	NJDEPE086
Trans2 State ID:	Not reported
Generator Ship Date:	06/14/1996
Trans1 Recv Date:	06/14/1996
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/21/1996
Part A Recv Date:	06/27/1996

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Part B Recv Date:	07/12/1996
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00743
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NJA2080819
Manifest Status:	K
seq:	Not reported
Year:	1995
Trans1 State ID:	NJDEPE086
Trans2 State ID:	Not reported
Generator Ship Date:	11/09/1995
Trans1 Recv Date:	11/09/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/16/1995
Part A Recv Date:	11/22/1995
Part B Recv Date:	12/08/1995
Generator EPA ID:	NY0000975334
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported

Remove Watermark Wondershare PDFelement

U A P ENGINE REBUILDERS INC (Continued) **1004756038**

Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00743
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Click this hyperlink while viewing on your computer to access
1 additional NY_MANIFEST: record(s) in the EDR Site Report.

ECHO:

Envid:	1004756038
Registry ID:	110004323054
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004323054

E25 **EDR Hist Auto** **1015500175**
446 LAFAYETTE ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 6 of 6 in cluster E

Relative: Higher

Actual: 430 ft.

EDR Historical Auto Stations:

Name:	U A P ENGINE REBUILDERS INCORPORATED
Year:	1999
Address:	446 LAFAYETTE ST
Name:	U A P ENGINE REBUILDERS INCORPORATED
Year:	2000
Address:	446 LAFAYETTE ST
Name:	UAP ENGINE REBUILDERS INC
Year:	2001
Address:	446 LAFAYETTE ST
Name:	UAP ENGINE REBUILDERS INC
Year:	2004
Address:	446 LAFAYETTE ST
Name:	U A P ENGINE REBUILDERS INC
Year:	2005
Address:	446 LAFAYETTE ST
Name:	U A P ENGINE REBUILDERS INC
Year:	2006
Address:	446 LAFAYETTE ST
Name:	U A P ENGINE REBUILDERS INC

Remove Watermark Wondershare PDFelement

(Continued) **1015500175**

Year: 2007
Address: 446 LAFAYETTE ST

Name: U A P ENGINE REBUILDERS INC
Year: 2008
Address: 446 LAFAYETTE ST

Name: U A P ENGINE REBUILDERS INC
Year: 2009
Address: 446 LAFAYETTE ST

Name: UAP ENGINE REBUILDERS INC
Year: 2010
Address: 446 LAFAYETTE ST

Name: U A P ENGINE REBUILDERS INC
Year: 2011
Address: 446 LAFAYETTE ST

Name: U A P ENGINE REBUILDERS INC
Year: 2012
Address: 446 LAFAYETTE ST

H26 **DAILY DOUBLE CAFE** **NY Spills** **S102164416**
COLUMBIA STREET **N/A**
< 1/8 **UTICA, NY**
1 ft.

Site 1 of 3 in cluster H

Relative: Higher

Actual: 436 ft.

SPILLS:
Facility ID: 9506546
Facility Type: ER
DER Facility ID: 228699
Site ID: 281680
DEC Region: 6
Spill Date: 1995-08-28
Spill Number/Closed Date: 9506546 / 1995-09-11
Spill Cause: Deliberate
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. No DEC Response. No corrective action required.
SWIS: 3300
Investigator: NFCARRIE
Referred To: Not reported
Reported to Dept: 1995-08-28
CID: Not reported
Water Affected: Not reported
Spill Source: Institutional, Educational, Gov., Other
Spill Notifier: Affected Persons
Cleanup Ceased: 1995-09-11
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: 1995-09-14
Spill Record Last Update: 1996-01-05
Spiller Name: Not reported

Remove Watermark Wondershare PDFelement

DAILY DOUBLE CAFE (Continued) **S102164416**

Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"SPILLER IS AN EMPLOYEE OF DAILY DOUBLE CAFE-CHANGED OIL & DUMPED IT OUT ON GROUND-NOW RUNNING ONTO CALLER'S PROPERTY-CALLER ALSO CALLING LOCAL CODES ENFORCEMENT (NC)"

Material:

Site ID:	281680
Operable Unit ID:	1021313
Operable Unit:	01
Material ID:	364507
Material Code:	0022
Material Name:	waste oil/used oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

D27 **THE SALVATION ARMY** **NY UST** **U004048510**
400 COLUMBIA STREET **N/A**
< 1/8 **UTICA, NY 13501**
1 ft.

Site 2 of 5 in cluster D

Relative: Higher

Actual: 433 ft.

UST:

Id/Status:	6-600989 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480814.47712
UTM Y:	4772273.07371
Site Type:	Other

Affiliation Records:

Site Id:	43811
Affiliation Type:	Facility Owner
Company Name:	THE SALVATION ARMY
Contact Type:	PROPERTY SECRETARY
Contact Name:	MAJOR HUGH STEELE
Address1:	440 WEST NYACK ROAD, POB 9134
Address2:	Not reported
City:	BARDONIA
State:	NY
Zip Code:	10954
Country Code:	001
Phone:	(845) 732-4100

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U004048510**

EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2010-04-23

Site Id:	43811
Affiliation Type:	Mail Contact
Company Name:	THE SALVATION ARMY - ARC
Contact Type:	Not reported
Contact Name:	MAJOR KEVIN SCHOCH
Address1:	2433 ERIE BOULEVARD EAST
Address2:	Not reported
City:	SYRACUSE
State:	NY
Zip Code:	13224
Country Code:	001
Phone:	(315) 445-0520
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2010-04-23

Site Id:	43811
Affiliation Type:	On-Site Operator
Company Name:	THE SALVATION ARMY
Contact Type:	Not reported
Contact Name:	MAJOR KEVIN SCHOCH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(315) 445-0520
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2010-04-23

Site Id:	43811
Affiliation Type:	Emergency Contact
Company Name:	THE SALVATION ARMY
Contact Type:	Not reported
Contact Name:	MAJOR KEVIN SCHOCH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(315) 445-0520
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2010-04-23

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U004048510**

Tank Info:

Tank Number:	1
Tank ID:	125553
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	07/31/2003
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	2
Tank ID:	125554
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	07/31/2003
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U004048510**

G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number: 3
Tank ID: 125555
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 3000
Install Date: Not reported
Date Tank Closed: 10/14/2003
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number: 4
Tank ID: 125556
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 3000
Install Date: Not reported
Date Tank Closed: 10/14/2003
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U004048510**

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number: 5
Tank ID: 125557
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 500
Install Date: Not reported
Date Tank Closed: 10/14/2003
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number: 6
Tank ID: 233982
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 500
Install Date: Not reported
Date Tank Closed: 11/24/2009
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U004048510**

Modified By: CGFREEDM
Last Modified: 04/23/2010

Equipment Records:

L00 - Piping Leak Detection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
J00 - Dispenser - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
C00 - Pipe Location - No Piping
K00 - Spill Prevention - None
E00 - Piping Secondary Containment - None
D00 - Pipe Type - No Piping

Tank Number: 7
Tank ID: 233983
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1500
Install Date: Not reported
Date Tank Closed: 12/03/2009
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0013
Common Name of Substance: Lube Oil

Tightness Test Method: 00
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: CGFREEDM
Last Modified: 04/23/2010

Equipment Records:

C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L00 - Piping Leak Detection - None
H00 - Tank Leak Detection - None
J00 - Dispenser - None
D00 - Pipe Type - No Piping
E00 - Piping Secondary Containment - None
K00 - Spill Prevention - None

Tank Number: 8
Tank ID: 233984
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 500

Remove Watermark Wondershare PDFelement

THE SALVATION ARMY (Continued) **U004048510**

Install Date:	Not reported
Date Tank Closed:	12/03/2009
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0013
Common Name of Substance:	Lube Oil
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	CGFREEDM
Last Modified:	04/23/2010

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J00 - Dispenser - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L00 - Piping Leak Detection - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
D00 - Pipe Type - No Piping
E00 - Piping Secondary Containment - None
K00 - Spill Prevention - None

D28 **ELECTROMARK CORP** **NY Spills** **S102161782**
401 COLUMBIA ST **N/A**
< 1/8 **UTICA, NY**
1 ft.

Site 3 of 5 in cluster D

Relative: Higher

Actual: 433 ft.

SPILLS:

Facility ID:	8607005
Facility Type:	ER
DER Facility ID:	160345
Site ID:	192271
DEC Region:	6
Spill Date:	1987-02-13
Spill Number/Closed Date:	8607005 / 1987-02-18
Spill Cause:	Housekeeping
Spill Class:	Not reported
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1987-02-16
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Fire Department
Cleanup Ceased:	1987-02-18
Cleanup Meets Std:	True
Last Inspection:	1987-02-17
Recommended Penalty:	False
UST Trust:	False

Remove Watermark Wondershare PDFelement

ELECTROMARK CORP (Continued) **S102161782**

Remediation Phase:	0
Date Entered In Computer:	1987-02-19
Spill Record Last Update:	1987-02-24
Spiller Name:	Not reported
Spiller Company:	R.CARDILLO,MOHAWK INTL
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was HM / / : 2/18/87 - TURNED OVER TO SOLID & HAZARDOUS WASTES. ADMINISTRATIVELY COMPLETE (HM). 10/12/95: This is additional information about material spilled from the translation of the old spill file: UNK CHEM FOR PLATING."
Remarks:	"25-30 CHEM DRUMS, SOME OPEN, SOME CONTAINED. SPILLED ON CRACKED CONCRETE FLOOR, THEN INTO GROUND. ADJ TENANTS COMPLAINING OF ODORS"

Material:

Site ID:	192271
Operable Unit ID:	904589
Operable Unit:	01
Material ID:	472549
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

D29 **VICTORY MARKETS INC** **RCRA NonGen / NLR** **1000417963**
400 COLUMBIA ST **FINDS** **NYD982272817**
< 1/8 **UTICA, NY 13502** **ECHO**
1 ft.

Site 4 of 5 in cluster D

Relative: Higher

Actual: 433 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	VICTORY MARKETS INC
Facility address:	400 COLUMBIA ST UTICA, NY 135023402
EPA ID:	NYD982272817
Mailing address:	EAST MAIN ST NORWICH, NY 13815
Contact:	Not reported
Contact address:	EAST MAIN ST NORWICH, NY 13815
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator

Remove Watermark Wondershare PDFelement

VICTORY MARKETS INC (Continued) **1000417963**

Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: VICTORY MARKETS INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: VICTORY MARKETS INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: VICTORY MARKETS INC
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: VICTORY MARKETS INC
Classification: Not a generator, verified

Date form received by agency: 08/13/1987
Site name: VICTORY MARKETS INC
Classification: Small Quantity Generator

. Waste code: D000
. Waste name: Not Defined

Remove Watermark Wondershare PDFelement

VICTORY MARKETS INC (Continued) **1000417963**

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110004417952

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:
Envid: 1000417963
Registry ID: 110004417952
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004417952

D30 **VICTORY MARKETS INCORPORATED** **NY MANIFEST** **S117562607**
400 COLUMBIA ST **N/A**
< 1/8 **UTICA, NY 13502**
1 ft.

Site 5 of 5 in cluster D

Relative: Higher

Actual: 433 ft.

NY MANIFEST:
Country: USA
EPA ID: NYD982272817
Facility Status: Not reported
Location Address 1: 54 EAST MAIN STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: NORWICH
Location State: NY
Location Zip: 13815
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD982272817
Mailing Name: VICTORY MARKETS INCORPORATED

Remove Watermark Wondershare PDFelement

VICTORY MARKETS INCORPORATED (Continued) **S117562607**

Mailing Contact:	VICTORY MARKETS INCORPORATED
Mailing Address 1:	54 EAST MAIN STREET
Mailing Address 2:	Not reported
Mailing City:	NORWICH
Mailing State:	NY
Mailing Zip:	13815
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	6073354711

NY MANIFEST:

Document ID:	NYA5096295
Manifest Status:	C
seq:	Not reported
Year:	1987
Trans1 State ID:	LIC#40897
Trans2 State ID:	LIC#40897
Generator Ship Date:	11/12/1987
Trans1 Recv Date:	11/12/1987
Trans2 Recv Date:	11/13/1987
TSD Site Recv Date:	11/13/1987
Part A Recv Date:	11/20/1987
Part B Recv Date:	11/23/1987
Generator EPA ID:	NYD982272817
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	NYD980761191
TSDF ID 1:	NYD043815703
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00010
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

VICTORY MARKETS INCORPORATED (Continued) **S117562607**

Quantity:	00020
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Document ID:	NYA5096286
Manifest Status:	C
seq:	Not reported
Year:	1987
Trans1 State ID:	LIC#40897
Trans2 State ID:	Not reported
Generator Ship Date:	11/12/1987
Trans1 Recv Date:	11/12/1987
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/12/1987
Part A Recv Date:	11/20/1987
Part B Recv Date:	11/23/1987
Generator EPA ID:	NYD982272817
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F001 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	F001 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels

Remove Watermark Wondershare PDFelement

VICTORY MARKETS INCORPORATED (Continued) **S117562607**

Handling Method: R Material recovery of more than 75 percent of the total material.
Specific Gravity: 100

G31 **HESS STATION #32207** **NY LTANKS** **U001847585**
525 ORISKANY STREET **NY UST** **N/A**
< 1/8 **UTICA, NY 13502** **NY Spills**
0.000 mi.
2 ft. **Site 2 of 4 in cluster G**

Relative:
Lower

Actual:
426 ft.

LTANKS:

Site ID:	150907
Spill Number/Closed Date:	9811014 / 1999-06-01
Spill Date:	1998-12-02
Spill Cause:	Tank Test Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	LUCANTONIO
Referred To:	Not reported
Reported to Dept:	1998-12-02
CID:	252
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1998-12-02
Spill Record Last Update:	2000-05-02
Spiller Name:	PETER HAID
Spiller Company:	AMERADA HESS CORP.
Spiller Address:	1 HESS PLAZA
Spiller City,St,Zip:	WOODBRIDGE, NJ 07095-0961
Spiller County:	001
Spiller Contact:	PETER HAID
Spiller Phone:	(732) 494-6856
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	128251
DEC Memo:	""
Remarks:	"UNGROUND LINE LEAK DISCOVERED AFTER TESTING-PRODUCT SHUT DOWN-WILL INVESTIGATE THE SYSTEM-MAKE REPAIR AND RE-TEST."

Material:

Site ID:	150907
Operable Unit ID:	1068398
Operable Unit:	01
Material ID:	314869
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00

Remove Watermark Wondershare PDFelement

HESS STATION #32207 (Continued) **U001847585**

Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

UST:
Id/Status: 6-303038 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 480261.83954
UTM Y: 4772711.19286
Site Type: Retail Gasoline Sales

Affiliation Records:
Site Id: 41933
Affiliation Type: Facility Owner
Company Name: AMERADA HESS CORPORATION
Contact Type: Not reported
Contact Name: Not reported
Address1: 1 HESS PLAZA
Address2: Not reported
City: WOODBRIDGE
State: NJ
Zip Code: 07095
Country Code: 001
Phone: (732) 750-6000
EMail: Not reported
Fax Number: Not reported
Modified By: NRLOMBAR
Date Last Modified: 2010-06-23

Site Id: 41933
Affiliation Type: Mail Contact
Company Name: AMERADA HESS CORPORATION
Contact Type: Not reported
Contact Name: JANICE FLAHERTY,RO, WB-11
Address1: 1 HESS PLAZA
Address2: Not reported
City: WOODBRIDGE
State: NJ
Zip Code: 07095
Country Code: 001
Phone: (732) 750-6350
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 41933
Affiliation Type: On-Site Operator
Company Name: HESS STATION #32207
Contact Type: Not reported

Remove Watermark Wondershare PDFelement

HESS STATION #32207 (Continued) **U001847585**

Contact Name:	AMERADA HESS CORPORATION
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-3276
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41933
Affiliation Type:	Emergency Contact
Company Name:	AMERADA HESS CORPORATION
Contact Type:	Not reported
Contact Name:	JIM HOWARD
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(732) 750-6220
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	115836
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	10000
Install Date:	12/01/1980
Date Tank Closed:	06/22/2000
Registered:	True
Tank Location:	Underground
Tank Type:	Equivalent technology
Material Code:	0008
Common Name of Substance:	Diesel

Tightness Test Method:	20
Date Test:	12/01/1998
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

F08 - Pipe External Protection - Retrofitted Impressed Current
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
I03 - Overfill - Automatic Shut-Off

Remove Watermark Wondershare PDFelement

HESS STATION #32207 (Continued) **U001847585**

C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
A00 - Tank Internal Protection - None
J01 - Dispenser - Pressurized Dispenser
D02 - Pipe Type - Galvanized Steel
K01 - Spill Prevention - Catch Basin

Tank Number:	2
Tank ID:	115837
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	10000
Install Date:	12/01/1980
Date Tank Closed:	06/22/2000
Registered:	True
Tank Location:	Underground
Tank Type:	Equivalent technology
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	20
Date Test:	12/01/1998
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

F08 - Pipe External Protection - Retrofitted Impressed Current
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
G00 - Tank Secondary Containment - None
I03 - Overfill - Automatic Shut-Off
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
D02 - Pipe Type - Galvanized Steel
J01 - Dispenser - Pressurized Dispenser
K01 - Spill Prevention - Catch Basin

Tank Number:	3
Tank ID:	115838
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	10000
Install Date:	12/01/1980
Date Tank Closed:	06/22/2000
Registered:	True
Tank Location:	Underground
Tank Type:	Equivalent technology
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	20
Date Test:	12/01/1998
Next Test Date:	Not reported
Pipe Model:	Not reported

Remove Watermark Wondershare PDFelement

HESS STATION #32207 (Continued) **U001847585**

Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
F08 - Pipe External Protection - Retrofitted Impressed Current
B00 - Tank External Protection - None
I03 - Overfill - Automatic Shut-Off
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
J01 - Dispenser - Pressurized Dispenser
D02 - Pipe Type - Galvanized Steel
K01 - Spill Prevention - Catch Basin

Tank Number: 4
Tank ID: 115839
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 10000
Install Date: 12/01/1980
Date Tank Closed: 06/22/2000
Registered: True
Tank Location: Underground
Tank Type: Equivalent technology
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: 20
Date Test: 12/01/1998
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
F08 - Pipe External Protection - Retrofitted Impressed Current
B00 - Tank External Protection - None
G00 - Tank Secondary Containment - None
I03 - Overfill - Automatic Shut-Off
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
J01 - Dispenser - Pressurized Dispenser
D02 - Pipe Type - Galvanized Steel
K01 - Spill Prevention - Catch Basin

SPILLS:
Facility ID: 0003547
Facility Type: ER
DER Facility ID: 77367
Site ID: 84108
DEC Region: 6
Spill Date: 2000-06-22
Spill Number/Closed Date: 0003547 / 2011-06-08
Spill Cause: Equipment Failure
Spill Class: Known release that creates potential for fire or hazard. DEC Response.

Remove Watermark Wondershare PDFelement

HESS STATION #32207 (Continued) **U001847585**

	Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	2000-06-22
CID:	257
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Responsible Party
Cleanup Ceased:	2010-12-10
Cleanup Meets Std:	True
Last Inspection:	2000-06-22
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	2000-06-22
Spill Record Last Update:	2011-06-08
Spiller Name:	DONALD BULL
Spiller Company:	AMERADA HESS CORPORATION
Spiller Address:	1 HESS PLAZA
Spiller City,St,Zip:	WOODBRIDGE, NJ 07095-
Spiller Company:	999
Contact Name:	DAVID LEE
Contact Phone:	(518) 436-6585
DEC Memo:	"06/26/2000: SPILL ORIGINALLY CALLED IN FOR MINOR SPILLAGE ONTO GROUNDWATER FROM SUBMERSIBLES DURING TANK PULL. SUBSEQUENTLY FOUND GROSSLY CONTAMINATED SOIL UNDER DISPENSER ISLANDS. ATTEMPTING TO DIG CLEAN. SPILL LETTER SENT FOR SAR AND SOIL (JA). 09/06/00: REVIEWED SAR. BLACK LAYER AND GROUNDWATER ON SITE EXCEED STARS. 401.26 TONS SENT TO TPS TECHNOLOGIES, NEW WINDSOR, NY, BUT NO PAPERWORK WAS INCLUDED. SENT LETTER FOR SSI PLAN AND SOIL DISPOSAL DOCUMENTATION. (JA) 10/16/2000: RECEIVED SOIL DISPOSAL DOCUMENTATION. 401.26 TONS SENT TO TPS TECHNOLOGIES. (JA) 10/31/00: APPROVED SSI WORK PLAN WHICH INCLUDED A SSI REPORT WITHIN 90 DAYS OF APPROVAL (APPROX 2/1/2001). (JA) 05/03/02: REVEIWED Q-REPORTS FOR 6/01-11/01 MONITORING PERIOD. WATER FROM ALL WELLS EXCEED STANDARDS. 07/03/2002: SENT MEMO TO DER.(DJ) 05/13/2010: TELECON W ROB NIGOLIAN, EMS: EMS TO SUBMIT W.P. TO EXCAVATE PETROLEUM IMPACTED SOIL ON SITE. WILL USE FRAC TANK/SEWER DISHARGE TO DEWATER EXCAVTION. GAVE RN CONTACT INFO FOR ONEDIA COUNTY WATER TREATMENT. SENT LETTER AND LEFT PHONE MESSAGE WITH DON BULL, HESS. (SR) 09/23-27-2010: ON SITE WITH RN: EXCAVATED ~1,000 TONS OF PETROLEUM IMPACTED SOIL. THREE SEPARATE EXCAVATION AREAS. CONTAMINATED SOIL GENERALLY 5-10' BGS, ALL FINAL PIDS ND. MINIMAL PERCHED WATER ENCOUNTERED. (SR) 03/15/2011: REVIEWED SCR: 966 TONS OF PETROLEUM IMPACTAED SOIL SENT TO ESMI IN FORT EDWARD, NY. FINAL SAMPLES MEET CP-51. NO FURTHER ACTION REQUIRED. (SR)"
Remarks:	"while removing underground tank a line broke spilling 2 quarts"

Material:

Site ID:	84108
Operable Unit ID:	825943
Operable Unit:	01
Material ID:	551869
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	1.00

Remove Watermark Wondershare PDFelement

HESS STATION #32207 (Continued) **U001847585**

Units: Gallons
Recovered: 1.00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

I32 **UTICA (C) POLICE DEPT/PUBLIC SAFE** **NY LTANKS** **S108131457**
425 ORISKANY STREET **N/A**
< 1/8 **UTICA, NY**
0.001 mi.
3 ft. **Site 1 of 6 in cluster I**

Relative:
Lower

Actual:
426 ft.

LTANKS:
Site ID: 370131
Spill Number/Closed Date: 0606742 / 2007-01-29
Spill Date: 2006-09-12
Spill Cause: Tank Failure
Spill Source: Institutional, Educational, Gov., Other
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 2006-11-02
Cleanup Meets Standard: False
SWIS: 3316
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 2006-09-12
CID: 444
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: 2006-09-12
Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 2006-09-12
Spill Record Last Update: 2007-02-13
Spiller Name: Gene Santa Croce
Spiller Company: CITY OF UTICA
Spiller Address: 1 Kennedy Plaza
Spiller City,St,Zip: Utica, NY 13502
Spiller County: 999
Spiller Contact: Gene Santa Croce
Spiller Phone: (315) 792-0152
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 319984
DEC Memo: "09/12/06: TANKS FOUND WHILE GRADING SITE((2) 17' X 82 DIA). SOUTHERNMOST TANK RIDDLED WITH HOLE WAS AGAINST CONCRETE DEADMAN. CONSTRUCTED EARTHEN BERM FOR SOIL. (JA) 09/14/06: SECOND TANK OUT OF GROUND SEEN FROM STREET WHILE PASSING BY ENROUTE TO ANOTHER APPT. STOPPED BACK TANK GONE. 100 YDS SOIL STAGED, BUT EXCAVATING STILL ONGOING. SPILL LETTER SENT FOR SAR, SOIL AND LIQUID DISPOSAL. (JA) 01/12/07: SENT REMINDER LETTER FOR TCR AND SOIL. (JA) 01/29/07: REVIEWED TCR. 534.78 TONS TRANSPORTED BY PARAGON TO ONEIDA-HERKIMER SOLID WASTE AUTHORITY, UTICA,NY. SVOC AND METALS SLIGHTLY EXCEED TAGM 4046 FOR SOUTH WALL AND SOUTHERN HALF OF EAST WALL. SPILL CLOSED.(JA)

Remove Watermark Wondershare PDFelement

UTICA (C) POLICE DEPT/PUBLIC SAFE (Continued) **S108131457**

"

Remarks: "4000 GALLON TANK HAD HOLES; CONTAMINATED SOIL- FOUND IT WHILE DIGGING"

Material:

Site ID:	370131
Operable Unit ID:	1127958
Operable Unit:	01
Material ID:	2117737
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	Not reported
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	370131
Operable Unit ID:	1127958
Operable Unit:	01
Material ID:	2117566
Material Code:	0002A
Material Name:	#4 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

I33 **ROCK'S TIRE** **NY UST** **U001444636**
NNE **417 ORISKANY STREET** **N/A**
< 1/8 **UTICA, NY 13502**
0.002 mi.
10 ft. **Site 2 of 6 in cluster I**

Relative:
Lower

Actual:
426 ft.

UST:

Id/Status:	6-600260 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480969.27446
UTM Y:	4772428.33404
Site Type:	Other Wholesale/Retail Sales

Affiliation Records:

Site Id:	43084
Affiliation Type:	Facility Owner
Company Name:	ROCKS REALTY
Contact Type:	Not reported
Contact Name:	Not reported

Remove Watermark Wondershare PDFelement

ROCK'S TIRE (Continued) **U001444636**

Address1:	417 ORISKANY STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 724-5487
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43084
Affiliation Type:	Mail Contact
Company Name:	ROCKS REALTY
Contact Type:	Not reported
Contact Name:	JOSEPH COLACICCO
Address1:	417 ORISKANY STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 724-5487
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43084
Affiliation Type:	On-Site Operator
Company Name:	ROCKS TIRE
Contact Type:	Not reported
Contact Name:	JOE CALACICCIO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-5487
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43084
Affiliation Type:	Emergency Contact
Company Name:	ROCKS REALTY
Contact Type:	Not reported
Contact Name:	JOE CALACICCIO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001

Remove Watermark Wondershare PDFelement

ROCK'S TIRE (Continued) **U001444636**

Phone: (315) 724-5487
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 001
Tank ID: 120931
Tank Status: Closed - In Place
Material Name: Closed - In Place
Capacity Gallons: 500
Install Date: 12/01/1950
Date Tank Closed: 07/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 9999
Common Name of Substance: Other

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

Tank Number: 002
Tank ID: 120932
Tank Status: Closed - In Place
Material Name: Closed - In Place
Capacity Gallons: 1000
Install Date: 12/01/1950
Date Tank Closed: 07/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported

Remove Watermark Wondershare PDFelement

ROCK'S TIRE (Continued) **U001444636**

Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
C00 - Pipe Location - No Piping
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

Tank Number: 003
Tank ID: 120933
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1000
Install Date: 12/01/1950
Date Tank Closed: 07/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

I34 **UTICA POLICE DEPARTMENT** **RCRA-CESQG** **1010328240**
NNE **417 ORISKANY ST** **NY MANIFEST** **NYR000142216**
< 1/8 **UTICA, NY 13502** **PA MANIFEST**
0.002 mi.
10 ft. **Site 3 of 6 in cluster I**

Relative:
Lower

Actual:
426 ft.

RCRA-CESQG:
Date form received by agency: 01/01/2007
Facility name: UTICA POLICE DEPARTMENT
Facility address: 417 ORISKANY ST
UTICA, NY 13502
EPA ID: NYR000142216
Mailing address: KENNEDY PLAZA 2ND FLOOR

Remove Watermark Wondershare PDFelement

UTICA POLICE DEPARTMENT (Continued) **1010328240**

CITY HALL ENGINEERING DEPT
UTICA, NY 13502
Contact: EUGENE SANTA CROCE
Contact address: KENNEDY PLAZA 2ND FLOOR CITY HALL ENGINEERING DEPT
UTICA, NY 13502
Contact country: US
Contact telephone: (315) 792-0152
Contact email: GENESC@CITYOFUTICA.COM
EPA Region: 02
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:
Owner/operator name: CITY OF UTICA
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: 12/17/2002
Owner/Op end date: Not reported

Owner/operator name: CITY OF UTICA
Owner/operator address: KENNEDY PLAZA 2ND FLOOR CITY HALL
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: 12/17/2002
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No

Remove Watermark Wondershare PDFelement

UTICA POLICE DEPARTMENT (Continued) **1010328240**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 10/04/2006
Site name: UTICA POLICE DEPARTMENT
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

Date form received by agency: 10/03/2006
Site name: UTICA POLICE DEPARTMENT
Classification: Small Quantity Generator

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYR000142216
Facility Status: Not reported
Location Address 1: 417 ORISKANY STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000142216
Mailing Name: UTICA POLICE DEPARTMENT
Mailing Contact: MICHEAL CRONEISER
Mailing Address 1: 1 KENNEDY PLAZA
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157920152

Manifest Details:
Year: 2006
Manifest Number: 000064411JJK
Manifest Type: TSD Copy
Generator EPA Id: NYR000142216
Generator Date: 11/02/2006
Mailing Address: Not reported
Mailing City,St,Zip: Not reported
Contact Name: Not reported

Remove Watermark Wondershare PDFelement

UTICA POLICE DEPARTMENT (Continued) **1010328240**

Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	315-792-0152
Page Number:	1
Line Number:	2
Waste Number:	D001
Container Number:	1
Container Type:	Cylinders
Waste Quantity:	40
Unit:	Pounds
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	000064411JJK
Manifest Type:	TSD Copy
Generator EPA Id:	NYR000142216
Generator Date:	11/02/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	315-792-0152
Page Number:	1
Line Number:	1
Waste Number:	D001
Container Number:	12
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	6200
Unit:	Pounds
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

G35 **UTICA POLICE FLEET MAIN. BUILDING** **NY Spills** **S107408669**
NNE **425 ORISKANY STREET WEST** **N/A**
< 1/8 **UTICA, NY**
0.002 mi.
10 ft. **Site 3 of 4 in cluster G**

Relative:
Lower

Actual:
426 ft.

SPILLS:

Facility ID:	0506754
Facility Type:	ER
DER Facility ID:	299323
Site ID:	352026
DEC Region:	6

Remove Watermark Wondershare PDFelement

UTICA POLICE FLEET MAIN. BUILDING (Continued) **S107408669**

Spill Date:	2005-08-23
Spill Number/Closed Date:	0506754 / 2005-11-03
Spill Cause:	Equipment Failure
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	2005-09-01
CID:	408
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2005-09-01
Spill Record Last Update:	2005-11-10
Spiller Name:	Eugene Santa Croce
Spiller Company:	City of Utica
Spiller Address:	1 Kennedy Plaza
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	999
Contact Name:	EUGENE SANTA CROCE
Contact Phone:	(315) 792-0152
DEC Memo:	"09/1/2005: SPOKE WITH GENE - SPILL REPORTED AS A RESULT OF LOW LEVEL SEMI-VOLATILES FOUND IN SAMPLE RESULTS. NOTHING NOTED WHEN 250 HEATING OIL TANK WAS PULLED ON AUGUST 23, 2005. CES TO SUBMIT TCR. (DJ) 11/03/2005: REVIEWED TCR, NFA. SENT CLOSURE LETTER. (DJ)"
Remarks:	"TANK WAS PULLED AND SAMPLES WERE TAKEN AND SAMPLES CONFIRMED CONTAMINATION."

Material:

Site ID:	352026
Operable Unit ID:	1109541
Operable Unit:	01
Material ID:	2099553
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	Not reported
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

J36 **H.J. BRANDELES CORPORATION** **NY UST** **U002034577**
ESE **300 LAFAYETTE STREET** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13503**
0.004 mi.
21 ft. **Site 1 of 2 in cluster J**

Relative:
Higher

Actual:
432 ft.

UST:

Id/Status:	6-600370 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481032.58518
UTM Y:	4772283.45797
Site Type:	Other

Affiliation Records:

Site Id:	43194
Affiliation Type:	Facility Owner
Company Name:	H.J. BRANDELES CORPORATION
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	300 LAFAYETTE ST., P.O. BOX 529
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13503
Country Code:	001
Phone:	(315) 733-7565
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43194
Affiliation Type:	Mail Contact
Company Name:	H.J. BRANDELES CORPORATION
Contact Type:	Not reported
Contact Name:	LOUIS A. FALVO, III
Address1:	300 LAFAYETTE ST.
Address2:	P.O. BOX 529
City:	UTICA
State:	NY
Zip Code:	13503
Country Code:	001
Phone:	(315) 733-7565
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43194
Affiliation Type:	On-Site Operator
Company Name:	H.J. BRANDELES CORPORATION
Contact Type:	Not reported
Contact Name:	LOUIS A. FALVO, III
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN

Remove Watermark Wondershare PDFelement

H.J. BRANDELES CORPORATION (Continued) **U002034577**

Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-7565
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43194
Affiliation Type:	Emergency Contact
Company Name:	H.J. BRANDELES CORPORATION
Contact Type:	Not reported
Contact Name:	LOUIS A. FALVO, III
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-7565
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	121479
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	6000
Install Date:	Not reported
Date Tank Closed:	12/01/1994
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

C03 - Pipe Location - Aboveground/Underground Combination
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

Remove Watermark Wondershare PDFelement

H.J. BRANDELES CORPORATION (Continued) **U002034577**

HIST UST:

PBS Number:	6-600370
SPDES Number:	Not reported
Emergency Contact:	LOUIS A. FALVO, III
Emergency Telephone:	(315) 733-7565
Operator:	LOUIS A. FALVO, III
Operator Telephone:	(315) 733-7565
Owner Name:	H.J. BRANDELES CORPORATION
Owner Address:	300 LAFAYETTE ST., P.O. BOX 529
Owner City,St,Zip:	UTICA, NY 13503
Owner Telephone:	(315) 733-7565
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	H.J. BRANDELES CORPORATION
Mailing Address:	300 LAFAYETTE ST.
Mailing Address 2:	P.O. BOX 529
Mailing City,St,Zip:	UTICA, NY 13503
Mailing Contact:	LOUIS A. FALVO, III
Mailing Telephone:	(315) 733-7565
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	P.O. BOX 529
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	09/27/1994
Expiration Date:	09/27/1999
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	6000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Aboveground/Underground Combination

Remove Watermark Wondershare PDFelement

H.J. BRANDELES CORPORATION (Continued) **U002034577**

Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	12/01/1994
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

B37 **EDR Hist Auto** **1015468877**
East **400 WASHINGTON ST** **N/A**
< 1/8 **UTICA, NY 13502**
0.005 mi.
29 ft. **Site 3 of 5 in cluster B**

Relative:
Lower

Actual:
429 ft.

EDR Historical Auto Stations:

Name:	ROCKFORD AUTO GLASS
Year:	2003
Address:	400 WASHINGTON ST
Name:	ROCKFORDS AUTO SERVICE CO
Year:	2005
Address:	400 WASHINGTON ST
Name:	ROCKFORDS AUTO SERVICE CO
Year:	2006
Address:	400 WASHINGTON ST

H38 **COOKING OIL** **NY Spills** **S106015713**
SE **COLUMBIA AND BROADWAY** **N/A**
< 1/8 **UTICA, NY**
0.006 mi.
34 ft. **Site 2 of 3 in cluster H**

Relative:
Higher

Actual:
436 ft.

SPILLS:

Facility ID:	0303524
Facility Type:	ER
DER Facility ID:	170741
Site ID:	205627
DEC Region:	6
Spill Date:	2003-07-03
Spill Number/Closed Date:	0303524 / 2003-07-03
Spill Cause:	Unknown
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	JDALSANT
Referred To:	Not reported

Remove Watermark Wondershare PDFelement

COOKING OIL (Continued) **S106015713**

Reported to Dept:	2003-07-03
CID:	405
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Citizen
Cleanup Ceased:	2003-07-03
Cleanup Meets Std:	True
Last Inspection:	2003-07-03
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2003-07-03
Spill Record Last Update:	2003-07-07
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ -
Spiller Company:	001
Contact Name:	BEN MAGGIORE
Contact Phone:	(315) 724-1931
DEC Memo:	""
Remarks:	"caller states that there is 2 2.5 gallon containers full of cooking grease and has no further info"

Material:

Site ID:	205627
Operable Unit ID:	871568
Operable Unit:	01
Material ID:	504387
Material Code:	0046A
Material Name:	cooking grease
Case No.:	Not reported
Material FA:	Other
Quantity:	5.00
Units:	Gallons
Recovered:	5.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

C39 **EDR Hist Auto** **1015418583**
East **316 LA FAYETTE** **N/A**
< 1/8 **UTICA, NY 13502**
0.007 mi.
35 ft. **Site 4 of 5 in cluster C**

Relative:
Higher

Actual:
430 ft.

EDR Historical Auto Stations:

Name:	CANFIELDS RADIATOR SHOP
Year:	1999
Address:	316 LA FAYETTE
Name:	CANFIELDS RADIATOR SHOP
Year:	2000
Address:	316 LA FAYETTE

Remove Watermark Wondershare PDFelement

C40 **EDR Hist Auto** **1015418584**
East **316 LAFAYETTE ST** **N/A**
< 1/8 **UTICA, NY 13502**
0.007 mi.
35 ft. **Site 5 of 5 in cluster C**

Relative:
Higher

Actual:
430 ft.

EDR Historical Auto Stations:
Name: CANFIELDS RADIATOR SHOP
Year: 2005
Address: 316 LAFAYETTE ST

H41 **WHITESBORO STREET** **NY Spills** **S102162776**
SE **WHITESBORO ST** **N/A**
< 1/8 **UTICA, NY**
0.014 mi.
74 ft. **Site 3 of 3 in cluster H**

Relative:
Higher

Actual:
437 ft.

SPILLS:

Facility ID:	9002789
Facility Type:	ER
DER Facility ID:	282990
Site ID:	124704
DEC Region:	6
Spill Date:	1990-06-11
Spill Number/Closed Date:	9002789 / 1990-06-11
Spill Cause:	Unknown
Spill Class:	Not reported
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1990-06-11
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Fire Department
Cleanup Ceased:	1990-06-11
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1990-06-14
Spill Record Last Update:	1990-06-14
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 06/11/90: TRANSMISSION OR HYDRAULIC FLUID ON WHITESBORO ST. BETWEEN COURT ST. & KIERNAN AVE. SINCE BEFORE 0900/DPW TO SAND & SWEEP W/LT 500# SAND.(HM). 06/11/90: SEWER CORNER WHITESBORO & FAASS TO BE UNPLUGGED AFTER FLOATING OIL REMOVED. ECO VANSLYKE TO INVESTIGATE. COMPLETE. (HM). "
Remarks:	"HYDROCARBON SPILL CHERRY ST. & WHITESBORO ST. 2 OR 3 BLOCKS LONG. WOULD LIKE DEC TO RESPOND."

Material:

Remove Watermark Wondershare PDFelement

WHITESBORO STREET (Continued) **S102162776**

Site ID:	124704
Operable Unit ID:	940696
Operable Unit:	01
Material ID:	437524
Material Code:	0022
Material Name:	waste oil/used oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	25.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

I42 **SPORTS EQUIPMENT SPEC TRUCK** **NY Spills** **S107521978**
NNE **400 ORISKANY STREET WEST** **N/A**
< 1/8 **UTICA, NY**
0.015 mi.
79 ft. **Site 4 of 6 in cluster I**

Relative:
Lower

Actual:
425 ft.

SPILLS:

Facility ID:	0511844
Facility Type:	ER
DER Facility ID:	308112
Site ID:	358084
DEC Region:	6
Spill Date:	2006-01-13
Spill Number/Closed Date:	0511844 / 2006-01-19
Spill Cause:	Equipment Failure
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	2006-01-13
CID:	409
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Fire Department
Cleanup Ceased:	2006-01-19
Cleanup Meets Std:	True
Last Inspection:	2006-01-13
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2006-01-13
Spill Record Last Update:	2006-01-20
Spiller Name:	Not reported
Spiller Company:	SPORTS EQUIPMENT SPEC, LLC
Spiller Address:	Not reported
Spiller City,St,Zip:	WALTON, NY
Spiller Company:	001
Contact Name:	RICHARD GWILT

Remove Watermark Wondershare PDFelement

SPORTS EQUIPMENT SPEC TRUCK (Continued) **S107521978**

Contact Phone: (315) 724-5153
DEC Memo: "01/13/2006: SPOKE TO RICHARD GWILT, UFD. SPILL CONTAINED BY UFD, EGGAN TO RESPOND. (DJ) 01/13/2006: SPOKE WITH JAYN EGGAN - THEY WERE GOING TO RESPOND & PUMP OUT TANK. (DJ) 01/13/2006: ABOUT 1900HR - STOPPED BY SITE, TRUCK AT LOADING DOCK OF AUD, ON CHARLES STREET. NAME ON TRUCK IS CHEER SPORTS, INC. DOT # ON TRUCK IS 1432437. PLATE # IS 75512(PA). NOTED STAINING ON STREET & SIDEWALK. PANS LEFT UNDER TANK TO CATCH ANY RESIDUALS. (DJ) 01/19/2006: RECEIVED CLEANUP REPORT - 40 GALLONS DIESEL FUEL DISPOSED OF @ IOTS. SENT CLOSURE LETTER. (DJ)."
Remarks: "WENT OVER TWO BLOCKS ON LIBERTY ST.CLEAN UP IS IN PROCESS."

Material:
Site ID: 358084
Operable Unit ID: 1115337
Operable Unit: 01
Material ID: 2105398
Material Code: 0008
Material Name: diesel
Case No.: Not reported
Material FA: Petroleum
Quantity: 10.00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

G43 **ROCK'S TIRE** **NY Spills** **S102163207**
NNW **417 ORISKANY BLVD WEST** **N/A**
< 1/8 **UTICA, NY**
0.016 mi.
83 ft. **Site 4 of 4 in cluster G**

Relative:
Lower

Actual:
426 ft.

SPILLS:
Facility ID: 9304689
Facility Type: ER
DER Facility ID: 163731
Site ID: 196688
DEC Region: 6
Spill Date: 1993-07-13
Spill Number/Closed Date: 9304689 / 2000-01-07
Spill Cause: Housekeeping
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3300
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 1993-07-13
CID: Not reported
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: DEC
Cleanup Ceased: 1999-11-30
Cleanup Meets Std: True
Last Inspection: Not reported

Remove Watermark Wondershare PDFelement

ROCK'S TIRE (Continued) **S102163207**

Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1993-07-15
Spill Record Last Update:	2006-06-26
Spiller Name:	JOSEPH E. COLACICCO
Spiller Company:	ROCK'S REALTY
Spiller Address:	4 BECKWITH CIRCLE
Spiller City,St,Zip:	UTICA, NY 13501-5502
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 11/10/93: 6.66 T. CONTAMINATED SOIL DISPOSED OF. (DJ). 02/15/94: REVIEWED & RESPONDED TO DECEMBER 20, 1993 GWR. (DJ). 03/07/94: RECEIVED SOIL DISPOSAL DOCUMENTATION. (DJ). 07/27/94: REVIEWED & RESPONDED TO GWR DATED 6/8/94. REQUESTED SOIL DISPOSAL DOCUMENTATION. (DJ). 11/01/94: REVIEWED REPORT DATED 8/19/94, NLR. (DJ). 08/10/98: SENT LETTER REQUESTING MODIFICATION OF CAP (DJ). 12/23/99: REVIEWED PLUMLEY REPORT DATED 11/30/99. NO FURTHER WORK NEEDED. WILL CLOSE ONCE ISR COMPLETED (DJ). 12/02/99: RECEIVED STATUS REPORT FROM PLUMLEY. NO MORE FREE PRODUCT, MINOR GW CONTAMINATION (DJ). 01/07/99: SENT ISR TO CENTRAL OFFICE (DJ). 01/07/99: SENT CLOSURE LETTER TO R.P. (DJ). "
Remarks:	"CLOSING WASTE TANK IN PLACE & WHEN UNCOVERING CONTAM. NOTED. APPR. 3'-4' DOWN WASTE OIL NOTED BLEEDING OUT OF SIDE OF EXCAVATION. TANK FILLED IN PLACE DUE TO LOCATION>FURTHER WORK NEEDED."

Material:

Site ID:	196688
Operable Unit ID:	982970
Operable Unit:	01
Material ID:	398176
Material Code:	0022
Material Name:	waste oil/used oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	196688
Spill Tank Test:	1541767
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Remove Watermark Wondershare PDFelement

B44 **BROADWAY /LIBERTY** **NY Spills** **S102161478**
ENE **LIBERTY & BROADWAY** **N/A**
< 1/8 **UTICA, NY**
0.019 mi.
101 ft. **Site 4 of 5 in cluster B**

Relative:
Lower

Actual:
427 ft.

SPILLS:

Facility ID:	9207668
Facility Type:	ER
DER Facility ID:	84426
Site ID:	94289
DEC Region:	6
Spill Date:	1992-10-02
Spill Number/Closed Date:	9207668 / 1992-10-02
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates a file or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1992-10-02
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Fire Department
Cleanup Ceased:	1992-10-02
Cleanup Meets Std:	True
Last Inspection:	1992-10-02
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	BOOKMOBILE
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"GAS LEAKED FROM BUS FUEL TANK TO PAVED STREET, TO SEWER & TREATMENT PLANT - PARTIAL DYKED BY F.D."

Material:

Site ID:	94289
Operable Unit ID:	974488
Operable Unit:	01
Material ID:	408293
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	40.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Remove Watermark Wondershare PDFelement

BROADWAY /LIBERTY (Continued) **S102161478**

Tank Test:

K45 **EMPIRE BATH & KITCHEN, INC.** **NY UST** **U001736382**
West **600 STATE STREET** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13502**
0.019 mi.
101 ft. **Site 1 of 4 in cluster K**

Relative:
Higher

Actual:
438 ft.

UST:

Id/Status:	6-600309 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480614.01017
UTM Y:	4772342.93634
Site Type:	Other Wholesale/Retail Sales

Affiliation Records:

Site Id:	43133
Affiliation Type:	Emergency Contact
Company Name:	EMPIRE BATH & KITCHEN, INC.
Contact Type:	Not reported
Contact Name:	JACK REALE
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-0408
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43133
Affiliation Type:	Facility Owner
Company Name:	EMPIRE BATH & KITCHEN, INC.
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	600 STATE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 733-0408
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43133
Affiliation Type:	Mail Contact
Company Name:	EMPIRE BATH & KITCHEN, INC.
Contact Type:	Not reported

Remove Watermark Wondershare PDFelement

EMPIRE BATH & KITCHEN, INC. (Continued) **U001736382**

Contact Name:	JACK REALE
Address1:	600 STATE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 733-0408
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43133
Affiliation Type:	On-Site Operator
Company Name:	EMPIRE BATH & KITCHEN, INC.
Contact Type:	Not reported
Contact Name:	JACK REALE
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-0408
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	121139
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	6000
Install Date:	Not reported
Date Tank Closed:	09/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
I00 - Overfill - None
G00 - Tank Secondary Containment - None

Remove Watermark Wondershare PDFelement

EMPIRE BATH & KITCHEN, INC. (Continued) **U001736382**

A00 - Tank Internal Protection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J00 - Dispenser - None
D00 - Pipe Type - No Piping

Tank Number: 2
Tank ID: 121140
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 2000
Install Date: Not reported
Date Tank Closed: 09/01/1998
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
J00 - Dispenser - None
D00 - Pipe Type - No Piping

HIST UST:
PBS Number: 6-600309
SPDES Number: Not reported
Emergency Contact: JACK REALE
Emergency Telephone: (315) 733-0408
Operator: JACK REALE
Operator Telephone: (315) 733-0408
Owner Name: EMPIRE BATH & KITCHEN, INC.
Owner Address: 600 STATE STREET
Owner City,St,Zip: UTICA, NY 13502
Owner Telephone: (315) 733-0408
Owner Type: Corporate/Commercial
Owner Subtype: Not reported
Mailing Name: EMPIRE BATH & KITCHEN, INC.
Mailing Address: 600 STATE STREET
Mailing Address 2: Not reported
Mailing City,St,Zip: UTICA, NY 13502
Mailing Contact: JACK REALE
Mailing Telephone: (315) 733-0408

Remove Watermark Wondershare PDFelement

EMPIRE BATH & KITCHEN, INC. (Continued) **U001736382**

Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER RETAIL SALES
Inspected Date:	04/09/1993
Inspector:	DP
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	11/23/1993
Expiration Date:	11/23/1998
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	6000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	Not reported
Leak Detection:	Not reported
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	09/01/1998
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	2
Tank Location:	UNDERGROUND

Remove Watermark Wondershare PDFelement

EMPIRE BATH & KITCHEN, INC. (Continued) **U001736382**

Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	2000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	Not reported
Leak Detection:	Not reported
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	09/01/1998
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

K46 **EMPIRE BATH+KITCHEN** **NY Spills** **S104074420**
West **600 STATE STREET** **N/A**
< 1/8 **UTICA, NY**
0.019 mi.
101 ft. **Site 2 of 4 in cluster K**

Relative:
Higher

Actual:
438 ft.

SPILLS:

Facility ID:	0903436
Facility Type:	ER
DER Facility ID:	364641
Site ID:	415543
DEC Region:	6
Spill Date:	2009-06-23
Spill Number/Closed Date:	0903436 / 2009-06-24
Spill Cause:	Equipment Failure
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	jcdoyle
Referred To:	Not reported
Reported to Dept:	2009-06-23
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Responsible Party
Cleanup Ceased:	2009-06-23
Cleanup Meets Std:	True
Last Inspection:	2009-06-24
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2009-06-23
Spill Record Last Update:	2009-06-29

Remove Watermark Wondershare PDFelement

EMPIRE BATH+KITCHEN (Continued) **S104074420**

Spiller Name:	BOB CAZZOLLI
Spiller Company:	NATIONAL GRID
Spiller Address:	300 ERIE BLVD WEST
Spiller City,St,Zip:	SYRACUSE, NY 13202
Spiller Company:	999
Contact Name:	BOB CAZZOLLI
Contact Phone:	(315) 428-3490
DEC Memo:	"6/23/2009: TELECON WITH NATIONAL GRID DISPATCHER CHUCK KULESA - LINE CREW ON SCENE- STEVE WELTY 506-2382 - SPILL IS CONTAINED AND GREEN EARTH TO DO CLEAN UP. SITE CHECK SHOWED SPILL CONTAINED ON BLACKTOP PARKING LOT. (JD) 6/24/2009: SPILL CLEANED UP. NON TRACKABLE QUANTITY OF SPILL DEBRIS. NO FURHTER ACTION NEEEDED. (JD) "
Remarks:	"DUE TO A LINE BREAK ABOUT 3 GALLONS SPILLED TO THE STREET CLEAN UP PENDING SPILL IS CONTAINED."

Material:

Site ID:	415543
Operable Unit ID:	1171880
Operable Unit:	01
Material ID:	2163716
Material Code:	0010
Material Name:	hydraulic oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	3.00
Units:	Gallons
Recovered:	3.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9807002
Facility Type:	ER
DER Facility ID:	201484
Site ID:	245272
DEC Region:	6
Spill Date:	1998-09-08
Spill Number/Closed Date:	9807002 / 2000-01-12
Spill Cause:	Housekeeping
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1998-09-08
CID:	282
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Other
Cleanup Ceased:	1999-11-24
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0

Remove Watermark Wondershare PDFelement

EMPIRE BATH+KITCHEN (Continued) **S104074420**

Date Entered In Computer:	1998-09-08
Spill Record Last Update:	2000-01-12
Spiller Name:	FRAN REALE
Spiller Company:	EMPIRE BATH+KITCHEN
Spiller Address:	600 STATE STREET
Spiller City,St,Zip:	UTICA, NY
Spiller Company:	001
Contact Name:	FRAN REALE
Contact Phone:	(315) 733-0408
DEC Memo:	""
Remarks:	"THEY REMOVED TWO TANKS FROM THE GROUND THERE. ONE CONTAINED OIL AND THE OTHER CONTAINED GASOLINE. SPILL OCCURRED OVER TIME AROUND THE TANKS. THEY ARE IN THE PROCESS OF REMOVING THE DIRT NOW. TANK SIZE OF THE GAS 2000 AND THE OIL WAS 250 GALLONS."

Material:

Site ID:	245272
Operable Unit ID:	1064691
Operable Unit:	01
Material ID:	318130
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	245272
Operable Unit ID:	1064691
Operable Unit:	01
Material ID:	318131
Material Code:	0022
Material Name:	waste oil/used oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

I47 **UTICA POLICE STATION** **NY UST** **U001847712**
ENE **413 ORISKANY STREET WEST** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13502**
0.020 mi.
103 ft. **Site 5 of 6 in cluster I**

Relative:
Lower

Actual:
428 ft.

UST:

Id/Status:	6-428299 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A

Remove Watermark Wondershare PDFelement

UTICA POLICE STATION (Continued) **U001847712**

UTM X: 480972.36374
UTM Y: 4772427.32596
Site Type: Other

Affiliation Records:

Site Id: 42171
Affiliation Type: Facility Owner
Company Name: CITY OF UTICA
Contact Type: Not reported
Contact Name: Not reported
Address1: 1 KENNEDY PLAZA
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 792-0152
EMail: Not reported
Fax Number: Not reported
Modified By: CGFREEDM
Date Last Modified: 2011-05-03

Site Id: 42171
Affiliation Type: Mail Contact
Company Name: CITY OF UTICA
Contact Type: Not reported
Contact Name: JEAN-PIERRE DURAND
Address1: 1 KENNEDY PLAZA
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 792-0152
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42171
Affiliation Type: On-Site Operator
Company Name: UTICA POLICE STATION
Contact Type: Not reported
Contact Name: RITA ROTUNDO
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 735-5866
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42171
Affiliation Type: Emergency Contact

Remove Watermark Wondershare PDFelement

UTICA POLICE STATION (Continued) **U001847712**

Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	CAPTAIN ON DUTY,UPD
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-0100
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	116794
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	3000
Install Date:	12/01/1980
Date Tank Closed:	03/01/1997
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	02
Date Test:	03/01/1996
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
I04 - Overfill - Product Level Gauge (A/G)
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser
H00 - Tank Leak Detection - None

Tank Number:	2
Tank ID:	122417
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	Not reported
Date Tank Closed:	11/01/1995
Registered:	True

Remove Watermark Wondershare PDFelement

UTICA POLICE STATION (Continued) **U001847712**

Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number: 6-428299
SPDES Number: Not reported
Emergency Contact: CAPTAIN ON DUTY,UPD
Emergency Telephone: (315) 792-0100
Operator: RITA ROTUNDO
Operator Telephone: (315) 735-5866
Owner Name: CITY OF UTICA
Owner Address: 1 KENNEDY PLAZA
Owner City,St,Zip: UTICA, NY 13502
Owner Telephone: (315) 792-0152
Owner Type: Local Government
Owner Subtype: Not reported
Mailing Name: CITY OF UTICA
Mailing Address: 1 KENNEDY PLAZA
Mailing Address 2: Not reported
Mailing City,St,Zip: UTICA, NY 13502
Mailing Contact: JEAN-PIERRE DURAND
Mailing Telephone: (315) 792-0152
Owner Mark: First Owner
Facility Status: 2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2: Not reported
SWIS ID: 3016
Old PBS Number: Not reported
Facility Type: OTHER
Inspected Date: Not reported
Inspector: Not reported
Inspection Result: Not reported
Federal ID: Not reported
Certification Flag: False
Certification Date: 11/29/1995
Expiration Date: 01/07/1998
Renew Flag: False
Renewal Date: Not reported

Remove Watermark Wondershare PDFelement

UTICA POLICE STATION (Continued) **U001847712**

Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	2
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	2000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	0
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	11/01/1995
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

I48 **UTICA POLICE STATION** **NY Spills** **S104074308**
ENE **413 ORISKANY ST WEST** **N/A**
< 1/8 **UTICA, NY**
0.020 mi.
103 ft. **Site 6 of 6 in cluster I**

Relative:
Lower

Actual:
428 ft.

SPILLS:

Facility ID:	9614295
Facility Type:	ER
DER Facility ID:	160197
Site ID:	192096
DEC Region:	6
Spill Date:	1997-03-10
Spill Number/Closed Date:	9614295 / 2008-03-07
Spill Cause:	Unknown
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported

Remove Watermark Wondershare PDFelement

UTICA POLICE STATION (Continued) **S104074308**

Reported to Dept:	1997-03-10
CID:	297
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Other
Cleanup Ceased:	2008-03-07
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1997-03-10
Spill Record Last Update:	2008-03-10
Spiller Name:	JONEEN MATTHEWS
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller Company:	001
Contact Name:	JONEEN MATTHEWS
Contact Phone:	(315) 792-0152
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 03/07/2008: FILE REVIEW: 3K UST REMOVED IN MARCH 1997. 12-15 YARDS OF PETROLEUM IMPACTED SOIL EXCAVATED. POST EXCAVATION SOIL AND GROUNDWATER LAB RESULTS SLIGHTLY EXCEED CURRENT GUIDANCE VALUES. GWI RESULTS FROM SPILL #95-01598 (SAME SITE) INDICATE IMPACT TO GW IS MINIMAL. DISPOSAL RECEIPTS RECEIVED FOR 1,212 TONS OF PETROLEUM IMPACTED SOIL. PER GENE SANTA CROCE, THE 12-15 YARDS OF SOIL FROM THIS SPILL WAS COMBINED FOR DISPOSAL WITH THE PETROLEUM IMPACTED SOIL FROM SPILL #95-01598. THE MATERIAL WAS DISPOSED OF AT THE SENECA MEADOWS LANDFILL IN WATERLOO, NY. NO FURTHER ACTION REQUIRED. (SR) "
Remarks:	"POSSIBLE TANK FAILURE, UNKNOWN AT THIS TIME WHERE THE GASOLINE CAME FROM - LOCAL DEC HAS THE TANK TEST REPORT FROM LAST YEAR AND DEC IS ON SCENE"

Material:

Site ID:	192096
Operable Unit ID:	1041774
Operable Unit:	01
Material ID:	339397
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9501598
Facility Type:	ER
DER Facility ID:	93906
Site ID:	106682
DEC Region:	6

Remove Watermark Wondershare PDFelement

UTICA POLICE STATION (Continued) **S104074308**

Spill Date:	1995-05-08
Spill Number/Closed Date:	9501598 / 2008-04-03
Spill Cause:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	1995-05-08
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Other
Cleanup Ceased:	1997-04-07
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1995-05-18
Spill Record Last Update:	2008-04-03
Spiller Name:	Not reported
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field 04/03/2008: FILE REVIEW: FOUR USTS FOUND DURING CONSTRUCTION OF NEW PD BUILDING. TANKS AND PETROLEUM IMPACTED SOIL EXCAVATED IN NOVEMBER AND DECEMBER 1995. ADDITIONAL AREAS OF SURFICIAL PETROLEUM IMPACTS EXCAVATED FROM MAY- SEPTEMBER 1996 DURING LATER CONSTRUCTION PHASES OF BUILDING AND PARKING LOT. SOIL AND GW ANALYTICAL MEET GUIDANCE VALUES. DISPOSAL RECEIPTS RECEIVED FOR 1,212 TONS OF PETROLEUM IMPACTED SOIL. SOIL FROM THIS SPILL WAS COMBINED WITH SOIL FROM 95-01598 AND 94-07957. A REMAINING GASOLINE UST ON THE WEST SIDE OF THE SITE HANDLED UNDER SPILL #95-01598. (SR) "
Remarks:	"SOIL CONTAMINATION"

Material:

Site ID:	106682
Operable Unit ID:	1016001
Operable Unit:	01
Material ID:	573303
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)
Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	True
Site ID:	106682
Operable Unit ID:	1016001
Operable Unit:	01
Material ID:	370199

Remove Watermark Wondershare PDFelement

UTICA POLICE STATION (Continued) **S104074308**

Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	True
Site ID:	106682
Operable Unit ID:	1016001
Operable Unit:	01
Material ID:	370200
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	True

Tank Test:

F49 **BEACON BODY SHOP** **RCRA NonGen / NLR** **1000553498**
NW **535 ORISKANY ST W** **FINDS** **NYD986959195**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
0.020 mi. **ECHO**
104 ft. **Site 6 of 9 in cluster F**

Relative:
Higher

Actual:
433 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	BEACON BODY SHOP
Facility address:	535 ORISKANY ST W UTICA, NY 13502
EPA ID:	NYD986959195
Mailing address:	ORISKANY ST W UTICA, NY 13502
Contact:	FRANK BRUZZESE
Contact address:	ORISKANY ST W UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 724-9696
Contact email:	Not reported
EPA Region:	02
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	FRANK BRUZZESE
Owner/operator address:	535 ORISKANY ST W UTICA, NY 13502
Owner/operator country:	US
Owner/operator telephone:	(315) 724-9696

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: FRANK BRUZZESE
Owner/operator address: 535 ORISKANY ST W
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (315) 724-9696
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: BEACON BODY SHOP
Classification: Not a generator, verified

Date form received by agency: 05/28/1991
Site name: BEACON BODY SHOP
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 04/30/1998
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Registry ID: 110004470288

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYD986959195
Facility Status: Not reported
Location Address 1: 535 ORISKANY STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: WEST UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986959195
Mailing Name: BEACON BODY SHOP
Mailing Contact: MARILYN WALL
Mailing Address 1: 535 ORISKANY STREET
Mailing Address 2: Not reported
Mailing City: WEST UTICA
Mailing State: NY
Mailing Zip: 13502
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157249696

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

NY MANIFEST:

Document ID:	NYG2992203
Manifest Status:	Not reported
seq:	01
Year:	2002
Trans1 State ID:	P207004IL
Trans2 State ID:	Not reported
Generator Ship Date:	01/16/2002
Trans1 Recv Date:	01/16/2002
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/21/2002
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	NJD080631369
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00165
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	MAM1392960
Manifest Status:	Not reported
seq:	01
Year:	2001
Trans1 State ID:	P298709IL
Trans2 State ID:	Not reported
Generator Ship Date:	05/09/2001
Trans1 Recv Date:	05/09/2001
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/14/2001
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	NJD080631369

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD053452637
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00205
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	MAM1189470
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	P207075IL
Trans2 State ID:	Not reported
Generator Ship Date:	05/24/2000
Trans1 Recv Date:	05/24/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/30/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	NJD080631369
Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD053452637
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00195
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG1526607
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	P207004IL
Trans2 State ID:	Not reported
Generator Ship Date:	05/11/1999
Trans1 Recv Date:	05/11/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/14/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	NJD080631369
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00165
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG0537471
Manifest Status:	Not reported

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

seq:	01
Year:	1998
Trans1 State ID:	P207004IL
Trans2 State ID:	Not reported
Generator Ship Date:	05/13/1998
Trans1 Recv Date:	05/13/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/14/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	NJD080631369
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00560
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYB7898184
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	P52019IL
Trans2 State ID:	Not reported
Generator Ship Date:	11/08/1995
Trans1 Recv Date:	11/08/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/10/1995
Part A Recv Date:	11/17/1995
Part B Recv Date:	11/22/1995
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00240
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYB4156749
Manifest Status:	K
seq:	Not reported
Year:	1993
Trans1 State ID:	P52019IL
Trans2 State ID:	Not reported
Generator Ship Date:	08/11/1993
Trans1 Recv Date:	08/11/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/13/1993
Part A Recv Date:	08/17/1993
Part B Recv Date:	09/23/1993
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

BEACON BODY SHOP (Continued) **1000553498**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00125
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYB5038344
Manifest Status:	K
seq:	Not reported
Year:	1992
Trans1 State ID:	P22295IL
Trans2 State ID:	Not reported
Generator Ship Date:	07/16/1992
Trans1 Recv Date:	07/16/1992
Trans2 Recv Date:	/ /
TSD Site Recv Date:	07/24/1992
Part A Recv Date:	/ /
Part B Recv Date:	08/11/1992
Generator EPA ID:	NYD986959195
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00200
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

ECHO:

Envid:	1000553498
Registry ID:	110004470288
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004470288

Remove Watermark Wondershare PDFelement

F50 **EDR Hist Auto** **1015544247**
NW **535 ORISKANY ST W** **N/A**
< 1/8 **UTICA, NY 13502**
0.020 mi.
104 ft. **Site 7 of 9 in cluster F**

Relative: Higher

Actual: 433 ft.

EDR Historical Auto Stations:

Name:	BEACON BODY SHOP
Year:	1999
Address:	535 ORISKANY ST W
Name:	BEACON BODY SHOP
Year:	2000
Address:	535 ORISKANY ST W
Name:	BEACON BODY SHOP
Year:	2001
Address:	535 ORISKANY ST W
Name:	BEACON BODY SHOP
Year:	2002
Address:	535 ORISKANY ST W

F51 **PARK OUTDOOR ADVERTISING** **NY LTANKS** **U003758179**
NW **543 ORISKANY STREET** **NY UST** **N/A**
< 1/8 **UTICA, NY 13502** **NY HIST UST**
0.021 mi.
109 ft. **Site 8 of 9 in cluster F**

Relative: Higher

Actual: 433 ft.

LTANKS:

Site ID:	175223
Spill Number/Closed Date:	0010758 / 2003-01-10
Spill Date:	2000-12-28
Spill Cause:	Tank Failure
Spill Source:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	2001-01-11
Cleanup Meets Standard:	False
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	2000-12-28
CID:	390
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	2000-12-29
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	2000-12-28
Spill Record Last Update:	2003-01-13
Spiller Name:	PAUL PANARA
Spiller Company:	PARK OUTDOOR ADVERTISING
Spiller Address:	543 ORISKANY ST WEST
Spiller City,St,Zip:	UTICA, NY 13502-3421
Spiller County:	001
Spiller Contact:	DAN CLEMMONS
Spiller Phone:	(315) 866-7879
Spiller Extention:	Not reported

Remove Watermark Wondershare PDFelement

PARK OUTDOOR ADVERTISING (Continued) **U003758179**

DEC Region: 6
DER Facility ID: 147317
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 12/28/2000: AT TANK PULL, CONTAMINATION SEEMS TO BE CONFINED TO BOTTOM HALF OF EXCAVATION, MOST SOIL EXCAVATED HAD NO ODOR, HOWEVER, SOME HITS WERE IN 3.0 - 6.0 ON PID. HITS IN EXCAVATION ALSO 2.8 - 6.0 RANGE. TANK HAD NO WATER IN IT, 1150 GALLONS OF F/OIL. APPROX. 10 - 15 YDS OF SOIL STAGED (ECL). 12/29/00: SOIL, TCR LETTER SENT (ECL). 11/13/2002: REVIEW TCR - MINOR EXCEEDENCES - OKAY. NO SOIL PAPERWORK. SENT REMINDER LETTER FOR SOIL (DJ). 01/07/2003: RECEIVED DISPOSAL RECEIPT FOR TWO DRUMS BY CENTRAL PUMP & TANK (DJ). 01/10/2003: SENT CLOSURE LETTER. COMPLETE (DJ). "
Remarks: "underground trank failed - unk exact contamination"

Material:
Site ID: 175223
Operable Unit ID: 831894
Operable Unit: 01
Material ID: 544645
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

UST:
Id/Status: 6-600885 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 480258.66944
UTM Y: 4772712.31254
Site Type: Other Wholesale/Retail Sales

Affiliation Records:
Site Id: 43707
Affiliation Type: Facility Owner
Company Name: PARK OUTDOOR ADVERTISING OF NY, INC.
Contact Type: Not reported
Contact Name: Not reported
Address1: 301 EAST STATE STREET, P.O. BOX 6477
Address2: Not reported
City: ITHACA
State: NY
Zip Code: 14851-6477
Country Code: 001
Phone: (607) 277-1177
EMail: Not reported

Remove Watermark Wondershare PDFelement

PARK OUTDOOR ADVERTISING (Continued) **U003758179**

Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43707
Affiliation Type:	Mail Contact
Company Name:	PARK OUTDOOR ADVERTISING OF NY, INC.
Contact Type:	Not reported
Contact Name:	PAUL P. PANARA
Address1:	543 ORISKANY STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 724-6138
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43707
Affiliation Type:	On-Site Operator
Company Name:	PARK OUTDOOR ADVERTISING
Contact Type:	Not reported
Contact Name:	PAUL P. PANARA, V.P.
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-6138
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43707
Affiliation Type:	Emergency Contact
Company Name:	PARK OUTDOOR ADVERTISING OF NY, INC.
Contact Type:	Not reported
Contact Name:	PAUL P. PANARA, V.P.
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-6138
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Remove Watermark Wondershare PDFelement

PARK OUTDOOR ADVERTISING (Continued) **U003758179**

Tank Number:	1
Tank ID:	124946
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	1500
Install Date:	Not reported
Date Tank Closed:	12/28/2000
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
D10 - Pipe Type - Copper

HIST UST:

PBS Number:	6-600885
SPDES Number:	Not reported
Emergency Contact:	PAUL P. PANARA, V.P.
Emergency Telephone:	(315) 724-6138
Operator:	PAUL P. PANARA, V.P.
Operator Telephone:	(315) 724-6138
Owner Name:	PARK OUTDOOR ADVERTISING OF NY, INC.
Owner Address:	301 EAST STATE STREET, P.O. BOX 6477
Owner City,St,Zip:	ITHACA, NY 14851-6477
Owner Telephone:	(607) 277-1177
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	PARK OUTDOOR ADVERTISING OF NY, INC.
Mailing Address:	543 ORISKANY STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	PAUL P. PANARA
Mailing Telephone:	(315) 724-6138
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER RETAIL SALES
Inspected Date:	Not reported

Remove Watermark Wondershare PDFelement

PARK OUTDOOR ADVERTISING (Continued) **U003758179**

Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	12/20/2000
Expiration Date:	12/20/2005
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	1500
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	FIBERGLASS COATED STEEL
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	0
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	12/28/2000
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

J52 **NEW UTICA MUTUAL BUILDING** **NY LTANKS** **S106471963**
ESE **201 LAFAYETTE ST** **N/A**
< 1/8 **UTICA, NY 13502**
0.021 mi.
109 ft. **Site 2 of 2 in cluster J**

Relative:
Higher

Actual:
435 ft.

LTANKS:

Site ID:	251167
Spill Number/Closed Date:	0403235 / 2004-12-20
Spill Date:	2004-06-24
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial

Remove Watermark Wondershare PDFelement

NEW UTICA MUTUAL BUILDING (Continued) **S106471963**

Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	2004-06-24
CID:	403
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	2004-06-24
Spill Record Last Update:	2004-12-23
Spiller Name:	JAMES SAXTON
Spiller Company:	UTICA MUTUAL INSURANCE
Spiller Address:	201 LAFAYETTE ST
Spiller City,St,Zip:	UTICA, NY
Spiller County:	001
Spiller Contact:	JAMES SAXTON
Spiller Phone:	(315) 457-5200
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	205856
DEC Memo:	"7/21/04-second tank pulled, ~1000 gal with ~250 gallons of water, rest mud & dirt. Darik Jordan on site from B&L to take exc. samples. 9/30/04-Scott Nostrander B&L 585-325-7190 (Rochester #) 315-457-5200. to submit closure report, states contaminated soil either used on site or hauled to unknown destination per agreement w/EPA & R.D. 12/20/04;reviewed closure report, some soil exceedances of tagms. closed nmss"
Remarks:	"tank had holes in it. tank was removed,samples were collected,no emergency response needed"

Material:

Site ID:	251167
Operable Unit ID:	885215
Operable Unit:	01
Material ID:	490829
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

53
WSW
< 1/8
0.021 mi.
110 ft.

BRODOCK PRESS INC
714 STATE ST
UTICA, NY 13502

RCRA-SQG 1000190710
NY MANIFEST NYD002242543

Relative:
Higher

Actual:
440 ft.

RCRA-SQG:

Date form received by agency:	01/01/2007
Facility name:	BRODOCK PRESS INC
Facility address:	714 STATE ST UTICA, NY 13502
EPA ID:	NYD002242543
Mailing address:	STATE ST UTICA, NY 13502
Contact:	DONALD WEAGLY
Contact address:	STATE ST UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 735-9577
Contact email:	Not reported
EPA Region:	02
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	WILLIAM G BRODOCK
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	WILLIAM G BRODOCK
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: BRODOCK PRESS INC
Classification: Small Quantity Generator

Date form received by agency: 01/01/2001
Site name: BRODOCK PRESS INC
Classification: Large Quantity Generator

Date form received by agency: 03/25/1996
Site name: BRODOCK PRESS INDC
Classification: Large Quantity Generator

Date form received by agency: 05/09/1986
Site name: BRODOCK PRESS INC
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

Facility Has Received Notices of Violations:
Regulation violated: SR - 372.2(a)(8)(i)(a)(2)
Area of violation: Generators - General
Date violation determined: 07/09/2004
Date achieved compliance: 08/02/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 07/15/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: SR - Part 372.2/373-3.9
Area of violation: Generators - General
Date violation determined: 09/13/2001
Date achieved compliance: 09/24/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 09/19/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: LDR - General
Date violation determined: 07/21/2000
Date achieved compliance: 09/05/2000
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/03/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 07/21/2000
Date achieved compliance: 09/05/2000
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/03/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 07/21/2000
Date achieved compliance: 09/05/2000
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/03/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 09/06/1990
Date achieved compliance: 01/04/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 12/06/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Evaluation Action Summary:

Evaluation date:	09/04/2014
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Not reported
Date achieved compliance:	Not reported
Evaluation lead agency:	State
Evaluation date:	09/09/2005
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Not reported
Date achieved compliance:	Not reported
Evaluation lead agency:	State
Evaluation date:	07/09/2004
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	08/02/2004
Evaluation lead agency:	State
Evaluation date:	09/13/2001
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	09/24/2001
Evaluation lead agency:	State
Evaluation date:	07/21/2000
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	09/05/2000
Evaluation lead agency:	State
Evaluation date:	07/21/2000
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	LDR - General
Date achieved compliance:	09/05/2000
Evaluation lead agency:	State
Evaluation date:	07/21/2000
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - Manifest
Date achieved compliance:	09/05/2000
Evaluation lead agency:	State
Evaluation date:	09/06/1990
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	01/04/1991
Evaluation lead agency:	State

NY MANIFEST:

Country:	USA
EPA ID:	NYD002242543
Facility Status:	Not reported
Location Address 1:	714 STATE STREET
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYD002242543
Mailing Name:	BRODOCK PRESS
Mailing Contact:	P L BESIG JR
Mailing Address 1:	714 STATE STREET
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157359577

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2013
Trans1 State ID:	TXR000081205
Trans2 State ID:	Not reported
Generator Ship Date:	03/15/2013
Trans1 Recv Date:	03/15/2013
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/15/2013
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	003244956SKS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	69
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	3

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	1
Waste Code:	D039
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2013
Trans1 State ID:	TXR000081205
Trans2 State ID:	Not reported
Generator Ship Date:	09/27/2013
Trans1 Recv Date:	09/27/2013
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/27/2013
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	003640913SKS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	69
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	3
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	1
Waste Code:	D039
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2013
Trans1 State ID:	TXR000081205
Trans2 State ID:	Not reported
Generator Ship Date:	12/19/2013
Trans1 Recv Date:	12/19/2013
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/19/2013
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	004068160SKS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	69
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	3
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	1
Waste Code:	D039
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2009
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	04/10/2009
Trans1 Recv Date:	04/10/2009
Trans2 Recv Date:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

TSD Site Recv Date:	04/10/2009
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	003595297JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	220.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	4.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	F003
Waste Code 1_2:	F005
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2008
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	07/18/2008
Trans1 Recv Date:	07/18/2008
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	07/18/2008
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	003594777JJK

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	220.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	4.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	F003
Waste Code 1_2:	F005
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2008
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	03/31/2008
Trans1 Recv Date:	03/31/2008
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/31/2008
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	003594520JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	165.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	3.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	F003
Waste Code 1_2:	F005
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	01/05/2007
Trans1 Recv Date:	01/05/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/05/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	000342259JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	220

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	4
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	F003
Waste Code 1_2:	F005
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	06/08/2007
Trans1 Recv Date:	06/08/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	06/08/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	000349632JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	4
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	F003
Waste Code 1_2:	F005
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	10/12/2007
Trans1 Recv Date:	10/12/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/12/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	000349931JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	4
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	F003
Waste Code 1_2:	F005
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Generator Ship Date:	12/07/2007
Trans1 Recv Date:	12/07/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/07/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	003595556JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	4
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	F003
Waste Code 1_2:	F005
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	NYG4194585
Manifest Status:	Not reported
seq:	01
Year:	2006
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	07/19/2006
Trans1 Recv Date:	07/19/2006
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	07/19/2006
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	11876JT
Trans2 EPA ID:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG4872834
Manifest Status:	Not reported
seq:	01
Year:	2006
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	01/13/2006
Trans1 Recv Date:	01/13/2006
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/16/2006
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	77533JU
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYG4873977
Manifest Status:	Not reported
seq:	01
Year:	2006
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	03/31/2006
Trans1 Recv Date:	03/31/2006
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	04/03/2006
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	77533JU
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYG4883292
Manifest Status:	Not reported
seq:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Year:	2005
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	03/18/2005
Trans1 Recv Date:	03/18/2005
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/21/2005
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	87030JC
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00165
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG4883517
Manifest Status:	Not reported
seq:	Not reported
Year:	2005
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	06/24/2005
Trans1 Recv Date:	06/24/2005
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	06/27/2005
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG4884786
Manifest Status:	Not reported
seq:	Not reported
Year:	2005
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	09/16/2005
Trans1 Recv Date:	09/16/2005
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/16/2005
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	77533JU
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00165
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYG2882457
Manifest Status:	Not reported
seq:	Not reported
Year:	2004
Trans1 State ID:	87030JC
Trans2 State ID:	Not reported
Generator Ship Date:	03/31/2004
Trans1 Recv Date:	03/31/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/31/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYG4271256
Manifest Status:	Not reported
seq:	Not reported
Year:	2004
Trans1 State ID:	87030JC
Trans2 State ID:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Generator Ship Date:	07/30/2004
Trans1 Recv Date:	07/30/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	07/30/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG4271769
Manifest Status:	Not reported
seq:	Not reported
Year:	2004
Trans1 State ID:	87030JC
Trans2 State ID:	Not reported
Generator Ship Date:	09/24/2004
Trans1 Recv Date:	09/24/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/24/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYG4273056
Manifest Status:	Not reported
seq:	Not reported
Year:	2004
Trans1 State ID:	87030JC
Trans2 State ID:	Not reported
Generator Ship Date:	12/23/2004
Trans1 Recv Date:	12/23/2004
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/23/2004
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD002242543
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220

Remove Watermark Wondershare PDFelement

BRODOCK PRESS INC (Continued) **1000190710**

Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Click this hyperlink while viewing on your computer to access
154 additional NY_MANIFEST: record(s) in the EDR Site Report.

F54 **NYSDOT** **NY MANIFEST** **1009232346**
NW **545 ORISKANY BLVD** **N/A**
< 1/8 **UTICA, NY**
0.021 mi.
111 ft. **Site 9 of 9 in cluster F**

Relative:
Higher

Actual:
433 ft.

NY MANIFEST:

Country:	USA
EPA ID:	NYP000867457
Facility Status:	Not reported
Location Address 1:	545 ORISKANY BLVD
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	Not reported
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYP000867457
Mailing Name:	NYSDOT
Mailing Contact:	NYSDOT
Mailing Address 1:	522 COLUMBIA STREET
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157321153

NY MANIFEST:

Document ID:	NYA3715503
Manifest Status:	C
seq:	Not reported
Year:	1987
Trans1 State ID:	LIC#11881
Trans2 State ID:	LIC#
Generator Ship Date:	04/29/1987
Trans1 Recv Date:	04/29/1987
Trans2 Recv Date:	04/30/1987
TSD Site Recv Date:	04/30/1987
Part A Recv Date:	05/06/1987
Part B Recv Date:	05/05/1987
Generator EPA ID:	NYP000867457
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	NYD980761191

Remove Watermark Wondershare PDFelement

NYSDOT (Continued) **1009232346**

TSDF ID 1:	NYD043815703
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100

B55 **DAPPER DAN INC** **RCRA NonGen / NLR** **1000346057**
ENE **228 LIBERTY ST** **FINDS** **NYD982529067**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
0.023 mi. **ECHO**
119 ft. **Site 5 of 5 in cluster B**

Relative:
Lower

Actual:
427 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	DAPPER DAN INC
Facility address:	228 LIBERTY ST UTICA, NY 135023548
EPA ID:	NYD982529067
Mailing address:	LIBERTY ST UTICA, NY 13502
Contact:	Not reported
Contact address:	LIBERTY ST UTICA, NY 13502
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Land type:	Private
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	VINCE SINGE
Owner/operator address:	228 LIBERTY ST UTICA, NY 13501

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Owner/operator country: US
Owner/operator telephone: (315) 732-8500
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: VINCE SINGE
Owner/operator address: 228 LIBERTY ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 732-8500
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: DAPPER DAN INC
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: DAPPER DAN INC
Classification: Not a generator, verified

Date form received by agency: 06/22/1993
Site name: DAPPER DAN INC
Classification: Small Quantity Generator

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Facility Has Received Notices of Violations:
- Regulation violated: Not reported
- Area of violation: Generators - General
- Date violation determined: 06/29/1989
- Date achieved compliance: 08/28/1989
- Violation lead agency: State
  - Enforcement action: WRITTEN INFORMAL
  - Enforcement action date: 07/28/1989
  - Enf. disposition status: Not reported
  - Enf. disp. status date: Not reported
  - Enforcement lead agency: State
  - Proposed penalty amount: Not reported
  - Final penalty amount: Not reported
  - Paid penalty amount: Not reported

Evaluation Action Summary:
- Evaluation date: 06/29/1989
- Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
- Area of violation: Generators - General
- Date achieved compliance: 08/28/1989
- Evaluation lead agency: State

FINDS:

Registry ID: 110004421108

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
- Country: USA
- EPA ID: NYD982529067
- Facility Status: Not reported
- Location Address 1: 228 LIBERTY STREET
- Code: BP
- Location Address 2: Not reported
- Total Tanks: Not reported
- Location City: UTICA
- Location State: NY
- Location Zip: 13501
- Location Zip 4: Not reported

NY MANIFEST:
- EPAID: NYD982529067
- Mailing Name: DAPPER DAN
- Mailing Contact: DAPPER DAN

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Mailing Address 1: 228 LIBERTY STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157328500

NY MANIFEST:
Document ID: NYC3509616
Manifest Status: C
seq: Not reported
Year: 1995
Trans1 State ID: NYLJ5601
Trans2 State ID: Not reported
Generator Ship Date: 03/15/1995
Trans1 Recv Date: 03/15/1995
Trans2 Recv Date: / /
TSD Site Recv Date: 03/16/1995
Part A Recv Date: 03/29/1995
Part B Recv Date: 03/23/1995
Generator EPA ID: NYD982529067
Trans1 EPA ID: ILD984908202
Trans2 EPA ID: Not reported
TSDF ID 1: NYD982743312
TSDF ID 2: Not reported
Manifest Tracking Number: Not reported
Import Indicator: Not reported
Export Indicator: Not reported
Discr Quantity Indicator: Not reported
Discr Type Indicator: Not reported
Discr Residue Indicator: Not reported
Discr Partial Reject Indicator: Not reported
Discr Full Reject Indicator: Not reported
Manifest Ref Number: Not reported
Alt Facility RCRA ID: Not reported
Alt Facility Sign Date: Not reported
MGMT Method Type Code: Not reported
Waste Code: F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Quantity: 00780
Units: P - Pounds
Number of Containers: 004
Container Type: DF - Fiberboard or plastic drums (glass)
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100

Document ID: NYC3647755
Manifest Status: C
seq: Not reported
Year: 1995
Trans1 State ID: NYHD5242

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Trans2 State ID:	Not reported
Generator Ship Date:	08/24/1995
Trans1 Recv Date:	08/24/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/25/1995
Part A Recv Date:	09/27/1995
Part B Recv Date:	09/07/1995
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00195
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYC3750827
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	NYLJ5601
Trans2 State ID:	Not reported
Generator Ship Date:	11/06/1995
Trans1 Recv Date:	11/06/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/07/1995
Part A Recv Date:	11/15/1995
Part B Recv Date:	11/14/1995
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00390
Units:	P - Pounds
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYC3890946
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	NYPG2135
Trans2 State ID:	Not reported
Generator Ship Date:	05/23/1995
Trans1 Recv Date:	05/23/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/24/1995
Part A Recv Date:	06/08/1995
Part B Recv Date:	06/05/1995
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Quantity:	00390
Units:	P - Pounds
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYC3267180
Manifest Status:	C
seq:	Not reported
Year:	1994
Trans1 State ID:	HD5292NY
Trans2 State ID:	Not reported
Generator Ship Date:	09/28/1994
Trans1 Recv Date:	09/28/1994
Trans2 Recv Date:	/ /
TSD Site Recv Date:	09/29/1994
Part A Recv Date:	10/11/1994
Part B Recv Date:	10/07/1994
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00390
Units:	P - Pounds
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00210
Units:	P - Pounds
Number of Containers:	003
Container Type:	DM - Metal drums, barrels

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYC2803860
Manifest Status:	C
seq:	Not reported
Year:	1994
Trans1 State ID:	NYHD5242
Trans2 State ID:	Not reported
Generator Ship Date:	04/12/1994
Trans1 Recv Date:	04/12/1994
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/13/1994
Part A Recv Date:	04/20/1994
Part B Recv Date:	04/21/1994
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00140
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYC3393595
Manifest Status:	C
seq:	Not reported
Year:	1994
Trans1 State ID:	NYHD5242
Trans2 State ID:	Not reported
Generator Ship Date:	12/21/1994
Trans1 Recv Date:	12/21/1994
Trans2 Recv Date:	/ /
TSD Site Recv Date:	12/22/1994
Part A Recv Date:	01/05/1995
Part B Recv Date:	01/04/1995

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00490
Units:	P - Pounds
Number of Containers:	007
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYC2776195
Manifest Status:	C
seq:	Not reported
Year:	1994
Trans1 State ID:	NYHD5242
Trans2 State ID:	Not reported
Generator Ship Date:	04/20/1994
Trans1 Recv Date:	04/20/1994
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/21/1994
Part A Recv Date:	04/28/1994
Part B Recv Date:	04/28/1994
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00140
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYC2812926
Manifest Status:	C
seq:	Not reported
Year:	1994
Trans1 State ID:	NYPG2135
Trans2 State ID:	Not reported
Generator Ship Date:	02/09/1994
Trans1 Recv Date:	02/09/1994
Trans2 Recv Date:	/ /
TSD Site Recv Date:	02/10/1994
Part A Recv Date:	02/23/1994
Part B Recv Date:	02/18/1994
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00280
Units:	P - Pounds
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Document ID:	NYC3044766
Manifest Status:	C
seq:	Not reported
Year:	1994
Trans1 State ID:	NYNF7589
Trans2 State ID:	Not reported
Generator Ship Date:	06/21/1994
Trans1 Recv Date:	06/21/1994
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/22/1994
Part A Recv Date:	06/28/1994
Part B Recv Date:	07/01/1994
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00195
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00560
Units:	P - Pounds
Number of Containers:	008
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYC2533274
Manifest Status:	C
seq:	Not reported
Year:	1993

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Trans1 State ID:	HD5242
Trans2 State ID:	Not reported
Generator Ship Date:	09/17/1993
Trans1 Recv Date:	09/17/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	09/17/1993
Part A Recv Date:	10/28/1993
Part B Recv Date:	10/01/1993
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000824581
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00135
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYC2466887
Manifest Status:	C
seq:	Not reported
Year:	1993
Trans1 State ID:	NYHD5242
Trans2 State ID:	Not reported
Generator Ship Date:	08/09/1993
Trans1 Recv Date:	08/09/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/09/1993
Part A Recv Date:	08/18/1993
Part B Recv Date:	08/20/1993
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000824581
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00280
Units:	P - Pounds
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00195
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYC2325003
Manifest Status:	C
seq:	Not reported
Year:	1993
Trans1 State ID:	NYHD5242
Trans2 State ID:	Not reported
Generator Ship Date:	06/30/1993
Trans1 Recv Date:	06/30/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/30/1993
Part A Recv Date:	07/12/1993
Part B Recv Date:	07/13/1993
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000824581
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00420
Units:	P - Pounds
Number of Containers:	006
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00195
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYC2210117
Manifest Status:	C
seq:	Not reported
Year:	1993
Trans1 State ID:	NYPG2135
Trans2 State ID:	Not reported
Generator Ship Date:	03/24/1993
Trans1 Recv Date:	03/24/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/24/1993
Part A Recv Date:	04/01/1993
Part B Recv Date:	04/02/1993
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD051060408
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000824581
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00140
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYC2646628
Manifest Status:	C
seq:	Not reported
Year:	1993
Trans1 State ID:	NYPG2135
Trans2 State ID:	Not reported
Generator Ship Date:	10/27/1993
Trans1 Recv Date:	10/27/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	10/27/1993
Part A Recv Date:	11/22/1993
Part B Recv Date:	11/08/1993
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000824581
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00280
Units:	P - Pounds
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00585
Units:	P - Pounds
Number of Containers:	003
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYA9610389
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	000000000
Trans2 State ID:	000000000
Generator Ship Date:	08/14/1989
Trans1 Recv Date:	08/14/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/14/1989
Part A Recv Date:	08/18/1989
Part B Recv Date:	08/18/1989
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD051060408
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000824581
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00195
Units:	P - Pounds
Number of Containers:	001
Container Type:	CF - Fiber or plastic boxes, cartons
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYA8710029
Manifest Status:	C
seq:	Not reported
Year:	1988

Remove Watermark Wondershare PDFelement

DAPPER DAN INC (Continued) **1000346057**

Trans1 State ID:	NYCR7085
Trans2 State ID:	Not reported
Generator Ship Date:	02/18/1988
Trans1 Recv Date:	02/18/1988
Trans2 Recv Date:	/ /
TSD Site Recv Date:	02/18/1988
Part A Recv Date:	02/24/1988
Part B Recv Date:	02/24/1988
Generator EPA ID:	NYD982529067
Trans1 EPA ID:	ILD051060408
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD000824581
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00280
Units:	P - Pounds
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00585
Units:	P - Pounds
Number of Containers:	003
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

ECHO:

Envid:	1000346057
Registry ID:	110004421108
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004421108

Remove Watermark Wondershare PDFelement

L56 **NI-MO** **NY Spills** **S102163122**
SW **YORK ST** **N/A**
< 1/8 **UTICA, NY**
0.030 mi.
159 ft. **Site 1 of 12 in cluster L**

Relative:
Higher

Actual:
440 ft.

SPILLS:

Facility ID:	9302751
Facility Type:	ER
DER Facility ID:	117457
Site ID:	137287
DEC Region:	6
Spill Date:	1993-05-29
Spill Number/Closed Date:	9302751 / 1993-06-01
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1993-06-01
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	1993-06-01
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	NI-MO
Spiller Address:	OLD CAMPIONE ROAD
Spiller City,St,Zip:	NEW HARTFORD, NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"TRANSFORMER BURN-OUT. LEAKED ON POLE, SOME ON GROUND AROUND POLE PCB TEST WAS NEGATIVE - CLEANED UP & BROUGHT MATERIALS TO THEIR FACILITY - NO CALLBACK."

Material:

Site ID:	137287
Operable Unit ID:	984762
Operable Unit:	01
Material ID:	399863
Material Code:	0016A
Material Name:	non PCB oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Remove Watermark Wondershare PDFelement

NI-MO (Continued) **S102163122**

Tank Test:

L57 **UTICA DPW** **NY Spills** **S102163622**
SW **YORK ST.** **N/A**
< 1/8 **UTICA, NY**
0.030 mi.
159 ft. **Site 2 of 12 in cluster L**

Relative:
Higher

Actual:
440 ft.

SPILLS:

Facility ID:	9402215
Facility Type:	ER
DER Facility ID:	262776
Site ID:	326198
DEC Region:	6
Spill Date:	1994-05-14
Spill Number/Closed Date:	9402215 / 1994-05-14
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1994-05-14
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Citizen
Cleanup Ceased:	1994-05-14
Cleanup Meets Std:	True
Last Inspection:	1994-05-14
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1994-05-17
Spill Record Last Update:	1994-05-17
Spiller Name:	Not reported
Spiller Company:	UTICA (C) DPW
Spiller Address:	11 WURZ AVE.
Spiller City,St,Zip:	UTICA, NY 13501
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 05/14/94: (1245)CALLED MR. AZZARITO, UTICA DPW. ADVISED HIM TO APPLY SPEEDI-DRY AS NEEDED, SWEEP UP & DISPOSE OF WITH TRASH THAT IS GOING TO LANDFILL. HE SAID HE WOULD FOLLOW UP. (DIJ). 05/14/94: (1300)RECEIVED CALL FROM MR. MAZZA WHO TOLD ME OF PROB. LOADER LEAKING OIL, UTICA DPW WOULD NOT STOP USING EQUIP. WHEN REQUESTED. (DJ). 05/14/94: FOREMAN TOLD HIM THEY WERE TOLD TO KEEP ADDING OIL . MR. MAZZA CALLED UTICA F.D. WHO RESPONDED & SHUT DOWN DPW OPERATION. HE REQ. RESPONSE FOR ASSESSING CLEANUP. (DJ). 05/14/94: CALLED HRM TO FOLLOWUP. (DJ). 05/14/94: CALLED UTICA F.D. SPOKE TO DEP. CHIEF RUSS BROOKS. LOADER WAS CONTINUING TO LEAK. U.F.D. LT. SHUT OPERATION DOWN & INSTRUCTED DPW TO CLEAN UP MESS. (HM). 05/14/94: SLICK, MINOR PONDING. MAY BE SAFETY HAZARD. H.M. TO INSPECT. (HM). 05/14/94: EXTENSIVE TRAIL NOTED ON SOPHIA, GRANDVIEW & YORK. SPEEDI-DRY

Remove Watermark Wondershare PDFelement

UTICA DPW (Continued) **S102163622**

APPLICATION NOTED. NO LONGER A PROBLEM. IMPRACTICAL TO CLEANUP FURTHER. CLOSED. (HM). "
Remarks: "VEHICLES CLEANING STREET - LEAKING HYDRAULIC OIL ON STREET."

Material:
Site ID: 326198
Operable Unit ID: 999274
Operable Unit: 01
Material ID: 385957
Material Code: 0010
Material Name: hydraulic oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported
Site ID: 326198
Operable Unit ID: 999274
Operable Unit: 01
Material ID: 385958
Material Code: 0022
Material Name: waste oil/used oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

L58 **MOHAWK VALLEY PSYCH CENT** **NY Spills** **S103574265**
SW **YORK STREET** **N/A**
< 1/8 **UTICA, NY**
0.030 mi.
159 ft. **Site 3 of 12 in cluster L**

Relative: Higher

Actual: 440 ft.

SPILLS:
Facility ID: 9810226
Facility Type: ER
DER Facility ID: 217609
Site ID: 267128
DEC Region: 6
Spill Date: 1998-11-13
Spill Number/Closed Date: 9810226 / 1998-11-13
Spill Cause: Equipment Failure
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3300
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 1998-11-13
CID: 205
Water Affected: Not reported

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY PSYCH CENT (Continued) **S103574265**

Spill Source:	Commercial Vehicle
Spill Notifier:	Responsible Party
Cleanup Ceased:	1998-11-13
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1998-11-13
Spill Record Last Update:	1998-12-17
Spiller Name:	ALAN BRADLEY
Spiller Company:	WASTE MANAGEMENT
Spiller Address:	2003 BLEEKER ST
Spiller City,St,Zip:	UTICA, NY
Spiller Company:	001
Contact Name:	ALAN BRADLEY
Contact Phone:	(315) 797-5225
DEC Memo:	""
Remarks:	"caller reported broken line on truck. cleanup completed."

Material:

Site ID:	267128
Operable Unit ID:	1067505
Operable Unit:	01
Material ID:	314097
Material Code:	0010
Material Name:	hydraulic oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	40.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

L59 **UTICA CITY HALL** **NY LTANKS** **S103563261**
SW **1 KENNEDY PLAZA** **NY Spills** **N/A**
< 1/8 **UTICA, NY**
0.032 mi.
171 ft. **Site 4 of 12 in cluster L**

Relative:
Higher

Actual:
442 ft.

LTANKS:

Site ID:	131638
Spill Number/Closed Date:	8909525 / 1991-01-18
Spill Date:	1990-01-03
Spill Cause:	Tank Failure
Spill Source:	Institutional, Educational, Gov., Other
Spill Class:	Not reported
Cleanup Ceased:	1990-03-15
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1990-01-03
CID:	Not reported

Remove Watermark Wondershare PDFelement

UTICA CITY HALL (Continued) **S103563261**

Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1990-01-04
Spill Record Last Update:	1991-01-22
Spiller Name:	Not reported
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	113416
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 01/03/90: REMARKS CONT.- ADVISED HIM TO EMPTY TANK. (DJ). TANK FAILURE LETTER SENT. (DJ). 03/08/90: 2K TANK UNCOVERED. CONTAMINATION NOTED UNDER TANK AND FROM TANK TOP DOWN ON FILL END. SOIL HAS STRONG ODOR OF FUEL OIL. (DJ). 03/15/90: CONTAMINATED SOIL (108 YDS.) DISPOSED OF. (JM). 01/18/91: SOIL DISPOSAL PAPERWORK RECEIVED, CLOSED. (JM). "
Remarks:	"B. SHAUGHNESSY REPORTED TK. HAS BEEN TAKING ON WATER FOR A PERIOD OF TIME & WATER HAD BEEN PUMPED OUT INTO DRUMS ON A COUPLE OF OCCASIONS. THINKS TK.MAY BE LEAKING. WANTS TO REMOVE TANK. CONT. HISTORY"

Material:

Site ID:	131638
Operable Unit ID:	936689
Operable Unit:	01
Material ID:	442684
Material Code:	0008
Material Name:	diesel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	131638
Spill Tank Test:	1536633
Tank Number:	003
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Remove Watermark Wondershare PDFelement

UTICA CITY HALL (Continued) **S103563261**

SPILLS:

Facility ID:	9009647
Facility Type:	ER
DER Facility ID:	113416
Site ID:	131639
DEC Region:	6
Spill Date:	1990-12-05
Spill Number/Closed Date:	9009647 / 1990-12-06
Spill Cause:	Other
Spill Class:	Not reported
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1990-12-05
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Fire Department
Cleanup Ceased:	1990-12-05
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	CITY CONTRACTOR
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 12/05/90: 1430-JACK MARSCH, NEAR CARRIER & DON JOHNSON RESPONDED TO CITY HALL/FOUND OUT THAT NO SPILL HAD OCCURRED/CONTRACTOR PAINTING BASEMENT/GARAGE AT CITY HALL WITH URETHANE/EPOXY PAINTS. 12/05/90: CHIEF MANFREDO, BROOKS, IRVING, MAYOR LAPOLLA, JOHN ZEGARELLI, ENGINEER ON SITE. (DJ). 12/05/90: GOT MSDS DATA SHEETS FOR THE PRODUCTS BEING USED/FIREMEN WERE INSTRUCTED ON USE OF EXPLOSION METER AND HNU & WENT INTO AREA TO GET READINGS WITH USE OF SCBA. (DJ). 12/05/90: PROBLEMS SEEMED TO BE CAUSED BY INADEQUATE VENTILATION IN GARAGE CAUSING VAPORS TO COME UP INTO CITY HALL/COUNTY HEALTH DEPT. NOTIFIED-ED SNIZEK, 798-5064. (DJ). 12/05/90: JACK MARSCH SPOKE WITH CHARLES PATTERSON, MAN/ REP., 1-800-842-1819, PROBLEM SHOULD DIMINISH AS PRODUCT CURES.TDI SHOULD EVAPORATE IN ABOUT 30 MIN. (DJ). 12/05/90: CITY OFFICIALS AGREED THAT REST OF THE HOB WOULD BE FINISHED ON WEEKENDS SO AS NOT TO CONFLICT WITH OTHER EMPLOYEES/WOULD VENTILATE BUILDING UNTIL CLEARED. (DJ). "
Remarks:	"SPILLAGE IN BASEMENT OF CITY HALL/CHEM-TREC CALLED/F.D. WOULD LIKE A CALL BACK/ALSO CALLING PRODUCT MANUFACTURER/SHELL - 315/473-9461, 713/241-4819."

Material:

Site ID:	131639
Operable Unit ID:	946667
Operable Unit:	01

Remove Watermark Wondershare PDFelement

UTICA CITY HALL (Continued) **S103563261**

Material ID:	429853
Material Code:	0041B
Material Name:	toluol
Case No.:	00108883
Material FA:	Hazardous Material
Quantity:	80.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

L60 **UTICA CITY DEMOLITION LF** **NY SWF/LF** **S103592869**
SW **1 KENNEDY PLAZA** **N/A**
< 1/8 **UTICA, NY 13502**
0.032 mi.
171 ft. **Site 5 of 12 in cluster L**

Relative:
Higher

Actual:
442 ft.

SWF/LF:

Flag:	INACTIVE
Region Code:	6
Phone Number:	Not reported
Owner Name:	City of Utica
Owner Type:	Municipal
Owner Address:	1 Kennedy Plaza
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Email:	Not reported
Owner Phone:	Not reported
Contact Name:	Not reported
Contact Address:	Not reported
Contact Addr2:	Not reported
Contact City,St,Zip:	Not reported
Contact Email:	Not reported
Contact Phone:	Not reported
Activity Desc:	Landfill - construction and demolition debris
Activity Number:	[33D09]
Active:	No
East Coordinate:	0
North Coordinate:	0
Accuracy Code:	Not reported
Regulatory Status:	Closure Order
Waste Type:	Not reported
Authorization #:	Not reported
Authorization Date:	Not reported
Expiration Date:	Not reported

Remove Watermark Wondershare PDFelement

L61
SW
< 1/8
0.032 mi.
171 ft.

BUCKLEY POOL
CULVER AVENUE
UTICA, NY 13501

Site 6 of 12 in cluster L

NY CBS **S102638288**
NY CBS AST **N/A**

Relative:
Higher

Actual:
442 ft.

CBS:

CBS Number:	6-000050
Program Type:	CBS
Facility Status:	Active
Expiration Date:	06/20/2017
Dec Region:	6
UTMX:	483288.75808
UTMY:	4769703.90942

CBS AST:

CBS Number:	6-000050
ICS Number:	6-700133
PBS Number:	Not reported
MOSF Number:	Not reported
SPDES Number:	Not reported
Facility Status:	IN SERVICE
Facility Type:	F
Telephone:	(315) 738-1080
Facility Town:	UTICA (C)
Region:	STATE
Expiration Date:	06/20/2001
Total Capacity of All Active Tanks(gal):	225
Operator:	DAVID WITTE SR.
Emergency Contact:	DAVID SHORT
Emergency Phone:	(315) 738-0172
Owner Name:	CITY OF UTICA
Owner Address:	1 KENNEDY PLAZA
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 792-0216
Owner Type:	Local Government
Owner Sub Type:	Not reported
Mail Name:	CITY OF UTICA YOUTH BUREAU
Mail Contact Addr:	1 KENNEDY PLAZA
Mail Contact Addr2:	Not reported
Mail Contact Contact:	ANTHONY COTRUPE
Mail Contact City,St,Zip:	UTICA, NY 13502
Mail Phone:	(315) 792-0216

Tank Id:	001
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	06/91
Tank Closed:	Not reported
Capacity (Gal):	225
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Aboveground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	1
Tank Secret:	False
Tank Secondary Containment:	Vault
Tank Error Status:	No Missing Data
Date Entered:	06/25/1991

Remove Watermark Wondershare PDFelement

BUCKLEY POOL (Continued) **S102638288**

Certified Date:	12/04/2001
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None,None
Pipe Location:	Aboveground
Pipe Type:	0
Pipe Internal:	None
Pipe External:	00
Pipe Flag:	00
Leak Detection:	00
Overfill Protection:	None
Haz Percent:	12
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	03/01/93
Is It There:	False
Delinquent:	False
Date Expired:	06/20/95
Owner Mark:	1
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/23/2001

Tank Id:	001
CAS Number:	7782505
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	00/00
Tank Closed:	Not reported
Capacity (Gal):	200
Chemical:	Chlorine
Tank Location:	Indoors, Aboveground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	1
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	2
Date Entered:	06/20/1989
Certified Date:	12/04/2001
Substance:	Not reported
Internal Protection:	Not reported
External Protection:	Not reported
Pipe Location:	Not reported
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	Not reported
Pipe External:	Not reported
Pipe Flag:	False
Leak Detection:	Not reported
Overfill Protection:	Not reported
Haz Percent:	0
Last Test:	Not reported
Due Date:	Not reported

Remove Watermark Wondershare PDFelement

BUCKLEY POOL (Continued) **S102638288**

SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	03/01/93
Is It There:	False
Delinquent:	False
Date Expired:	06/20/95
Owner Mark:	1
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/23/2001

L62 **ADDISON-MILLER POOL** **NY CBS** **S102163070**
SW **YORK STREET** **NY CBS AST** **N/A**
< 1/8 **UTICA, NY 13502** **NY Spills**
0.032 mi.
171 ft. **Site 7 of 12 in cluster L**

Relative:
Higher

Actual:
442 ft.

CBS:

CBS Number:	6-000049
Program Type:	CBS
Facility Status:	Active
Expiration Date:	06/20/2017
Dec Region:	6
UTMX:	478649.07840
UTMY:	4771364.86279

CBS AST:

CBS Number:	6-000049
ICS Number:	6-700128
PBS Number:	Not reported
MOSF Number:	Not reported
SPDES Number:	Not reported
Facility Status:	IN SERVICE
Facility Type:	F
Telephone:	(315) 738-1058
Facility Town:	UTICA (C)
Region:	STATE
Expiration Date:	06/20/2001
Total Capacity of All Active Tanks(gal):	225
Operator:	ROBERT W. DEERING
Emergency Contact:	DAVID SHORT
Emergency Phone:	(315) 738-0172
Owner Name:	CITY OF UTICA
Owner Address:	1 KENNEDY PLAZA
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 792-0216
Owner Type:	Local Government
Owner Sub Type:	Not reported
Mail Name:	CITY OF UTICA/PARKS DEPT.
Mail Contact Addr:	1 KENNEDY PLAZA
Mail Contact Addr2:	Not reported
Mail Contact Contact:	DAVID SHORT
Mail Contact City,St,Zip:	UTICA, NY 13502
Mail Phone:	(315) 738-0172

Remove Watermark Wondershare PDFelement

ADDISON-MILLER POOL (Continued) **S102163070**

Tank Id:	001
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	06/91
Tank Closed:	Not reported
Capacity (Gal):	225
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Aboveground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	1
Tank Secret:	False
Tank Secondary Containment:	Vault
Tank Error Status:	No Missing Data
Date Entered:	06/25/1991
Certified Date:	12/04/2001
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None,None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	00
Pipe Flag:	00
Leak Detection:	00
Overfill Protection:	None
Haz Percent:	12
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	03/01/93
Is It There:	False
Delinquent:	False
Date Expired:	06/20/95
Owner Mark:	1
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/23/2001

Tank Id:	001
CAS Number:	7782505
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	00/00
Tank Closed:	Not reported
Capacity (Gal):	200
Chemical:	Chlorine
Tank Location:	Indoors, Aboveground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	1
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	2

Remove Watermark Wondershare PDFelement

ADDISON-MILLER POOL (Continued) **S102163070**

Date Entered:	06/20/1989
Certified Date:	12/04/2001
Substance:	Not reported
Internal Protection:	Not reported
External Protection:	Not reported
Pipe Location:	Not reported
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	Not reported
Pipe External:	Not reported
Pipe Flag:	False
Leak Detection:	Not reported
Overfill Protection:	Not reported
Haz Percent:	0
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	03/01/93
Is It There:	False
Delinquent:	False
Date Expired:	06/20/95
Owner Mark:	1
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/23/2001

SPILLS:

Facility ID:	9301592
Facility Type:	ER
DER Facility ID:	117457
Site ID:	137286
DEC Region:	6
Spill Date:	1993-04-30
Spill Number/Closed Date:	9301592 / 1993-11-12
Spill Cause:	Unknown
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1993-04-30
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Responsible Party
Cleanup Ceased:	1993-09-28
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1993-05-05
Spill Record Last Update:	1993-11-18
Spiller Name:	Not reported
Spiller Company:	CITY OF UTICA

Remove Watermark Wondershare PDFelement

ADDISON-MILLER POOL (Continued) **S102163070**

Spiller Address: KENNEDY PLAZA
Spiller City,St,Zip: UTICA, NY 13502
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: ""
Remarks: "CALLER REPORTS STAIN AREA FROM UNKNOWN TANK."

Material:
Site ID: 137286
Operable Unit ID: 983484
Operable Unit: 01
Material ID: 398766
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

L63 **ONEIDA COUNTY COURT HOUSE** **NY Spills** **S102677019**
SW **ONEIDA COUNTY COURT HOUSE** **N/A**
< 1/8 **UTICA, NY**
0.032 mi.
171 ft. **Site 8 of 12 in cluster L**

Relative: Higher

Actual: 442 ft.

SPILLS:
Facility ID: 8901199
Facility Type: ER
DER Facility ID: 127847
Site ID: 150353
DEC Region: 6
Spill Date: 1989-05-07
Spill Number/Closed Date: 8901199 / 1994-02-15
Spill Cause: Other
Spill Class: Known release that creates a file or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3300
Investigator: MASON
Referred To: Not reported
Reported to Dept: 1989-05-07
CID: Not reported
Water Affected: Not reported
Spill Source: Institutional, Educational, Gov., Other
Spill Notifier: Fire Department
Cleanup Ceased: 1994-02-15
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: 1989-05-22

Remove Watermark Wondershare PDFelement

ONEIDA COUNTY COURT HOUSE (Continued) **S102677019**

Spill Record Last Update:	1994-02-16
Spiller Name:	Not reported
Spiller Company:	NIAGARA MOHAWK
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 05/07/89: TRANSFORMERS (NEW,NON PCB)NOT INVOLVED/ELECTRICAL CABLE INSULATION BURNED/AIR CONT/BLDG.CONT/WATER CONTAINED IN ELECTRICAL SUBWAY/NIMO,OCHD,CO EXEC.CO SHERIFF, F.D. & FIRE MARSHALL INVOLVED. 12/10/90: EMPIRE SOILS SAMPLING. 02/15/94: INVESTIGATION COMPLETE. CLOSED. (HM). 10/12/95: This is additional information about material spilled from the translation of the old spill file: PCB'S?."
Remarks:	"3 A.M. ELECTRICAL FIRE AND EXPLOSION"

Material:

Tank Test:

L64 **ESTHER FITZGERALD POOL** **NY CBS** **S102638287**
SW **NORTHERN ROAD** **NY CBS AST** **N/A**
< 1/8 **UTICA, NY 13501**
0.032 mi.
171 ft. **Site 9 of 12 in cluster L**

Relative:
Higher

Actual:
442 ft.

CBS:

CBS Number:	6-000048
Program Type:	CBS
Facility Status:	Unregulated/Closed
Expiration Date:	Not reported
Dec Region:	6
UTMX:	482982.91619
UTMY:	4773648.49962

CBS AST:

CBS Number:	6-000048
ICS Number:	6-700132
PBS Number:	Not reported
MOSF Number:	Not reported
SPDES Number:	Not reported
Facility Status:	IN SERVICE
Facility Type:	F
Telephone:	(315) 738-1151
Facility Town:	UTICA (C)
Region:	STATE
Expiration Date:	06/20/1993
Total Capacity of All Active Tanks(gal):	0
Operator:	BRIAN GRECO
Emergency Contact:	CHRIS BASHER
Emergency Phone:	(315) 792-0219
Owner Name:	CITY OF UTICA
Owner Address:	1 KENNEDY PLAZA
Owner City,St,Zip:	UTICA, NY 13502

Remove Watermark Wondershare PDFelement

ESTHER FITZGERALD POOL (Continued) **S102638287**

Owner Telephone:	(315) 792-0219
Owner Type:	Local Government
Owner Sub Type:	Not reported
Mail Name:	CITY OF UTICA
Mail Contact Addr:	1 KENNEDY PLAZA
Mail Contact Addr2:	Not reported
Mail Contact Contact:	CHRISTOPHER BASHER
Mail Contact City,St,Zip:	UTICA, NY 13502
Mail Phone:	(315) 792-0219
Tank Id:	001
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	0
Install Date:	00/00
Tank Closed:	00/00
Capacity (Gal):	200
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Aboveground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	0
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	06/20/1989
Certified Date:	06/26/1991
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Underground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	00
Pipe Flag:	00
Leak Detection:	00
Overfill Protection:	Catch Basin
Haz Percent:	6
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	07/20/93
Is It There:	False
Delinquent:	False
Date Expired:	06/20/93
Owner Mark:	1
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	07/20/1993

Remove Watermark Wondershare PDFelement

M65 **LENA GOLDBAS PROPERTY** **US BROWNFIELDS** **1016345636**
WNW **WHITESBORO STREET** **FINDS** **N/A**
< 1/8 **UTICA, NY 13502** **ECHO**
0.035 mi.
186 ft. **Site 1 of 3 in cluster M**

Relative:
Higher

Actual:
434 ft.

US BROWNFIELDS:

Recipient name:	Utica, City of
Grant type:	Assessment
Property name:	LENA GOLDBAS PROPERTY
Property #:	Not reported
Parcel size:	4.89
Property Description:	Property previously housed Municipal Housing Authority residential housing complex. Northwest portion of property housed mixed commercial use prior to MHA use.
Latitude:	43.105259
Longitude:	-75.23941
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	21323
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	21186.34
Assessment funding source:	US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	99290601
Ownership entity:	Government
Current owner:	Utica Municipal Housing Authority
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported

Remove Watermark Wondershare PDFelement

LENA GOLDBAS PROPERTY (Continued) **1016345636**

Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported

Remove Watermark Wondershare PDFelement

LENA GOLDBAS PROPERTY (Continued) **1016345636**

Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Recipient name:	Utica, City of
Grant type:	Assessment
Property name:	LENA GOLDBAS PROPERTY
Property #:	Not reported
Parcel size:	4.89
Property Description:	Property previously housed Municipal Housing Authority residential housing complex. Northwest portion of property housed mixed commercial use prior to MHA use.
Latitude:	43.105259
Longitude:	-75.23941
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	21323
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	Not reported
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase II Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	99290601
Ownership entity:	Government
Current owner:	Utica Municipal Housing Authority
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported

Remove Watermark Wondershare PDFelement

LENA GOLDBAS PROPERTY (Continued) **1016345636**

IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported

Remove Watermark Wondershare PDFelement

LENA GOLDBAS PROPERTY (Continued) **1016345636**

No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported

FINDS:

Registry ID: 110038697201

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES)
is an federal online database for Brownfields Grantees to
electronically submit data directly to EPA.

ECHO:

Envid:	1016345636
Registry ID:	110038697201
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110038697201

L66 **UTICA(C) CITY HALL** **NY AST** **U003080489**
SW **1 KENNEDY PLAZA** **N/A**
< 1/8 **UTICA, NY 13502**
0.039 mi.
205 ft. **Site 10 of 12 in cluster L**

Relative:
Higher

Actual:
440 ft.

AST:

Region:	STATE
DEC Region:	6
Site Status:	Unregulated/Closed
Facility Id:	6-428302
Program Type:	PBS
UTM X:	480761.71554
UTM Y:	4772146.29071
Expiration Date:	N/A
Site Type:	Unknown

Remove Watermark Wondershare PDFelement

UTICA(C) CITY HALL (Continued) **U003080489**

Affiliation Records:

Site Id:	42172
Affiliation Type:	Facility Owner
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1 KENNEDY PLAZA
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2011-05-03

Site Id:	42172
Affiliation Type:	Mail Contact
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1 KENNEDY PLAZA
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2011-05-03

Site Id:	42172
Affiliation Type:	On-Site Operator
Company Name:	UTICA(C) CITY HALL
Contact Type:	Not reported
Contact Name:	CITY OF UTICA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-0100
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42172
Affiliation Type:	Emergency Contact
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	CHET PALCZYNSKI

Remove Watermark Wondershare PDFelement

UTICA(C) CITY HALL (Continued) **U003080489**

Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 896-2492
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank Id:	116791
Material Code:	0008
Common Name of Substance:	Diesel

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Location:	3
Tank Type:	Steel/Carbon Steel/Iron
Tank Status:	In Service
Pipe Model:	Not reported
Install Date:	12/01/1965
Capacity Gallons:	500
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Date Tank Closed:	Not reported
Register:	True
Modified By:	TRANSLAT
Last Modified:	03/04/2004
Material Name:	Not reported

Tank Number:	002
Tank Id:	116792
Material Code:	0008
Common Name of Substance:	Diesel

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None

Remove Watermark Wondershare PDFelement

UTICA(C) CITY HALL (Continued) **U003080489**

F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Location:	3
Tank Type:	Steel/Carbon Steel/Iron
Tank Status:	In Service
Pipe Model:	Not reported
Install Date:	12/01/1965
Capacity Gallons:	500
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Date Tank Closed:	Not reported
Register:	True
Modified By:	TRANSLAT
Last Modified:	03/04/2004
Material Name:	Not reported

67
NW
< 1/8
0.040 mi.
212 ft.

NY SUSQUEHANNA&WESTERN RR **NY LTANKS** **S100131874**
NEAR RR YARD ORISK ST W **N/A**
UTICA, NY

Relative:
Higher

Actual:
437 ft.

LTANKS:

Site ID:	325123
Spill Number/Closed Date:	9001384 / 1991-05-23
Spill Date:	1990-05-07
Spill Cause:	Tank Test Failure
Spill Source:	Commercial/Industrial
Spill Class:	Not reported
Cleanup Ceased:	1991-04-16
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1990-05-07
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Local Agency
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1990-06-14
Spill Record Last Update:	1991-05-29
Spiller Name:	Not reported
Spiller Company:	NY SUSQUEHANNA&WESTERN RR
Spiller Address:	1 RAILROAD AVE.
Spiller City,St,Zip:	COOPERSTOWN, NY 13326
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	261904
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 06/11/90: MET W/CALLER AT SITE. OLD RR DIESEL FUELING OPERATION. ABANDONED TANKS, SOIL STAINING. BOTH SPILL & PBS PROBLEMS.

Remove Watermark Wondershare PDFelement

NY SUSQUEHANNA&WESTERN RR (Continued) **S100131874**

CALLER TO PROVIDE PROPERTY OWNER. RR N & A FOR FOLLOWUP BY DEC. (HM). 06/22/90: GWI & SOIL LETTER SENT TO RR W/CC'S TO CODES & ONEIDA CO. INC. DEV. AGENCY. (HM). 07/03/90: C. WEIL & H. MASON MET WITH R. HENSEL, W. MATTESON 7 3 OTHERS (INCL. 2 LAWYERS) REPRESENTING RR. AGREED TO CLEAN TANKS PRIOR TO REMOVAL& EXCAVATE CONTAMINATED SOIL SOON. (HM). 04/16/91: TANKS HAVE BEEN CLEANED & REMOVED PREVIOUSLY. THREE 10 YD. ROLL-OFFS FILLED W/EXCAVATED SOIL. TO BE TAKEN BY/TO WASTE MANAGEMENT. EXCAVATED OUT OF CONTAMINATION. (HM). 04/16/91: CONTAMINATED SOIL (36 YDS.) DISPOSED OF. (JM). 05/23/91: SOIL DISPOSAL PAPERWORK RECEIVED, CLOSED. (JM). "

Remarks: "OLD RAILROAD YARD & JUNK YARD. SEVERAL TANKS OF CONTAM. SOIL, TIRES & TRASH ON SITE. ONGOING LAWSUIT CALLER SAID - HARD TO FIND. CALL FOR DIRECTIONS."

Material:

Site ID:	325123
Operable Unit ID:	939699
Operable Unit:	01
Material ID:	439728
Material Code:	0008
Material Name:	diesel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	325123
Spill Tank Test:	1537043
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

N68 **HOTEL UTICA** **NY UST** **1000550388**
ESE **102 LAFAYETTE STREET** **N/A**
< 1/8 **UTICA, NY 13502**
0.041 mi.
214 ft. **Site 1 of 4 in cluster N**

Relative: Higher

Actual: 435 ft.

UST:

Id/Status:	6-428833 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481209.77261
UTM Y:	4772209.00761
Site Type:	Other

Remove Watermark Wondershare PDFelement

HOTEL UTICA (Continued) **1000550388**

Affiliation Records:

Site Id:	42183
Affiliation Type:	Facility Owner
Company Name:	HOTEL UTICA, LLC
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	2221 BLEECKER STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-8133
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42183
Affiliation Type:	Mail Contact
Company Name:	HOTEL UTICA, LLC
Contact Type:	Not reported
Contact Name:	CHARLES N. GAETANO
Address1:	2221 BLEECKER STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-8133
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42183
Affiliation Type:	On-Site Operator
Company Name:	HOTEL UTICA
Contact Type:	Not reported
Contact Name:	CHARLES N. GAETANO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-8133
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42183
Affiliation Type:	Emergency Contact
Company Name:	HOTEL UTICA, LLC
Contact Type:	Not reported
Contact Name:	CHARLES N. GAETANO

Remove Watermark Wondershare PDFelement

HOTEL UTICA (Continued) **1000550388**

Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-8133
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	116808
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	10000
Install Date:	05/01/1974
Date Tank Closed:	12/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	02
Date Test:	09/01/1993
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
G00 - Tank Secondary Containment - None
A00 - Tank Internal Protection - None
C03 - Pipe Location - Aboveground/Underground Combination
I04 - Overfill - Product Level Gauge (A/G)
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

N69 **HOTEL UTICA** **NY Spills** **1001755615**
ESE **102 LAFAYETTE ST** **N/A**
< 1/8 **UTICA, NY**
0.041 mi.
214 ft. **Site 2 of 4 in cluster N**

Relative:
Higher

Actual:
435 ft.

SPILLS:

Facility ID:	9212582
Facility Type:	ER
DER Facility ID:	235407
Site ID:	290729
DEC Region:	6
Spill Date:	1993-02-06

Remove Watermark Wondershare PDFelement

HOTEL UTICA (Continued) **1001755615**

Spill Number/Closed Date:	9212582 / 1993-12-02
Spill Cause:	Equipment Failure
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	PICKETT
Referred To:	Not reported
Reported to Dept:	1993-02-06
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	1993-12-02
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1993-02-09
Spill Record Last Update:	2016-03-03
Spiller Name:	Not reported
Spiller Company:	ARG TRUCKING COMPANY
Spiller Address:	RIVERSIDE AVENUE
Spiller City,St,Zip:	RENSSELAER, NY 12144
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"(SUSPECTS BAD FUEL GAUGE) DURING DELIVERY PRODUCT BLEW OUT VENT ONTO WALL & GROUND. SPILL TEAM ON WAY TO DO CLEANUP. NO CALL BACK NEEDED."

Material:

Site ID:	290729
Operable Unit ID:	979604
Operable Unit:	01
Material ID:	564589
Material Code:	0002A
Material Name:	#4 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	290729
Spill Tank Test:	1541144
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported

Remove Watermark Wondershare PDFelement

HOTEL UTICA (Continued) **1001755615**

Test Method: Unknown

K70 **NYS DOT** **NY UST** **U004080157**
West **ROUTE 5** **N/A**
< 1/8 **KIRKLAND T, NY 13502**
0.045 mi.
240 ft. **Site 3 of 4 in cluster K**

Relative:
Higher

Actual:
443 ft.

UST:

Id/Status:	6-263915 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480525.13561
UTM Y:	4772319.29276
Site Type:	Other

Affiliation Records:

Site Id:	41853
Affiliation Type:	Facility Owner
Company Name:	NYS DOT - EQUIP MGMT
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1220 WASHINGTON AVENUE, ROOM 219
Address2:	Not reported
City:	ALBANY
State:	NY
Zip Code:	12232
Country Code:	001
Phone:	(518) 457-2875
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41853
Affiliation Type:	Mail Contact
Company Name:	NYS DOT - EQUIP MGMT
Contact Type:	Not reported
Contact Name:	E. G. FAHRENKOPF
Address1:	1220 WASHINGTON AVENUE
Address2:	ROOM 219, BLDG 5
City:	ALBANY
State:	NY
Zip Code:	12232
Country Code:	001
Phone:	(518) 457-2875
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41853
Affiliation Type:	On-Site Operator
Company Name:	NYS DOT
Contact Type:	Not reported

Remove Watermark Wondershare PDFelement

NYS DOT (Continued) **U004080157**

Contact Name:	DONALD CANESTRARI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-1435
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41853
Affiliation Type:	Emergency Contact
Company Name:	NYS DOT - EQUIP MGMT
Contact Type:	Not reported
Contact Name:	DONALD CANESTRARI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-1435
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	268
Tank ID:	115628
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	12/01/1976
Date Tank Closed:	05/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline

Tightness Test Method:	01
Date Test:	06/01/1988
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None

Remove Watermark Wondershare PDFelement

NYS DOT (Continued) **U004080157**

B00 - Tank External Protection - None
D99 - Pipe Type - Other
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser

Tank Number:	269
Tank ID:	115629
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	4000
Install Date:	12/01/1981
Date Tank Closed:	05/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0008
Common Name of Substance:	Diesel
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
D99 - Pipe Type - Other
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser

K71 **NYS DOT** **NY AST** **U003077311**
West **ROUTE 5** **N/A**
< 1/8 **KIRKLAND T, NY 13502**
0.045 mi.
240 ft. **Site 4 of 4 in cluster K**

Relative:
Higher

Actual:
443 ft.

AST:

Region:	STATE
DEC Region:	6
Site Status:	Unregulated/Closed
Facility Id:	6-263915
Program Type:	PBS
UTM X:	480525.13561
UTM Y:	4772319.29276
Expiration Date:	N/A
Site Type:	Other

Affiliation Records:

Site Id:	41853
Affiliation Type:	Facility Owner
Company Name:	NYS DOT - EQUIP MGMT

Remove Watermark Wondershare PDFelement

NYS DOT (Continued) **U003077311**

Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1220 WASHINGTON AVENUE, ROOM 219
Address2:	Not reported
City:	ALBANY
State:	NY
Zip Code:	12232
Country Code:	001
Phone:	(518) 457-2875
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41853
Affiliation Type:	Mail Contact
Company Name:	NYS DOT - EQUIP MGMT
Contact Type:	Not reported
Contact Name:	E. G. FAHRENKOPF
Address1:	1220 WASHINGTON AVENUE
Address2:	ROOM 219, BLDG 5
City:	ALBANY
State:	NY
Zip Code:	12232
Country Code:	001
Phone:	(518) 457-2875
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41853
Affiliation Type:	On-Site Operator
Company Name:	NYS DOT
Contact Type:	Not reported
Contact Name:	DONALD CANESTRARI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-1435
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41853
Affiliation Type:	Emergency Contact
Company Name:	NYS DOT - EQUIP MGMT
Contact Type:	Not reported
Contact Name:	DONALD CANESTRARI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN

Remove Watermark Wondershare PDFelement

NYS DOT (Continued) **U003077311**

Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-1435
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	260
Tank Id:	115630
Material Code:	0012
Common Name of Substance:	Kerosene [#1 Fuel Oil] (On-Site Consumption)

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I04 - Overfill - Product Level Gauge (A/G)
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C01 - Pipe Location - Aboveground
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Location:	1
Tank Type:	Steel/Carbon Steel/Iron
Tank Status:	In Service
Pipe Model:	Not reported
Install Date:	12/01/1979
Capacity Gallons:	275
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Date Tank Closed:	Not reported
Register:	True
Modified By:	TRANSLAT
Last Modified:	03/04/2004
Material Name:	Not reported

L72 **UTICA(C) CITY HALL** **NY UST** **U004079904**
SW **1 KENNEDY PLAZA** **N/A**
< 1/8 **UTICA, NY 13502**
0.047 mi.
248 ft. **Site 11 of 12 in cluster L**

Relative:
Higher

Actual:
442 ft.

UST:

Id/Status:	6-428302 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480761.71554
UTM Y:	4772146.29071
Site Type:	Unknown

Affiliation Records:

Site Id:	42172

Remove Watermark Wondershare PDFelement

UTICA(C) CITY HALL (Continued) **U004079904**

Affiliation Type:	Facility Owner
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1 KENNEDY PLAZA
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2011-05-03

Site Id:	42172
Affiliation Type:	Mail Contact
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1 KENNEDY PLAZA
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2011-05-03

Site Id:	42172
Affiliation Type:	On-Site Operator
Company Name:	UTICA(C) CITY HALL
Contact Type:	Not reported
Contact Name:	CITY OF UTICA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-0100
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42172
Affiliation Type:	Emergency Contact
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	CHET PALCZYNSKI
Address1:	Not reported
Address2:	Not reported

Remove Watermark Wondershare PDFelement

UTICA(C) CITY HALL (Continued) **U004079904**

City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 896-2492
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	003
Tank ID:	116793
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	2000
Install Date:	12/01/1965
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0008
Common Name of Substance:	Diesel
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
I04 - Overfill - Product Level Gauge (A/G)
C00 - Pipe Location - No Piping
D01 - Pipe Type - Steel/Carbon Steel/Iron

L73 **UTICA CITY OF - POLICE STATION** **RCRA NonGen / NLR** **1001202930**
SW **1 KENNEDY PLZ** **NY MANIFEST** **NYR000042002**
< 1/8 **UTICA, NY 13501**
0.047 mi.
248 ft. **Site 12 of 12 in cluster L**

Relative:
Higher

Actual:
442 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	UTICA CITY OF - POLICE STATION
Facility address:	1 KENNEDY PLZ UTICA, NY 13501
EPA ID:	NYR000042002
Mailing address:	KENNEDY PLZ UTICA, NY 13501
Contact:	GENE SARASROSE
Contact address:	KENNEDY PLZ

Remove Watermark Wondershare PDFelement

UTICA CITY OF - POLICE STATION (Continued) **1001202930**

UTICA, NY 13501
Contact country: US
Contact telephone: (315) 792-0152
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: CITY OF UTICA
Owner/operator address: 1 KENNEDY PLZ
UTICA, NY 13351
Owner/operator country: US
Owner/operator telephone: (315) 792-0152
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CITY OF UTICA
Owner/operator address: 1 KENNEDY PLZ
UTICA, NY 13351
Owner/operator country: US
Owner/operator telephone: (315) 792-0152
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: UTICA CITY OF - POLICE STATION
Classification: Not a generator, verified

Date form received by agency: 07/09/1997
Site name: UTICA CITY OF - POLICE STATION
Classification: Small Quantity Generator

. Waste code: D001

Remove Watermark Wondershare PDFelement

UTICA CITY OF - POLICE STATION (Continued) **1001202930**

. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYR000042002
Facility Status: Not reported
Location Address 1: 403 STEUBENST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000042002
Mailing Name: UTICA CITY OF
Mailing Contact: GENE SANTA CROSE
Mailing Address 1: ONE KENNEDY PLAZA
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13502
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157920152

NY MANIFEST:
Document ID: NYB7148709
Manifest Status: Not reported
seq: 01
Year: 1998
Trans1 State ID: Not reported
Trans2 State ID: Not reported
Generator Ship Date: 06/03/1998
Trans1 Recv Date: 06/03/1998
Trans2 Recv Date: Not reported
TSD Site Recv Date: 06/05/1998
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: NYR000042002
Trans1 EPA ID: OHD004178612
Trans2 EPA ID: Not reported
TSDF ID 1: OHD004178612
TSDF ID 2: Not reported
Manifest Tracking Number: Not reported
Import Indicator: Not reported
Export Indicator: Not reported
Discr Quantity Indicator: Not reported
Discr Type Indicator: Not reported
Discr Residue Indicator: Not reported
Discr Partial Reject Indicator: Not reported

Remove Watermark Wondershare PDFelement

UTICA CITY OF - POLICE STATION (Continued) **1001202930**

Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYG0525564
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	06/22/1998
Trans1 Recv Date:	06/22/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	06/26/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000042002
Trans1 EPA ID:	OHD004178612
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD004178612
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels

Remove Watermark Wondershare PDFelement

UTICA CITY OF - POLICE STATION (Continued) **1001202930**

Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 01.00

74
SE
< 1/8
0.048 mi.
251 ft.

OTB PARLOR **NY Spills** **S103035858**
232 COLUMBIA STREET **N/A**
UTICA, NY

Relative:
Higher

Actual:
439 ft.

SPILLS:

Facility ID:	9910920
Facility Type:	ER
DER Facility ID:	245884
Site ID:	304371
DEC Region:	6
Spill Date:	1999-12-14
Spill Number/Closed Date:	9910920 / 2000-06-07
Spill Cause:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1999-12-14
CID:	389
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Other
Cleanup Ceased:	2000-03-10
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1999-12-14
Spill Record Last Update:	2003-11-10
Spiller Name:	JONEEN MATTHEWS
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller Company:	001
Contact Name:	CALLER
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"caller reporting a spill of material onto the ground which was stock piled and cleaned up. no callback necessary and unk source or cause at this time."

Material:

Site ID:	304371
Operable Unit ID:	1085675
Operable Unit:	01
Material ID:	553035
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum

Remove Watermark Wondershare PDFelement

OTB PARLOR (Continued) **S103035858**

Quantity:	20.00
Units:	Gallons
Recovered:	20.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9708792
Facility Type:	ER
DER Facility ID:	245884
Site ID:	304370
DEC Region:	6
Spill Date:	1997-10-28
Spill Number/Closed Date:	9708792 / 1999-01-13
Spill Cause:	Unknown
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1997-10-28
CID:	297
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Local Agency
Cleanup Ceased:	1997-10-30
Cleanup Meets Std:	True
Last Inspection:	1997-10-30
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1997-10-28
Spill Record Last Update:	1999-01-13
Spiller Name:	JONEEN MATTHEWS
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller Company:	001
Contact Name:	JONEEN MATTHEWS
Contact Phone:	(315) 792-0152
DEC Memo:	""
Remarks:	"CITY OF UTICA JUST ACQUIRED THE BLDG THROUGH THE BANK AND A STAIN HAS BEEN DISCOVERED IN THE BASEMENT AROUND AN OLD BOILER PIT - OIL POSS COMING FROM AN OLD TANK THAT IS OUTSIDE THE STRUCTURE - CALLER WORKS FOR THE CITY ENGINEERS OFFICE"

Material:

Site ID:	304370
Operable Unit ID:	1051869
Operable Unit:	01
Material ID:	330737
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported

Remove Watermark Wondershare PDFelement

OTB PARLOR (Continued) **S103035858**

Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

O75 **CENTRO BUS** **NY Spills** **S107409007**
NNW **WHITESBORO/POTTER STS** **N/A**
< 1/8 **UTICA, NY 13502**
0.049 mi.
259 ft. **Site 1 of 2 in cluster O**

Relative:
Lower

Actual:
425 ft.

SPILLS:

Facility ID:	0507335
Facility Type:	ER
DER Facility ID:	300029
Site ID:	352729
DEC Region:	6
Spill Date:	2005-09-19
Spill Number/Closed Date:	0507335 / 2005-09-19
Spill Cause:	Equipment Failure
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. No DEC Response. No corrective action required.
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2005-09-19
CID:	444
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Responsible Party
Cleanup Ceased:	2005-09-19
Cleanup Meets Std:	True
Last Inspection:	2005-09-19
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2005-09-19
Spill Record Last Update:	2005-11-22
Spiller Name:	PATRICIA MILAZZO
Spiller Company:	CENTRO OF ONEIDA
Spiller Address:	WURZ AND LELAND AVE
Spiller City,St,Zip:	UTICA, NY 13501
Spiller Company:	001
Contact Name:	PATRICIA
Contact Phone:	(315) 797-1121 226
DEC Memo:	"09/19/05: SPILL IS NON RECOVERABLE STAIN AROUND BLOCK. SEE PHOTOS. NON-TRACKABLE AMOUNT OF DEBRIS GENERATED. SPILL CLOSED. (JA)"
Remarks:	"UNSURE WHAT HAPPENED: STILL INVESTIGATING: BEING CLEANED UP"

Material:

Site ID:	352729
Operable Unit ID:	1110205

Remove Watermark Wondershare PDFelement

CENTRO BUS (Continued) **S107409007**

Operable Unit:	01
Material ID:	2100222
Material Code:	0015
Material Name:	motor oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	8.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

P76 **INDIUM CORP OF AMERICA /WAREHS** **SEMS-ARCHIVE** **1003863830**
West **609 FAY ST** **NYD980531735**
< 1/8 **UTICA, NY 13502**
0.049 mi.
260 ft. **Site 1 of 4 in cluster P**

Relative:
Higher

Actual:
442 ft.

SEMS-ARCHIVE:

Site ID:	201952
EPA ID:	NYD980531735
Federal Facility:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:

Site ID:	0201952
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Assessment History:

Action:	ARCHIVE SITE
Date Started:	/ /
Date Completed:	04/01/90
Priority Level:	Not reported
Action:	SITE INSPECTION
Date Started:	04/01/90
Date Completed:	04/01/90
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	06/01/81
Priority Level:	Not reported
Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	03/20/87
Priority Level:	Low priority for further assessment

Remove Watermark Wondershare PDFelement

P77
West
< 1/8
0.049 mi.
260 ft.

INDIUM CORP. OF AMER. WAREHOUS
609 FAY STREET
UTICA, NY 13502

Site 2 of 4 in cluster P

NY HSWDS **S108146792**
N/A

Relative:
Higher

Actual:
442 ft.

HSWDS:

Facility ID:	Not reported
Region:	6
Facility Status:	Unknown
Owner Type:	Puplic
Owner:	Mr. Lythe
Owner Address:	609 Fay Street
Owner Phone:	Unknown
Operator Type:	Puplic
Operator:	Same
Operator:	Same
Operator Phone:	Same
EPA ID:	NYD980531735
Registry:	Not on NYS Registry of Inactive Haz Waste Disposal Sites
Registry Site ID:	None
RCRA Permitted:	Unknown
Site Code:	Industrial Site
Owner City State:	Not reported
Operator City State:	Not reported
Quadrange:	Utica East
Latitude:	unknown
Longitude:	unknown
Acres:	0.54
Operator Date:	1976
Close Date:	1981
Completed:	SI
Active:	Unknown
PCB's Disposed:	No
Pesticides Disposed:	No
Metals Disposed:	No
Asbestos Disposed:	No
Volatile Organic Compounds Disposed:	No
Semi Volatile Organic Compounds Disposed:	No
Analytical Info Exists for Air:	Not reported
Analytical Info Exists for Ground:	None
Analytical Info Exists for Surface:	Not reported
Analytical Info Exists for Sediments:	Not reported
Analytical Info Exists for Surface:	Not reported
Analytical Info Exists for Substance:	Not reported
Analytical Info Exists for Waste:	Not reported
Analytical Info Exists for Leachate:	Not reported
Analytical Info Exists for EP Toxicity:	Not reported
Analytical Info Exists for TCLP:	Not reported
Threat to Environment/Public Health:	None
Surface Water Contamination:	No
Surface Water Body Class:	Unknown
Groundwater Contamination:	Unknown
Groundwater Classification:	Unknown
Drinking Water Contamination:	No
Drinking Water Supply is Active:	Unknown
Any Known Fish or Wildlife:	Unknown
Hazardous Exposure:	Yes
Site Has Controlled Acess:	Unknown

Remove Watermark Wondershare PDFelement

INDIUM CORP. OF AMER. WAREHOUS (Continued) **S108146792**

Ambient Air Contamination:	Unknown
Direct Contact:	Yes
EPA Hazardous Ranking System Score:	Unknown
Inventory:	F
Nefrap:	Not reported
Mailing:	Not reported
Tax Map No:	Not reported
Qualify:	0
Next Action:	Not reported
Agencies:	Not reported
Air:	Not reported
Building:	Not reported
Site Desc:	Not reported
Drink:	Not reported
Eptox:	Not reported
Fish:	Not reported
Ground:	Not reported
Ground Desc:	Not reported
Hazardous Threat:	Not reported
Haz Threat Desc:	Not reported
Leachate:	Not reported
Preparer:	Not reported
Sediment:	Not reported
Soil:	Not reported
Surface:	Not reported
Status:	Not reported
Surface Soil:	Not reported
Surface:	Not reported
TCLP:	Not reported
Waste:	Not reported

O78 **INSIGHT HOUSE** **NY LTANKS** **S100560444**
NNW **500 POTTER ST** **N/A**
< 1/8 **UTICA, NY**
0.051 mi.
267 ft. **Site 2 of 2 in cluster O**

Relative:
Lower

Actual:
426 ft.

LTANKS:

Site ID:	225328
Spill Number/Closed Date:	9305715 / 1994-09-13
Spill Date:	1993-08-06
Spill Cause:	Tank Failure
Spill Source:	Institutional, Educational, Gov., Other
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1993-11-09
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	PICKETT
Referred To:	Not reported
Reported to Dept:	1993-08-06
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0

Remove Watermark Wondershare PDFelement

INSIGHT HOUSE (Continued) **S100560444**

Date Entered In Computer:	1993-08-17
Spill Record Last Update:	1994-09-15
Spiller Name:	Not reported
Spiller Company:	ONEIDA COUNTY
Spiller Address:	800 PARK AVENUE
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	185997
DEC Memo:	""
Remarks:	"DURING REMOVAL OF 8000 GLLN. F.O. TANK, HOLES NOTED IN BOTTOM & CONTAM. NOTED IN EXCAVATION. EXCAVATED APPR. 20 YDS. CONTAM. SOIL."

Material:

Site ID:	225328
Operable Unit ID:	987230
Operable Unit:	01
Material ID:	395626
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	225328
Spill Tank Test:	1541856
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

M79 **EDR Hist Auto** **1015581143**
WNW **623 WHITESBORO ST** **N/A**
< 1/8 **UTICA, NY 13502**
0.055 mi.
292 ft. **Site 2 of 3 in cluster M**

Relative:
Higher

Actual:
433 ft.

EDR Historical Auto Stations:

Name:	EXCLUSIVE MOTORS INC
Year:	2008
Address:	623 WHITESBORO ST
Name:	ECONO AUTO
Year:	2011

Remove Watermark Wondershare PDFelement

(Continued) **1015581143**

Address: 623 WHITESBORO ST

Name: ECONO AUTO
Year: 2012
Address: 623 WHITESBORO ST

M80 **WHITESBORO FRAME & BODY SERVICE** **RCRA NonGen / NLR** **1000403798**
WNW **623 WHITESBORO ST** **NY MANIFEST** **NYD095582052**
< 1/8 **UTICA, NY 13502**
0.055 mi.
292 ft. **Site 3 of 3 in cluster M**

Relative:
Higher

Actual:
433 ft.

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: WHITESBORO FRAME & BODY SERVICE
Facility address: 623 WHITESBORO ST
UTICA, NY 135023451
EPA ID: NYD095582052
Mailing address: WHITESBORO ST
UTICA, NY 13502
Contact: Not reported
Contact address: WHITESBORO ST
UTICA, NY 13502
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: WILLIAM CHROMCZAK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: WILLIAM CHROMCZAK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: WHITESBORO FRAME & BODY SERVICE
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: WHITESBORO FRAME & BODY SERVICE
Classification: Not a generator, verified

Date form received by agency: 08/29/1986
Site name: WHITESBORO FRAME & BODY SERVICE
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD095582052
Facility Status: Not reported
Location Address 1: 623 WHITESBORO STREET
Code: BP
Location Address 2: Not reported

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYD095582052
Mailing Name:	WHITESBORO FRAME & BODY
Mailing Contact:	WHITESBORO FRAME & BODY
Mailing Address 1:	623 WHITESBORO STREET
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157356360

NY MANIFEST:

Document ID:	NYB6779061
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	P52019IL
Trans2 State ID:	Not reported
Generator Ship Date:	01/24/1995
Trans1 Recv Date:	01/24/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	01/27/1995
Part A Recv Date:	02/07/1995
Part B Recv Date:	02/09/1995
Generator EPA ID:	NYD095582052
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00060
Units:	G - Gallons (liquids only)* (8.3 pounds)

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYB4155084
Manifest Status:	K
seq:	Not reported
Year:	1993
Trans1 State ID:	P52019IL
Trans2 State ID:	Not reported
Generator Ship Date:	06/30/1993
Trans1 Recv Date:	06/30/1993
Trans2 Recv Date:	/ /
TSD Site Recv Date:	07/09/1993
Part A Recv Date:	07/12/1993
Part B Recv Date:	07/28/1993
Generator EPA ID:	NYD095582052
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD093945293
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00088
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYB5037705
Manifest Status:	C
seq:	Not reported
Year:	1992
Trans1 State ID:	P22295IL
Trans2 State ID:	Not reported
Generator Ship Date:	06/12/1992
Trans1 Recv Date:	06/12/1992
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/19/1992

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

Part A Recv Date:	/ /
Part B Recv Date:	06/30/1992
Generator EPA ID:	NYD095582052
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00150
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYB2873277
Manifest Status:	C
seq:	Not reported
Year:	1991
Trans1 State ID:	P14005IL
Trans2 State ID:	Not reported
Generator Ship Date:	06/13/1991
Trans1 Recv Date:	06/13/1991
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/21/1991
Part A Recv Date:	06/20/1991
Part B Recv Date:	07/08/1991
Generator EPA ID:	NYD095582052
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00130
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYA8542026
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	P78-064IL
Trans2 State ID:	Not reported
Generator Ship Date:	05/23/1989
Trans1 Recv Date:	05/23/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/25/1989
Part A Recv Date:	05/30/1989
Part B Recv Date:	06/02/1989
Generator EPA ID:	NYD095582052
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00105
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

Specific Gravity:	100
Document ID:	NYB1324476
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	P48760IL
Trans2 State ID:	Not reported
Generator Ship Date:	06/28/1990
Trans1 Recv Date:	06/28/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	07/03/1990
Part A Recv Date:	10/18/1990
Part B Recv Date:	08/09/1990
Generator EPA ID:	NYD095582052
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00150
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYA5160411
Manifest Status:	C
seq:	Not reported
Year:	1988
Trans1 State ID:	P93-064
Trans2 State ID:	Not reported
Generator Ship Date:	05/23/1988
Trans1 Recv Date:	05/23/1988
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/25/1988
Part A Recv Date:	06/08/1988
Part B Recv Date:	06/01/1988
Generator EPA ID:	NYD095582052

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

Trans1 EPA ID:	VAD980831580
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD043815703
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00075
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYA3569163
Manifest Status:	C
seq:	Not reported
Year:	1987
Trans1 State ID:	NYSDECVA0
Trans2 State ID:	TJ71868(V
Generator Ship Date:	04/21/1987
Trans1 Recv Date:	04/21/1987
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/22/1987
Part A Recv Date:	04/23/1987
Part B Recv Date:	04/30/1987
Generator EPA ID:	NYD095582052
Trans1 EPA ID:	VAD980831580
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD043815703
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported

Remove Watermark Wondershare PDFelement

WHITESBORO FRAME & BODY SERVICE (Continued) **1000403798**

MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00066
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	086

Q81 **HOTEL UTICA PARKING GAR.** **NY Spills** **S102163399**
East **129-137 ORISKANY BLVD. W.** **N/A**
< 1/8 **UTICA, NY**
0.058 mi.
306 ft. **Site 1 of 3 in cluster Q**

Relative:
Higher

Actual:
431 ft.

SPILLS:

Facility ID:	9310073
Facility Type:	ER
DER Facility ID:	188363
Site ID:	228375
DEC Region:	6
Spill Date:	1993-11-15
Spill Number/Closed Date:	9310073 / 2016-04-22
Spill Cause:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	1993-11-15
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	DEC
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1993-11-22
Spill Record Last Update:	2016-04-22
Spiller Name:	EXECUTIVE DIRECTOR
Spiller Company:	HOTEL UTICA, INC.
Spiller Address:	102 LAFAYETTE ST.
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"08/08/2002: SENT REFERRAL MEMO TO DER. (DJ) 04/22/2016: additional borings conducted outside footprint of garage. no significant contamination outside bldg. Spill closed NTS. If bldg. is demolished

Remove Watermark Wondershare PDFelement

HOTEL UTICA PARKING GAR. (Continued) **S102163399**

spill to be re-opened. (sr)"
Remarks: "CONTAM. NOTED DURING CLOSURE OF 2-1175 GLLN. TANKS, 2 OTHER 1175 GLLN. TANKS ALREADY CLOSED IN PLACE - FILLED W/SAND."

Material:
Site ID: 228375
Operable Unit ID: 991784
Operable Unit: 01
Material ID: 392708
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Pounds
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 228375
Spill Tank Test: 1542226
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

Q82 **HOTEL UTICA PARKING GARAGE** **NY UST U001848158**
East **129-137 ORISKANY STREET WEST** **NY HIST UST N/A**
< 1/8 **UTICA, NY 13502**
0.058 mi.
306 ft. **Site 2 of 3 in cluster Q**

Relative:
Higher

Actual:
431 ft.

UST:
Id/Status: 6-600285 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 481247.38131
UTM Y: 4772302.96451
Site Type: Other Wholesale/Retail Sales

Affiliation Records:
Site Id: 43109
Affiliation Type: Facility Owner
Company Name: HOTEL UTICA INCORPORATED
Contact Type: Not reported
Contact Name: Not reported
Address1: 102 LAFAYETTE STREET
Address2: Not reported
City: UTICA
State: NY

Remove Watermark Wondershare PDFelement

HOTEL UTICA PARKING GARAGE (Continued) **U001848158**

Zip Code:	13502
Country Code:	001
Phone:	(315) 724-6543
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43109
Affiliation Type:	Mail Contact
Company Name:	HOTEL UTICA INCORPORATED
Contact Type:	Not reported
Contact Name:	DESDEMONA CARUSO
Address1:	102 LAFAYETTE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 724-6543
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43109
Affiliation Type:	On-Site Operator
Company Name:	HOTEL UTICA PARKING GARAGE
Contact Type:	Not reported
Contact Name:	DESDEMONA CARUSO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-6543
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43109
Affiliation Type:	Emergency Contact
Company Name:	HOTEL UTICA INCORPORATED
Contact Type:	Not reported
Contact Name:	DESDEMONA CARUSO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-4795
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT

Remove Watermark Wondershare PDFelement

HOTEL UTICA PARKING GARAGE (Continued) **U001848158**

Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 001
Tank ID: 121033
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1175
Install Date: Not reported
Date Tank Closed: 11/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0000
Common Name of Substance: Empty

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J00 - Dispenser - None
D00 - Pipe Type - No Piping

Tank Number: 002
Tank ID: 121034
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1175
Install Date: Not reported
Date Tank Closed: 11/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0000
Common Name of Substance: Empty

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None

Remove Watermark Wondershare PDFelement

HOTEL UTICA PARKING GARAGE (Continued) **U001848158**

C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D00 - Pipe Type - No Piping
H00 - Tank Leak Detection - None
J00 - Dispenser - None

HIST UST:

PBS Number:	6-600285
SPDES Number:	Not reported
Emergency Contact:	DESDEMONA CARUSO
Emergency Telephone:	(315) 724-4795
Operator:	DESDEMONA CARUSO
Operator Telephone:	(315) 724-6543
Owner Name:	HOTEL UTICA INCORPORATED
Owner Address:	102 LAFAYETTE STREET
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 724-6543
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	HOTEL UTICA INCORPORATED
Mailing Address:	102 LAFAYETTE STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	DESDEMONA CARUSO
Mailing Telephone:	(315) 724-6543
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER RETAIL SALES
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	09/30/1993
Expiration Date:	09/30/1998
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	001

Remove Watermark Wondershare PDFelement

HOTEL UTICA PARKING GARAGE (Continued) **U001848158**

Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	1175
Product Stored:	EMPTY
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Underground
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	Not reported
Leak Detection:	Not reported
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	11/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	002
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	1175
Product Stored:	EMPTY
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Underground
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	Not reported
Leak Detection:	Not reported
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	11/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

R83
WNW
< 1/8
0.061 mi.
324 ft.

608 COLUMBIA ST
UTICA, NY 13502

Site 1 of 2 in cluster R

EDR Hist Auto **1015573143**
N/A

Relative:
Higher

Actual:
437 ft.

EDR Historical Auto Stations:

Name:	SURE STOP BRAKE SVCE
Year:	1999
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SVCE
Year:	2000
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2001
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2002
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2003
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2004
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2005
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2006
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2007
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2008
Address:	608 COLUMBIA ST
Name:	SURE STOP BRAKE SERVICE
Year:	2009
Address:	608 COLUMBIA ST
Name:	SURESTOP BRAKE SVC
Year:	2010
Address:	608 COLUMBIA ST
Name:	SURESTOP BRAKE SVCE
Year:	2011
Address:	608 COLUMBIA ST

Remove Watermark Wondershare PDFelement

(Continued) **1015573143**

Name: SURESTOP BRAKE SVCE
Year: 2012
Address: 608 COLUMBIA ST

R84 **SURE STOP BRAKE SERVICE** **NY Spills** **S108763549**
WNW **608 COLUMBIA STREET** **N/A**
< 1/8 **UTICA, NY**
0.061 mi.
324 ft. **Site 2 of 2 in cluster R**

Relative:
Higher

Actual:
437 ft.

SPILLS:

Facility ID:	0705353
Facility Type:	ER
DER Facility ID:	335036
Site ID:	385654
DEC Region:	6
Spill Date:	2007-08-09
Spill Number/Closed Date:	0705353 / 2007-08-10
Spill Cause:	Deliberate
Spill Class:	No spill occured. No DEC Response. No corrective action required.
SWIS:	3316
Investigator:	jdalsant
Referred To:	Not reported
Reported to Dept:	2007-08-09
CID:	444
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Citizen
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	2007-08-10
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2007-08-09
Spill Record Last Update:	2007-08-13
Spiller Name:	ERIC
Spiller Company:	SURE STOP BRAKE SERVICE
Spiller Address:	608 COLUMBIA STREET
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	ERIC
Contact Phone:	(315) 735-7577
DEC Memo:	"08/10/07: PERFORMED SITE CHECK. NO EVIDENCE OF OIL CHANGES ON STREET. FOUND A FEW MINOR NON-RECOVERABLE, HISTORIC STAINS IN FRONT OF BAY DOORS OF REPAIR SHOP. RECENT RAIN DID NOT PRODUCE A SHEEN. NO SPILL FOUND. SPILL CLOSED. (JA)"
Remarks:	"CALLER SAYS THAT THE AUTO REPAIR SHOP ACROSS FROM HIM ALWAYS CHANGES THE OIL ON CARS ETC IN THE STREET AND IT GOES ALL OVER AND THEY ARE DOING IT AGAIN AND HE IS GETTING FED UP"

Material:

Site ID:	385654
Operable Unit ID:	1142917
Operable Unit:	01
Material ID:	2133162
Material Code:	0015
Material Name:	motor oil

Remove Watermark Wondershare PDFelement

SURE STOP BRAKE SERVICE (Continued) **S108763549**

Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	385654
Operable Unit ID:	1142917
Operable Unit:	01
Material ID:	2133163
Material Code:	0043A
Material Name:	antifreeze
Case No.:	Not reported
Material FA:	Other
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

S85 **WASHINGTON COURTS APTS.** **NY Spills** **S104284967**
NNE **400 WHITESBORO ST** **N/A**
< 1/8 **UTICA, NY**
0.068 mi.
357 ft. **Site 1 of 3 in cluster S**

Relative:
Lower

Actual:
422 ft.

SPILLS:

Facility ID:	9911180
Facility Type:	ER
DER Facility ID:	99934
Site ID:	114587
DEC Region:	6
Spill Date:	1999-12-22
Spill Number/Closed Date:	9911180 / 2000-05-31
Spill Cause:	Unknown
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	2200
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1999-12-22
CID:	252
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1999-12-22
Spill Record Last Update:	2000-06-01

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APTS. (Continued) **S104284967**

Spiller Name:	BRIAN JENNINGS
Spiller Company:	CITY OF UTICA MHA
Spiller Address:	UNK
Spiller City,St,Zip:	UTICA, NY 13501-
Spiller Company:	001
Contact Name:	DONALD FLETCHER
Contact Phone:	(315) 473-4327
DEC Memo:	""
Remarks:	"UPON REMOVAL OF FOOTERS FROM AN OLD BUILDING CONTAMINATED SOIL WAS DISCOVERED. INVESTIGATION TO CONTINUE."

Material:

Site ID:	114587
Operable Unit ID:	1085874
Operable Unit:	01
Material ID:	296648
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	8804174
Facility Type:	ER
DER Facility ID:	153300
Site ID:	182988
DEC Region:	6
Spill Date:	1988-07-29
Spill Number/Closed Date:	8804174 / 1988-08-16
Spill Cause:	Equipment Failure
Spill Class:	Not reported
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1988-08-11
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Responsible Party
Cleanup Ceased:	1988-08-16
Cleanup Meets Std:	True
Last Inspection:	1988-08-16
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1988-08-17
Spill Record Last Update:	1988-09-16
Spiller Name:	Not reported
Spiller Company:	MUNICIPAL HOUSING AUTHOR.
Spiller Address:	509 2ND STREET

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APTS. (Continued) **S104284967**

Spiller City,St,Zip: UTICA, NY 13501
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: ""
Remarks: "TRANSFORMER LEAK, 6 X 10' KILL AREA/SOIL SAMPLE POSITIVE FOR PCB'S"

Material:
Site ID: 182988
Operable Unit ID: 921352
Operable Unit: 01
Material ID: 456129
Material Code: 0017A
Material Name: PCB oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

N86 **LORETTO HOME** **NY Spills** **S102160884**
ESE **LAFAYETTE/SENECA ST** **N/A**
< 1/8 **UTICA, NY**
0.069 mi.
364 ft. **Site 3 of 4 in cluster N**

Relative:
Higher

Actual:
437 ft.

SPILLS:
Facility ID: 9102358
Facility Type: ER
DER Facility ID: 198838
Site ID: 241929
DEC Region: 6
Spill Date: 1991-05-29
Spill Number/Closed Date: 9102358 / 1991-05-29
Spill Cause: Deliberate
Spill Class: Not reported
SWIS: 3300
Investigator: NFCARRIE
Referred To: Not reported
Reported to Dept: 1991-05-29
CID: Not reported
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Fire Department
Cleanup Ceased: 1991-05-29
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: Not reported
Spill Record Last Update: 2003-12-02
Spiller Name: Not reported

Remove Watermark Wondershare PDFelement

LORETTO HOME (Continued) **S102160884**

Spiller Company:	LORETTO HOME
Spiller Address:	102 LAFAYETTE STREET
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"STRONG FUMES FROM OLD SWIMMING POOL/UTICA FIRE DEPT. ON SCENE/DEC ALSO ON SCENE/PUMPING MATERIAL INTO SEWER/ORDERED TO STOP/NO CALL BACK NECESSARY."

Material:

Site ID:	241929
Operable Unit ID:	956224
Operable Unit:	01
Material ID:	424881
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

S87 **COSMO CENTER** **US BROWNFIELDS** **1016345635**
North **456-468 WHITESBORO STREET** **FINDS** **N/A**
< 1/8 **UTICA, NY 13502** **ECHO**
0.077 mi.
406 ft. **Site 2 of 3 in cluster S**

Relative:
Lower

Actual:
422 ft.

US BROWNFIELDS:

Recipient name:	Utica, City of
Grant type:	Assessment
Property name:	COSMO CENTER
Property #:	Not reported
Parcel size:	1.2
Property Description:	Commercial business
Latitude:	43.105592
Longitude:	-75.233478
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	21322
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	21186.34
Assessment funding source:	US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding:	Not reported
Redev. funding source:	Not reported

Remove Watermark Wondershare PDFelement

COSMO CENTER (Continued) **1016345635**

Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	99290601
Ownership entity:	Government
Current owner:	City of Utica
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported

Remove Watermark Wondershare PDFelement

COSMO CENTER (Continued) **1016345635**

Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported

Recipient name:	Utica, City of
Grant type:	Assessment
Property name:	COSMO CENTER
Property #:	Not reported
Parcel size:	1.2
Property Description:	Commercial business
Latitude:	43.105592
Longitude:	-75.233478
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	21322
Start date:	Not reported

Remove Watermark Wondershare PDFelement

COSMO CENTER (Continued) **1016345635**

Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	Not reported
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase II Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	99290601
Ownership entity:	Government
Current owner:	City of Utica
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported

Remove Watermark Wondershare PDFelement

COSMO CENTER (Continued) **1016345635**

Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported

FINDS:

Registry ID: 110038697194

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES)

Remove Watermark Wondershare PDFelement

COSMO CENTER (Continued) **1016345635**

is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

ECHO:
Envid: 1016345635
Registry ID: 110038697194
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110038697194

88
North
< 1/8
0.077 mi.
408 ft.

Relative:
Lower

Actual:
422 ft.

POTTER STREET SITE **NY ERP** **S108925372**
470 WHITESBORO STREET **N/A**
UTICA, NY 13502

ERP:
Site Code: 355648
Program: ERP
HW Code: E633070
Site Class: C
Class N: C
SWIS: 3316
Region: 6
Town: Utica (c)
Acres: 2.246
Record Added: 11/16/2005
Record Updated: 05/14/2013
Updated By: PRTAYLOR
Site Description: Location: The Potter Street Site is 2.246 acres in size and is located at 470 Whitesboro Street in Utica, Oneida County, New York. The site is bordered by the New York Susquehanna and Western Railroad maintenance facility to the north, the Route 12 arterial to the west, and the former Cosmopolitan Center building to the southeast. The Utica Harbor and Mohawk River are located approximately 0.25 miles north of the property. Site Features: The Cosmopolitan Center, which was a neighborhood recreational center, is located on the southwest corner of the site, otherwise the site is vacant and covered with a mix of concrete sidewalks, asphalt parking and vegetation. Current Zoning/Uses: The site is currently inactive, and is zoned for multifamily residential use. The surrounding parcels are currently vacant or used for a combination of commercial, public recreation and light industrial. Historic Uses: The site has been developed and occupied with various commercial or light industrial facilities since 1884. The northwest portion of the site was occupied by a tannery, a button factory and a machine shop. The 1925 Sanborn Fire Insurance Map shows that the southern portion of the site was used by the Sitrin Brothers Auto Exchange. Auto reclamation continued until 1960 when the associated structures were demolished and the Cosmopolitan Center was constructed. Multi-family residential housing (since demolished) was constructed at the same time as the Cosmopolitan Center on the eastern portion of the site. No previous environmental investigations are known to have been performed at the site. Site Geology and Hydrogeology: The site contains historic fill to a depth of approximately 4 - 9 feet. Soils found beneath the fill are characterized as sandy, clayey silt. The depth to groundwater is approximately 10 feet and flows in a northerly direction toward the Mohawk River.A No Further Action Record of Decision was signed on

Remove Watermark Wondershare PDFelement

POTTER STREET SITE (Continued) **S108925372**

March 5, 2012.8/16/12-DEC signed the Certificate Of Completion for this site.

Env Problem: Based upon the results of the Remedial Investigation (RI), the primary contaminants of concern for the site include polychlorinated biphenyls (PCBs), semi-volatile organic compounds (SVOCs) and metals. The metal and SVOCs contamination is attributable to historic fill. Impacts to groundwater remain above groundwater standards; however, the City of Utica has a groundwater use restriction in place. No volatile organic compounds (VOCs) were found at the site.PCB contaminated soil was removed as part of an interim remedial measure in June of 2011. Fifteen confirmation soil samples were taken to identify the extent of any contamination remaining following the removal. Confirmation samples along with samples collected during the Remedial Investigation demonstrate that soil meets the residential SCOs for VOCs, SVOCs and PCBs to a depth of at least 18 feet. In addition, there is no visual or olfactory evidence of contamination.A No Further Action Record of Decision was signed on March 5, 2012.

Health Problem: Remedial measures completed at the site have removed known contamination therefore no potential exposure pathways currently exist.

S89 **GOLDBAS APARTMENTS MUNICIPAL HOUSING** **RCRA NonGen / NLR** **1000184999**
NNE **442 WHITESBORO ST** **FINDS** **NYD982794703**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
0.077 mi. **ECHO**
408 ft. **Site 3 of 3 in cluster S**

Relative: Lower

Actual: 422 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	GOLDBAS APARTMENTS MUNICIPAL HOUSING
Facility address:	442 WHITESBORO ST UTICA, NY 135023104
EPA ID:	NYD982794703
Mailing address:	SECOND ST UTICA, NY 13501
Contact:	Not reported
Contact address:	SECOND ST UTICA, NY 13501
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	MUNICIPAL HOUSING AUTH
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	MUNICIPAL HOUSING AUTH

Remove Watermark Wondershare PDFelement

GOLDBAS APARTMENTS MUNICIPAL HOUSING (Continued) **1000184999**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: GOLDBAS APARTMENTS MUNICIPAL HOUSING
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: GOLDBAS APARTMENTS MUNICIPAL HOUSING
Classification: Not a generator, verified

Date form received by agency: 09/07/1989
Site name: GOLDBAS APARTMENTS MUNICIPAL HOUSING
Classification: Small Quantity Generator

. Waste code: X002
. Waste name: POLYCHLORINATED BIPHENOLS (PCBs)

Violation Status: No violations found

FINDS:

Registry ID: 110004434773

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Remove Watermark Wondershare PDFelement

GOLDBAS APARTMENTS MUNICIPAL HOUSING (Continued) **1000184999**

NY MANIFEST:

Country:	USA
EPA ID:	NYD982794703
Facility Status:	Not reported
Location Address 1:	442 WHITESBORO ST
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	3104

NY MANIFEST:

EPAID:	NYD982794703
Mailing Name:	GOLDBAS APARTMENTS
Mailing Contact:	GOLDBAS APARTMENTS
Mailing Address 1:	509 SECOND ST
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13501
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157355246

NY MANIFEST:

Document ID:	NYA8059428
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	10252PNY
Trans2 State ID:	Not reported
Generator Ship Date:	09/28/1989
Trans1 Recv Date:	09/28/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	09/29/1989
Part A Recv Date:	10/04/1989
Part B Recv Date:	10/10/1989
Generator EPA ID:	NYD982794703
Trans1 EPA ID:	NYD980769947
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD067539940
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B006 - PCB TRANSFORMERS WITH 500 PPM OR > PCB

Remove Watermark Wondershare PDFelement

GOLDBAS APARTMENTS MUNICIPAL HOUSING (Continued) **1000184999**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	05996
Units:	P - Pounds
Number of Containers:	007
Container Type:	TP - Tanks, portable
Handling Method:	L Landfill.
Specific Gravity:	100

ECHO:

Envid:	1000184999
Registry ID:	110004434773
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004434773

P90 **MERCURIO'S AUTOMOTIVE SERVICE, INC.** **NY AST** **A100295021**
West **707 FAY STREET** **N/A**
< 1/8 **UTICA, NY 13502**
0.078 mi.
410 ft. **Site 3 of 4 in cluster P**

Relative:
Higher

Actual:
442 ft.

AST:

Region:	STATE
DEC Region:	6
Site Status:	Active
Facility Id:	6-601007
Program Type:	PBS
UTM X:	480471.30417
UTM Y:	4772293.25917
Expiration Date:	02/26/2014
Site Type:	Other

Affiliation Records:

Site Id:	43829
Affiliation Type:	Mail Contact
Company Name:	MERCURIOS AUTOMOTIVE SERVICE, INC.
Contact Type:	Not reported
Contact Name:	MARK MERCURIO
Address1:	450 FRENCH ROAD
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 732-6098
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43829
Affiliation Type:	On-Site Operator
Company Name:	MERCURIOS AUTOMOTIVE SERVICE, INC.
Contact Type:	Not reported
Contact Name:	MARK MERCURIO

Remove Watermark Wondershare PDFelement

MERCURIO'S AUTOMOTIVE SERVICE, INC. (Continued) **A100295021**

Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-6098
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43829
Affiliation Type:	Emergency Contact
Company Name:	MERCURIOS AUTOMOTIVE SERVICE, INC.
Contact Type:	Not reported
Contact Name:	MARK MERCURIO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-6098
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43829
Affiliation Type:	Facility Owner
Company Name:	MERCURIOS AUTOMOTIVE SERVICE, INC.
Contact Type:	Not reported
Contact Name:	MARK A. MERCURIO
Address1:	450 FRENCH ROAD
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 732-6098
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2009-01-26

Tank Info:

Tank Number:	1
Tank Id:	125643
Material Code:	0022
Common Name of Substance:	Waste Oil/Used Oil

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None

Remove Watermark Wondershare PDFelement

MERCURIO'S AUTOMOTIVE SERVICE, INC. (Continued) **A100295021**

I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C01 - Pipe Location - Aboveground
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Location: 1
Tank Type: Steel/Carbon Steel/Iron
Tank Status: In Service
Pipe Model: Not reported
Install Date: 01/01/2004
Capacity Gallons: 275
Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Date Tank Closed: Not reported
Register: True
Modified By: CGFREEDM
Last Modified: 01/26/2009
Material Name: Not reported

Tank Number: 2
Tank Id: 125644
Material Code: 0022
Common Name of Substance: Waste Oil/Used Oil

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
C01 - Pipe Location - Aboveground
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Location: 1
Tank Type: Steel/Carbon Steel/Iron
Tank Status: In Service
Pipe Model: Not reported
Install Date: 01/01/2004
Capacity Gallons: 275
Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Date Tank Closed: Not reported
Register: True
Modified By: CGFREEDM
Last Modified: 01/26/2009
Material Name: Not reported

Tank Number: 3

Remove Watermark Wondershare PDFelement

MERCURIO'S AUTOMOTIVE SERVICE, INC. (Continued) **A100295021**

Tank Id: 125645
Material Code: 0022
Common Name of Substance: Waste Oil/Used Oil

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C01 - Pipe Location - Aboveground
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Location: 1
Tank Type: Steel/Carbon Steel/Iron
Tank Status: In Service
Pipe Model: Not reported
Install Date: 01/01/2004
Capacity Gallons: 275
Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Date Tank Closed: Not reported
Register: True
Modified By: CGFREEDM
Last Modified: 01/26/2009
Material Name: Not reported

Tank Number: 4
Tank Id: 125646
Material Code: 0022
Common Name of Substance: Waste Oil/Used Oil

Equipment Records:

L09 - Piping Leak Detection - Exempt Suction Piping
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron
C01 - Pipe Location - Aboveground

Tank Location: 1
Tank Type: Steel/Carbon Steel/Iron
Tank Status: In Service
Pipe Model: Not reported
Install Date: 01/01/2004
Capacity Gallons: 275
Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported

Remove Watermark Wondershare PDFelement

MERCURIO'S AUTOMOTIVE SERVICE, INC. (Continued) **A100295021**

Date Tank Closed: Not reported
Register: True
Modified By: CGFREEDM
Last Modified: 01/26/2009
Material Name: Not reported

Tank Number: 5
Tank Id: 125647
Material Code: 0022
Common Name of Substance: Waste Oil/Used Oil

Equipment Records:
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
C01 - Pipe Location - Aboveground
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Location: 1
Tank Type: Steel/Carbon Steel/Iron
Tank Status: In Service
Pipe Model: Not reported
Install Date: 01/01/2004
Capacity Gallons: 275
Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Date Tank Closed: Not reported
Register: True
Modified By: CGFREEDM
Last Modified: 01/26/2009
Material Name: Not reported

Tank Number: 6
Tank Id: 125648
Material Code: 0022
Common Name of Substance: Waste Oil/Used Oil

Equipment Records:
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C01 - Pipe Location - Aboveground
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Location: 1

Remove Watermark Wondershare PDFelement

MERCURIO'S AUTOMOTIVE SERVICE, INC. (Continued) **A100295021**

Tank Type:	Steel/Carbon Steel/Iron
Tank Status:	In Service
Pipe Model:	Not reported
Install Date:	01/01/2004
Capacity Gallons:	275
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Date Tank Closed:	Not reported
Register:	True
Modified By:	CGFREEDM
Last Modified:	01/26/2009
Material Name:	Not reported

Tank Number:	7
Tank Id:	125649
Material Code:	0022
Common Name of Substance:	Waste Oil/Used Oil

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser
C01 - Pipe Location - Aboveground

Tank Location:	1
Tank Type:	Steel/Carbon Steel/Iron
Tank Status:	In Service
Pipe Model:	Not reported
Install Date:	01/01/2004
Capacity Gallons:	250
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Date Tank Closed:	Not reported
Register:	True
Modified By:	CGFREEDM
Last Modified:	01/26/2009
Material Name:	Not reported

P91 **UNKNOWN PROPERTY** **NY Spills** **S112808679**
West **707 FAY ST** **N/A**
< 1/8 **UTICA, NY**
0.078 mi.
410 ft. **Site 4 of 4 in cluster P**

Relative:
Higher

Actual:
442 ft.

SPILLS:

Facility ID:	1213769
Facility Type:	ER
DER Facility ID:	432300
Site ID:	476978

Remove Watermark Wondershare PDFelement

UNKNOWN PROPERTY (Continued) **S112808679**

DEC Region:	6
Spill Date:	2012-12-20
Spill Number/Closed Date:	1213769 / Not Reported
Spill Cause:	Unknown
Spill Class:	Not reported
SWIS:	3316
Investigator:	MCTIBBE
Referred To:	Not reported
Reported to Dept:	2012-12-20
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	1
Date Entered In Computer:	2012-12-20
Spill Record Last Update:	2012-12-26
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	LINDA YATES
Contact Phone:	(315) 447-0093
DEC Memo:	""
Remarks:	"excavation at site contamination soil discovered, but no tank found yet. Mark Tibbe on scene at this time - unknown further as excavation is ongoing"

Material:

Site ID:	476978
Operable Unit ID:	1226791
Operable Unit:	01
Material ID:	2224153
Material Code:	0064A
Material Name:	unknown material
Case No.:	Not reported
Material FA:	Other
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

Q92
East
< 1/8
0.079 mi.
417 ft.

Relative:
Lower

Actual:
428 ft.

SOIL
114 ORISKANY BLVD
UTICA, NY

Site 3 of 3 in cluster Q

NY Spills **S117852836**
N/A

SPILLS:

Facility ID:	1501242
Facility Type:	ER
DER Facility ID:	462189
Site ID:	507432
DEC Region:	6
Spill Date:	2015-05-04
Spill Number/Closed Date:	1501242 / Not Reported
Spill Cause:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	2015-05-04
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	1
Date Entered In Computer:	2015-05-04
Spill Record Last Update:	2015-05-20
Spiller Name:	GREG
Spiller Company:	UNKNOWN
Spiller Address:	114 ORISKANY BLVD
Spiller City,St,Zip:	UTICA, NY
Spiller Company:	999
Contact Name:	GREG
Contact Phone:	(315) 717-5615
DEC Memo:	"5/4/2015: on site with eggans, mvwa. old gasoline contaminated soil around water main. one truckload excavated by eggans. (sr)"
Remarks:	"found contaminated soil no clean up started requesting call back"

Material:

Site ID:	507432
Operable Unit ID:	1256769
Operable Unit:	01
Material ID:	2259729
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	Not reported

Remove Watermark Wondershare PDFelement

SOIL (Continued) **S117852836**

Tank Test:

N93
ESE
< 1/8
0.079 mi.
418 ft.

Relative:
Higher

Actual:
437 ft.

78 LAFAYETTE AVE/N.J. **NY Spills** **S102145740**
78 LAFAYETTE AVENUE **N/A**
CARTERET, NJ, NY

Site 4 of 4 in cluster N

SPILLS:

Facility ID:	0000833
Facility Type:	ER
DER Facility ID:	360267
Site ID:	258588
DEC Region:	2
Spill Date:	2000-04-20
Spill Number/Closed Date:	0000833 / 2009-03-11
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	7400
Investigator:	JMKRIMGO
Referred To:	Not reported
Reported to Dept:	2000-04-20
CID:	312
Water Affected:	ARTHURKILL
Spill Source:	Commercial/Industrial
Spill Notifier:	Federal Government
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2000-04-20
Spill Record Last Update:	2009-03-11
Spiller Name:	Not reported
Spiller Company:	GATX
Spiller Address:	Not reported
Spiller City,St,Zip:	NJ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was BREEN "
Remarks:	"CONTAINED IN A BOOM - WILL CLEAN UP"

Material:

Site ID:	258588
Operable Unit ID:	822574
Operable Unit:	01
Material ID:	289072
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons

Remove Watermark Wondershare PDFelement

78 LAFAYETTE AVE/N.J. (Continued) **S102145740**

Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9516844
Facility Type:	ER
DER Facility ID:	277267
Site ID:	310535
DEC Region:	2
Spill Date:	1996-03-29
Spill Number/Closed Date:	9516844 / 1996-04-01
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	7400
Investigator:	MMMULQUE
Referred To:	Not reported
Reported to Dept:	1996-03-29
CID:	266
Water Affected:	KILL VAN KULL
Spill Source:	Vessel
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1996-03-29
Spill Record Last Update:	1996-04-03
Spiller Name:	Not reported
Spiller Company:	BLUE FLAG NAVIGATIONS
Spiller Address:	42 HATZIKIRIAKOU AVENUE
Spiller City,St,Zip:	PIRAEUS, NN 18538-
Spiller Company:	084
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MULQUEEN "
Remarks:	"BROKEN HYDRAULIC LINE ONBOARD THE SHIP LEADER LT (A CHEMICAL CARRIER). HYDRAULIC OIL SPILLED ONTO DECK AND A MINUTE AMOUNT INTO WATER. SPILL CONTAINED ONBOARD SHIP. ABSORBANT PADS PLACED ON WATER. NOTIFIER IS A LOCAL AGENT FOR THE SPILLER AND SHOULD BE CONTACTED FOR FURTHER."

Material:

Site ID:	310535
Operable Unit ID:	1027722
Operable Unit:	01
Material ID:	353357
Material Code:	0010
Material Name:	hydraulic oil
Case No.:	Not reported
Material FA:	Petroleum

Remove Watermark Wondershare PDFelement

78 LAFAYETTE AVE/N.J. (Continued) **S102145740**

Quantity:	1.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9413192
Facility Type:	ER
DER Facility ID:	277267
Site ID:	310534
DEC Region:	2
Spill Date:	1995-01-04
Spill Number/Closed Date:	9413192 / 1996-12-20
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	7400
Investigator:	O'DOWD
Referred To:	Not reported
Reported to Dept:	1995-01-04
CID:	Not reported
Water Affected:	ARTHUR KILL
Spill Source:	Commercial/Industrial
Spill Notifier:	Federal Government
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1995-03-17
Spill Record Last Update:	1997-08-01
Spiller Name:	Not reported
Spiller Company:	GATX
Spiller Address:	78 LAFAYETTE STREET
Spiller City,St,Zip:	CARTERETTE, NJ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"OPEN FLANGE ON ORIGINAL PAN- 10 GALS SPILLED OUT IS BOOMED OFF NOW."

Material:

Site ID:	310534
Operable Unit ID:	1006812
Operable Unit:	01
Material ID:	375468
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	Gallons
Recovered:	.00

Remove Watermark Wondershare PDFelement

78 LAFAYETTE AVE/N.J. (Continued) **S102145740**

Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

Facility ID: 9101682
Facility Type: ER
DER Facility ID: 277267
Site ID: 310533
DEC Region: 2
Spill Date: 1991-05-12
Spill Number/Closed Date: 9101682 / 1991-05-13
Spill Cause: Equipment Failure
Spill Class: Not reported
SWIS: 7400
Investigator: KSTANG
Referred To: Not reported
Reported to Dept: 1991-05-12
CID: Not reported
Water Affected: ARTHUR KILL RIVER
Spill Source: Commercial/Industrial
Spill Notifier: Federal Government
Cleanup Ceased: 1991-05-13
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: 1991-05-15
Spill Record Last Update: 2004-09-30
Spiller Name: Not reported
Spiller Company: GATEX
Spiller Address: 78 LAFAYETTE STREET
Spiller City,St,Zip: CARTERET, NE
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was TANG 05/13/91: GASOLINE IS CONTAINED ON NJ SIDE BY HARDBOOM,NYCFD DISPERSING PRODUCT TO FACILITATE EVAPORATION. "
Remarks: "GASKET LEAKING,BACK PRESSUREON HOSE CAUSED SPILL,NJ MARINE PD,USCG SENT A TEAM TO INVESTIGATE,NO PRODUCT GOT TO THE NY SIDE,APPROX 100GALOF PRODUCT SPILLED INTO WATER."

Material:
Site ID: 310533
Operable Unit ID: 952803
Operable Unit: 01
Material ID: 424242
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: 100.00
Units: Gallons
Recovered: .00

Remove Watermark Wondershare PDFelement

78 LAFAYETTE AVE/N.J. (Continued) **S102145740**

Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9000189
Facility Type:	ER
DER Facility ID:	63417
Site ID:	66198
DEC Region:	2
Spill Date:	1990-04-06
Spill Number/Closed Date:	9000189 / 1990-04-06
Spill Cause:	Unknown
Spill Class:	Not reported
SWIS:	7400
Investigator:	TOMASELLO
Referred To:	Not reported
Reported to Dept:	1990-04-06
CID:	Not reported
Water Affected:	ARTHUR KILL RIVER
Spill Source:	Unknown
Spill Notifier:	Federal Government
Cleanup Ceased:	1990-04-06
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1990-05-10
Spill Record Last Update:	2004-09-30
Spiller Name:	Not reported
Spiller Company:	GATX
Spiller Address:	Not reported
Spiller City,St,Zip:	NJ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"REFER TO SP# 9000193"

Material:

Tank Test:

Click this hyperlink while viewing on your computer to access additional NY_SPILL: detail in the EDR Site Report.

Remove Watermark Wondershare PDFelement

T94 **SMITH PACKING CO., INC.** **NY LTANKS** **S102677016**
ENE **105-125 WASHINGTON ST** **N/A**
< 1/8 **UTICA, NY**
0.085 mi.
448 ft. **Site 1 of 4 in cluster T**

Relative:
Lower

Actual:
424 ft.

LTANKS:

Site ID:	307168
Spill Number/Closed Date:	8900894 / 1990-10-19
Spill Date:	1989-04-26
Spill Cause:	Tank Overfill
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1989-05-08
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1989-04-26
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1989-05-03
Spill Record Last Update:	1990-10-22
Spiller Name:	Not reported
Spiller Company:	WESLEY SMITH
Spiller Address:	105-125 WASHINGTON ST.
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	248057
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/26/89: (3) 4K TANKS REMOVED/CONT SOIL ENCOUNTERED AROUND FILLS/TKS APPEAR OK, NEED TO BE CLEANED/SOIL COMBINED WITH ECONOMY GAS SPILL/PIPE BROKEN DURING REMOVAL CAUSED SPILL ON WATER/NO SHEEN NOTED PRIOR (DJ. 05/04/89: SOIL COMBINED WITH 89-00893 SINCE OWNER IS THE SAME (DJ). 09/12/90: RECEIVED SOIL PAPERWORK FOR SOIL DISPOSED OF ON 5/8/89. (SEE 89-00893). (DJ). "
Remarks:	""

Material:

Site ID:	307168
Operable Unit ID:	927048
Operable Unit:	01
Material ID:	452215
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported

Remove Watermark Wondershare PDFelement

SMITH PACKING CO., INC. (Continued) **S102677016**

Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 307168
Spill Tank Test: 1535396
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

T95 **SMITH PACKING CO INC** **NY UST** **U002260217**
ENE **105-125 WASHINGTON STREET** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13502**
0.085 mi.
448 ft. **Site 2 of 4 in cluster T**

Relative:
Lower

Actual:
424 ft.

UST:
Id/Status: 6-127213 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 481296.35009
UTM Y: 4772504.38807
Site Type: Unknown

Affiliation Records:
Site Id: 41555
Affiliation Type: Facility Owner
Company Name: WESLEY SMITH
Contact Type: Not reported
Contact Name: Not reported
Address1: 105-125 WASHINGTON ST
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 732-5125
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 41555
Affiliation Type: Mail Contact
Company Name: WESLEY SMITH
Contact Type: Not reported
Contact Name: Not reported
Address1: 105-125 WASHINGTON ST
Address2: Not reported

Remove Watermark Wondershare PDFelement

SMITH PACKING CO INC (Continued) **U002260217**

City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41555
Affiliation Type:	On-Site Operator
Company Name:	SMITH PACKING CO INC
Contact Type:	Not reported
Contact Name:	WESLEY SMITH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41555
Affiliation Type:	Emergency Contact
Company Name:	WESLEY SMITH
Contact Type:	Not reported
Contact Name:	MARK SMITH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-4262
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	118777
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009

Remove Watermark Wondershare PDFelement

SMITH PACKING CO INC (Continued) **U002260217**

Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
D02 - Pipe Type - Galvanized Steel

Tank Number: 002
Tank ID: 118778
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0008
Common Name of Substance: Diesel

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
D02 - Pipe Type - Galvanized Steel
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
J02 - Dispenser - Suction Dispenser

Tank Number: 003
Tank ID: 118779
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 4000

Remove Watermark Wondershare PDFelement

SMITH PACKING CO INC (Continued) **U002260217**

Install Date: Not reported
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D02 - Pipe Type - Galvanized Steel
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
J02 - Dispenser - Suction Dispenser

Tank Number: 004
Tank ID: 118780
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 2000
Install Date: Not reported
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
A00 - Tank Internal Protection - None
I04 - Overfill - Product Level Gauge (A/G)
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D02 - Pipe Type - Galvanized Steel
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser

Remove Watermark Wondershare PDFelement

SMITH PACKING CO INC (Continued) **U002260217**

HIST UST:

PBS Number:	6-127213
SPDES Number:	Not reported
Emergency Contact:	MARK SMITH
Emergency Telephone:	(315) 724-4262
Operator:	WESLEY SMITH
Operator Telephone:	(315) 732-5125
Owner Name:	WESLEY SMITH
Owner Address:	105-125 WASHINGTON ST
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 732-5125
Owner Type:	Not reported
Owner Subtype:	Not reported
Mailing Name:	WESLEY SMITH
Mailing Address:	105-125 WASHINGTON ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	Not reported
Mailing Telephone:	(315) 732-5125
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	03/24/1987
Expiration Date:	03/24/1992
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	Minor Data Missing
Tank Screen:	Minor Data Missing
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported

Remove Watermark Wondershare PDFelement

SMITH PACKING CO INC (Continued) **U002260217**

Pipe Type:	GALVANIZED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	002
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	DIESEL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	003
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported

Remove Watermark Wondershare PDFelement

SMITH PACKING CO INC (Continued) **U002260217**

Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	004
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	2000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

T96 **WARNER TRUCK** **NY Spills** **S102164129**
ENE **105 WASHINGTON ST.** **N/A**
< 1/8 **UTICA, NY**
0.085 mi.
448 ft. **Site 3 of 4 in cluster T**

Relative:
Lower

Actual:
424 ft.

SPILLS:

Facility ID:	9412154
Facility Type:	ER
DER Facility ID:	137002
Site ID:	162356
DEC Region:	6
Spill Date:	1994-12-12
Spill Number/Closed Date:	9412154 / 1994-12-15
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300

Remove Watermark Wondershare PDFelement

WARNER TRUCK (Continued) **S102164129**

Investigator:	PICKETT
Referred To:	Not reported
Reported to Dept:	1994-12-12
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Fire Department
Cleanup Ceased:	1994-12-15
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	TOM WARNER
Spiller Address:	5559 COUNTRY HEIGHTS CRT.
Spiller City,St,Zip:	COLORADO SPRINGS, CO
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"SPILL ALONG ROAD PAVEMENT & AT SMITH PACKING - F.D. RESPONDED & USING SORBENT."

Material:

Site ID:	162356
Operable Unit ID:	1009905
Operable Unit:	01
Material ID:	374486
Material Code:	0008
Material Name:	diesel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

97
WNW
< 1/8
0.087 mi.
462 ft.

Relative:
Higher

Actual:
431 ft.

SPELLMAN RESIDENCE **NY Spills** **S102161073**
635 WHITESBORO ST **N/A**
UTICA, NY

SPILLS:

Facility ID:	9108909
Facility Type:	ER
DER Facility ID:	240717
Site ID:	297524
DEC Region:	6
Spill Date:	1991-11-20
Spill Number/Closed Date:	9108909 / 1991-11-20

Remove Watermark Wondershare PDFelement

SPELLMAN RESIDENCE (Continued) **S102161073**

Spill Cause:	Equipment Failure
Spill Class:	Not reported
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1991-11-20
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Private Dwelling
Spill Notifier:	Fire Department
Cleanup Ceased:	1991-11-20
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	JANICE SPELLMAN
Spiller Address:	1317 WOODBURY DRIVE
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"FIRE DEPT. ON SCENE REPORTS MAJOR LEAK - 100 GALLONS IN BASEMENT OF UNOCCUPIED RESIDENCE."

Material:

Site ID:	297524
Operable Unit ID:	962953
Operable Unit:	01
Material ID:	417577
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	100.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

U98 **DENNYS PARKING LOT** **NY Spills** **S118262776**
ESE **180 GENESEE STREET** **N/A**
< 1/8 **UTICA, NY**
0.089 mi.
470 ft. **Site 1 of 7 in cluster U**

Relative:
Higher

Actual:
443 ft.

SPILLS:

Facility ID:	1507692
Facility Type:	ER
DER Facility ID:	469611
Site ID:	515190

Remove Watermark Wondershare PDFelement

DENNYS PARKING LOT (Continued) **S118262776**

DEC Region:	6
Spill Date:	2015-10-22
Spill Number/Closed Date:	1507692 / 2016-04-19
Spill Cause:	Human Error
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	2015-10-22
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2015-10-22
Spill Record Last Update:	2016-04-19
Spiller Name:	DEPUTY CHIEF AMBROSE
Spiller Company:	FEHER RUBBISH
Spiller Address:	180 GENESEE STREET
Spiller City,St,Zip:	UTICA, NY
Spiller Company:	999
Contact Name:	DEPUTY CHIEF AMBROSE
Contact Phone:	(315) 534-3686
DEC Memo:	""
Remarks:	"truck hit a light pole in parking lot. FD request Spills responce"

Material:

Site ID:	515190
Operable Unit ID:	1264356
Operable Unit:	01
Material ID:	2268123
Material Code:	0010
Material Name:	hydraulic oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	30.00
Units:	Gallons
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

V99 **TARTAN TEXTILE SERVICES** **NY UST** **U004079744**
NE **111 CHARLES STREET** **N/A**
< 1/8 **UTICA, NY 13504**
0.096 mi.
509 ft. **Site 1 of 5 in cluster V**

Relative:
Lower

Actual:
422 ft.

UST:

Id/Status:	6-260649 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481088.99361
UTM Y:	4772524.50459
Site Type:	Manufacturing (Other than Chemical)/Processing

Affiliation Records:

Site Id:	41798
Affiliation Type:	Mail Contact
Company Name:	CHARLES STREET PROPERTY MANAGEMENT, INC.
Contact Type:	Not reported
Contact Name:	DOUGLAS GRIMALDI
Address1:	810 THIRD AVENUE
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 796-2598
EMail:	ABANDYCH@CSDSL.NET
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2010-11-08

Site Id:	41798
Affiliation Type:	On-Site Operator
Company Name:	TARTAN TEXTILE SERVICES
Contact Type:	Not reported
Contact Name:	N/A
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NY
Zip Code:	Not reported
Country Code:	001
Phone:	N/A
EMail:	Not reported
Fax Number:	Not reported
Modified By:	RAFURLON
Date Last Modified:	2013-01-29

Site Id:	41798
Affiliation Type:	Emergency Contact
Company Name:	CHARLES STREET PROPERTY MANAGEMENT, INC.
Contact Type:	Not reported
Contact Name:	DOUGLAS GRIMALDI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **U004079744**

Zip Code:	Not reported
Country Code:	999
Phone:	(315) 796-2598
EMail:	Not reported
Fax Number:	Not reported
Modified By:	RAFURLON
Date Last Modified:	2013-01-29

Site Id:	41798
Affiliation Type:	Facility Owner
Company Name:	DOUGLAS GRIMALDI/JOEL GRIMALDI
Contact Type:	PRESIDENT
Contact Name:	DOUGLAS GRIMALDI
Address1:	810 THIRD AVENUE
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 796-2598
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2014-07-25

Tank Info:

Tank Number:	001
Tank ID:	115514
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline

Tightness Test Method:	02
Date Test:	10/01/1987
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

D02 - Pipe Type - Galvanized Steel
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
J02 - Dispenser - Suction Dispenser

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **U004079744**

Tank Number:	002
Tank ID:	115511
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	3000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	02
Date Test:	10/01/1987
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

J02 - Dispenser - Suction Dispenser
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
D02 - Pipe Type - Galvanized Steel

Tank Number:	003
Tank ID:	115512
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0008
Common Name of Substance:	Diesel
Tightness Test Method:	02
Date Test:	10/01/1987
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

D02 - Pipe Type - Galvanized Steel
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **U004079744**

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser

Tank Number:	004
Tank ID:	115513
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	8000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	02
Date Test:	10/01/1987
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

J02 - Dispenser - Suction Dispenser
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
D02 - Pipe Type - Galvanized Steel

V100 **TARTAN TEXTILE SERVICES** **NY HIST UST** **U003077300**
NE **111 CHARLES STREET** **NY HIST AST** **N/A**
< 1/8 **UTICA C, NY 13504**
0.096 mi.
509 ft. **Site 2 of 5 in cluster V**

Relative:
Lower

Actual:
422 ft.

HIST UST:

PBS Number:	6-260649
SPDES Number:	Not reported
Emergency Contact:	ANTHONY NICOTERA
Emergency Telephone:	(315) 735-4763
Operator:	ALFRED BARBATO
Operator Telephone:	(315) 798-1221
Owner Name:	TARTAN TEXTILE SERVICES
Owner Address:	333 N SAM HOUSTON PKWY E, SUITE 200
Owner City,St,Zip:	HOUSTON, NY 77060
Owner Telephone:	(281) 716-2000
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	TARTAN TEXTILE SERVICES
Mailing Address:	111 CHARLES STREET

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **U003077300**

Mailing Address 2:	P.O. BOX 6512
Mailing City,St,Zip:	UTICA, NY 13504-6512
Mailing Contact:	ALFRED A. BARBATO
Mailing Telephone:	(312) 798-1221
Owner Mark:	Third Owner
Facility Status:	1 - Active PBS facility, i.e. total capacity of the PBS tanks is greater than 1,100 gallons, regardless if Subpart 360-14 tanks exist or not at the facility.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER
Inspected Date:	11/14/1994
Inspector:	HM
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	11/14/2000
Expiration Date:	11/14/2005
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	10000
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	No Missing Data
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	10/01/1987
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Tank Auditor
Deleted:	False
Updated:	False

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **U003077300**

Lat/long: Not reported

Tank Id: 002
Tank Location: UNDERGROUND
Tank Status: Closed Before April 1, 1991
Install Date: Not reported
Capacity (gals): 3000
Product Stored: UNLEADED GASOLINE
Tank Type: Steel/carbon steel
Tank Internal: Not reported
Tank External: Not reported
Pipe Location: Not reported
Pipe Type: GALVANIZED STEEL
Pipe Internal: Not reported
Pipe External: Not reported
Second Containment: None
Leak Detection: None
Overfill Prot: Product Level Gauge
Dispenser: Suction
Date Tested: 10/01/1987
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: Not reported
Test Method: Tank Auditor
Deleted: False
Updated: False
Lat/long: Not reported

Tank Id: 003
Tank Location: UNDERGROUND
Tank Status: Closed Before April 1, 1991
Install Date: Not reported
Capacity (gals): 4000
Product Stored: DIESEL
Tank Type: Steel/carbon steel
Tank Internal: Not reported
Tank External: Not reported
Pipe Location: Not reported
Pipe Type: GALVANIZED STEEL
Pipe Internal: Not reported
Pipe External: Not reported
Second Containment: None
Leak Detection: None
Overfill Prot: Product Level Gauge
Dispenser: Suction
Date Tested: 10/01/1987
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: Not reported
Test Method: Tank Auditor
Deleted: False
Updated: False
Lat/long: Not reported

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **U003077300**

Tank Id:	004
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	8000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	10/01/1987
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Tank Auditor
Deleted:	False
Updated:	False
Lat/long:	Not reported

HIST AST:

PBS Number:	6-260649
SWIS Code:	3016
Operator:	ALFRED BARBATO
Facility Phone:	(315) 798-1221
Facility Addr2:	Not reported
Facility Type:	OTHER
Emergency:	ANTHONY NICOTERA
Emergency Tel:	(315) 735-4763
Old PBSNO:	Not reported
Date Inspected:	11/14/1994
Inspector:	HM
Result of Inspection:	Not reported
Owner Name:	TARTAN TEXTILE SERVICES
Owner Address:	333 N SAM HOUSTON PKWY E, SUITE 200
Owner City,St,Zip:	HOUSTON, NY 77060
Federal ID:	Not reported
Owner Tel:	(281) 716-2000
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Contact:	ALFRED A. BARBATO
Mailing Name:	TARTAN TEXTILE SERVICES
Mailing Address:	111 CHARLES STREET
Mailing Address 2:	P.O. BOX 6512
Mailing City,St,Zip:	UTICA, NY 13504-6512
Mailing Telephone:	(312) 798-1221
Owner Mark:	Third Owner
Facility Status:	1 - Active PBS facility, i.e. total capacity of the PBS tanks is greater than 1,100 gallons, regardless if Subpart 360-14 tanks exist or not at the facility.
Certification Flag:	False

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **U003077300**

Certification Date:	11/14/2000
Expiration:	11/14/2005
Renew Flag:	False
Renew Date:	Not reported
Total Capacity:	10000
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	No Missing Data
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City Code:	16
Region:	6

Tank ID:	005
Tank Location:	ABOVEGROUND
Tank Status:	In Service
Install Date:	Not reported
Capacity (Gal):	10000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	0
Tank External:	1
Pipe Location:	Aboveground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	0
Tank Containment:	8
Leak Detection:	0
Overfill Protection:	26
Dispenser Method:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	True
SPDES Number:	Not reported
Lat/Long:	Not reported

V101 **TARTAN TEXTILE SERVICES** **NY LTANKS** **1000833390**
NE **111 CHARLES STREET** **NY CBS** **N/A**
< 1/8 **UTICA, NY 13502**
0.096 mi.
509 ft. **Site 3 of 5 in cluster V**

Relative:
Lower

Actual:
422 ft.

LTANKS:

Site ID:	109800
Spill Number/Closed Date:	8803644 / 1996-03-19
Spill Date:	1988-07-26
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1996-03-19

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **1000833390**

Cleanup Meets Standard:	False
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1988-07-26
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	1988-07-26
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1988-08-17
Spill Record Last Update:	1998-12-29
Spiller Name:	Not reported
Spiller Company:	ASSOCIATED TEXTILE
Spiller Address:	258 GENESEE ST.
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	96292
DEC Memo:	""
Remarks:	"CONTAMINATED SOIL ENCOUNTERED DURING TANK REMOVAL (NC)"

Material:

Site ID:	109800
Operable Unit ID:	920818
Operable Unit:	01
Material ID:	459185
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	109800
Spill Tank Test:	1534348
Tank Number:	001
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown
Site ID:	109800
Spill Tank Test:	1534349
Tank Number:	003

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES (Continued) **1000833390**

Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

CBS:
CBS Number: 6-000005
Program Type: CBS
Facility Status: Unregulated/Closed
Expiration Date: Not reported
Dec Region: 6
UTMX: 481118.54924
UTMY: 4772465.06552

V102 **ASSOCIATED TEXTILE RENTAL SERVICES** **RCRA NonGen / NLR** **1004570963**
NE **111 CHARLES ST** **FINDS** **NYD986876761**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
0.096 mi. **ECHO**
509 ft. **Site 4 of 5 in cluster V**

Relative:
Lower

Actual:
422 ft.

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: ASSOCIATED TEXTILE RENTAL SERVICES
Facility address: 111 CHARLES ST
UTICA, NY 13502
EPA ID: NYD986876761
Mailing address: CHARLES ST
UTICA, NY 13502
Contact: ROBERT EVANS
Contact address: CHARLES ST
UTICA, NY 13502
Contact country: US
Contact telephone: (315) 797-2600
Contact email: Not reported
EPA Region: 02
Land type: Private
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NATIONAL SERVICE INDUSTRIES
Owner/operator address: 1420 PEACH TREET ST
ATLANTA, GA 30309
Owner/operator country: US
Owner/operator telephone: (404) 853-6000
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NATIONAL SERVICE INDUSTRIES
Owner/operator address: 1420 PEACH TREET ST
ATLANTA, GA 30309

Remove Watermark Wondershare PDFelement

ASSOCIATED TEXTILE RENTAL SERVICES (Continued) **1004570963**

Owner/operator country: US
Owner/operator telephone: (404) 853-6000
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: ASSOCIATED TEXTILE RENTAL SERVICES
Classification: Not a generator, verified

Date form received by agency: 11/19/1992
Site name: ASSOCIATED TEXTILE RENTAL SERVICES
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: U019
. Waste name: BENZENE (I,T)

. Waste code: U220
. Waste name: BENZENE, METHYL- (OR) TOLUENE

. Waste code: U239
. Waste name: BENZENE, DIMETHYL- (I,T) (OR) XYLENE (I)

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 01/02/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Remove Watermark Wondershare PDFelement

ASSOCIATED TEXTILE RENTAL SERVICES (Continued) **1004570963**

Registry ID: 110009477315

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:

Country:	USA
EPA ID:	NYD986876761
Facility Status:	Not reported
Location Address 1:	111 CHARLES ST
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYD986876761
Mailing Name:	ASSOCIATE TEXTILE RENTAL SERVICES
Mailing Contact:	DAMIAN D FOT
Mailing Address 1:	111 CHARLES ST
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	0000000000

NY MANIFEST:

Document ID:	MAG2579490
Manifest Status:	K
seq:	Not reported
Year:	1992
Trans1 State ID:	PC6106NY
Trans2 State ID:	41553MASS
Generator Ship Date:	11/30/1992
Trans1 Recv Date:	11/30/1992
Trans2 Recv Date:	12/05/1992
TSD Site Recv Date:	12/07/1992
Part A Recv Date:	12/08/1992
Part B Recv Date:	01/20/1993
Generator EPA ID:	NYD986876761
Trans1 EPA ID:	MAD039322250
Trans2 EPA ID:	MAD039322250
TSDF ID 1:	MAD053452637
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported

Remove Watermark Wondershare PDFelement

ASSOCIATED TEXTILE RENTAL SERVICES (Continued) **1004570963**

Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00300
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

ECHO:

Envid:	1004570963
Registry ID:	110009477315
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110009477315

V103 **TARTAN TEXTILE SERVICES, INC.** **NY AST** **S103559129**
NE **111 CHARLES STREET** **NY CBS AST** **N/A**
< 1/8 **UTICA, NY 13502**
0.096 mi.
509 ft. **Site 5 of 5 in cluster V**

Relative:
Lower

Actual:
422 ft.

CBS AST:

CBS Number:	6-000005
ICS Number:	-
PBS Number:	Not reported
MOSF Number:	Not reported
SPDES Number:	Not reported
Facility Status:	IN SERVICE
Facility Type:	I
Telephone:	(315) 798-1221
Facility Town:	UTICA (C)
Region:	STATE
Expiration Date:	11/19/2002
Total Capacity of All Active Tanks(gal):	2900
Operator:	ALFRED A. BARBATO
Emergency Contact:	ANTHONY NICOTERA
Emergency Phone:	(315) 735-4763
Owner Name:	TARTAN TEXTILE SERVICES, INC.
Owner Address:	333 N. SAM HOUSTON PARKWAY E #200
Owner City,St,Zip:	HOUSTON, TX 77060
Owner Telephone:	(281) 716-2000
Owner Type:	Corporate/Commercial
Owner Sub Type:	Not reported

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Mail Name:	TARTAN TEXTILE SERVICES, INC.
Mail Contact Addr:	PO BOX 6512
Mail Contact Addr2:	111 CHARLES STREET
Mail Contact Contact:	SANDRA MENARD, OFFICE MANAGER
Mail Contact City,St,Zip:	UTICA, NY 13504
Mail Phone:	(315) 798-1221

Tank Id:	001
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	12/85
Tank Closed:	Not reported
Capacity (Gal):	200
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	01/27/1989
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	15
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	002
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	12/85
Tank Closed:	Not reported
Capacity (Gal):	200

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	01/27/1989
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	15
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	003
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	12/85
Tank Closed:	Not reported
Capacity (Gal):	200
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	01/27/1989
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	15
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	0004
CAS Number:	1310732
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	10/78
Tank Closed:	Not reported
Capacity (Gal):	1700
Chemical:	Sodium hydroxide
Tank Location:	Indoors, Belowground
Tank Type:	Stainless steel alloy
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	06/12/1991
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Steel/Iron
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	Product Level Gauge
Haz Percent:	6
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	0010
CAS Number:	1310732
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	07/99
Tank Closed:	Not reported
Capacity (Gal):	300
Chemical:	Sodium hydroxide
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	10/23/2000
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	30
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Click this hyperlink while viewing on your computer to access
1 additional NY_AST_CBS: record(s) in the EDR Site Report.

AST:

Region:	STATE
DEC Region:	6
Site Status:	Unregulated/Closed

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Facility Id: 6-260649
Program Type: PBS
UTM X: 481088.99361
UTM Y: 4772524.50459
Expiration Date: N/A
Site Type: Manufacturing (Other than Chemical)/Processing

Affiliation Records:

Site Id: 41798
Affiliation Type: Mail Contact
Company Name: CHARLES STREET PROPERTY MANAGEMENT, INC.
Contact Type: Not reported
Contact Name: DOUGLAS GRIMALDI
Address1: 810 THIRD AVENUE
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13501
Country Code: 001
Phone: (315) 796-2598
EMail: ABANDYCH@CSDSL.NET
Fax Number: Not reported
Modified By: CGFREEDM
Date Last Modified: 2010-11-08

Site Id: 41798
Affiliation Type: On-Site Operator
Company Name: TARTAN TEXTILE SERVICES
Contact Type: Not reported
Contact Name: N/A
Address1: Not reported
Address2: Not reported
City: Not reported
State: NY
Zip Code: Not reported
Country Code: 001
Phone: N/A
EMail: Not reported
Fax Number: Not reported
Modified By: RAFURLON
Date Last Modified: 2013-01-29

Site Id: 41798
Affiliation Type: Emergency Contact
Company Name: CHARLES STREET PROPERTY MANAGEMENT, INC.
Contact Type: Not reported
Contact Name: DOUGLAS GRIMALDI
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 999
Phone: (315) 796-2598
EMail: Not reported
Fax Number: Not reported
Modified By: RAFURLON
Date Last Modified: 2013-01-29

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Site Id:	41798
Affiliation Type:	Facility Owner
Company Name:	DOUGLAS GRIMALDI/JOEL GRIMALDI
Contact Type:	PRESIDENT
Contact Name:	DOUGLAS GRIMALDI
Address1:	810 THIRD AVENUE
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 796-2598
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2014-07-25

Tank Info:

Tank Number:	005
Tank Id:	115515
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Equipment Records:

C01 - Pipe Location - Aboveground
B01 - Tank External Protection - Painted/Asphalt Coating
G01 - Tank Secondary Containment - Diking (Aboveground)
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
I05 - Overfill - Vent Whistle
A00 - Tank Internal Protection - None
I02 - Overfill - High Level Alarm
L09 - Piping Leak Detection - Exempt Suction Piping
D01 - Pipe Type - Steel/Carbon Steel/Iron
E00 - Piping Secondary Containment - None
J02 - Dispenser - Suction Dispenser
K00 - Spill Prevention - None

Tank Location:	1
Tank Type:	Steel/Carbon Steel/Iron
Tank Status:	Closed - Removed
Pipe Model:	Not reported
Install Date:	01/01/1999
Capacity Gallons:	10000
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Date Tank Closed:	10/19/2015
Register:	True
Modified By:	RFNOVAK
Last Modified:	10/19/2015
Material Name:	Not reported

CBS AST:

CBS Number:	6-000005
ICS Number:	-

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

PBS Number:	Not reported
MOSF Number:	Not reported
SPDES Number:	Not reported
Facility Status:	IN SERVICE
Facility Type:	I
Telephone:	(315) 798-1221
Facility Town:	UTICA (C)
Region:	STATE
Expiration Date:	11/19/2002
Total Capacity of All Active Tanks(gal):	2900
Operator:	ALFRED A. BARBATO
Emergency Contact:	ANTHONY NICOTERA
Emergency Phone:	(315) 735-4763
Owner Name:	TARTAN TEXTILE SERVICES, INC.
Owner Address:	333 N. SAM HOUSTON PARKWAY E #200
Owner City,St,Zip:	HOUSTON, TX 77060
Owner Telephone:	(281) 716-2000
Owner Type:	Corporate/Commercial
Owner Sub Type:	Not reported
Mail Name:	TARTAN TEXTILE SERVICES, INC.
Mail Contact Addr:	PO BOX 6512
Mail Contact Addr2:	111 CHARLES STREET
Mail Contact Contact:	SANDRA MENARD, OFFICE MANAGER
Mail Contact City,St,Zip:	UTICA, NY 13504
Mail Phone:	(315) 798-1221

Tank Id:	001
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	12/85
Tank Closed:	Not reported
Capacity (Gal):	200
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	01/27/1989
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	15
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	002
CAS Number:	7681529
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	12/85
Tank Closed:	Not reported
Capacity (Gal):	200
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	01/27/1989
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	15
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	003
CAS Number:	7681529

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Federal ID:	Not reported
Tank Status:	In Service
Install Date:	12/85
Tank Closed:	Not reported
Capacity (Gal):	200
Chemical:	Sodium hypochlorite
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	01/27/1989
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	15
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	0004
CAS Number:	1310732
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	10/78
Tank Closed:	Not reported
Capacity (Gal):	1700
Chemical:	Sodium hydroxide
Tank Location:	Indoors, Belowground
Tank Type:	Stainless steel alloy
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	06/12/1991
Certified Date:	11/15/2000

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Steel/Iron
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	Product Level Gauge
Haz Percent:	6
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016
Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Tank Id:	0010
CAS Number:	1310732
Federal ID:	Not reported
Tank Status:	In Service
Install Date:	07/99
Tank Closed:	Not reported
Capacity (Gal):	300
Chemical:	Sodium hydroxide
Tank Location:	Indoors, Belowground
Tank Type:	Fiberglass reinforced plastic [FRP]
Total Tanks:	6
Tank Secret:	False
Tank Secondary Containment:	None
Tank Error Status:	No Missing Data
Date Entered:	10/23/2000
Certified Date:	11/15/2000
Substance:	Single Hazardous Substance on DEC List
Internal Protection:	None
External Protection:	None
Pipe Location:	Aboveground
Pipe Type:	Double Walled Fiberglass
Pipe Internal:	None
Pipe External:	None
Pipe Flag:	None
Leak Detection:	None
Overfill Protection:	None
Haz Percent:	30
Last Test:	Not reported
Due Date:	Not reported
SWIS Code:	3016

Remove Watermark Wondershare PDFelement

TARTAN TEXTILE SERVICES, INC. (Continued) **S103559129**

Lat/Long:	Not reported
Is Updated:	False
Renew Date:	10/01/92
Is It There:	False
Delinquent:	False
Date Expired:	01/27/95
Owner Mark:	3
Certificate Needs to be Printed:	False
Fiscal Amt for Registration Fee Correct:	True
Renewal Has Been Printed for Facility:	True
Pre-Printed Renewal App Last Printed:	08/04/2000

Click this hyperlink while viewing on your computer to access
1 additional NY_AST_CBS: record(s) in the EDR Site Report.

U104 **NIMO** **NY Spills** **S102163157**
SE **GENESEE & COLUMBIA** **N/A**
< 1/8 **UTICA, NY**
0.099 mi.
525 ft. **Site 2 of 7 in cluster U**

Relative:
Higher

Actual:
448 ft.

SPILLS:

Facility ID:	9303688
Facility Type:	ER
DER Facility ID:	87504
Site ID:	98338
DEC Region:	6
Spill Date:	1993-06-22
Spill Number/Closed Date:	9303688 / 1993-09-02
Spill Cause:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. (Highly Improbable)
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1993-06-22
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Affected Persons
Cleanup Ceased:	1993-06-30
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1993-06-28
Spill Record Last Update:	1993-09-24
Spiller Name:	Not reported
Spiller Company:	NIMO
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 06/22/93: PER RON BONANZA ACCUMULTION OF WATER W/PRODUCT SHEEN CAUSED BY PRODUCT SENSOR SHUTTING OFF SUMP PUMP TO SEWER. PUMP

Remove Watermark Wondershare PDFelement

NIMO (Continued) **S102163157**

REMOVED. WILL HAVE EPS PUMP OUT MANHOLE. PRODUCT BEING TESTED. X FORMER NON-PCB LT. 06/22/93: PER RON BONANZA ACCUMULATION OF WATER W/PRODUCT SHEEN CAUSED BY PRODUCT SENSOR SHUTTING OFF SUMP PUMP TO SEWER. (HM). 06/22/93: WILL HAVE EPS PUMP OUT MANHOLE. PRODUCT BEING TESTED. X FORMER NON-PCB LT 2 YR. OLD. WILL INSPECT FOR LEAKS. (HM). 06/30/93: MET W/NIMO CREW. EPS TRAILER VAC TRUCK ON SITE TO PUMP XFORMER PIT (LIC.#723045) LAB RESULTS = NON-PCB BLUE LABEL PCB CONC. <0.2 PPM. ONLY DUST LAYER VISIBLE. NO SIGN OF OIL. (HM). 06/30/93: CONTAMINATED WATER (1500 GALS) DISPOSED OF. (JM). 09/02/93: DISPOSAL PAPERWORK RECEIVED, CLOSED. (JM). 10/12/95: This is additional information about material spilled from the translation of the old spill file: WATER & OIL."

Remarks: "ROUTINE INSPECTION FOUND OIL & WATER IN ELECTRIC MANHOLE - CONTAINED - TOOK PUMP OUT OF MANHOLE. PROBABLY GOT A TANK TRUCK TO GET IT OUT. CALL HIM FOR FURTHER INFO. OR ANY QUESTIONS."

Material:

Site ID:	98338
Operable Unit ID:	985440
Operable Unit:	01
Material ID:	397242
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

---

105 NW < 1/8 0.100 mi. 529 ft.

Relative: Lower

Actual: 429 ft.

ASSOCIATE PROPERTIES
703 ORISKANY BLVD
YORKVILLE (V), NY 14395

NY UST U001848138
NY HIST UST N/A

UST:

Id/Status:	6-600237 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	477264.63172
UTM Y:	4773547.76739
Site Type:	Unknown

Affiliation Records:

Site Id:	43061
Affiliation Type:	Facility Owner
Company Name:	WESLEY SMITH
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	703 ORISKANY BLVD.
Address2:	Not reported

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

City:	YORKVILLE
State:	NY
Zip Code:	13495
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43061
Affiliation Type:	Mail Contact
Company Name:	SMITH PACKING CO.
Contact Type:	Not reported
Contact Name:	WESLEY SMITH
Address1:	P.O. BOX 446
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43061
Affiliation Type:	On-Site Operator
Company Name:	ASSOCIATE PROPERTIES
Contact Type:	Not reported
Contact Name:	WESLEY SMITH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43061
Affiliation Type:	Emergency Contact
Company Name:	WESLEY SMITH
Contact Type:	Not reported
Contact Name:	WESLEY SMITH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 1
Tank ID: 120772
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 10000
Install Date: Not reported
Date Tank Closed: 08/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0000
Common Name of Substance: Empty

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
J00 - Dispenser - None
D02 - Pipe Type - Galvanized Steel

Tank Number: 2
Tank ID: 120773
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: 08/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0000
Common Name of Substance: Empty

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D02 - Pipe Type - Galvanized Steel
J00 - Dispenser - None

Tank Number:	3
Tank ID:	120774
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	3000
Install Date:	Not reported
Date Tank Closed:	08/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0000
Common Name of Substance:	Empty
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D02 - Pipe Type - Galvanized Steel
J00 - Dispenser - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None

Tank Number:	4
Tank ID:	120775
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	Not reported
Date Tank Closed:	08/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0000
Common Name of Substance:	Empty

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
J00 - Dispenser - None
D02 - Pipe Type - Galvanized Steel

Tank Number: 5
Tank ID: 120776
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1000
Install Date: Not reported
Date Tank Closed: 08/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0000
Common Name of Substance: Empty

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D02 - Pipe Type - Galvanized Steel
J00 - Dispenser - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None

Tank Number: 6
Tank ID: 120777
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 2000
Install Date: Not reported
Date Tank Closed: 08/01/1993

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0000
Common Name of Substance: Empty

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D02 - Pipe Type - Galvanized Steel
J00 - Dispenser - None

Tank Number: 7
Tank ID: 120778
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1000
Install Date: Not reported
Date Tank Closed: 08/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0008
Common Name of Substance: Diesel

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D02 - Pipe Type - Galvanized Steel
J00 - Dispenser - None

Tank Number: 8

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Tank ID:	121004
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	3000
Install Date:	Not reported
Date Tank Closed:	08/01/1993
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0000
Common Name of Substance:	Empty
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

F00 - Pipe External Protection - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
J00 - Dispenser - None
D02 - Pipe Type - Galvanized Steel

HIST UST:

PBS Number:	6-600237
SPDES Number:	Not reported
Emergency Contact:	WESLEY SMITH
Emergency Telephone:	(315) 732-5125
Operator:	WESLEY SMITH
Operator Telephone:	(315) 732-5125
Owner Name:	WESLEY SMITH
Owner Address:	703 ORISKANY BLVD.
Owner City,St,Zip:	YORKVILLE, NY 13495
Owner Telephone:	(315) 732-5125
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	SMITH PACKING CO.
Mailing Address:	P.O. BOX 446
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	WESLEY SMITH
Mailing Telephone:	(315) 732-5125
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3070
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	05/13/1993
Expiration Date:	05/13/1998
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	WHITESTOWN
County Code:	30
Town or City:	70
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	10000
Product Stored:	EMPTY
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	08/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	2
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	EMPTY
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Pipe Type:	GALVANIZED STEEL
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	08/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	3
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	3000
Product Stored:	EMPTY
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	08/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	4
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	2000
Product Stored:	EMPTY
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	None
Pipe External:	None

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Second Containment: None
Leak Detection: None
Overfill Prot: None
Dispenser: Not reported
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: 08/01/1993
Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

Tank Id: 5
Tank Location: UNDERGROUND
Tank Status: Closed-Removed
Install Date: Not reported
Capacity (gals): 1000
Product Stored: EMPTY
Tank Type: Steel/carbon steel
Tank Internal: None
Tank External: None
Pipe Location: Underground
Pipe Type: GALVANIZED STEEL
Pipe Internal: None
Pipe External: None
Second Containment: None
Leak Detection: None
Overfill Prot: None
Dispenser: Not reported
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: 08/01/1993
Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

Tank Id: 6
Tank Location: UNDERGROUND
Tank Status: Closed-Removed
Install Date: Not reported
Capacity (gals): 2000
Product Stored: EMPTY
Tank Type: Steel/carbon steel
Tank Internal: None
Tank External: None
Pipe Location: Underground
Pipe Type: GALVANIZED STEEL
Pipe Internal: None
Pipe External: None
Second Containment: None
Leak Detection: None
Overfill Prot: None

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Dispenser: Not reported
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: 08/01/1993
Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

Tank Id: 7
Tank Location: UNDERGROUND
Tank Status: Closed-Removed
Install Date: Not reported
Capacity (gals): 1000
Product Stored: DIESEL
Tank Type: Steel/carbon steel
Tank Internal: None
Tank External: None
Pipe Location: Underground
Pipe Type: GALVANIZED STEEL
Pipe Internal: None
Pipe External: None
Second Containment: None
Leak Detection: None
Overfill Prot: None
Dispenser: Not reported
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: 08/01/1993
Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

Tank Id: 8
Tank Location: UNDERGROUND
Tank Status: Closed-Removed
Install Date: Not reported
Capacity (gals): 3000
Product Stored: EMPTY
Tank Type: Steel/carbon steel
Tank Internal: None
Tank External: None
Pipe Location: Underground
Pipe Type: GALVANIZED STEEL
Pipe Internal: None
Pipe External: None
Second Containment: None
Leak Detection: None
Overfill Prot: None
Dispenser: Not reported
Date Tested: Not reported
Next Test Date: Not reported

Remove Watermark Wondershare PDFelement

ASSOCIATE PROPERTIES (Continued) **U001848138**

Missing Data for Tank:	Minor Data Missing
Date Closed:	08/01/1993
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

W106 **MATTHEW CARTON ESTATE** **NY LTANKS** **S100131706**
SSE **183 GENESEE ST** **N/A**
< 1/8 **UTICA, NY**
0.102 mi.
536 ft. **Site 1 of 3 in cluster W**

Relative:
Higher

Actual:
467 ft.

LTANKS:

Site ID:	184402
Spill Number/Closed Date:	8805600 / 1990-11-14
Spill Date:	1988-09-30
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Not reported
Cleanup Ceased:	1990-11-14
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1988-09-30
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	1988-10-03
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1988-10-05
Spill Record Last Update:	2002-09-23
Spiller Name:	Not reported
Spiller Company:	MATTHEW CARTON ESTATE
Spiller Address:	BANKERS TRUST BLDG,
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	154327
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 09/30/88: SPOKE WITH SAM SOFIA 1630 HRS./HE SAID MAINT.PERSON NOTICED PRODUCT BLEEDING THROUGH WALL IN BLDG./WILL PUMP OUT TK ON 10/1/88 A.M./FILLED TK IN MAY (DJ). 10/03/88: SPOKE WITH SAM SOFIA/PUMPED 525 GALLONS OF OIL FROM TANK ON 10/1/88 (DJ). 11/16/88: SPOKE WITH BART GORMAN, RECOMMENDED REMOVAL OF TANK/HE SAID HE WOULD MAKE ARRANGEMENTS (DJ). 12/12/88: CLEANUP LETTER SENT (DJ). 08/17/90: SPOKE WITH BART GORMAN. STATED CONTAM. SOIL POSSIBLY REMOVED. WILL CONTACT VINCENT CORROU, JR. TO SEND IN PAPERWORK. (DP). 08/17/90: SPOKE WITH BART GORMAN. STATED CONTAMINATED SOIL REMOVED. (DP). 10/02/90: FOLLOW-UP LETTER SENT. (DP). 11/14/90: MINOR QUANTITY OF SOIL DISPOSED OF IN TRASH, CLOSED. (JM). "
Remarks:	"WILL PUMP OUT TANK ON MONDAY, 550 GAL TANK"

Remove Watermark Wondershare PDFelement

MATTHEW CARTON ESTATE (Continued) **S100131706**

Material:

Site ID:	184402
Operable Unit ID:	922577
Operable Unit:	01
Material ID:	457506
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

X107 **NICE-N-EASY** **NY Spills** **S103563157**
SW **501 COURT ST** **N/A**
< 1/8 **UTICA, NY**
0.102 mi.
537 ft. **Site 1 of 8 in cluster X**

Relative:
Higher

Actual:
456 ft.

SPILLS:

Facility ID:	8705258
Facility Type:	ER
DER Facility ID:	250078
Site ID:	309778
DEC Region:	6
Spill Date:	1987-09-23
Spill Number/Closed Date:	8705258 / 1989-02-06
Spill Cause:	Other
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. No DEC Response. No corrective action required.
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1987-09-23
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Other
Cleanup Ceased:	1987-11-20
Cleanup Meets Std:	True
Last Inspection:	1987-09-23
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1987-10-06
Spill Record Last Update:	1989-02-22
Spiller Name:	Not reported
Spiller Company:	ATLAS OIL CO OF UTICA,INC
Spiller Address:	RT 49, PO BOX 252
Spiller City,St,Zip:	MARCY, NY 13403
Spiller Company:	001

Remove Watermark Wondershare PDFelement

NICE-N-EASY (Continued) **S103563157**

Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON / / : 9/23/87 - CONTRACTOR PILED CONT SOIL AROUND PIPES ON PLASTIC/TO ADD CANOPY AND REPLACE PIPING (DJ)_. 11/20/87: CONTAMINATED SOIL HAULED (JM). 11/23/87: SOIL DISPOSAL PAPERWORK SUBMITTED (JM). 02/06/89: CLOSED (JM). "
Remarks: "PBS #124184 -CONTRACTOR CALLED IN SPILL/ONGOING PROBLEM DUE TO PIPING"

Material:
Site ID: 309778
Operable Unit ID: 909096
Operable Unit: 01
Material ID: 467848
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 309778
Spill Tank Test: 1531702
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

X108 **NICE N EASY SHOPPE #8** **NY Spills** **S103238763**
SW **501 COURT STREET** **N/A**
< 1/8 **UTICA, NY**
0.102 mi.
537 ft. **Site 2 of 8 in cluster X**

Relative:
Higher

Actual:
456 ft.

SPILLS:
Facility ID: 9801222
Facility Type: ER
DER Facility ID: 292958
Site ID: 135755
DEC Region: 6
Spill Date: 1998-04-28
Spill Number/Closed Date: 9801222 / Not Reported
Spill Cause: Equipment Failure
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3316
Investigator: RAFURLON
Referred To: Not reported

Remove Watermark Wondershare PDFelement

NICE N EASY SHOPPE #8 (Continued) **S103238763**

Reported to Dept:	1998-04-28
CID:	281
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	1
Date Entered In Computer:	1998-04-28
Spill Record Last Update:	2013-07-02
Spiller Name:	JOHN MACDOUGAL
Spiller Company:	NICE N EASY GROCERY SHOPP
Spiller Address:	OXBOW RD., RD #3
Spiller City,St,Zip:	CANASTOTA, NY 13032-
Spiller Company:	001
Contact Name:	JOHN MACDOUGAL
Contact Phone:	(315) 697-2287
DEC Memo:	"05/01/98: APPROXIMATELY 400 CUBIC YARDS OF CONTAMINATED SOIL STAGED ON SITE. HOLD OFF ON SPILL LETTER UNTIL SOIL OWNER ISSUE RESOLVED (JA). 12/11/98: REVIEWED T.C.R. SENT LETTER REQUESTING ADDITIONAL INVESTIGATION NEAR DISPENSER ISLAND. (JA) 03/22/99: REVIEWED REQUEST FOR CLOSURE LETTER FROM PLUMLEY. REQUEST DENIED. SENT LETTER ASKING FOR CLARIFICATION OF WHICH END OF DISPENSER ISLAND HAD THE PROBLEM (S-9 IS EAST END NOT WEST). ALSO REQUESTED HYDRAULICALLY DOWNGRADIENT CONFIRMATION SAMPLING THAT DISPENSER WAS NOT A MAIN SOURCE OF CONTAMINATION. (JA) 03/31/99: SSI PLAN FOR DISPENSER ISLAND REVIEWED AND APPROVED VIA PHONE CALL (JA). 09/30/99: REVIEWED DISPENSER AREA SSI REPORT. WATER AND SOIL HOT. REQUESTED 3 ADDITIONAL ROUNDS OF Q-SAMPLES (JA). 07/31/2000: QUARTERLY GROUNDWATER MONITORING REPORT, RECOMMENDED 1 MORE ROUND OF GW SAMPLING. HISTORY OF ALL SAMPLING IN REPORT. (JD) 05/05/2005: TELECON WITH JULIAN CLARK & DALE VOLMER, PLUNLEY ENGINEERING. VOLMER TO REVIEW FILE AND RECOMMMEND COURSE OF ACTION.(JD) 6/17/2005: GROUNDWATER MONITORING REPORT BY DALE VOLLMER, PLUMLEY ENGINEERING. MW-3 & MW-4 SAMPLED. (JD) 6/21/2005: GW MONITORING REPORT REVIEWED. CLOSE SPILL BASED ON SAMPLING HISTORY AND ANALYTICAL RESULTS. SPILL CLOSURE LETTER SENT(JD) 5/20/2013: REOPENED SPILL AS NEW DATA IDENTIFIED REMAINING CONTAMINATION CONSISTENT WITH THE PRODUCT SPILLED IN 1998 AT THE SITE. LETTER SENT TO NICE N EASY. (RF) 6/2/2013: FOLLOW UP LETTERS SENT TO SULLIVAN STREET AND NICE-N-EASY. (RF)"
Remarks:	"UPON REMOVAL OF THE STORAGE TANKS AT ABOVE LOCATION IT WAS DISCOVERED THAT THE TANKS HAD BEEN LEAKING. FURTHER TESTING AND EXCAVATION TO BE DONE AT A LATER TIME. NO CALL BACK REQUESTED AT TIME OF CALL."

Material:

Site ID:	135755
Operable Unit ID:	1058852
Operable Unit:	01
Material ID:	323159
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00

Remove Watermark Wondershare PDFelement

NICE N EASY SHOPPE #8 (Continued) **S103238763**

Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9801222
Facility Type:	ER
DER Facility ID:	292958
Site ID:	135755
DEC Region:	6
Spill Date:	1998-04-28
Spill Number/Closed Date:	9801222 / Not Reported
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	RAFURLON
Referred To:	Not reported
Reported to Dept:	1998-04-28
CID:	281
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	1
Date Entered In Computer:	1998-04-28
Spill Record Last Update:	2013-07-02
Spiller Name:	rick clark
Spiller Company:	Sullivan Street Development Inc
Spiller Address:	724 Marguerite Drive
Spiller City,St,Zip:	CANASTOTA, NY 13032
Spiller Company:	999
Contact Name:	JOHN MACDOUGAL
Contact Phone:	(315) 697-2287
DEC Memo:	"05/01/98: APPROXIMATELY 400 CUBIC YARDS OF CONTAMINATED SOIL STAGED ON SITE. HOLD OFF ON SPILL LETTER UNTIL SOIL OWNER ISSUE RESOLVED (JA). 12/11/98: REVIEWED T.C.R. SENT LETTER REQUESTING ADDITIONAL INVESTIGATION NEAR DISPENSER ISLAND. (JA) 03/22/99: REVIEWED REQUEST FOR CLOSURE LETTER FROM PLUMLEY. REQUEST DENIED. SENT LETTER ASKING FOR CLARIFICATION OF WHICH END OF DISPENSER ISLAND HAD THE PROBLEM (S-9 IS EAST END NOT WEST). ALSO REQUESTED HYDRAULICALLY DOWNGRADIENT CONFIRMATION SAMPLING THAT DISPENSER WAS NOT A MAIN SOURCE OF CONTAMINATION. (JA) 03/31/99: SSI PLAN FOR DISPENSER ISLAND REVIEWED AND APPROVED VIA PHONE CALL (JA). 09/30/99: REVIEWED DISPENSER AREA SSI REPORT. WATER AND SOIL HOT. REQUESTED 3 ADDITIONAL ROUNDS OF Q-SAMPLES (JA). 07/31/2000: QUARTERLY GROUNDWATER MONITORING REPORT, RECOMMENDED 1 MORE ROUND OF GW SAMPLING. HISTORY OF ALL SAMPLING IN REPORT. (JD) 05/05/2005: TELECON WITH JULIAN CLARK & DALE VOLMER, PLUNLEY ENGINEERING. VOLMER TO REVIEW FILE AND RECOMMMEND COURSE OF ACTION.(JD) 6/17/2005: GROUNDWATER MONITORING REPORT BY DALE VOLLMER,

Remove Watermark Wondershare PDFelement

NICE N EASY SHOPPE #8 (Continued) **S103238763**

PLUMLEY ENGINEERING. MW-3 & MW-4 SAMPLED. (JD) 6/21/2005: GW MONITORING REPORT REVIEWED. CLOSE SPILL BASED ON SAMPLING HISTORY AND ANALYTICAL RESULTS. SPILL CLOSURE LETTER SENT(JD) 5/20/2013: REOPENED SPILL AS NEW DATA IDENTIFIED REMAINING CONTAMINATION CONSISTENT WITH THE PRODUCT SPILLED IN 1998 AT THE SITE. LETTER SENT TO NICE N EASY. (RF) 6/2/2013: FOLLOW UP LETTERS SENT TO SULLIVAN STREET AND NICE-N-EASY. (RF)"

Remarks: "UPON REMOVAL OF THE STORAGE TANKS AT ABOVE LOCATION IT WAS DISCOVERED THAT THE TANKS HAD BEEN LEAKING. FURTHER TESTING AND EXCAVATION TO BE DONE AT A LATER TIME. NO CALL BACK REQUESTED AT TIME OF CALL."

Material:

Site ID:	135755
Operable Unit ID:	1058852
Operable Unit:	01
Material ID:	323159
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

X109 **NICE & EASY #8** **NY Spills** **1000791828**
SW **501 COURT ST** **RCRA NonGen / NLR** **NYD987033537**
< 1/8 **UTICA, NY 13502** **NY MANIFEST**
0.102 mi.
537 ft. **Site 3 of 8 in cluster X**

Relative:
Higher

Actual:
456 ft.

SPILLS:

Facility ID:	9501278
Facility Type:	ER
DER Facility ID:	250078
Site ID:	309779
DEC Region:	6
Spill Date:	1995-04-30
Spill Number/Closed Date:	9501278 / 1995-05-01
Spill Cause:	Unknown
Spill Class:	No spill occured. No DEC Response. No corrective action required.
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1995-04-30
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Fire Department
Cleanup Ceased:	1995-05-01
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False

Remove Watermark Wondershare PDFelement

NICE & EASY #8 (Continued) **1000791828**

UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/30/95: 2246-CONFIRMED SPILL W/F.F. HOUGE-OPERATER OF STATION COULDN'T IDENTIFY ODORS, DISSAPATED BY THE TIME UFD ARRIVED-POSSIBLE REFRIGERANT LEAK-NO PROBLEM AS PER U.F.D. COMPLETE (DJ). "
Remarks:	"NOTIFIER SMELLED AN UNKNOWN ODOR & CONTACTED F.D. - F.D. RESPONDED & ODOR HAD DISAPPATED - DEP. CHIEF REQUESTED A SPILL NUMBER."

Material:

Site ID:	309779
Operable Unit ID:	1012043
Operable Unit:	01
Material ID:	369889
Material Code:	0062A
Material Name:	raw sewage
Case No.:	Not reported
Material FA:	Other
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	NICE & EASY #8
Facility address:	501 COURT ST UTICA, NY 135024206
EPA ID:	NYD987033537
Mailing address:	COURT ST UTICA, NY 13503
Contact:	Not reported
Contact address:	COURT ST UTICA, NY 13503
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Remove Watermark Wondershare PDFelement

NICE & EASY #8 (Continued) **1000791828**

Owner/operator name: CLARKS PETROLEUM SERVICE INC
Owner/operator address: PO BOX 802
CANASTOTA, NY 13032
Owner/operator country: US
Owner/operator telephone: (315) 697-2278
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CLARKS PETROLEUM SERVICE INC
Owner/operator address: PO BOX 802
CANASTOTA, NY 13032
Owner/operator country: US
Owner/operator telephone: (315) 697-2278
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NICE & EASY #8
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: NICE & EASY #8
Classification: Not a generator, verified

Date form received by agency: 05/07/1993
Site name: NICE & EASY #8
Classification: Small Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D001
. Waste name: IGNITABLE WASTE

Remove Watermark Wondershare PDFelement

NICE & EASY #8 (Continued) **1000791828**

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD987033537
Facility Status: Not reported
Location Address 1: 501 COURT ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13148
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD987033537
Mailing Name: NICE & EASY
Mailing Contact: LISA M CAPPELLI
Mailing Address 1: 501 COURT ST
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13148
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3156972278

NY MANIFEST:
Document ID: NYB5499477
Manifest Status: K
seq: Not reported
Year: 1993
Trans1 State ID: 35726ANY
Trans2 State ID: Not reported
Generator Ship Date: 08/27/1993
Trans1 Recv Date: 08/27/1993
Trans2 Recv Date: / /
TSD Site Recv Date: 08/30/1993
Part A Recv Date: / /
Part B Recv Date: 09/28/1993
Generator EPA ID: NYD987033537
Trans1 EPA ID: NYD057770109
Trans2 EPA ID: Not reported
TSDF ID 1: NYD057770109
TSDF ID 2: Not reported
Manifest Tracking Number: Not reported
Import Indicator: Not reported
Export Indicator: Not reported
Discr Quantity Indicator: Not reported
Discr Type Indicator: Not reported
Discr Residue Indicator: Not reported
Discr Partial Reject Indicator: Not reported
Discr Full Reject Indicator: Not reported
Manifest Ref Number: Not reported

Remove Watermark Wondershare PDFelement

NICE & EASY #8 (Continued) **1000791828**

Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

X110 **NICE N EASY STORE #08** **NY Spills** **S105058323**
SW **501 COURT STREET** **N/A**
< 1/8 **UTICA, NY**
0.102 mi.
537 ft. **Site 4 of 8 in cluster X**

Relative:
Higher

Actual:
456 ft.

SPILLS:

Facility ID:	0103177
Facility Type:	ER
DER Facility ID:	116553
Site ID:	135754
DEC Region:	6
Spill Date:	2001-06-22
Spill Number/Closed Date:	0103177 / 2001-06-22
Spill Cause:	Human Error
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	LUCANTONIO
Referred To:	Not reported
Reported to Dept:	2001-06-22
CID:	281
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Affected Persons
Cleanup Ceased:	2001-06-22
Cleanup Meets Std:	True
Last Inspection:	2001-06-22
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-06-22
Spill Record Last Update:	2001-07-03
Spiller Name:	Not reported
Spiller Company:	ANDREW EUTSLER
Spiller Address:	UNKNOWN
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	TERRY CHAPPLE
Contact Phone:	(315) 732-4481
DEC Memo:	""

Remove Watermark Wondershare PDFelement

NICE N EASY STORE #08 (Continued) **S105058323**

Remarks: "CUSTOMER INSERTED GAS CAP INTO NOZZLE WHILE FILLING TANK. TANK OVERFILLED AND MATERIAL SPILLED ON GROUND. SPEEDY DRY APPLIED AND FIRE DEPT BEING CONTACTED."

Material:

Site ID:	135754
Operable Unit ID:	839929
Operable Unit:	01
Material ID:	535270
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

X111 **NICE N EASY GROCERY SHOPPE #8** **NY UST** **U001847393**
SW **501 COURT STREET** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13502**
0.102 mi.
537 ft. **Site 5 of 8 in cluster X**

Relative:
Higher

Actual:
456 ft.

UST:

Id/Status:	6-124184 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480510.85532
UTM Y:	4772095.25263
Site Type:	Retail Gasoline Sales

Affiliation Records:

Site Id:	41492
Affiliation Type:	Mail Contact
Company Name:	NICE N EASY GROCERY SHOPPE
Contact Type:	Not reported
Contact Name:	JOHN MACDOUGALL
Address1:	7840 OXBOW ROAD
Address2:	Not reported
City:	CANASTOTA
State:	NY
Zip Code:	13032
Country Code:	001
Phone:	(315) 697-2287 227
EMail:	JOHN@NICENEASY.COM
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2012-01-30

Site Id:	41492
Affiliation Type:	On-Site Operator

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

Company Name:	NICE N EASY GROCERY SHOPPE #8
Contact Type:	Not reported
Contact Name:	NICE N EASY GROCERY SHOPPE
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NY
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-4481
EMail:	Not reported
Fax Number:	Not reported
Modified By:	THKNIZEK
Date Last Modified:	2009-07-21

Site Id:	41492
Affiliation Type:	Facility Owner
Company Name:	NICE N EASY GROCERY SHOPPE
Contact Type:	PRESIDENT
Contact Name:	JOHN MAC DOUGALL
Address1:	7840 OXBOW ROAD
Address2:	Not reported
City:	CANASTOTA
State:	NY
Zip Code:	13032
Country Code:	001
Phone:	(315) 697-2287
EMail:	Not reported
Fax Number:	Not reported
Modified By:	THKNIZEK
Date Last Modified:	2009-07-21

Site Id:	41492
Affiliation Type:	Emergency Contact
Company Name:	NICE N EASY GROCERY SHOPPE
Contact Type:	Not reported
Contact Name:	JOHN M. MACDOUGALL
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(315) 697-2287 227
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2012-01-30

Tank Info:

Tank Number:	001
Tank ID:	114454
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	8000
Install Date:	12/01/1980

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

Date Tank Closed: 04/01/1998
Registered: True
Tank Location: Underground
Tank Type: Equivalent technology
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: 01
Date Test: 05/01/1997
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
D02 - Pipe Type - Galvanized Steel
J01 - Dispenser - Pressurized Dispenser
B00 - Tank External Protection - None
F00 - Pipe External Protection - None

Tank Number: 002
Tank ID: 114455
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 8000
Install Date: 12/01/1980
Date Tank Closed: 04/01/1998
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: 01
Date Test: 05/01/1997
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
J01 - Dispenser - Pressurized Dispenser
H00 - Tank Leak Detection - None
A01 - Tank Internal Protection - Epoxy Liner
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
D02 - Pipe Type - Galvanized Steel

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

Tank Number:	003
Tank ID:	114456
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	4000
Install Date:	12/01/1980
Date Tank Closed:	04/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Equivalent technology
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	01
Date Test:	05/01/1997
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D02 - Pipe Type - Galvanized Steel
J01 - Dispenser - Pressurized Dispenser

Tank Number:	004
Tank ID:	124047
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	8000
Install Date:	12/01/1980
Date Tank Closed:	04/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Equivalent technology
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

F00 - Pipe External Protection - None
B00 - Tank External Protection - None
J01 - Dispenser - Pressurized Dispenser
D02 - Pipe Type - Galvanized Steel

Tank Number:	005
Tank ID:	114457
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	550
Install Date:	12/01/1980
Date Tank Closed:	04/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D02 - Pipe Type - Galvanized Steel
J01 - Dispenser - Pressurized Dispenser
H00 - Tank Leak Detection - None

Tank Number:	006
Tank ID:	124048
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	550
Install Date:	Not reported
Date Tank Closed:	04/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D02 - Pipe Type - Galvanized Steel
J01 - Dispenser - Pressurized Dispenser

Tank Number:	1
Tank ID:	124049
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	12000
Install Date:	04/01/1998
Date Tank Closed:	03/26/2013
Registered:	True
Tank Location:	Underground
Tank Type:	NOT DEFINED
Material Code:	2712
Common Name of Substance:	Gasoline/Ethanol
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	RFNOVAK
Last Modified:	05/31/2013

Equipment Records:

H01 - Tank Leak Detection - Interstitial - Electronic Monitoring
L07 - Piping Leak Detection - Pressurized Piping Leak Detector
I03 - Overfill - Automatic Shut-Off
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
E04 - Piping Secondary Containment - Double walled UG
G04 - Tank Secondary Containment - Double-Walled (Underground)
J01 - Dispenser - Pressurized Dispenser
B05 - Tank External Protection - Jacketed
D11 - Pipe Type - Flexible Piping
F00 - Pipe External Protection - None
K01 - Spill Prevention - Catch Basin

Tank Number:	2
Tank ID:	124050
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	6000
Install Date:	04/01/1998
Date Tank Closed:	03/26/2013
Registered:	True
Tank Location:	Underground
Tank Type:	NOT DEFINED

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

Material Code: 2712
Common Name of Substance: Gasoline/Ethanol

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: RFNOVAK
Last Modified: 05/31/2013

Equipment Records:

H01 - Tank Leak Detection - Interstitial - Electronic Monitoring
I03 - Overfill - Automatic Shut-Off
L07 - Piping Leak Detection - Pressurized Piping Leak Detector
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G04 - Tank Secondary Containment - Double-Walled (Underground)
E04 - Piping Secondary Containment - Double walled UG
J01 - Dispenser - Pressurized Dispenser
B05 - Tank External Protection - Jacketed
D11 - Pipe Type - Flexible Piping
F00 - Pipe External Protection - None
K01 - Spill Prevention - Catch Basin

Tank Number: 3
Tank ID: 252102
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1000
Install Date: Not reported
Date Tank Closed: 04/16/2014
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: RFNOVAK
Last Modified: 06/02/2014

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L00 - Piping Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
J00 - Dispenser - None
D00 - Pipe Type - No Piping
E00 - Piping Secondary Containment - None
K00 - Spill Prevention - None

HIST UST:
PBS Number: 6-124184

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

SPDES Number:	Not reported
Emergency Contact:	JOHN M. MACDOUGALL
Emergency Telephone:	(315) 697-2287
Operator:	NICE N EASY GROCERY SHOPPE
Operator Telephone:	(315) 732-4481
Owner Name:	NICE N EASY GROCERY SHOPPE
Owner Address:	7840 OXBOW ROAD
Owner City,St,Zip:	CANASTOTA, NY 13032
Owner Telephone:	(315) 697-2287
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	NICE N EASY GROCERY SHOPPE
Mailing Address:	7840 OXBOW ROAD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CANASTOTA, NY 13032
Mailing Contact:	JOHN M. MACDOUGALL
Mailing Telephone:	(315) 697-2287
Owner Mark:	Second Owner
Facility Status:	1 - Active PBS facility, i.e. total capacity of the PBS tanks is greater than 1,100 gallons, regardless if Subpart 360-14 tanks exist or not at the facility.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	RETAIL GASOLINE SALES
Inspected Date:	03/07/1995
Inspector:	HM
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	12/10/2001
Expiration Date:	03/18/2007
Renew Flag:	False
Renewal Date:	11/13/2001
Total Capacity:	18000
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	No Missing Data
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	006
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	550
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	GALVANIZED STEEL

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY SHOPPE #8 (Continued) **U001847393**

Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Submersible
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	04/01/1998
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

X112 **NICE N EASY GROCERY** **NY Spills** **S113405990**
SW **501 COURT ST** **N/A**
< 1/8 **UTICA, NY**
0.102 mi.
537 ft. **Site 6 of 8 in cluster X**

Relative:
Higher

Actual:
456 ft.

SPILLS:

Facility ID:	1216736
Facility Type:	ER
DER Facility ID:	435631
Site ID:	480134
DEC Region:	6
Spill Date:	2013-03-26
Spill Number/Closed Date:	1216736 / 2013-05-20
Spill Cause:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	RAFURLON
Referred To:	Not reported
Reported to Dept:	2013-03-26
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2013-03-26
Spill Record Last Update:	2013-05-20
Spiller Name:	Rick Clark
Spiller Company:	Sullivan Street Development, Inc.
Spiller Address:	3724 mARGUERITE dRIVE
Spiller City,St,Zip:	cANASTOTA, NY 13032
Spiller Company:	999
Contact Name:	PETER TAMBORO
Contact Phone:	(315) 697-2287 223
DEC Memo:	"3/26/13: ONSITE WITH ENVIRONMENTAL CONTRACTOR JAMES SAXTON FROM AECC. PID READINGS OF 1000 PPM + OR -. TANKS REMOVED. NO EVIDENCE OF DAMAGE TO TANKS. PITS BACKFILLED. CONTAMINATION BELIEVED TO BE

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY (Continued) **S113405990**

HISTORIC. AWAITING FURTHER SITE INVESTIGATION. (RF) 5/20/13: REVIEWED THE TANK/SPILL CLOSURE REPORT. ANALYTICAL DATA SUGGESTS THAT THE CONTAMINATION WAS WEATHERED PETROLEUM AND NOT FRESH FROM THE RECENTLY PULLED TANKS. CLOSING SPILL AND REOPENING SPILL NO. 98-01222."

Remarks: "rick furlong was on site earlier - cleanup pending"

Material:

Site ID:	480134
Operable Unit ID:	1229926
Operable Unit:	01
Material ID:	2227676
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	1216736
Facility Type:	ER
DER Facility ID:	435631
Site ID:	480134
DEC Region:	6
Spill Date:	2013-03-26
Spill Number/Closed Date:	1216736 / 2013-05-20
Spill Cause:	Unknown
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	RAFURLON
Referred To:	Not reported
Reported to Dept:	2013-03-26
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2013-03-26
Spill Record Last Update:	2013-05-20
Spiller Name:	PETER TAMBORO
Spiller Company:	NICE N EASY GROCERY
Spiller Address:	7840 OXBOW ROAD
Spiller City,St,Zip:	CANASTOTA, NY 13032
Spiller Company:	999
Contact Name:	PETER TAMBORO
Contact Phone:	(315) 697-2287 223

Remove Watermark Wondershare PDFelement

NICE N EASY GROCERY (Continued) **S113405990**

DEC Memo: "3/26/13: ONSITE WITH ENVIRONMENTAL CONTRACTOR JAMES SAXTON FROM AECC. PID READINGS OF 1000 PPM + OR -. TANKS REMOVED. NO EVIDENCE OF DAMAGE TO TANKS. PITS BACKFILLED. CONTAMINATION BELIEVED TO BE HISTORIC. AWAITING FURTHER SITE INVESTIGATION. (RF) 5/20/13: REVIEWED THE TANK/SPILL CLOSURE REPORT. ANALYTICAL DATA SUGGESTS THAT THE CONTAMINATION WAS WEATHERED PETROLEUM AND NOT FRESH FROM THE RECENTLY PULLED TANKS. CLOSING SPILL AND REOPENING SPILL NO. 98-01222."
Remarks: "rick furlong was on site earlier - cleanup pending"

Material:
Site ID: 480134
Operable Unit ID: 1229926
Operable Unit: 01
Material ID: 2227676
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: Not reported
Units: Not reported
Recovered: Not reported
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

U113 **CITY CENTER** **NY Spills** **S106010198**
SE **181 GENESEE STREET** **N/A**
< 1/8 **UTICA, NY**
0.108 mi.
568 ft. **Site 3 of 7 in cluster U**

Relative: Higher

Actual: 445 ft.

SPILLS:
Facility ID: 0209684
Facility Type: ER
DER Facility ID: 169070
Site ID: 203271
DEC Region: 6
Spill Date: 2002-12-20
Spill Number/Closed Date: 0209684 / 2002-12-23
Spill Cause: Unknown
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. No DEC Response. No corrective action required.
SWIS: 3300
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 2002-12-20
CID: 282
Water Affected: Not reported
Spill Source: Unknown
Spill Notifier: Local Agency
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: 2002-12-23
Recommended Penalty: False
UST Trust: False

Remove Watermark Wondershare PDFelement

CITY CENTER (Continued) **S106010198**

Remediation Phase:	0
Date Entered In Computer:	2002-12-20
Spill Record Last Update:	2009-01-05
Spiller Name:	CARSON SORRELL
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller Company:	001
Contact Name:	CARSON SORRELL
Contact Phone:	(315) 792-0152
DEC Memo:	"12/23/2002: INSPECTED SUB-BASEMENT OF BUILDING. IRON SHEEN DEPOSITED EVERYWHERE. SMALL AREA IN FIRST ROOM HAD ROOFING TAR ON DIRT (5 FOOT CIRCLE). NON-PETROLEUM SPILL. SPILL CLOSED (JA). 03/06/2003: REVIEWED SOIL SAMPLE RESULTS RECEIVED 2/19/2003. ELEVATED DETECTION LIMITS. APPEARS TO BE RESIDUALS FROM OLD TANK CLOSURES. SENT CLOSURE LETTER (DJ). "
Remarks:	"the spill is located in the sub basement of the building about 20 feet below the street there were people in thier doing sub structure inspection and encountered the spill there be as much as 100 to 1,000 gallons spilled.complaint believes the spill has been there for a number of years.call complaint"

Material:

Site ID:	203271
Operable Unit ID:	860945
Operable Unit:	01
Material ID:	513112
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

U114 **BANKERS TRUST BUILDING** **NY UST** **U000386575**
SE **185 GENESEE STREET** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13501**
0.108 mi.
568 ft. **Site 4 of 7 in cluster U**

Relative:
Higher

Actual:
447 ft.

UST:

Id/Status:	6-472042 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481207.38837
UTM Y:	4772111.51123
Site Type:	Unknown

Affiliation Records:

Site Id:	42524

Remove Watermark Wondershare PDFelement

BANKERS TRUST BUILDING (Continued) **U000386575**

Affiliation Type:	Facility Owner
Company Name:	GENESEE ASSOCIATES
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	295 LAFAYETTE ST.
Address2:	Not reported
City:	NEW YORK
State:	NY
Zip Code:	10012
Country Code:	001
Phone:	(212) 431-3322
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42524
Affiliation Type:	Mail Contact
Company Name:	GENESEE ASSOCIATES
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	295 LAFAYETTE ST.
Address2:	Not reported
City:	NEW YORK
State:	NY
Zip Code:	10012
Country Code:	001
Phone:	(212) 431-3322
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42524
Affiliation Type:	On-Site Operator
Company Name:	BANKERS TRUST BUILDING
Contact Type:	Not reported
Contact Name:	DONALD FISHOFF/HENRY ORLINSKY
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-9031
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42524
Affiliation Type:	Emergency Contact
Company Name:	GENESEE ASSOCIATES
Contact Type:	Not reported
Contact Name:	WILLIAM KENEFICK
Address1:	Not reported
Address2:	Not reported

Remove Watermark Wondershare PDFelement

BANKERS TRUST BUILDING (Continued) **U000386575**

City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 737-8469
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	117872
Tank Status:	Closed - In Place
Material Name:	Closed - In Place
Capacity Gallons:	15000
Install Date:	Not reported
Date Tank Closed:	05/01/1990
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

C00 - Pipe Location - No Piping
I04 - Overfill - Product Level Gauge (A/G)
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None

HIST UST:

PBS Number:	6-472042
SPDES Number:	Not reported
Emergency Contact:	WILLIAM KENEFICK
Emergency Telephone:	(315) 737-8469
Operator:	DONALD FISHOFF/HENRY ORLINSKY
Operator Telephone:	(315) 733-9031
Owner Name:	GENESEE ASSOCIATES
Owner Address:	295 LAFAYETTE ST.
Owner City,St,Zip:	NEW YORK, NY 10012
Owner Telephone:	(212) 431-3322
Owner Type:	Not reported
Owner Subtype:	Not reported
Mailing Name:	GENESEE ASSOCIATES

Remove Watermark Wondershare PDFelement

BANKERS TRUST BUILDING (Continued) **U000386575**

Mailing Address:	295 LAFAYETTE ST.
Mailing Address 2:	Not reported
Mailing City,St,Zip:	NEW YORK, NY 10012
Mailing Contact:	Not reported
Mailing Telephone:	(212) 431-3322
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	02/15/1989
Expiration Date:	02/15/1994
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed-In Place
Install Date:	Not reported
Capacity (gals):	15000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	05/01/1990
Test Method:	Not reported
Deleted:	False
Updated:	True

Remove Watermark Wondershare PDFelement

BANKERS TRUST BUILDING (Continued) **U000386575**

Lat/long: Not reported

U115 **F.W. WOOLWORTH CO.** **NY UST** **U003178752**
ESE **177 GENESEE STREET** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13501**
0.109 mi.
575 ft. **Site 5 of 7 in cluster U**

Relative:
Higher

Actual:
443 ft.

UST:

Id/Status:	6-497819 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481228.25925
UTM Y:	4772125.66833
Site Type:	Unknown

Affiliation Records:

Site Id:	42641
Affiliation Type:	Facility Owner
Company Name:	ESTATE OF MATTHEW CARTON
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	185 GENESEE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-2147
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42641
Affiliation Type:	Mail Contact
Company Name:	ESTATE OF MATTHEW CARTON
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	185 GENESEE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-2147
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42641
Affiliation Type:	On-Site Operator
Company Name:	F.W. WOOLWORTH CO.
Contact Type:	Not reported
Contact Name:	ESTATE OF MATTHEW CARTON

Remove Watermark Wondershare PDFelement

F.W. WOOLWORTH CO. (Continued) **U003178752**

Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 735-5275
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42641
Affiliation Type:	Emergency Contact
Company Name:	ESTATE OF MATTHEW CARTON
Contact Type:	Not reported
Contact Name:	VINCENT R. CORROU, JR., ESQ.
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-0084
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	119235
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	500
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None

Remove Watermark Wondershare PDFelement

F.W. WOOLWORTH CO. (Continued) **U003178752**

C00 - Pipe Location - No Piping
D10 - Pipe Type - Copper
I04 - Overfill - Product Level Gauge (A/G)
J02 - Dispenser - Suction Dispenser

Tank Number:	002
Tank ID:	119236
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	5000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
J02 - Dispenser - Suction Dispenser
C00 - Pipe Location - No Piping
D10 - Pipe Type - Copper
I04 - Overfill - Product Level Gauge (A/G)
H00 - Tank Leak Detection - None

HIST UST:

PBS Number:	6-497819
SPDES Number:	Not reported
Emergency Contact:	VINCENT R. CORROU, JR., ESQ.
Emergency Telephone:	(315) 797-0084
Operator:	ESTATE OF MATTHEW CARTON
Operator Telephone:	(315) 735-5275
Owner Name:	ESTATE OF MATTHEW CARTON
Owner Address:	185 GENESEE STREET
Owner City,St,Zip:	UTICA, NY 13501
Owner Telephone:	(315) 724-2147
Owner Type:	Not reported
Owner Subtype:	Not reported
Mailing Name:	ESTATE OF MATTHEW CARTON
Mailing Address:	185 GENESEE STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13501
Mailing Contact:	Not reported
Mailing Telephone:	(315) 724-2147
Owner Mark:	First Owner

Remove Watermark Wondershare PDFelement

F.W. WOOLWORTH CO. (Continued) **U003178752**

Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	Not reported
Expiration Date:	12/15/1994
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	500
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	FIBERGLASS COATED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	002
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991

Remove Watermark Wondershare PDFelement

F.W. WOOLWORTH CO. (Continued) **U003178752**

Install Date:	Not reported
Capacity (gals):	5000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	FIBERGLASS COATED STEEL
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Product Level Gauge
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Y116 **HUNTER HOUSE** **NY Spills** **S102160882**
ESE **4 LAFAYETTE ST** **N/A**
< 1/8 **UTICA, NY**
0.110 mi.
580 ft. **Site 1 of 3 in cluster Y**

Relative:
Higher

Actual:
439 ft.

SPILLS:

Facility ID:	9102340
Facility Type:	ER
DER Facility ID:	125346
Site ID:	147225
DEC Region:	6
Spill Date:	1991-05-29
Spill Number/Closed Date:	9102340 / 1991-05-29
Spill Cause:	Deliberate
Spill Class:	Not reported
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1991-05-29
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Fire Department
Cleanup Ceased:	1991-05-29
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported

Remove Watermark Wondershare PDFelement

HUNTER HOUSE (Continued) **S102160882**

Spiller City,St,Zip: NY
Spiller Company: 999
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: ""
Remarks: "ACID ODOR IN SEWERS."

Material:
Site ID: 147225
Operable Unit ID: 956204
Operable Unit: 01
Material ID: 424864
Material Code: 0066A
Material Name: unknown petroleum
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

Y117 **BALL'S CARD SHOP** **NY Spills** **S102161599**
ESE **2 LAFAYETTE ST** **N/A**
< 1/8 **UTICA, NY**
0.111 mi.
584 ft. **Site 2 of 3 in cluster Y**

Relative: Higher

Actual: 439 ft.

SPILLS:
Facility ID: 9211938
Facility Type: ER
DER Facility ID: 132166
Site ID: 156149
DEC Region: 6
Spill Date: 1993-01-19
Spill Number/Closed Date: 9211938 / 1993-03-17
Spill Cause: Equipment Failure
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3300
Investigator: NFCARRIE
Referred To: Not reported
Reported to Dept: 1993-01-19
CID: Not reported
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Responsible Party
Cleanup Ceased: 1993-03-17
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: 1993-01-22
Spill Record Last Update: 1993-03-22

Remove Watermark Wondershare PDFelement

BALL'S CARD SHOP (Continued) **S102161599**

Spiller Name: Not reported
Spiller Company: MAYRO REALTY CORP.
Spiller Address: 24 LAFAYETTE STREET
Spiller City,St,Zip: UTICA, NY 13502
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: ""
Remarks: "POSSIBLE OLD BOILER FUEL LINE-SOME OIL SEEPAGE IN BASEMENT. PLAN TO APPLY SORBENT."

Material:
Site ID: 156149
Operable Unit ID: 978843
Operable Unit: 01
Material ID: 405322
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 3.00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

Y118 **FRANKLIN SQUARE** **NY Spills** **S102161545**
ESE **54 FRANKLIN SQ** **N/A**
< 1/8 **UTICA, NY**
0.111 mi.
588 ft. **Site 3 of 3 in cluster Y**

Relative: Higher

Actual: 435 ft.

SPILLS:
Facility ID: 9209550
Facility Type: ER
DER Facility ID: 74551
Site ID: 80448
DEC Region: 6
Spill Date: 1992-11-16
Spill Number/Closed Date: 9209550 / 1992-11-16
Spill Cause: Unknown
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. No DEC Response. No corrective action required.
SWIS: 3300
Investigator: MASON
Referred To: Not reported
Reported to Dept: 1992-11-16
CID: Not reported
Water Affected: Not reported
Spill Source: Unknown
Spill Notifier: Fire Department
Cleanup Ceased: 1992-11-16
Cleanup Meets Std: True
Last Inspection: Not reported

Remove Watermark Wondershare PDFelement

FRANKLIN SQUARE (Continued) **S102161545**

Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 11/16/92: CLEANUP COMPLETE. (HM). "
Remarks:	"50' X 200' AREA OIL ON STREET RUNNING DOWN TO NEXT STREET - F.D. PUT SPEEDI-DRI DOWN, SOME OIL GOT INTO SEWERS - DO NOT NEED RESPONSE."

Material:

Site ID:	80448
Operable Unit ID:	973365
Operable Unit:	01
Material ID:	406594
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

U119 **ONEIDA COUNTY OFFICE BLDG** **NY LTANKS** **S100131743**
SE **ONEIDA CO OFFICE BLDG** **N/A**
< 1/8 **UTICA, NY**
0.112 mi.
594 ft. **Site 6 of 7 in cluster U**

Relative:
Higher

Actual:
451 ft.

LTANKS:

Site ID:	273767
Spill Number/Closed Date:	8901482 / 1989-11-04
Spill Date:	1989-05-11
Spill Cause:	Tank Overfill
Spill Source:	Institutional, Educational, Gov., Other
Spill Class:	Not reported
Cleanup Ceased:	1989-08-09
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	CHERUBIN
Referred To:	Not reported
Reported to Dept:	1989-05-12
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported

Remove Watermark Wondershare PDFelement

ONEIDA COUNTY OFFICE BLDG (Continued) **S100131743**

Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1989-05-22
Spill Record Last Update:	1989-11-06
Spiller Name:	Not reported
Spiller Company:	COCCIA BROS.
Spiller Address:	2009 N. JAMES ST.
Spiller City,St,Zip:	ROME, NY 13440
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	222694
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was CHERUBIN 08/09/89: CONTAMINATED SOIL DISPOSED OF (JM). 08/30/89: SOIL DISPOSAL PAPERWORK SUBMITTED (JM). 11/04/89: CLOSED (JM). "
Remarks:	"TANK OVERFILL OF LEADED FUEL TANK/LARGE STAIN AROUND FILL (10 X 8 FT)"

Material:

Site ID:	273767
Operable Unit ID:	928752
Operable Unit:	01
Material ID:	449228
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	273767
Spill Tank Test:	1535468
Tank Number:	001
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Site ID:	273768
Spill Number/Closed Date:	8901483 / 1994-02-15
Spill Date:	1989-05-12
Spill Cause:	Tank Failure
Spill Source:	Institutional, Educational, Gov., Other
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.

Remove Watermark Wondershare PDFelement

ONEIDA COUNTY OFFICE BLDG (Continued) **S100131743**

Cleanup Ceased:	1994-02-15
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1989-05-12
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Tank Tester
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1989-05-22
Spill Record Last Update:	1994-02-16
Spiller Name:	Not reported
Spiller Company:	ONEIDA COUNTY OFFICE BLDG
Spiller Address:	800 PARK AVE.
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	222694
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 12/10/90: EMPIRE SOILS SAMPLING. (HM). 02/15/94: INVESTIGATION COMPLETE. CLOSED. (HM). "
Remarks:	"TANK FAILURE/TESTED 3 TIMES, ALL FAILURES/PRODUCT PUMPED OUT BY MOHAWK VALLEY OIL"

Material:

Site ID:	273768
Operable Unit ID:	927576
Operable Unit:	01
Material ID:	449229
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	273768
Spill Tank Test:	1535469
Tank Number:	001
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported

Remove Watermark Wondershare PDFelement

ONEIDA COUNTY OFFICE BLDG (Continued) **S100131743**

Test Method: Unknown

Z120 **EDR Hist Auto** **1015124646**
East **101 ORISKANY ST W** **N/A**
< 1/8 **UTICA, NY 13502**
0.113 mi.
599 ft. **Site 1 of 2 in cluster Z**

Relative:
Higher

Actual:
432 ft.

EDR Historical Auto Stations:

Name: BOBS COLLISION & FRAME SHOP
Year: 2005
Address: 101 ORISKANY ST W

Name: BOBS COLLISION & FRAME SHOP
Year: 2007
Address: 101 ORISKANY ST W

Z121 **ON ROADWAY** **NY Spills** **S113493396**
East **FRANKLIN SQUARE AND ORISKANY ST WEST** **N/A**
< 1/8 **UTICA, NY**
0.114 mi.
602 ft. **Site 2 of 2 in cluster Z**

Relative:
Higher

Actual:
432 ft.

SPILLS:

Facility ID:	1300807
Facility Type:	ER
DER Facility ID:	436439
Site ID:	481155
DEC Region:	6
Spill Date:	2013-04-24
Spill Number/Closed Date:	1300807 / 2013-04-24
Spill Cause:	Unknown
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	2013-04-24
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Other
Cleanup Ceased:	2013-04-24
Cleanup Meets Std:	True
Last Inspection:	2013-04-24
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2013-04-24
Spill Record Last Update:	2013-04-24
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY

Remove Watermark Wondershare PDFelement

ON ROADWAY (Continued) **S113493396**

Spiller Company: 999
Contact Name: DISP BARKLEY
Contact Phone: (315) 736-0141
DEC Memo: "04/24/2013: ON SITE: FD CLEANED UP SPILL. SMALL OIL STAIN IN ROADWAY. (SR)"
Remarks: "FD on scene - cleanup pending -"

Material:
Site ID: 481155
Operable Unit ID: 1230933
Operable Unit: 01
Material ID: 2229634
Material Code: 0008
Material Name: diesel
Case No.: Not reported
Material FA: Petroleum
Quantity: 20.00
Units: Gallons
Recovered: Not reported
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

AA122 **NYSDOT BIN 1008010** **RCRA NonGen / NLR** **1000446661**
SE **RTE 10 OVER W BR SACANDAGA RIV** **NY MANIFEST** **NYD986906782**
< 1/8 **ARIETTA, NY 12139** **NJ MANIFEST**
0.114 mi.
602 ft. **Site 1 of 10 in cluster AA**

Relative:
Higher

Actual:
455 ft.

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: NYSDOT BIN 1008010
Facility address: RTE 10 OVER W BR SACANDAGA RIV
ARIETTA, NY 12139
EPA ID: NYD986906782
Mailing address: GENESEE ST
UTICA, NY 13501
Contact: Not reported
Contact address: GENESEE ST
UTICA, NY 13501
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NYSDOT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: State
Owner/Operator Type: Operator

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008010 (Continued) **1000446661**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYSDOT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYSDOT BIN 1008010
Classification: Not a generator, verified

Date form received by agency: 03/02/1992
Site name: NYSDOT BIN 1008010
Classification: Not a generator, verified

. Waste code: NONE
. Waste name: None

Date form received by agency: 07/18/1990
Site name: NYSDOT BIN 1008010
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD986906782

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008010 (Continued) **1000446661**

Facility Status:	Not reported
Location Address 1:	ROUTE 10 OVER W BRANCH SACANDA
Code:	BP
Location Address 2:	GA
Total Tanks:	Not reported
Location City:	ARIETTA
Location State:	NY
Location Zip:	12139
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYD986906782
Mailing Name:	NYSDOT
Mailing Contact:	JOSEPH F LIBRITZ
Mailing Address 1:	207 GENESEE STREET
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13501
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157932244

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2008
Trans1 State ID:	NYD046765574
Trans2 State ID:	Not reported
Generator Ship Date:	10/09/2008
Trans1 Recv Date:	10/09/2008
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/10/2008
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986906782
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD991291105
TSDF ID 2:	Not reported
Manifest Tracking Number:	000196579WAS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H111
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008010 (Continued) **1000446661**

Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	3000.0
Units:	P - Pounds
Number of Containers:	5.0
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	1.0
Waste Code:	D008
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	MIA2139881
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	44571T-NY
Trans2 State ID:	Not reported
Generator Ship Date:	10/30/1990
Trans1 Recv Date:	10/30/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	10/30/1990
Part A Recv Date:	11/13/1990
Part B Recv Date:	02/12/1991
Generator EPA ID:	NYD986906782
Trans1 EPA ID:	NYD982792814
Trans2 EPA ID:	Not reported
TSDF ID 1:	MID000724831
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01250
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008010 (Continued) **1000446661**

NJ MANIFEST:

EPA Id:	NYD986906782
Mail Address:	GENESEE ST
Mail City/State/Zip:	UTICA, NY 13501
Facility Phone:	Not reported
Emergency Phone:	Not reported
Contact:	JOSEPH LIBRITZ
Comments:	Not reported
SIC Code:	Not reported
County:	NY041
Municipal:	Not reported
Previous EPA Id:	Not reported
Gen Flag:	Not reported
Trans Flag:	Not reported
TSDF Flag:	Not reported
Name Change:	Not reported
Date Change:	Not reported

Manifest:

Manifest Number:	000196579WAS
EPA ID:	NYD986906782
Date Shipped:	10/09/2008
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NYD046765574
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 9 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	10/09/2008
Date Trans2 Transported Waste:	Not reported
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	10/10/2008
TSDF EPA Facility Name:	Not reported
QTY Units:	Not reported
Transporter SEQ ID:	Not reported
Transporter-1 Date:	Not reported
Waste SEQ ID:	Not reported
Waste Type Code 2:	Not reported
Waste Type Code 3:	Not reported
Waste Type Code 4:	Not reported
Waste Type Code 5:	Not reported
Waste Type Code 6:	Not reported
Date Accepted:	Not reported
Manifest Discrepancy Type:	Not reported
Data Entry Number:	Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008010 (Continued) **1000446661**

Was Load Rejected: UTICA, NY 13501
Reason Load Was Rejected: Not reported

Waste:
Manifest Year: Not reported
Waste Code: D008
Hand Code: H111
Quantity: 3000 P

AA123
SE
< 1/8
0.114 mi.
602 ft.

NYSDOT BIN 1008040 **RCRA NonGen / NLR** **1000446662**
RTE 10 OVER PISECO LAKE OUTLET **NY MANIFEST** **NYD986906790**
ARIETTA, NY 12139 **NJ MANIFEST**

Site 2 of 10 in cluster AA

Relative:
Higher

Actual:
455 ft.

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: NYSDOT BIN 1008040
Facility address: RTE 10 OVER PISECO LAKE OUTLET
ARIETTA, NY 12139
EPA ID: NYD986906790
Mailing address: GENESEE ST
UTICA, NY 13501
Contact: Not reported
Contact address: GENESEE ST
UTICA, NY 13501
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NYSDOT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYSDOT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008040 (Continued) **1000446662**

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYSDOT BIN 1008040
Classification: Not a generator, verified

Date form received by agency: 03/02/1992
Site name: NYSDOT BIN 1008040
Classification: Not a generator, verified

. Waste code: NONE
. Waste name: None

Date form received by agency: 07/18/1990
Site name: NYSDOT BIN 1008040
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD986906790
Facility Status: Not reported
Location Address 1: 207 GENESEE STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986906790
Mailing Name: NYSDOT

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008040 (Continued) **1000446662**

Mailing Contact:	JOSEPH F LIBRITZ
Mailing Address 1:	207 GENESEE STREET
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13501
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157932244

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2008
Trans1 State ID:	NYD046765574
Trans2 State ID:	Not reported
Generator Ship Date:	10/09/2008
Trans1 Recv Date:	10/09/2008
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/10/2008
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD986906790
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD991291105
TSDF ID 2:	Not reported
Manifest Tracking Number:	000196580WAS
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H111
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	2000.0
Units:	P - Pounds
Number of Containers:	4.0
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	1.0
Waste Code:	D008
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008040 (Continued) **1000446662**

Waste Code 1_6:	Not reported
Document ID:	MIA2139882
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	44571T-NY
Trans2 State ID:	Not reported
Generator Ship Date:	10/30/1990
Trans1 Recv Date:	10/30/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	10/31/1990
Part A Recv Date:	11/13/1990
Part B Recv Date:	02/12/1991
Generator EPA ID:	NYD986906790
Trans1 EPA ID:	NYD982792814
Trans2 EPA ID:	Not reported
TSDF ID 1:	MID000724831
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01250
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

NJ MANIFEST:

EPA Id:	NYD986906790
Mail Address:	GENESEE ST
Mail City/State/Zip:	UTICA, NY 13501
Facility Phone:	Not reported
Emergency Phone:	Not reported
Contact:	JOSEPH LIBRITZ
Comments:	Not reported
SIC Code:	Not reported
County:	NY041
Municipal:	Not reported
Previous EPA Id:	Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1008040 (Continued) **1000446662**

Gen Flag:	Not reported
Trans Flag:	Not reported
TSDF Flag:	Not reported
Name Change:	Not reported
Date Change:	Not reported

Manifest:

Manifest Number:	000196580WAS
EPA ID:	NYD986906790
Date Shipped:	10/09/2008
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NYD046765574
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 9 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	10/09/2008
Date Trans2 Transported Waste:	Not reported
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported
Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	10/10/2008
TSDF EPA Facility Name:	Not reported
QTY Units:	Not reported
Transporter SEQ ID:	Not reported
Transporter-1 Date:	Not reported
Waste SEQ ID:	Not reported
Waste Type Code 2:	Not reported
Waste Type Code 3:	Not reported
Waste Type Code 4:	Not reported
Waste Type Code 5:	Not reported
Waste Type Code 6:	Not reported
Date Accepted:	Not reported
Manifest Discrepancy Type:	Not reported
Data Entry Number:	Not reported
Was Load Rejected:	UTICA, NY 13501
Reason Load Was Rejected:	Not reported

Waste:

Manifest Year:	Not reported
Waste Code:	D008
Hand Code:	H111
Quantity:	2000 P

Remove Watermark Wondershare PDFelement

AA124
SE
< 1/8
0.114 mi.
602 ft.

NYSDOT BRIDGE BIN 7020240
ADIRONDACK RR OVER RTE 28
THENDARA, NY 13472

Site 3 of 10 in cluster AA

RCRA-LQG 1009218138
NY MANIFEST NYR000135855

Relative:
Higher

Actual:
455 ft.

RCRA-LQG:

Date form received by agency:	01/01/2007
Facility name:	NYSDOT BRIDGE BIN 7020240
Facility address:	ADIRONDACK RR OVER RTE 28 THENDARA, NY 13472
EPA ID:	NYR000135855
Mailing address:	GENESEE ST UTICA, NY 13501
Contact:	WALTER DERUCHER
Contact address:	GENESEE ST UTICA, NY 13501
Contact country:	US
Contact telephone:	(315) 793-2498
Contact email:	Not reported
EPA Region:	02
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	NYSDOT
Owner/operator address:	GENESEE ST UTICA, NY 13501
Owner/operator country:	US
Owner/operator telephone:	(315) 793-2498
Legal status:	State
Owner/Operator Type:	Owner
Owner/Op start date:	12/02/2005
Owner/Op end date:	Not reported
Owner/operator name:	NO NAME FOUND
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	State
Owner/Operator Type:	Operator
Owner/Op start date:	12/02/2005
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 7020240 (Continued) **1009218138**

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYSDOT BRIDGE BIN 7020240
Classification: Not a generator, verified

Date form received by agency: 12/06/2005
Site name: NYSDOT BRIDGE BIN 7020240
Classification: Large Quantity Generator

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYR000135855
Facility Status: Not reported
Location Address 1: 207 GENESEE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000135855
Mailing Name: NYSDOT
Mailing Contact: N/S
Mailing Address 1: 207 GENESEE ST
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3153699957

NY MANIFEST:
Document ID: NYH1467288

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 7020240 (Continued) **1009218138**

Manifest Status:	Not reported
seq:	01
Year:	2006
Trans1 State ID:	NYD982792814
Trans2 State ID:	Not reported
Generator Ship Date:	01/20/2006
Trans1 Recv Date:	01/20/2006
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/23/2006
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000135855
Trans1 EPA ID:	AD76865NY
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	03500
Units:	P - Pounds
Number of Containers:	007
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	01.00

AA125 **NYSDOT BRIDGE BIN 1020590** **RCRA NonGen / NLR** **1007112187**
SE **RTE 29 OVER CAROGA CREEK** **NY MANIFEST** **NYD986906766**
< 1/8 **EPHRATAH, NY 13339**
0.114 mi.
602 ft. **Site 4 of 10 in cluster AA**

Relative:
Higher

Actual:
455 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	NYSDOT BRIDGE BIN 1020590
Facility address:	RTE 29 OVER CAROGA CREEK EPHRATAH, NY 13339
EPA ID:	NYD986906766
Mailing address:	GENESEE ST UTICA, NY 13501
Contact:	Not reported
Contact address:	GENESEE ST

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1020590 (Continued) **1007112187**

UTICA, NY 13501
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NYSDOT
Owner/operator address: 207 GENESEE ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 793-2475
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYSDOT
Owner/operator address: 207 GENESEE ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 793-2475
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYSDOT BRIDGE BIN 1020590
Classification: Not a generator, verified

Date form received by agency: 10/02/2002
Site name: NYSDOT BRIDGE BIN 1020590
Classification: Unverified

Date form received by agency: 02/14/2000

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1020590 (Continued) **1007112187**

Site name: NYSDOT BRIDGE BIN 1020590
Classification: Not a generator, verified

Date form received by agency: 01/05/1998
Site name: NYSDOT BRIDGE BIN 1020590
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD986906766
Facility Status: Not reported
Location Address 1: 207 GENESEE STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986906766
Mailing Name: NYSDOT
Mailing Contact: JOSEPH F LIBRITZ
Mailing Address 1: 207 GENESEE STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157932244

NY MANIFEST:
Document ID: MIA2139883
Manifest Status: K
seq: Not reported
Year: 1990
Trans1 State ID: 44571T-NY
Trans2 State ID: Not reported
Generator Ship Date: 10/30/1990
Trans1 Recv Date: 10/30/1990
Trans2 Recv Date: / /
TSD Site Recv Date: 10/31/1990
Part A Recv Date: 11/13/1990
Part B Recv Date: 02/12/1991
Generator EPA ID: NYD986906766
Trans1 EPA ID: NYD982792814
Trans2 EPA ID: Not reported
TSDF ID 1: MID000724831

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1020590 (Continued) **1007112187**

TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	05000
Units:	P - Pounds
Number of Containers:	008
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

AA126 **NYSDOT BRIDGE BIN 1021190** **RCRA NonGen / NLR** **1000552824**
SE **RTE 30 OVER SACANDAGA RIVER** **NY MANIFEST** **NYD986952299**
< 1/8 **WELLS, NY 12190**
0.114 mi.
602 ft. **Site 5 of 10 in cluster AA**

Relative:
Higher

Actual:
455 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	NYSDOT BRIDGE BIN 1021190
Facility address:	RTE 30 OVER SACANDAGA RIVER WELLS, NY 12190
EPA ID:	NYD986952299
Mailing address:	GENESEE ST UTICA, NY 13501
Contact:	Not reported
Contact address:	GENESEE ST UTICA, NY 13501
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NYSDOT
Owner/operator address:	207 GENESEE ST UTICA, NY 13501
Owner/operator country:	US
Owner/operator telephone:	(315) 793-2475

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1021190 (Continued) **1000552824**

Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYSDOT
Owner/operator address: 207 GENESEE ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 793-2475
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYSDOT BRIDGE BIN 1021190
Classification: Not a generator, verified

Date form received by agency: 03/04/1996
Site name: HYS DOT BRIDGE BIN 1021190
Classification: Large Quantity Generator

Date form received by agency: 01/23/1996
Site name: NYSDOT BRIDGE BIN 1021190
Classification: Not a generator, verified

. Waste code: NONE
. Waste name: None

Date form received by agency: 12/30/1993
Site name: NYSDOT BRIDGE BIN 1021190
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1021190 (Continued) **1000552824**

. Waste name: LEAD

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD986952299
Facility Status: Not reported
Location Address 1: 207 GENESSE STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986952299
Mailing Name: NYSDOT
Mailing Contact: E H BLESSING
Mailing Address 1: 207 GENESSE STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157932214

NY MANIFEST:
Document ID: PAE4248790
Manifest Status: C
seq: Not reported
Year: 1995
Trans1 State ID: PAAH0317
Trans2 State ID: Not reported
Generator Ship Date: 08/25/1995
Trans1 Recv Date: 08/25/1995
Trans2 Recv Date: / /
TSD Site Recv Date: 08/28/1995
Part A Recv Date: 09/14/1995
Part B Recv Date: 09/14/1995
Generator EPA ID: NYD986952299
Trans1 EPA ID: PAD982661381
Trans2 EPA ID: Not reported
TSDF ID 1: PAD085690592
TSDF ID 2: Not reported
Manifest Tracking Number: Not reported
Import Indicator: Not reported
Export Indicator: Not reported
Discr Quantity Indicator: Not reported
Discr Type Indicator: Not reported
Discr Residue Indicator: Not reported
Discr Partial Reject Indicator: Not reported
Discr Full Reject Indicator: Not reported
Manifest Ref Number: Not reported
Alt Facility RCRA ID: Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1021190 (Continued) **1000552824**

Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	08320
Units:	P - Pounds
Number of Containers:	001
Container Type:	CM - Metal boxes, cases, roll-offs
Handling Method:	L Landfill.
Specific Gravity:	100

Document ID:	PAE4257724
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	112190
Trans2 State ID:	Not reported
Generator Ship Date:	08/30/1995
Trans1 Recv Date:	08/30/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/31/1995
Part A Recv Date:	09/14/1995
Part B Recv Date:	09/15/1995
Generator EPA ID:	NYD986952299
Trans1 EPA ID:	PAD982661381
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD085690592
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	10620
Units:	P - Pounds
Number of Containers:	001
Container Type:	CM - Metal boxes, cases, roll-offs
Handling Method:	L Landfill.
Specific Gravity:	100

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1021190 (Continued) **1000552824**

Document ID:	MIA2543888
Manifest Status:	C
seq:	Not reported
Year:	1992
Trans1 State ID:	11339PNY
Trans2 State ID:	Not reported
Generator Ship Date:	02/10/1992
Trans1 Recv Date:	02/10/1992
Trans2 Recv Date:	/ /
TSD Site Recv Date:	02/11/1992
Part A Recv Date:	/ /
Part B Recv Date:	03/04/1992
Generator EPA ID:	NYD986952299
Trans1 EPA ID:	NYD980769947
Trans2 EPA ID:	Not reported
TSDF ID 1:	MID000724831
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00900
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

AA127 **NYSDOT BIN 1021180** **RCRA NonGen / NLR** **1000705450**
SE **RTE 30 OVER DEWEY CRK** **NY MANIFEST** **NYD986948784**
< 1/8 **HOPE, NY 12134**
0.114 mi.
602 ft. **Site 6 of 10 in cluster AA**

Relative:
Higher

Actual:
455 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	NYSDOT BIN 1021180
Facility address:	RTE 30 OVER DEWEY CRK HOPE, NY 12134
EPA ID:	NYD986948784
Mailing address:	GENESEE ST UTICA, NY 13501
Contact:	Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1021180 (Continued) **1000705450**

Contact address: GENESEE ST
UTICA, NY 13501
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NYSDOT
Owner/operator address: 207 GENESEE ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 793-2479
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYSDOT
Owner/operator address: 207 GENESEE ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 793-2479
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYSDOT BIN 1021180
Classification: Not a generator, verified

Date form received by agency: 03/02/1992
Site name: NYSDOT BIN 1021180
Classification: Not a generator, verified

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1021180 (Continued) **1000705450**

. Waste code: NONE
. Waste name: None

Date form received by agency: 04/19/1991
Site name: NYSDOT BIN 1021180
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD986948784
Facility Status: Not reported
Location Address 1: 207 GENESEE STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986948784
Mailing Name: NYSDOT
Mailing Contact: E H BLESSING
Mailing Address 1: 207 GENESEE STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157932214

NY MANIFEST:
Document ID: MIA2543894
Manifest Status: C
seq: Not reported
Year: 1992
Trans1 State ID: 11339PNY
Trans2 State ID: Not reported
Generator Ship Date: 02/10/1992
Trans1 Recv Date: 02/10/1992
Trans2 Recv Date: / /
TSD Site Recv Date: 02/11/1992
Part A Recv Date: / /
Part B Recv Date: 03/04/1992
Generator EPA ID: NYD986948784
Trans1 EPA ID: NYD980769947
Trans2 EPA ID: Not reported
TSDF ID 1: MID000724831

Remove Watermark Wondershare PDFelement

NYSDOT BIN 1021180 (Continued) **1000705450**

TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00075
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

AA128 **NYSDOT BRIDGE BIN 1002840** **RCRA-CESQG** **1000446878**
SE **RTE 162 OVER RTE 5 S** **NY MANIFEST** **NYD986906741**
< 1/8 **ROOT, NY 12166** **NJ MANIFEST**
0.114 mi.
602 ft. **Site 7 of 10 in cluster AA**

Relative:
Higher

Actual:
455 ft.

RCRA-CESQG:

Date form received by agency:	01/01/2007
Facility name:	NYSDOT BRIDGE BIN 1002840
Facility address:	RTE 162 OVER RTE 5 S ROOT, NY 12166
EPA ID:	NYD986906741
Mailing address:	GENESEE ST UTICA, NY 13501
Contact:	WALTER DERUCHER
Contact address:	GENESEE ST UTICA, NY 13501
Contact country:	US
Contact telephone:	(315) 793-2498
Contact email:	Not reported
EPA Region:	02
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1002840 (Continued) **1000446878**

hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	NYSDOT
Owner/operator address:	RTE 162 OVER RTE 5 S ROOT, NY 12166
Owner/operator country:	US
Owner/operator telephone:	(315) 793-2498
Legal status:	State
Owner/Operator Type:	Operator
Owner/Op start date:	12/31/1979
Owner/Op end date:	Not reported

Owner/operator name:	NYSDOT
Owner/operator address:	GENESEE ST UTICA, NY 13501
Owner/operator country:	US
Owner/operator telephone:	(315) 793-2498
Legal status:	State
Owner/Operator Type:	Owner
Owner/Op start date:	12/31/1979
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	01/01/2006
Site name:	NYSDOT BRIDGE BIN 1002840
Classification:	Small Quantity Generator

Date form received by agency:	03/24/2004
Site name:	NYSDOT BRIDGE BIN 1002840
Classification:	Large Quantity Generator

. Waste code:	D008
. Waste name:	LEAD

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1002840 (Continued) **1000446878**

Date form received by agency: 03/02/1992
Site name: NYSDOT BIN 1002840
Classification: Not a generator, verified

. Waste code: NONE
. Waste name: None

Date form received by agency: 07/18/1990
Site name: NYSDOT BIN 1002840
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYD986906741
Facility Status: Not reported
Location Address 1: 207 GENESEE STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD986906741
Mailing Name: NYSDOT
Mailing Contact: JOSEPH F LIBRITZ
Mailing Address 1: 207 GENESEE STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157932244

NY MANIFEST:
Document ID: NJA5202517
Manifest Status: Not reported
seq: Not reported
Year: 2004
Trans1 State ID: S8424
Trans2 State ID: Not reported
Generator Ship Date: 10/18/2004
Trans1 Recv Date: 10/18/2004
Trans2 Recv Date: Not reported
TSD Site Recv Date: 10/19/2004
Part A Recv Date: Not reported
Part B Recv Date: Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1002840 (Continued) **1000446878**

Generator EPA ID:	NYD986906741
Trans1 EPA ID:	NYD046765574
Trans2 EPA ID:	Not reported
TSDF ID 1:	NJD991291
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	04900
Units:	P - Pounds
Number of Containers:	007
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00

Document ID:	MIA2169900
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	44571T-NY
Trans2 State ID:	Not reported
Generator Ship Date:	10/30/1990
Trans1 Recv Date:	10/30/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	10/31/1990
Part A Recv Date:	11/13/1990
Part B Recv Date:	02/12/1991
Generator EPA ID:	NYD986906741
Trans1 EPA ID:	NYD982792814
Trans2 EPA ID:	Not reported
TSDF ID 1:	MID000724831
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1002840 (Continued) **1000446878**

Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	05625
Units:	P - Pounds
Number of Containers:	009
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

NJ MANIFEST:

EPA Id:	NYD986906741
Mail Address:	200 PROSPECT STREET
Mail City/State/Zip:	HERKIMER 13350
Facility Phone:	3158661356
Emergency Phone:	Not reported
Contact:	ELIZJH COE
Comments:	Not reported
SIC Code:	Not reported
County:	00
Municipal:	00
Previous EPA Id:	Not reported
Gen Flag:	X
Trans Flag:	Not reported
TSDF Flag:	Not reported
Name Change:	Not reported
Date Change:	Not reported

Manifest:

Manifest Number:	NJA5202517
EPA ID:	NYD986906741
Date Shipped:	10/18/2004
TSDF EPA ID:	NJD991291105
Transporter EPA ID:	NYD046765574
Transporter 2 EPA ID:	Not reported
Transporter 3 EPA ID:	Not reported
Transporter 4 EPA ID:	Not reported
Transporter 5 EPA ID:	Not reported
Transporter 6 EPA ID:	Not reported
Transporter 7 EPA ID:	Not reported
Transporter 8 EPA ID:	Not reported
Transporter 9 EPA ID:	Not reported
Transporter 10 EPA ID:	Not reported
Date Trans1 Transported Waste:	10/18/2004
Date Trans2 Transported Waste:	Not reported
Date Trans3 Transported Waste:	Not reported
Date Trans4 Transported Waste:	Not reported
Date Trans5 Transported Waste:	Not reported
Date Trans6 Transported Waste:	Not reported
Date Trans7 Transported Waste:	Not reported
Date Trans8 Transported Waste:	Not reported

Remove Watermark Wondershare PDFelement

NYSDOT BRIDGE BIN 1002840 (Continued) **1000446878**

Date Trans9 Transported Waste:	Not reported
Date Trans10 Transported Waste:	Not reported
Date TSDF Received Waste:	10/19/2004
TSDF EPA Facility Name:	Not reported
QTY Units:	Not reported
Transporter SEQ ID:	Not reported
Transporter-1 Date:	Not reported
Waste SEQ ID:	Not reported
Waste Type Code 2:	Not reported
Waste Type Code 3:	Not reported
Waste Type Code 4:	Not reported
Waste Type Code 5:	Not reported
Waste Type Code 6:	Not reported
Date Accepted:	Not reported
Manifest Discrepancy Type:	Not reported
Data Entry Number:	01060525
Was Load Rejected:	HERKIMER 13350
Reason Load Was Rejected:	Not reported

W129 **THE ARC OF ONEIDA** **NY UST** **U003178769**
SSE **243 & 245 GENESEE STREET** **NY HIST UST** **N/A**
< 1/8 **UTICA, NY 13502**
0.115 mi.
606 ft. **Site 2 of 3 in cluster W**

Relative:
Higher

Actual:
471 ft.

UST:

Id/Status:	6-600664 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	Not reported
UTM Y:	Not reported
Site Type:	Other

Affiliation Records:

Site Id:	43487
Affiliation Type:	Facility Owner
Company Name:	THE ARC OF ONEIDA - LEWIS COUNTIES
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	14 ARNOLD AVENUE
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	Not reported
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43487
Affiliation Type:	Mail Contact
Company Name:	THE ARC OF ONEIDA & LEWIS COUNTIES

Remove Watermark Wondershare PDFelement

THE ARC OF ONEIDA (Continued) **U003178769**

Contact Type:	Not reported
Contact Name:	MRS. ANGELA VAN DERHOOF
Address1:	14 ARNOLD AVENUE
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 735-6477
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43487
Affiliation Type:	On-Site Operator
Company Name:	THE ARC OF ONEIDA
Contact Type:	Not reported
Contact Name:	THE ARC OF ONEIDA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 735-6477
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43487
Affiliation Type:	Emergency Contact
Company Name:	THE ARC OF ONEIDA - LEWIS COUNTIES
Contact Type:	Not reported
Contact Name:	RICHARD KLEIN
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 738-8345
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	123694
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	500
Install Date:	Not reported
Date Tank Closed:	07/01/1997

Remove Watermark Wondershare PDFelement

THE ARC OF ONEIDA (Continued) **U003178769**

Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None

HIST UST:

PBS Number:	6-600664
SPDES Number:	Not reported
Emergency Contact:	RICHARD KLEIN
Emergency Telephone:	(315) 738-8345
Operator:	THE ARC OF ONEIDA
Operator Telephone:	(315) 735-6477
Owner Name:	THE ARC OF ONEIDA - LEWIS COUNTIES
Owner Address:	14 ARNOLD AVENUE
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	Not reported
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	THE ARC OF ONEIDA & LEWIS COUNTIES
Mailing Address:	14 ARNOLD AVENUE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	MRS. ANGELA VAN DERHOOF
Mailing Telephone:	(315) 735-6477
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	06/30/1997
Expiration Date:	06/30/2002

Remove Watermark Wondershare PDFelement

THE ARC OF ONEIDA (Continued) **U003178769**

Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	500
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	07/01/1997
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

U130 **RITE AID** **NY Spills** **S102162024**
ESE **167 GENESEE ST** **N/A**
< 1/8 **UTICA, NY**
0.115 mi.
607 ft. **Site 7 of 7 in cluster U**

Relative:
Higher

Actual:
442 ft.

SPILLS:

Facility ID:	8707291
Facility Type:	ER
DER Facility ID:	165835
Site ID:	199243
DEC Region:	6
Spill Date:	1987-11-23
Spill Number/Closed Date:	8707291 / 1987-11-23
Spill Cause:	Unknown
Spill Class:	Not reported
SWIS:	3300
Investigator:	MASON

Remove Watermark Wondershare PDFelement

RITE AID (Continued) **S102162024**

Referred To:	Not reported
Reported to Dept:	1987-11-23
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Affected Persons
Cleanup Ceased:	1987-11-23
Cleanup Meets Std:	True
Last Inspection:	1987-11-23
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	Not reported
Spiller Address:	Not reported
Spiller City,St,Zip:	***Update***, ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON / / : 11/23-WOOLWORTHS' BSMT BEING PUMPED OUT,NO ODOR/RITE AID ROOF BEING REPAIRED,MELTING RUBBER ,NO ODOR AT 1600 HRS (HM) COMPLETE. "
Remarks:	"ONGOING ALL DAY/HEADACHES/COMPLAINTS OF SULFUROUS ODOR"

Material:

Site ID:	199243
Operable Unit ID:	911168
Operable Unit:	01
Material ID:	466251
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

W131 **ARC OF ONEIDA-LEWIS CO.** **NY Spills** **S102561156**
SSE **243-245 GENESEE STREET** **N/A**
< 1/8 **UTICA, NY**
0.115 mi.
608 ft. **Site 3 of 3 in cluster W**

Relative:
Higher

Actual:
471 ft.

SPILLS:

Facility ID:	9701232
Facility Type:	ER
DER Facility ID:	65553
Site ID:	68894
DEC Region:	6
Spill Date:	1996-11-05

Remove Watermark Wondershare PDFelement

ARC OF ONEIDA-LEWIS CO. (Continued) **S102561156**

Spill Number/Closed Date:	9701232 / Not Reported
Spill Cause:	Unknown
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	UNASSIGNED
Referred To:	Not reported
Reported to Dept:	1997-04-28
CID:	252
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	DEC
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	5
Date Entered In Computer:	1997-04-28
Spill Record Last Update:	2008-12-15
Spiller Name:	ANGELA Z. VANDERHOOF
Spiller Company:	ARC OF ONEIDA-LEWIS CO
Spiller Address:	14 ARNOLD AVE
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller Company:	001
Contact Name:	UNK
Contact Phone:	(000) 000-0000
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was DER,U,S,O 06/23/2003: REVIEWED FILE - ELEVATED LEVELS IN SIDEWALL COMPOSITE. FURTHER EXCAVATION WOULD LIKELY BE BEST OPTION FOR CLOSURE. INCOMPLETE. (DJ)"
Remarks:	"REC'VD PHASE I & II SITE ASSESSMENT FOR PROPERTIES WHICH INCLUDED ANALYTICAL SOIL SAMPLE RESULTS WHICH EXCEEDED GUIDANCE VALUES SUSPECT UST AT 243 GENESEE ST & TANK IS POSSIBLE SOURCE-THIS INFO PER FAX REG 6U "

Material:

Site ID:	68894
Operable Unit ID:	1047284
Operable Unit:	01
Material ID:	337790
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

X132 **STEWARTS SHOP #222** **NY UST** **U004225833**
SW **425 COURT ST** **N/A**
< 1/8 **UTICA, NY 13502**
0.116 mi.
611 ft. **Site 7 of 8 in cluster X**

Relative:
Higher

Actual:
463 ft.

UST:

Id/Status:	6-601313 / Active
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	10/22/2019
UTM X:	480656.88750
UTM Y:	4772024.10000
Site Type:	Retail Gasoline Sales

Affiliation Records:

Site Id:	502831
Affiliation Type:	Emergency Contact
Company Name:	STEWARTS SHOPS CORP
Contact Type:	Not reported
Contact Name:	TIM JOHNCOX
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(518) 581-1201
EMail:	Not reported
Fax Number:	Not reported
Modified By:	FJKELLY
Date Last Modified:	2016-02-25

Site Id:	502831
Affiliation Type:	Facility Owner
Company Name:	STEWARTS SHOPS CORP
Contact Type:	ENV. COMPLIANCE & REMEDIATION
Contact Name:	TIM JOHNCOX
Address1:	P.O. BOX 435
Address2:	Not reported
City:	SARATOGA SPRINGS
State:	NY
Zip Code:	12866
Country Code:	001
Phone:	(518) 581-1200
EMail:	TJOHNCOX@STEWARTSSHOPS.COM
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2014-12-11

Site Id:	502831
Affiliation Type:	Mail Contact
Company Name:	STEWARTS SHOPS CORP
Contact Type:	ENV. COMPLIANCE & REMEDIATION
Contact Name:	TIM JOHNCOX
Address1:	P.O. BOX 435
Address2:	Not reported
City:	SARATOGA SPRINGS
State:	NY

Remove Watermark Wondershare PDFelement

STEWARTS SHOP #222 (Continued) **U004225833**

Zip Code:	12866
Country Code:	001
Phone:	(518) 581-1201
EMail:	TJOHNCOX@STEWARTSSHOPS.COM
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2014-12-11

Site Id:	502831
Affiliation Type:	On-Site Operator
Company Name:	STEWARTS SHOP #222
Contact Type:	Not reported
Contact Name:	STEWART'S SHOPS CORP
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(518) 581-1201
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2014-12-11

Tank Info:

Tank Number:	001
Tank ID:	253876
Tank Status:	In Service
Material Name:	In Service
Capacity Gallons:	15000
Install Date:	10/22/2014
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Equivalent technology
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	CGFREEDM
Last Modified:	12/12/2014

Equipment Records:

I03 - Overfill - Automatic Shut-Off
L01 - Piping Leak Detection - Interstitial - Electronic Monitoring
L07 - Piping Leak Detection - Pressurized Piping Leak Detector
C02 - Pipe Location - Underground/On-ground
A00 - Tank Internal Protection - None
H01 - Tank Leak Detection - Interstitial - Electronic Monitoring
B04 - Tank External Protection - Fiberglass
E04 - Piping Secondary Containment - Double walled UG
G04 - Tank Secondary Containment - Double-Walled (Underground)
J01 - Dispenser - Pressurized Dispenser
D11 - Pipe Type - Flexible Piping
F00 - Pipe External Protection - None

Remove Watermark Wondershare PDFelement

STEWARTS SHOP #222 (Continued) **U004225833**

K01 - Spill Prevention - Catch Basin

Tank Number:	002
Tank ID:	253877
Tank Status:	In Service
Material Name:	In Service
Capacity Gallons:	6000
Install Date:	10/22/2014
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Equivalent technology
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	SJVANDEU
Last Modified:	07/23/2015

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
I03 - Overfill - Automatic Shut-Off
L01 - Piping Leak Detection - Interstitial - Electronic Monitoring
L07 - Piping Leak Detection - Pressurized Piping Leak Detector
B04 - Tank External Protection - Fiberglass
H01 - Tank Leak Detection - Interstitial - Electronic Monitoring
E04 - Piping Secondary Containment - Double walled UG
G04 - Tank Secondary Containment - Double-Walled (Underground)
K01 - Spill Prevention - Catch Basin
J01 - Dispenser - Pressurized Dispenser
D11 - Pipe Type - Flexible Piping
F00 - Pipe External Protection - None

X133 **FORMER GAS STATION** **NY Spills** **S111456673**
SW **425 COURT ST** **N/A**
< 1/8 **UTICA, NY**
0.116 mi.
611 ft. **Site 8 of 8 in cluster X**

Relative:
Higher

Actual:
463 ft.

SPILLS:

Facility ID:	1110632
Facility Type:	ER
DER Facility ID:	412946
Site ID:	458478
DEC Region:	6
Spill Date:	2011-11-30
Spill Number/Closed Date:	1110632 / Not Reported
Spill Cause:	Unknown
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	2011-11-30
CID:	Not reported
Water Affected:	Not reported

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **S111456673**

Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	1
Date Entered In Computer:	2011-11-30
Spill Record Last Update:	2013-06-26
Spiller Name:	Not reported
Spiller Company:	GVH REALTY
Spiller Address:	80 GEIGER ROAD
Spiller City,St,Zip:	ROME, NY
Spiller Company:	999
Contact Name:	PETER
Contact Phone:	Not reported
DEC Memo:	"11/30/2011 - Passero is doing Phase 2 work for Fastrac (potential purchaser) on a property that was a station in the '60's and '70's. Found stinky soil in the area of the old dispensers. Taking samples and will be doing report. MCT 12/07/2012 - Recieved call from John Tal (315-368-7204). He is interested in purchasing this property and wanted to know if any investigation or remediation had been done. I explained that we had not recieved the Phase 2 yet, but we would give him a call when we did and had a chance to review it. MCT 12/7/2012: TELECON WITH JT: JT TO SEND ME PHASE II REPORT. (SR) 06/26/2013: RP letter sent. (sr)"
Remarks:	"stained soil/odor in ground from former gas station"

Material:

Site ID:	458478
Operable Unit ID:	1208593
Operable Unit:	01
Material ID:	2205921
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AA134 **BIANCHI TRIFAN CORP.** **NY Spills** **S110491403**
SE **207 GENESEE ST.** **N/A**
< 1/8 **UTICA, NY**
0.118 mi.
623 ft. **Site 8 of 10 in cluster AA**

Relative: Higher

Actual: 456 ft.

SPILLS:

Facility ID:	9403790
Facility Type:	ER
DER Facility ID:	208674
Site ID:	254773

Remove Watermark Wondershare PDFelement

BIANCHI TRIFAN CORP. (Continued) **S110491403**

DEC Region:	6
Spill Date:	1994-06-17
Spill Number/Closed Date:	9403790 / 1994-06-17
Spill Cause:	Equipment Failure
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1994-06-17
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	1994-06-17
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	BIANCHI TRIFON CORP.
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"CYLINDER POPPED OUT - WILL CLEAN W/SPEEDY DRY."

Material:

Tank Test:

AA135 **NATIONAL GRID** **NY Spills** **S109205678**
SE **207 GENESSE ST** **N/A**
< 1/8 **UTICA, NY**
0.118 mi.
623 ft. **Site 9 of 10 in cluster AA**

Relative:
Higher

Actual:
456 ft.

SPILLS:

Facility ID:	0803570
Facility Type:	ER
DER Facility ID:	349621
Site ID:	400331
DEC Region:	6
Spill Date:	2008-06-25
Spill Number/Closed Date:	0803570 / 2008-08-11
Spill Cause:	Equipment Failure
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	jdalsant
Referred To:	Not reported

Remove Watermark Wondershare PDFelement

NATIONAL GRID (Continued) **S109205678**

Reported to Dept:	2008-06-25
CID:	81
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	2008-07-16
Cleanup Meets Std:	True
Last Inspection:	2008-06-26
Recommended Penalty:	False
UST Trust:	Not reported
Remediation Phase:	0
Date Entered In Computer:	2008-06-25
Spill Record Last Update:	2008-08-12
Spiller Name:	BOB CAAZZOLI
Spiller Company:	NATIONAL GRID
Spiller Address:	300 ERIE BLVD WEST
Spiller City,St,Zip:	SYRACUSE, NY 13202
Spiller Company:	001
Contact Name:	BOB CAAZZOLI
Contact Phone:	(315) 428-3490
DEC Memo:	"06/26/08: SPILL WAS IN VAULT AREA UNDER DEVOREAUX STREET ENTRANCE TO BUILDING. AAA ENVIRONMENTAL VACUUMED PRODUCT AND WATER AND PADDED UP VAULT. SPILL LETTER SENT FOR DISPOSAL. (JA) 08/11/08: RECEIVED DISPOSAL RECEIPTS. 3 DRUMS SENT TO CWM CHEMICAL SERVICES, LLC, MODEL CITY, NY. SPILL CLOSED. (JA)"
Remarks:	"non pcb, in concrete vault, cleanup in process"

Material:

Site ID:	400331
Operable Unit ID:	1157156
Operable Unit:	01
Material ID:	2148174
Material Code:	0020A
Material Name:	transformer oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	Gallons
Recovered:	10.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AA136 **NYS OFFICE OF GENERAL SERVICES** **RCRA NonGen / NLR** **1001124934**
SE **207 GENESEE ST** **NY MANIFEST** **NYR000032995**
< 1/8 **UTICA, NY 13502**
0.118 mi.
623 ft. **Site 10 of 10 in cluster AA**

Relative:
Higher

Actual:
456 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	NYS OFFICE OF GENERAL SERVICES
Facility address:	207 GENESEE ST UTICA STATE OFFICE BLDG UTICA, NY 13502
EPA ID:	NYR000032995

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Mailing address: GENESEE ST
UTICA, NY 13502
Contact: Not reported
Contact address: GENESEE ST
UTICA, NY 13502
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NYS OFFICE OF GENERAL SERVICES
Owner/operator address: ERASTUS CORNING TOWER
ALBANY, NY 12242
Owner/operator country: US
Owner/operator telephone: (518) 486-4968
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYS OFFICE OF GENERAL SERVICES
Owner/operator address: ERASTUS CORNING TOWER
ALBANY, NY 12242
Owner/operator country: US
Owner/operator telephone: (518) 486-4968
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYS OFFICE OF GENERAL SERVICES
Classification: Not a generator, verified

Date form received by agency: 01/01/2001

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Site name: NEW YORK STATE OFFICE BULDING-O.G.S.
Classification: Large Quantity Generator

Date form received by agency: 07/08/1999
Site name: NYS OFFICE OF GENERAL SERVICES
Classification: Not a generator, verified

Date form received by agency: 01/27/1998
Site name: UTICA STATE OFFICE BUILDING-O.G.S
Classification: Large Quantity Generator

Date form received by agency: 12/10/1996
Site name: NYS OFFICE OF GENERAL SERVICES
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D007
. Waste name: CHROMIUM

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYR000032995
Facility Status: Not reported
Location Address 1: 207 GENESEE STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000032995
Mailing Name: UTICA STATE OFFICE BUILDING
Mailing Contact: TERRY DOTE
Mailing Address 1: 207 GENESEE STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157932218

NY MANIFEST:
Document ID: MAK7174550
Manifest Status: Not reported
seq: 01
Year: 1999
Trans1 State ID: 5A175
Trans2 State ID: Not reported
Generator Ship Date: 09/09/1999
Trans1 Recv Date: 09/09/1999

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/10/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	NYR000021071
Trans2 EPA ID:	Not reported
TSDF ID 1:	MA5000004713
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	04000
Units:	P - Pounds
Number of Containers:	016
Container Type:	CW - Wooden boxes
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00

Document ID:	MAK7174710
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	5A175
Trans2 State ID:	Not reported
Generator Ship Date:	09/14/1999
Trans1 Recv Date:	09/14/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/16/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	NYR000021071
Trans2 EPA ID:	Not reported
TSDF ID 1:	MA5000004713
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01000
Units:	P - Pounds
Number of Containers:	013
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00

Document ID:	MAK7175600
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	10/05/1999
Trans1 Recv Date:	10/05/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/12/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	NYR00002107
Trans2 EPA ID:	Not reported
TSDF ID 1:	MA5000004713
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01240
Units:	P - Pounds
Number of Containers:	031

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00015
Units:	P - Pounds
Number of Containers:	002
Container Type:	CW - Wooden boxes
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00

Document ID:	MAK7366370
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	PM1040
Trans2 State ID:	SA175
Generator Ship Date:	11/04/1999
Trans1 Recv Date:	11/04/1999
Trans2 Recv Date:	11/04/1999
TSD Site Recv Date:	11/05/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	NYR000002107
TSDF ID 1:	MA5000004713
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	02200
Units:	P - Pounds
Number of Containers:	021
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00010
Units:	P - Pounds
Number of Containers:	002
Container Type:	CW - Wooden boxes
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYG0849825
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	OH044
Trans2 State ID:	Not reported
Generator Ship Date:	09/30/1998
Trans1 Recv Date:	09/30/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/05/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	OHD053576294
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD053576294
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B005 - PCB ARTICLES WITH 500 PPM OR > PCB
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00392
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYB8534205
Manifest Status:	K
seq:	Not reported
Year:	1997

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Trans1 State ID:	77585JNY
Trans2 State ID:	Not reported
Generator Ship Date:	01/03/1997
Trans1 Recv Date:	01/03/1997
Trans2 Recv Date:	/ /
TSD Site Recv Date:	01/06/1997
Part A Recv Date:	01/21/1997
Part B Recv Date:	01/30/1997
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	NYD000708271
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD981182769
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D007 - CHROMIUM 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	03102
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYB8534124
Manifest Status:	C
seq:	Not reported
Year:	1996
Trans1 State ID:	76854JNY
Trans2 State ID:	Not reported
Generator Ship Date:	12/26/1996
Trans1 Recv Date:	12/26/1996
Trans2 Recv Date:	12/27/1996
TSD Site Recv Date:	12/27/1996
Part A Recv Date:	01/21/1997
Part B Recv Date:	01/15/1997
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	NYD000708271
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD981182769
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D007 - CHROMIUM 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	02850
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100

Document ID:	NYB8534115
Manifest Status:	K
seq:	Not reported
Year:	1996
Trans1 State ID:	53526BNY
Trans2 State ID:	Not reported
Generator Ship Date:	12/17/1996
Trans1 Recv Date:	12/17/1996
Trans2 Recv Date:	/ /
TSD Site Recv Date:	12/18/1996
Part A Recv Date:	01/13/1997
Part B Recv Date:	01/13/1997
Generator EPA ID:	NYR000032995
Trans1 EPA ID:	NYD000708271
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD981182769
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D007 - CHROMIUM 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

NYS OFFICE OF GENERAL SERVICES (Continued) **1001124934**

Waste Code:	Not reported
Quantity:	02537
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100

137
North
< 1/8
0.119 mi.
626 ft.

Relative:
Lower

Actual:
422 ft.

INSIGHT HOUSE **NY UST** **U000386554**
500 POTTER AVENUE **N/A**
UTICA, NY 13502

UST:

Id/Status:	6-465771 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480804.57139
UTM Y:	4772656.78375
Site Type:	Other

Affiliation Records:

Site Id:	42517
Affiliation Type:	Facility Owner
Company Name:	ONEIDA COUNTY
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	800 PARK AVENUE
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 798-5000
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42517
Affiliation Type:	Mail Contact
Company Name:	ONEIDA COUNTY SUBSTANCE ABUSE SERVICES
Contact Type:	Not reported
Contact Name:	PAUL F. VITAGLIANO
Address1:	400 RUTGER STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-5168
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT

Remove Watermark Wondershare PDFelement

INSIGHT HOUSE (Continued) **U000386554**

Date Last Modified: 2004-03-04

Site Id: 42517
Affiliation Type: On-Site Operator
Company Name: INSIGHT HOUSE
Contact Type: Not reported
Contact Name: PAUL VITAGLIANO
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 724-5168
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42517
Affiliation Type: Emergency Contact
Company Name: ONEIDA COUNTY
Contact Type: Not reported
Contact Name: PAUL VITAGLIANO
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 724-5168
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 001
Tank ID: 117801
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 8000
Install Date: 12/01/1980
Date Tank Closed: 08/01/1993
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Remove Watermark Wondershare PDFelement

INSIGHT HOUSE (Continued) **U000386554**

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
D02 - Pipe Type - Galvanized Steel
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser

T138 **SMITH PACKAGING CO.** **NY Spills** **S102162291**
ENE **WASHINGTON ST** **N/A**
< 1/8 **UTICA, NY**
0.121 mi.
640 ft. **Site 4 of 4 in cluster T**

Relative:
Lower

Actual:
422 ft.

SPILLS:

Facility ID:	8806375
Facility Type:	ER
DER Facility ID:	172106
Site ID:	207365
DEC Region:	6
Spill Date:	1988-10-31
Spill Number/Closed Date:	8806375 / 1989-08-20
Spill Cause:	Equipment Failure
Spill Class:	Not reported
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1988-10-31
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Fire Department
Cleanup Ceased:	1989-05-08
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1988-11-02
Spill Record Last Update:	1989-08-25
Spiller Name:	Not reported
Spiller Company:	SMITH PACKAGING CO.
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"DPW SANDING"

Material:

Site ID:	207365
Operable Unit ID:	923199
Operable Unit:	01
Material ID:	454720

Remove Watermark Wondershare PDFelement

SMITH PACKAGING CO. (Continued) **S102162291**

Material Code:	0008
Material Name:	diesel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	50.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AB139 **AUTO CLUB OF UTICA** **NY LTANKS** **S100131933**
SW **409 COURT ST** **N/A**
< 1/8 **UTICA, NY**
0.122 mi.
642 ft. **Site 1 of 2 in cluster AB**

Relative:
Higher

Actual:
466 ft.

LTANKS:

Site ID:	258996
Spill Number/Closed Date:	9003071 / 1990-08-20
Spill Date:	1990-06-14
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Not reported
Cleanup Ceased:	1990-07-20
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1990-06-14
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1990-06-20
Spill Record Last Update:	1990-08-22
Spiller Name:	Not reported
Spiller Company:	AUTO CLUB OF UTICA
Spiller Address:	409 COURT STREET
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	211911
DEC Memo:	""
Remarks:	"6/14/90-CONT. SOIL ENCOUNTERED DURING TANK REMOVAL. TANK HAD OVER 20 HOLES UP TO 3/4."

Material:

Site ID:	258996

Remove Watermark Wondershare PDFelement

AUTO CLUB OF UTICA (Continued) **S100131933**

Operable Unit ID:	940946
Operable Unit:	01
Material ID:	437789
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AB140 **EDR Hist Auto** **1015477156**
SW **409 COURT ST** **N/A**
< 1/8 **UTICA, NY 13502**
0.122 mi.
642 ft. **Site 2 of 2 in cluster AB**

Relative:
Higher

Actual:
466 ft.

EDR Historical Auto Stations:

Name:	AUTO CLUB OF UTICA
Year:	2001
Address:	409 COURT ST

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141 **ST. JOSEPH & ST. PATRICK CHURCH** **NY UST** **U001847638**
WNW **702 COLUMBIA STREET** **NY HIST UST** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.130 mi.
685 ft.

Relative:
Higher

Actual:
434 ft.

UST:

Id/Status:	6-393819 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480379.25306
UTM Y:	4772456.54648
Site Type:	Other

Affiliation Records:

Site Id:	41999
Affiliation Type:	Facility Owner
Company Name:	ST. JOSEPH & ST. PATRICK CHURCH
Contact Type:	ADMINISTRATOR
Contact Name:	REV. RICHARD E. DELLOS
Address1:	702 COLUMBIA STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502-3480
Country Code:	001
Phone:	(315) 735-4429

Remove Watermark Wondershare PDFelement

ST. JOSEPH & ST. PATRICK CHURCH (Continued) **U001847638**

EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2007-07-09

Site Id:	41999
Affiliation Type:	Mail Contact
Company Name:	ST. JOSEPH & ST. PATRICK CHURCH
Contact Type:	ADMINISTRATOR
Contact Name:	REV. RICHARD E. DELLOS
Address1:	702 COLUMBIA STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502-3480
Country Code:	001
Phone:	(315) 735-4429
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2007-07-09

Site Id:	41999
Affiliation Type:	On-Site Operator
Company Name:	ST. JOSEPH & ST. PATRICK CHURCH
Contact Type:	Not reported
Contact Name:	ST. JOSEPH & ST PATRICK CHURCH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 735-4429
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41999
Affiliation Type:	Emergency Contact
Company Name:	ST. JOSEPH & ST. PATRICK CHURCH
Contact Type:	Not reported
Contact Name:	REV. DELLOS
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 735-4429
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Remove Watermark Wondershare PDFelement

ST. JOSEPH & ST. PATRICK CHURCH (Continued) **U001847638**

Tank Info:

Tank Number:	1
Tank ID:	116231
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	3000
Install Date:	12/01/1982
Date Tank Closed:	06/15/2007
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	05
Date Test:	04/17/2002
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	CGFREEDM
Last Modified:	07/09/2007

Equipment Records:

D10 - Pipe Type - Copper
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J02 - Dispenser - Suction Dispenser

Tank Number:	2
Tank ID:	116232
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	3000
Install Date:	Not reported
Date Tank Closed:	09/30/2003
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	05
Date Test:	09/01/1992
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground

Remove Watermark Wondershare PDFelement

ST. JOSEPH & ST. PATRICK CHURCH (Continued) **U001847638**

G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D02 - Pipe Type - Galvanized Steel
J02 - Dispenser - Suction Dispenser

HIST UST:

PBS Number:	6-393819
SPDES Number:	Not reported
Emergency Contact:	REV. DONALD HEBERT
Emergency Telephone:	(315) 735-4429
Operator:	ST. JOSEPH & ST PATRICK CHURCH
Operator Telephone:	(315) 735-4429
Owner Name:	ST. JOSEPH & ST. PATRICK CHURCH
Owner Address:	702 COLUMBIA STREET
Owner City,St,Zip:	UTICA, NY 13502-3480
Owner Telephone:	(315) 735-4429
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	ST. JOSEPH & ST. PATRICK CHURCH
Mailing Address:	702 COLUMBIA STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502-3480
Mailing Contact:	REV. DONALD HEBERT
Mailing Telephone:	(315) 735-4429
Owner Mark:	First Owner
Facility Status:	1 - Active PBS facility, i.e. total capacity of the PBS tanks is greater than 1,100 gallons, regardless if Subpart 360-14 tanks exist or not at the facility.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER
Inspected Date:	05/19/1997
Inspector:	JA
Inspection Result:	1
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	09/15/1997
Expiration Date:	07/07/2002
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	6000
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	No Missing Data
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	2

Remove Watermark Wondershare PDFelement

ST. JOSEPH & ST. PATRICK CHURCH (Continued) **U001847638**

Tank Location:	UNDERGROUND
Tank Status:	Temporarily Out Of Service
Install Date:	Not reported
Capacity (gals):	3000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	GALVANIZED STEEL
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Suction
Date Tested:	09/01/1992
Next Test Date:	09/01/1997
Missing Data for Tank:	No Missing Data
Date Closed:	Not reported
Test Method:	Ainlay
Deleted:	False
Updated:	True
Lat/long:	Not reported

AC142 **H K HINELINE CO INC** **RCRA NonGen / NLR** **1000791110**
East **136 HOTEL ST** **FINDS** **NYD987026143**
1/8-1/4 **UTICA, NY 13503** **NY MANIFEST**
0.135 mi. **ECHO**
711 ft. **Site 1 of 2 in cluster AC**

Relative:
Lower

Actual:
426 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	H K HINELINE CO INC
Facility address:	136 HOTEL ST UTICA, NY 13503
EPA ID:	NYD987026143
Mailing address:	PO BOX 401 UTICA, NY 13503
Contact:	THOMAS HINELINE
Contact address:	PO BOX 401 UTICA, NY 13503
Contact country:	US
Contact telephone:	(315) 735-6181
Contact email:	Not reported
EPA Region:	02
Land type:	Private
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	THOMAS HINELINE
Owner/operator address:	PO BOX 401 UTICA, NY 13503
Owner/operator country:	US
Owner/operator telephone:	(315) 735-6181
Legal status:	Private

Remove Watermark Wondershare PDFelement

H K HINELINE CO INC (Continued) **1000791110**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: THOMAS HINELINE
Owner/operator address: PO BOX 401
UTICA, NY 13503
Owner/operator country: US
Owner/operator telephone: (315) 735-6181
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: H K HINELINE CO INC
Classification: Not a generator, verified

Date form received by agency: 02/02/1994
Site name: H.K. HINELINE CO., INC.
Classification: Large Quantity Generator

Date form received by agency: 01/21/1993
Site name: H K HINELINE CO INC
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 07/30/1997
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported

Remove Watermark Wondershare PDFelement

H K HINELINE CO INC (Continued) **1000791110**

Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Registry ID: 110004499953

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYD987026143
Facility Status: Not reported
Location Address 1: P O BOX 401 136 HOTEL ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13503
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD987026143
Mailing Name: H K HINELINE
Mailing Contact: R H PLUMLEYJR
Mailing Address 1: P O BOX 401 136 HOTEL ST
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13503
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157356181

NY MANIFEST:
Document ID: NJA1498278
Manifest Status: C
seq: Not reported
Year: 1993
Trans1 State ID: NJDEPS500
Trans2 State ID: NJDEPS500
Generator Ship Date: 01/25/1993
Trans1 Recv Date: 01/25/1993
Trans2 Recv Date: 01/26/1993
TSD Site Recv Date: 01/29/1993
Part A Recv Date: 02/02/1993
Part B Recv Date: 02/12/1993
Generator EPA ID: NYD987026143
Trans1 EPA ID: NYD980761191

Remove Watermark Wondershare PDFelement

H K HINELINE CO INC (Continued) **1000791110**

Trans2 EPA ID:	NYD980761191
TSDF ID 1:	NJD002200046
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00600
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00005
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001

Remove Watermark Wondershare PDFelement

H K HINELINE CO INC (Continued) **1000791110**

Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Document ID:	NJA1498290
Manifest Status:	C
seq:	Not reported
Year:	1993
Trans1 State ID:	NJDEPES50
Trans2 State ID:	NJDEPES50
Generator Ship Date:	03/02/1993
Trans1 Recv Date:	03/02/1993
Trans2 Recv Date:	03/04/1993
TSD Site Recv Date:	03/04/1993
Part A Recv Date:	03/18/1993
Part B Recv Date:	03/15/1993
Generator EPA ID:	NYD987026143
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	NYD980761191
TSDF ID 1:	NJD002200046
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	U051 - CREOSOTE
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00085
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NJA1498269
Manifest Status:	C
seq:	Not reported
Year:	1993
Trans1 State ID:	NJDEPS500
Trans2 State ID:	NJDEPS500
Generator Ship Date:	01/25/1993
Trans1 Recv Date:	01/25/1993
Trans2 Recv Date:	01/26/1993
TSD Site Recv Date:	01/29/1993
Part A Recv Date:	02/02/1993

Remove Watermark Wondershare PDFelement

H K HINELINE CO INC (Continued) **1000791110**

Part B Recv Date:	02/12/1993
Generator EPA ID:	NYD987026143
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	NYD980761191
TSDF ID 1:	NJD002200046
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D003 - NON-LISTED REACTIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00085
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00150
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	100

ECHO:

Envid:	1000791110
Registry ID:	110004499953
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004499953

Remove Watermark Wondershare PDFelement

143
WNW
1/8-1/4
0.137 mi.
721 ft.

Relative:
Higher

Actual:
431 ft.

E J KUPIEC
OLD RTE 12
DEERFIELD, NY 13304

RCRA NonGen / NLR

1000121509
NYD980664510

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	E J KUPIEC
Facility address:	OLD RTE 12 DEERFIELD, NY 13304
EPA ID:	NYD980664510
Mailing address:	LAFAYETTE ST UTICA, NY 13502
Contact:	EDWARD KUPIEC JR
Contact address:	LAFAYETTE ST UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 896-2993
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	EDWARD J KUPIEC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	EDWARD J KUPIEC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

Remove Watermark Wondershare PDFelement

E J KUPIEC (Continued) **1000121509**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: E J KUPIEC
Classification: Not a generator, verified

Date form received by agency: 02/22/1983
Site name: E J KUPIEC
Classification: Unverified

Violation Status: No violations found

AD144 **13 ELIZABETH STREET** **NY LTANKS S102619412**
SE **13 ELIZABETH STREET** **NY ERP N/A**
1/8-1/4 **UTICA, NY 13502**
0.138 mi.
728 ft. **Site 1 of 2 in cluster AD**

Relative:
Higher

Actual:
450 ft.

LTANKS:
Site ID: 104507
Spill Number/Closed Date: 9701782 / 1999-11-24
Spill Date: 1997-05-10
Spill Cause: Tank Failure
Spill Source: Institutional, Educational, Gov., Other
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 1999-09-02
Cleanup Meets Standard: True
SWIS: 3300
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 1997-05-10
CID: 323
Water Affected: Not reported
Spill Notifier: Other
Last Inspection: 1999-09-02
Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1997-05-10
Spill Record Last Update: 1999-12-01
Spiller Name: JONEEN MATTHEWS
Spiller Company: CITY OF UTICA
Spiller Address: 1 KENNEDY PLAZA
Spiller City,St,Zip: UTICA, NY 13502-
Spiller County: 001
Spiller Contact: GENE SANTA CROCE
Spiller Phone: (315) 792-0152
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 92324
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 05/12/97: VISIT EXCAVATION WITH D.J., OBSERVED FREE PRODUCT IN PIT. D.J. EXPLAINED OPTIONS TO CITY OFFICIALS. CITY WILL HAVE CERTIFIED ENVIRONMENTAL SERVICES ON SITE LATER TODAY (JA). 05/19/98:

Remove Watermark Wondershare PDFelement

13 ELIZABETH STREET (Continued) **S102619412**

Remarks: REVIEWED GWR DATED 1/21/98 & SENT LETTER TO CONTINUE QUARTERLY MONITORING & FOR SOIL DISPOSAL RECEIPTS (DJ). 11/24/99: REVIEWED GW REPORTS FOR 1998-1999 - ALL SAMPLE RESULTS ND EXCEPT FOR ONE MTBE - BELOW GUIDANCE VALUES. AGREE WITH RECOMMENDATION TO CLOSE (DJ). " "DURING TANK REMOVAL, CONTAMINATED SOIL WAS FOUND. "

Material:

Site ID:	104507
Operable Unit ID:	1047809
Operable Unit:	01
Material ID:	338324
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

ERP:

Site Code:	57229
Program:	ERP
HW Code:	B00064
Site Class:	N
Class N:	N
SWIS:	3316
Region:	6
Town:	Utica (c)
Acres:	1
Record Added:	10/29/2003
Record Updated:	07/18/2007
Updated By:	PRTAYLOR
Site Description:	The property is described as a 1.0-acre downtown site. The City of Utica had submitted an application for ERP funding for this site but the application was subsequently withdrawn.
Env Problem:	Not reported
Health Problem:	Not reported

AD145 **GRACE CHURCH** **NY UST** **U000415304**
SE **6 ELIZABETH STREET** **N/A**
1/8-1/4 **UTICA, NY 13501**
0.141 mi.
745 ft. **Site 2 of 2 in cluster AD**

Relative:
Higher

Actual:
452 ft.

UST:

Id/Status:	6-493007 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481192.20351

Remove Watermark Wondershare PDFelement

GRACE CHURCH (Continued) **U000415304**

UTM Y: 4772093.67383
Site Type: Unknown

Affiliation Records:

Site Id: 42596
Affiliation Type: Facility Owner
Company Name: GRACE CHURCH
Contact Type: Not reported
Contact Name: Not reported
Address1: 6 ELIZABETH ST.
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13501
Country Code: 001
Phone: (315) 733-7575
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42596
Affiliation Type: Mail Contact
Company Name: GRACE CHURCH
Contact Type: Not reported
Contact Name: Not reported
Address1: 6 ELIZABETH ST.
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13501
Country Code: 001
Phone: (315) 733-7575
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42596
Affiliation Type: On-Site Operator
Company Name: GRACE CHURCH
Contact Type: Not reported
Contact Name: GRACE CHURCH
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 733-7575
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42596
Affiliation Type: Emergency Contact
Company Name: GRACE CHURCH

Remove Watermark Wondershare PDFelement

GRACE CHURCH (Continued) **U000415304**

Contact Type:	Not reported
Contact Name:	REV. JAMES J. CARDONE, JR.
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 733-4491
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	119203
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	3000
Install Date:	12/01/1947
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G99 - Tank Secondary Containment - Other
I00 - Overfill - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	002
Tank ID:	119204
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	3000
Install Date:	12/01/1947
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel

Remove Watermark Wondershare PDFelement

GRACE CHURCH (Continued) **U000415304**

Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G99 - Tank Secondary Containment - Other
I00 - Overfill - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

AE146 **FORT SCHUYLER CLUB** **NY LTANKS** **U000386657**
South **254 GENESEE STREET** **NY UST** **N/A**
1/8-1/4 **UTICA, NY 13502** **NY HIST UST**
0.142 mi.
748 ft. **Site 1 of 3 in cluster AE**

Relative:
Higher

Actual:
477 ft.

LTANKS:

Site ID: 326111
Spill Number/Closed Date: 8907011 / 2003-04-15
Spill Date: 1989-10-16
Spill Cause: Tank Failure
Spill Source: Commercial/Industrial
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: Not reported
Cleanup Meets Standard: False
SWIS: 3316
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 1989-10-16
CID: Not reported
Water Affected: Not reported
Spill Notifier: DEC
Last Inspection: Not reported
Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1989-10-21
Spill Record Last Update: 2004-11-22
Spiller Name: Not reported
Spiller Company: FORT SCHUYLER CLUB
Spiller Address: 254 GENESEE ST.
Spiller City,St,Zip: UTICA, NY 13502
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6

Remove Watermark Wondershare PDFelement

FORT SCHUYLER CLUB (Continued) **U000386657**

DER Facility ID: 262707
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 10/17/89: INSPECTED TANK/MANY HOLES/SOME ON EACH END 2 X8 /SOME IN MIDDLE BOTTOM/PHOTOS TAKEN/(NC). 10/18/89: CONTAMINATED SOIL (24 YDS.) DISPOSED OF (JM). 11/08/89: SOIL DISPOSAL PAPERWORK SUBMITTED (JM). 01/10/91: FOLLOW-UP LETTER SENT. (HM). 04/15/2003: REVIEWED FILE. ADDITIONAL SOIL EXCAVATED NOV. 1, 1996. (DUG TO PROPERTY LINE AND BEDROCK). 125.55T DISPOSED OF @ ALBANY CO. LANDFILL. MINOR GW IMPACTS, SIDEWALL SAMPLES EXCEED GUIDANCE. CLOSED (DJ). "
Remarks: "CONTAMINATED SOIL ENCOUNTERED DURING EXCAVATION"

Material:
Site ID: 326111
Operable Unit ID: 934778
Operable Unit: 01
Material ID: 443818
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Pounds
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

UST:
Id/Status: 6-495085 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 480874.80214
UTM Y: 4771905.54695
Site Type: Unknown

Affiliation Records:
Site Id: 42623
Affiliation Type: Facility Owner
Company Name: FORT SCHUYLER CLUB
Contact Type: Not reported
Contact Name: Not reported
Address1: 254 GENESEE STREET
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 797-0170
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT

Remove Watermark Wondershare PDFelement

FORT SCHUYLER CLUB (Continued) **U000386657**

Date Last Modified: 2004-03-04

Site Id: 42623
Affiliation Type: Mail Contact
Company Name: FORT SCHUYLER CLUB
Contact Type: Not reported
Contact Name: Not reported
Address1: 254 GENESEE STREET
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 797-0170
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42623
Affiliation Type: On-Site Operator
Company Name: FORT SCHUYLER CLUB
Contact Type: Not reported
Contact Name: JIM DAY
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 797-0170
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42623
Affiliation Type: Emergency Contact
Company Name: FORT SCHUYLER CLUB
Contact Type: Not reported
Contact Name: JIM DAY
Address1: Not reported
Address2: Not reported
City: Not reported
State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 797-0170
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 001
Tank ID: 119224

Remove Watermark Wondershare PDFelement

FORT SCHUYLER CLUB (Continued) **U000386657**

Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1500
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
C00 - Pipe Location - No Piping
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number:	6-495085
SPDES Number:	Not reported
Emergency Contact:	JIM DAY
Emergency Telephone:	(315) 732-1958
Operator:	JIM DAY
Operator Telephone:	(315) 797-0170
Owner Name:	FORT SCHUYLER CLUB
Owner Address:	254 GENESEE STREET
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 797-0170
Owner Type:	Not reported
Owner Subtype:	Not reported
Mailing Name:	FORT SCHUYLER CLUB
Mailing Address:	254 GENESEE STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	Not reported
Mailing Telephone:	(315) 797-0170
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported

Remove Watermark Wondershare PDFelement

FORT SCHUYLER CLUB (Continued) **U000386657**

Federal ID:	Not reported
Certification Flag:	False
Certification Date:	Not reported
Expiration Date:	11/03/1994
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	Minor Data Missing
Tank Screen:	Minor Data Missing
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1500
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Gravity
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

147
ENE
1/8-1/4
0.143 mi.
753 ft.

WASHINGTON COURTS APARTMENTS
200 WHITESBORO STREET
UTICA, NY 13502

US BROWNFIELDS **1000446924**
RCRA NonGen / NLR **NYD986909133**
FINDS
NY MANIFEST
ECHO

Relative:
Lower

Actual:
421 ft.

US BROWNFIELDS:

Recipient name:	Utica, City of
Grant type:	Assessment
Property name:	WASHINGTON COURTS APARTMENTS
Property #:	Not reported
Parcel size:	7.21
Property Description:	Property has been the site of the Washington Courts housing complex for the past 50 years.

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Latitude:	43.105328
Longitude:	-75.229988
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	21321
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	21186.34
Assessment funding source:	US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase II Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	99290601
Ownership entity:	Government
Current owner:	Utica Municipal Housing Authority
Did owner change:	N
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	N
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Past Use: Multistory	Not reported
Recipient name:	Utica, City of
Grant type:	Assessment
Property name:	WASHINGTON COURTS APARTMENTS
Property #:	Not reported
Parcel size:	7.21
Property Description:	Property has been the site of the Washington Courts housing complex for the past 50 years.
Latitude:	43.105328
Longitude:	-75.229988
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	21321
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	21186.34
Assessment funding source:	US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	0
Cooperative agreement #:	99290601
Ownership entity:	Government
Current owner:	Utica Municipal Housing Authority
Did owner change:	N
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	N
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Selenium contaminant found: Not reported
SVOCs contaminant found: Not reported
Unknown contaminant found: Not reported
Future Use: Multistory Not reported
Media affected Bluiding Material: Not reported
Media affected indoor air: Not reported
Building material media cleaned up: Not reported
Indoor air media cleaned up: Not reported
Unknown media cleaned up: Not reported
Past Use: Multistory Not reported

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: MUNICIPAL HOUSING AUTH-WASHINGTON COURTS
Facility address: 200 WHITESBORO ST
UTICA, NY 135023534
EPA ID: NYD986909133
Mailing address: SECOND ST
UTICA, NY 13501
Contact: Not reported
Contact address: SECOND ST
UTICA, NY 13501
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: MUNICIPAL HOUSING AUTH UTICA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MUNICIPAL HOUSING AUTH UTICA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, WY 99999
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: MUNICIPAL HOUSING AUTH-WASHINGTON COURTS
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: MUNICIPAL HOUSING AUTH-WASHINGTON COURTS
Classification: Not a generator, verified

Date form received by agency: 08/07/1990
Site name: MUNICIPAL HOUSING AUTH-WASHINGTON COURTS
Classification: Small Quantity Generator

. Waste code: X002
. Waste name: POLYCHLORINATED BIPHENOLS (PCBs)

Violation Status: No violations found

FINDS:

Registry ID: 110004451129

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110038697185

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

NY MANIFEST:
Country: USA
EPA ID: NYD986909133
Facility Status: Not reported
Location Address 1: WHITESBORO STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYD986909133
Mailing Name:	WASHINGTON COURT
Mailing Contact:	DAN DANIELS
Mailing Address 1:	WHITESBORO STREET
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157338577

NY MANIFEST:

Document ID:	MAC8849450
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	MA52196
Trans2 State ID:	Not reported
Generator Ship Date:	08/30/1990
Trans1 Recv Date:	08/30/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/31/1990
Part A Recv Date:	11/07/1990
Part B Recv Date:	09/18/1990
Generator EPA ID:	NYD986909133
Trans1 EPA ID:	MAD039322250
Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD053452637
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B004 - PCB ARTICLES WITH 50 PPM BUT < 500 PPM
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00487
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	002

Remove Watermark Wondershare PDFelement

WASHINGTON COURTS APARTMENTS (Continued) **1000446924**

Container Type: CM - Metal boxes, cases, roll-offs
Handling Method: L Landfill.
Specific Gravity: 100

ECHO:
Envid: 1000446924
Registry ID: 110038697185
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110038697185

Envid: 1000446924
Registry ID: 110004451129
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004451129

AF148 **108 SENECA ST.** **US BROWNFIELDS** **1012081732**
ENE **108 SENECA ST.** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.145 mi.
763 ft. **Site 1 of 2 in cluster AF**

Relative:
Lower

Actual:
422 ft.

US BROWNFIELDS:
Recipient name: R2 TBA (STAG Funded)
Grant type: TBA
Property name: 108 SENECA ST.
Property #: 318.43-1-1-11/12/13/14/15/16 (6 parcels)
Parcel size: .27
Property Description: Dwelling (in the 1880s), a restaurant (1950s), and an auto repair facility (1970s) have existed on the currently vacant property. There have been numerous past owners.
Latitude: 43.104855
Longitude: -75.22898
HCM label: Not reported
Map scale: NY GIS web
Point of reference: Center of a Facility or Station
Datum: North American Datum of 1983
ACRES property ID: 55781
Start date: Not reported
Completed date: Not reported
Acres cleaned up: Not reported
Cleanup funding: Not reported
Cleanup funding source: Not reported
Assessment funding: 12472
Assessment funding source: US EPA - TBA Funding
Redevelopment funding: Not reported
Redev. funding source: Not reported
Redev. funding entity name: Not reported
Redevelopment start date: Not reported
Assessment funding entity: Not reported
Cleanup funding entity: Not reported
Grant type: Hazardous
Accomplishment type: Phase I Environmental Assessment
Accomplishment count: 1
Cooperative agreement #: n/a
Ownership entity: Government
Current owner: City of Utica, NY
Did owner change: N
Cleanup required: Unknown

Remove Watermark Wondershare PDFelement

108 SENECA ST. (Continued) **1012081732**

Video available:	No
Photo available:	Yes
Institutional controls required:	U
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Not reported
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Y
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	.14
Past use commercial acreage:	.13
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported

Remove Watermark Wondershare PDFelement

108 SENECA ST. (Continued) **1012081732**

Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Y
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported

AC149 **FISHER AUTO PARTS WHSE.** **NY UST** **U003127316**
East **130 HOTEL STREET** **NY HIST UST** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.150 mi.
792 ft. **Site 2 of 2 in cluster AC**

Relative:
Lower

Actual:
424 ft.

UST:

Id/Status:	6-600602 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481411.74396
UTM Y:	4772389.02363
Site Type:	Other

Affiliation Records:

Site Id:	43425
Affiliation Type:	Facility Owner
Company Name:	FISHER AUTO PARTS WHSE.
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	130 HOTEL STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS WHSE. (Continued) **U003127316**

Country Code:	001
Phone:	(315) 732-1174
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43425
Affiliation Type:	Mail Contact
Company Name:	FISHER AUTO PARTS WHSE.
Contact Type:	Not reported
Contact Name:	WALT KRESA
Address1:	130 HOTEL STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 732-1174
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43425
Affiliation Type:	On-Site Operator
Company Name:	FISHER AUTO PARTS WHSE.
Contact Type:	Not reported
Contact Name:	WALT KRESA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-1174
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43425
Affiliation Type:	Emergency Contact
Company Name:	FISHER AUTO PARTS WHSE.
Contact Type:	Not reported
Contact Name:	WALT KRESA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-1174
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS WHSE. (Continued) **U003127316**

Tank Info:

Tank Number:	1
Tank ID:	123208
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	Not reported
Date Tank Closed:	08/01/1996
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

I00 - Overfill - None
A00 - Tank Internal Protection - None
G01 - Tank Secondary Containment - Diking (Aboveground)
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C01 - Pipe Location - Aboveground
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number:	6-600602
SPDES Number:	Not reported
Emergency Contact:	WALT KRESA
Emergency Telephone:	(315) 732-1174
Operator:	WALT KRESA
Operator Telephone:	(315) 732-1174
Owner Name:	FISHER AUTO PARTS WHSE.
Owner Address:	130 HOTEL STREET
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 732-1174
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	FISHER AUTO PARTS WHSE.
Mailing Address:	130 HOTEL STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	WALT KRESA
Mailing Telephone:	(315) 732-1174
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported

Remove Watermark Wondershare PDFelement

FISHER AUTO PARTS WHSE. (Continued) **U003127316**

Facility Type:	OTHER
Inspected Date:	06/26/1996
Inspector:	DP
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	08/07/1996
Expiration Date:	08/07/2001
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	2000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Aboveground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	8
Leak Detection:	None
Overfill Prot:	None
Dispenser:	0
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	08/01/1996
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

AF150 **UTICA ECONOMY GAS STATIONS INC** **NY UST** **U000386260**
ENE **109 WHITESBORO STREET** **NY HIST UST** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.166 mi.
876 ft. **Site 2 of 2 in cluster AF**

Relative:
Lower

Actual:
421 ft.

UST:

Id/Status:	6-416878 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481449.05121
UTM Y:	4772493.19918
Site Type:	Unknown

Affiliation Records:

Site Id:	42080
Affiliation Type:	Facility Owner
Company Name:	M & W REALTY
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	105 WASHINGTON ST
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42080
Affiliation Type:	Mail Contact
Company Name:	M & W REALTY
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	105 WASHINGTON ST
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 732-5125
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42080
Affiliation Type:	On-Site Operator
Company Name:	UTICA ECONOMY GAS STATIONS INC
Contact Type:	Not reported
Contact Name:	ENRICO BRINDISI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

Zip Code:	Not reported
Country Code:	001
Phone:	(315) 735-4873
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42080
Affiliation Type:	Emergency Contact
Company Name:	M & W REALTY
Contact Type:	Not reported
Contact Name:	ENRICO BRINDISI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 735-4873
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	118982
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	6000
Install Date:	04/01/1980
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

Tank Number:	002
Tank ID:	118983
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

I00 - Overfill - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	003
Tank ID:	118984
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

I00 - Overfill - None
G00 - Tank Secondary Containment - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	004
Tank ID:	118985
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Number:	005
Tank ID:	118986
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

Equipment Records:

I00 - Overfill - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	006
Tank ID:	118987
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	6000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0008
Common Name of Substance:	Diesel
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	007
Tank ID:	118981
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	9999
Common Name of Substance:	Other

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

I00 - Overfill - None
G00 - Tank Secondary Containment - None
A00 - Tank Internal Protection - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number: 6-416878
SPDES Number: Not reported
Emergency Contact: ENRICO BRINDISI
Emergency Telephone: (315) 735-4873
Operator: ENRICO BRINDISI
Operator Telephone: (315) 735-4873
Owner Name: M & W REALTY
Owner Address: 105 WASHINGTON ST
Owner City,St,Zip: UTICA, NY 13502
Owner Telephone: (315) 732-5125
Owner Type: Not reported
Owner Subtype: Not reported
Mailing Name: M & W REALTY
Mailing Address: 105 WASHINGTON ST
Mailing Address 2: Not reported
Mailing City,St,Zip: UTICA, NY 13502
Mailing Contact: Not reported
Mailing Telephone: (315) 732-5125
Owner Mark: First Owner
Facility Status: 2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2: Not reported
SWIS ID: 3016
Old PBS Number: Not reported
Facility Type: Not reported
Inspected Date: Not reported
Inspector: Not reported
Inspection Result: Not reported
Federal ID: Not reported
Certification Flag: False
Certification Date: 11/16/1987
Expiration Date: 11/16/1992
Renew Flag: False
Renewal Date: Not reported
Total Capacity: 0
FAMT: True
Facility Screen: Minor Data Missing
Owner Screen: Minor Data Missing

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

Tank Screen:	Minor Data Missing
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	002
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	003
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	004
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	005
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

UTICA ECONOMY GAS STATIONS INC (Continued) **U000386260**

Tank Id:	006
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	6000
Product Stored:	DIESEL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	007
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	UNKNOWN
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

151
SSE
1/8-1/4
0.167 mi.
880 ft.

MAYRO BUILDING
239 GENESEE STREET
UTICA, NY 13501

NY LTANKS
NY UST
NY HIST UST

U002170629
N/A

Relative:
Higher

Actual:
482 ft.

LTANKS:

Site ID:	239922
Spill Number/Closed Date:	9504204 / 2000-08-09
Spill Date:	1995-07-07
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	2000-07-05
Cleanup Meets Standard:	False
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1995-07-07
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	2000-05-15
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1995-07-11
Spill Record Last Update:	2000-12-28
Spiller Name:	MICHAEL UNGER
Spiller Company:	BARAKA REALTY COMPANY
Spiller Address:	1000 PENNSYLVANIA AVE.
Spiller City,St,Zip:	BROOKLYN, NY 11207
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	197355
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 10/12/95: This is additional information about material spilled from the translation of the old spill file: UFO. 05/15/2000: J. ALSANTE INPECTED EXCAVATION OF CONTAMINATED SOIL FROM FORMER TANK PIT (DJ). 08/08/2000: REVIEWED POST-EXCAVTION REMEDIAL REPORT. MINOR AMOUNT OF CONTAMINATION LEFT UNDER BUILDING FOUNDATION. RECEIVED RECEIPTS FOR 166T OF CONTAMINATED SOIL TO THE AUBURN LANDFILL (DJ). 08/09/2000: SENT CLOSURE LETTER (DJ). 05/15/2000: EXCAVATED & STAGED ON 150 YD SOIL FROM FORMER TANK PIT. JA INSPECTED (DJ). 06/02/2000: SENT SOIL & SAR LETTER (DJ). "
Remarks:	"DIRT LEFT THERE - TANK REMOVED"

Material:

Site ID:	239922
Operable Unit ID:	1018666
Operable Unit:	01
Material ID:	365705
Material Code:	0002A
Material Name:	#4 fuel oil
Case No.:	Not reported

Remove Watermark Wondershare PDFelement

MAYRO BUILDING (Continued) **U002170629**

Material FA: Petroleum
Quantity: .00
Units: Pounds
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 239922
Spill Tank Test: 1543985
Tank Number: 001
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

UST:
Id/Status: 6-600419 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 480994.28022
UTM Y: 4771969.84492
Site Type: Other

Affiliation Records:
Site Id: 43242
Affiliation Type: Facility Owner
Company Name: BARAKA REALTY CO.
Contact Type: Not reported
Contact Name: Not reported
Address1: 1000 PENNSYLVANIA AVENUE
Address2: Not reported
City: BROOKLYN
State: NY
Zip Code: 11207
Country Code: 001
Phone: (718) 485-3682
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 43242
Affiliation Type: Mail Contact
Company Name: MAVERICK MANAGEMENT CORP.
Contact Type: Not reported
Contact Name: BARAKA REALTY CO.
Address1: 1000 PENNSYLVANIA AVE
Address2: Not reported
City: BROOKLYN
State: NY

Remove Watermark Wondershare PDFelement

MAYRO BUILDING (Continued) **U002170629**

Zip Code:	11207
Country Code:	001
Phone:	(718) 485-3682
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43242
Affiliation Type:	On-Site Operator
Company Name:	MAYRO BUILDING
Contact Type:	Not reported
Contact Name:	TANK NON-OPERATIONAL
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-5274
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43242
Affiliation Type:	Emergency Contact
Company Name:	BARAKA REALTY CO.
Contact Type:	Not reported
Contact Name:	JIM HISERTA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 798-0528
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	121768
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	15000
Install Date:	Not reported
Date Tank Closed:	07/01/1995
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Remove Watermark Wondershare PDFelement

MAYRO BUILDING (Continued) **U002170629**

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
J00 - Dispenser - None
H00 - Tank Leak Detection - None
D00 - Pipe Type - No Piping

HIST UST:

PBS Number: 6-600419
SPDES Number: Not reported
Emergency Contact: JIM HISERTA
Emergency Telephone: (315) 798-0528
Operator: TANK NON-OPERATIONAL
Operator Telephone: (315) 724-5274
Owner Name: BARAKA REALTY CO.
Owner Address: 1000 PENNSYLVANIA AVENUE
Owner City,St,Zip: BROOKLYN, NY 11207
Owner Telephone: (718) 485-3682
Owner Type: Corporate/Commercial
Owner Subtype: Not reported
Mailing Name: MAVERICK MANAGEMENT CORP.
Mailing Address: 1000 PENNSYLVANIA AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: BROOKLYN, NY 11207
Mailing Contact: BARAKA REALTY CO.
Mailing Telephone: (718) 485-3682
Owner Mark: First Owner
Facility Status: 2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2: Not reported
SWIS ID: 3016
Old PBS Number: Not reported
Facility Type: OTHER
Inspected Date: 02/02/1995
Inspector: DP
Inspection Result: Not reported
Federal ID: Not reported
Certification Flag: False
Certification Date: 03/10/1995
Expiration Date: 03/07/2000
Renew Flag: False
Renewal Date: Not reported
Total Capacity: 0
FAMT: True
Facility Screen: No Missing Data
Owner Screen: No Missing Data

Remove Watermark Wondershare PDFelement

MAYRO BUILDING (Continued) **U002170629**

Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	15000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	Not reported
Leak Detection:	Not reported
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	07/01/1995
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

152
WSW
1/8-1/4
0.167 mi.
884 ft.

DINO'S **NY LTANKS** **U001847682**
601 COURT STREET **NY UST** **N/A**
UTICA, NY 13502 **NY HIST UST**

Relative:
Higher

Actual:
442 ft.

LTANKS:

Site ID:	128879
Spill Number/Closed Date:	8702791 / 1997-05-28
Spill Date:	1987-07-08
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1997-05-28
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1987-07-08
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	1987-07-08

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1987-07-14
Spill Record Last Update: 1997-05-30
Spiller Name: Not reported
Spiller Company: W. GLENN SEDAM, INC.
Spiller Address: 2 SO. CENTER ST
Spiller City,St,Zip: PERRY, NY 14530
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 111140
DEC Memo: ""
Remarks: ""

Material:
Site ID: 128879
Operable Unit ID: 906954
Operable Unit: 01
Material ID: 469051
Material Code: 0022
Material Name: waste oil/used oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Pounds
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

UST:
Id/Status: 6-419060 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 480366.34879
UTM Y: 4772157.18941
Site Type: Unknown

Affiliation Records:
Site Id: 42109
Affiliation Type: Facility Owner
Company Name: W GLEN SEDAM INC
Contact Type: Not reported
Contact Name: Not reported
Address1: 2 SO CENTER ST
Address2: Not reported
City: PERRY
State: NY

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

Zip Code:	14530
Country Code:	001
Phone:	(716) 237-2124
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42109
Affiliation Type:	Mail Contact
Company Name:	W GLEN SEDAM INC
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	2 SO CENTER ST
Address2:	Not reported
City:	PERRY
State:	NY
Zip Code:	14530
Country Code:	001
Phone:	(716) 237-2124
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42109
Affiliation Type:	On-Site Operator
Company Name:	DINOS
Contact Type:	Not reported
Contact Name:	W GLEN SEDAM INC
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 732-1566
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42109
Affiliation Type:	Emergency Contact
Company Name:	W GLEN SEDAM INC
Contact Type:	Not reported
Contact Name:	JOHN R MILLER
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(716) 237-2435
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 001
Tank ID: 119002
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

I00 - Overfill - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser
D00 - Pipe Type - No Piping

Tank Number: 002
Tank ID: 119003
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

I00 - Overfill - None
A00 - Tank Internal Protection - None
C00 - Pipe Location - No Piping
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

Tank Number:	003
Tank ID:	119004
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

I00 - Overfill - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser
D00 - Pipe Type - No Piping

Tank Number:	004
Tank ID:	119005
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	9999
Common Name of Substance:	Other
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
C00 - Pipe Location - No Piping
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

Tank Number: 005
Tank ID: 119006
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 1000
Install Date: Not reported
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 9999
Common Name of Substance: Other

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

HIST UST:
PBS Number: 6-419060
SPDES Number: Not reported
Emergency Contact: JOHN R MILLER
Emergency Telephone: (716) 237-2435
Operator: W GLEN SEDAM INC
Operator Telephone: (315) 732-1566
Owner Name: W GLEN SEDAM INC
Owner Address: 2 SO CENTER ST
Owner City,St,Zip: PERRY, NY 14530
Owner Telephone: (716) 237-2124

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

Owner Type:	Not reported
Owner Subtype:	Not reported
Mailing Name:	W GLEN SEDAM INC
Mailing Address:	2 SO CENTER ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	PERRY, NY 14530
Mailing Contact:	Not reported
Mailing Telephone:	(716) 237-2124
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	Not reported
Expiration Date:	05/27/1992
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

Test Method: Not reported
Deleted: False
Updated: False
Lat/long: Not reported

Tank Id: 002
Tank Location: UNDERGROUND
Tank Status: Closed Before April 1, 1991
Install Date: Not reported
Capacity (gals): 4000
Product Stored: LEADED GASOLINE
Tank Type: Steel/carbon steel
Tank Internal: Not reported
Tank External: Not reported
Pipe Location: Not reported
Pipe Type: Not reported
Pipe Internal: Not reported
Pipe External: Not reported
Second Containment: None
Leak Detection: None
Overfill Prot: Not reported
Dispenser: Suction
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: Not reported
Test Method: Not reported
Deleted: False
Updated: False
Lat/long: Not reported

Tank Id: 003
Tank Location: UNDERGROUND
Tank Status: Closed Before April 1, 1991
Install Date: Not reported
Capacity (gals): 4000
Product Stored: LEADED GASOLINE
Tank Type: Steel/carbon steel
Tank Internal: Not reported
Tank External: Not reported
Pipe Location: Not reported
Pipe Type: Not reported
Pipe Internal: Not reported
Pipe External: Not reported
Second Containment: None
Leak Detection: None
Overfill Prot: Not reported
Dispenser: Suction
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: Not reported
Test Method: Not reported
Deleted: False
Updated: False

Remove Watermark Wondershare PDFelement

DINO'S (Continued) **U001847682**

Lat/long: Not reported

Tank Id: 004
Tank Location: UNDERGROUND
Tank Status: Closed Before April 1, 1991
Install Date: Not reported
Capacity (gals): 1000
Product Stored: UNKNOWN
Tank Type: Steel/carbon steel
Tank Internal: Not reported
Tank External: Not reported
Pipe Location: Not reported
Pipe Type: Not reported
Pipe Internal: Not reported
Pipe External: Not reported
Second Containment: None
Leak Detection: None
Overfill Prot: Not reported
Dispenser: Suction
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: Not reported
Test Method: Not reported
Deleted: False
Updated: False
Lat/long: Not reported

Tank Id: 005
Tank Location: UNDERGROUND
Tank Status: Closed Before April 1, 1991
Install Date: Not reported
Capacity (gals): 1000
Product Stored: UNKNOWN
Tank Type: Steel/carbon steel
Tank Internal: Not reported
Tank External: Not reported
Pipe Location: Not reported
Pipe Type: Not reported
Pipe Internal: Not reported
Pipe External: Not reported
Second Containment: None
Leak Detection: None
Overfill Prot: Not reported
Dispenser: Suction
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: Minor Data Missing
Date Closed: Not reported
Test Method: Not reported
Deleted: False
Updated: False
Lat/long: Not reported

Remove Watermark Wondershare PDFelement

153 West 1/8-1/4 0.169 mi. 894 ft.

TS AUTOBODY REPAIR & TOWING
630 VARICK ST
UTICA, NY 13502

RCRA NonGen / NLR
FINDS
NY MANIFEST
ECHO

1004756934
NYD982718181

Relative: Higher

Actual: 435 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	TS AUTOBODY REPAIR & TOWING
Facility address:	630 VARICK ST UTICA, NY 13502
EPA ID:	NYD982718181
Mailing address:	VARICK ST UTICA, NY 13502
Contact:	Not reported
Contact address:	VARICK ST UTICA, NY 13502
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	WALT ZYLKA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	WALT ZYLKA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

Remove Watermark Wondershare PDFelement

TS AUTOBODY REPAIR & TOWING (Continued) **1004756934**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: TS AUTOBODY REPAIR & TOWING
Classification: Not a generator, verified

Date form received by agency: 04/27/1995
Site name: TS AUTOBODY REPAIR & TOWING
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: NONE
. Waste name: None

Date form received by agency: 11/28/1988
Site name: TS AUTOBODY REPAIR & TOWING
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005

Remove Watermark Wondershare PDFelement

TS AUTOBODY REPAIR & TOWING (Continued) **1004756934**

. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110004426023

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYD982718181
Facility Status: Not reported
Location Address 1: 630 VARICK STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD982718181
Mailing Name: T'S AUTO BODY REPAIR
Mailing Contact: JOE
Mailing Address 1: 630 VARICK STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13502
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157332627

NY MANIFEST:
Document ID: NYB1413594
Manifest Status: K
seq: Not reported
Year: 1990
Trans1 State ID: P48760IL
Trans2 State ID: Not reported
Generator Ship Date: 06/28/1990

Remove Watermark Wondershare PDFelement

TS AUTOBODY REPAIR & TOWING (Continued) **1004756934**

Trans1 Recv Date:	06/28/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	07/03/1990
Part A Recv Date:	10/18/1990
Part B Recv Date:	08/10/1990
Generator EPA ID:	NYD982718181
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00030
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	TT - Cargo tank, tank trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

ECHO:

Envid:	1004756934
Registry ID:	110004426023
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004426023

154
ESE
1/8-1/4
0.172 mi.
907 ft.

NIAGARA MOHAWK A NATIONAL GRID CO
BLEECKER ST & CHARLOTTE ST
UTICA, NY 13501

RCRA NonGen / NLR **1016959776**
NY MANIFEST **NYP000971036**

Relative:
Higher

Actual:
441 ft.

RCRA NonGen / NLR:

Date form received by agency:	04/09/2015
Facility name:	NIAGARA MOHAWK A NATIONAL GRID CO
Facility address:	BLEECKER ST & CHARLOTTE ST UTICA, NY 13501
EPA ID:	NYP000971036
Mailing address:	ERIE BLVD W SYRACUSE, NY 13202
Contact:	LENNY DELVECCHIO
Contact address:	ERIE BLVD W

Remove Watermark Wondershare PDFelement

NIAGARA MOHAWK A NATIONAL GRID CO (Continued) **1016959776**

SYRACUSE, NY 13202
Contact country: US
Contact telephone: (315) 428-6670
Contact email: Not reported
EPA Region: 02
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/08/2014
Site name: NIAGARA MOHAWK A NATIONAL GRID CO
Classification: Large Quantity Generator

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYP000971036
Facility Status: Not reported
Location Address 1: BLEECKER ST & CHARLOTTE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYP000971036
Mailing Name: NIAGARA MOHAWK A NATIONAL GRID CO
Mailing Contact: NIAGARA MOHAWK POWER CORP
Mailing Address 1: 74376 HENRY CLAY BLVD
Mailing Address 2: Not reported
Mailing City: LIVERPOOL
Mailing State: NY
Mailing Zip: 13088
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: Not reported

Remove Watermark Wondershare PDFelement

NIAGARA MOHAWK A NATIONAL GRID CO (Continued) **1016959776**

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2014
Trans1 State ID:	NYD986980753
Trans2 State ID:	Not reported
Generator Ship Date:	09/02/2014
Trans1 Recv Date:	09/02/2014
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/19/2014
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYP000971036
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	003042031FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	80
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	2
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	B002
Waste Code 1_2:	B007
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Remove Watermark Wondershare PDFelement

AE155 **DIME SAVINGS BANK OF NY** **NY LTANKS** **S102677205**
South **262 GENESEE ST** **N/A**
1/8-1/4 **UTICA, NY**
0.174 mi.
921 ft. **Site 2 of 3 in cluster AE**

Relative:
Higher

Actual:
484 ft.

LTANKS:

Site ID:	265780
Spill Number/Closed Date:	9204369 / 1994-01-11
Spill Date:	1992-07-16
Spill Cause:	Tank Overfill
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Cleanup Ceased:	1994-01-11
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1992-07-16
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1992-08-14
Spill Record Last Update:	1994-02-02
Spiller Name:	Not reported
Spiller Company:	DIME SAVINGS BANK OF NY
Spiller Address:	20 E.WALK GREENACRES CTR.
Spiller City,St,Zip:	VALLEY STREAM, NY 11582
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	216566
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 07/16/92: 2K TANK PULLED, TANK OKAY. CONT. SOIL DISCOVERED. DUG CLEAN , C.T.MALE TOOK SAMPLES. (DJ). 08/11/92: SOIL LETTER SENT. (DJ). 04/30/93: CALLED CHRIS ROUND, C.T. MALE AND REQUESTED REST OF SOIL DOCUMENTATION DISPOSAL. (DJ). 11/04/93: SENT SOIL FOLLOWUP LETTER. (DJ). 01/10/94: RECEIVED SOIL DISPOSAL RECEIPTS FOR 23 YDS. SOIL. COMPLETE. (JM). 10/12/95: This is additional information about material spilled from the translation of the old spill file: CONTAM. SOIL."
Remarks:	"CONTAM. SOIL DISCOV. DURING TANK PULL - STOCKPILE, TEST & DISPOSE."

Material:

Site ID:	265780
Operable Unit ID:	968134
Operable Unit:	01
Material ID:	412100
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum

Remove Watermark Wondershare PDFelement

DIME SAVINGS BANK OF NY (Continued) **S102677205**

Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

AE156 **DIME SAVINGS BANK OF NEW YORK** **NY UST** **U001848101**
South **262 GENESEE STREET** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.174 mi.
921 ft. **Site 3 of 3 in cluster AE**

Relative:
Higher

Actual:
484 ft.

UST:
Id/Status: 6-600160 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 480821.72768
UTM Y: 4771870.71479
Site Type: Other

Affiliation Records:
Site Id: 42984
Affiliation Type: Facility Owner
Company Name: DIME SAVINGS BANK OF NEW YORK
Contact Type: Not reported
Contact Name: Not reported
Address1: 20 EASTWALK GREENACRES SHOPPING CENTER
Address2: Not reported
City: VALLEY STREAM
State: NY
Zip Code: 11582
Country Code: 001
Phone: (516) 568-3504
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 42984
Affiliation Type: Mail Contact
Company Name: DIME SAVINGS BANK OF NEW YORK
Contact Type: Not reported
Contact Name: DIETER KOEHLER
Address1: 20 EASTWALK GREENACRES SHOPPING CENTER
Address2: Not reported
City: VALLEY STREAM
State: NY
Zip Code: 11582
Country Code: 001
Phone: (516) 568-3504
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT

Remove Watermark Wondershare PDFelement

DIME SAVINGS BANK OF NEW YORK (Continued) **U001848101**

Date Last Modified:	2004-03-04
Site Id:	42984
Affiliation Type:	On-Site Operator
Company Name:	DIME SAVINGS BANK OF NEW YORK
Contact Type:	Not reported
Contact Name:	FRED HESSEY
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-2150
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42984
Affiliation Type:	Emergency Contact
Company Name:	DIME SAVINGS BANK OF NEW YORK
Contact Type:	Not reported
Contact Name:	DIETER KOEHLER
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(516) 568-3504
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	120246
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	12/01/1974
Date Tank Closed:	07/01/1992
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Remove Watermark Wondershare PDFelement

DIME SAVINGS BANK OF NEW YORK (Continued) **U001848101**

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

157
SSW
1/8-1/4
0.176 mi.
930 ft.

Relative:
Higher

Actual:
476 ft.

WILLOW COMMONS **RCRA-LQG** **1010328978**
414 AIKEN ST **NY MANIFEST** **NYR000145920**
UTICA, NY 13502

RCRA-LQG:

Date form received by agency:	04/10/2007
Facility name:	WILLOW COMMONS
Facility address:	414 AIKEN ST UTICA, NY 13502
EPA ID:	NYR000145920
Mailing address:	GASS RD PITTSBURGH, PA 15229
Contact:	BRUCE C DAPPRICH
Contact address:	GASS RD PITTSBURGH, PA 15229
Contact country:	US
Contact telephone:	(412) 364-7823
Contact email:	BDAPPRICH@HOTMAIL.COM
EPA Region:	02
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	HOUSING VISIONS CONSTRUCTION CO
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/02/2007
Owner/Op end date:	Not reported

Owner/operator name: HOUSING VISIONS CONSTRUCTION CO

Remove Watermark Wondershare PDFelement

WILLOW COMMONS (Continued) **1010328978**

Owner/operator address: E FAYETTE ST
SYRACUSE, NY 13210
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/02/2007
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 04/09/2007
Site name: WILLOW COMMONS
Classification: Large Quantity Generator

Date form received by agency: 04/09/2007
Site name: WILLOW COMMONS
Classification: Large Quantity Generator

Violation Status: No violations found

NY MANIFEST:
Country: USA
EPA ID: NYR000145920
Facility Status: Not reported
Location Address 1: 414 AIKEN ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000145920
Mailing Name: WILLOW COMMONS
Mailing Contact: WILLOW COMMONS

Remove Watermark Wondershare PDFelement

WILLOW COMMONS (Continued) **1010328978**

Mailing Address 1:	414 AIKEN ST
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	Not reported

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	OHD987050564
Trans2 State ID:	Not reported
Generator Ship Date:	08/13/2007
Trans1 Recv Date:	08/13/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/20/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000145920
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	MID980991566
TSDF ID 2:	Not reported
Manifest Tracking Number:	001238918FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H111
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	400
Units:	P - Pounds
Number of Containers:	1
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	1
Waste Code:	D008
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Remove Watermark Wondershare PDFelement

158
WNW
1/8-1/4
0.177 mi.
937 ft.

NORTHLAND TECHNOLOGIES, INC.
720 COLUMBIA STREET
UTICA, NY 13502

NY UST
NY HIST UST

U003127317
N/A

Relative:
Higher

Actual:
432 ft.

UST:

Id/Status:	6-600604 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480351.29343
UTM Y:	4772467.62113
Site Type:	Other

Affiliation Records:

Site Id:	43427
Affiliation Type:	Facility Owner
Company Name:	C. LOUIS ABELOVE
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	124 BLEECKER STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-8102
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43427
Affiliation Type:	Mail Contact
Company Name:	C. LOUIS ABELOVE
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	124 BLEECKER STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-8102
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43427
Affiliation Type:	On-Site Operator
Company Name:	NORTHLAND TECHNOLOGIES, INC.
Contact Type:	Not reported
Contact Name:	C. LOUIS ABELOVE
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN

Remove Watermark Wondershare PDFelement

NORTHLAND TECHNOLOGIES, INC. (Continued) **U003127317**

Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-8102
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43427
Affiliation Type:	Emergency Contact
Company Name:	C. LOUIS ABELOVE
Contact Type:	Not reported
Contact Name:	C. LOUIS ABELOVE
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(315) 724-8102
EMail:	Not reported
Fax Number:	Not reported
Modified By:	JDALSANT
Date Last Modified:	2010-07-15

Tank Info:

Tank Number:	1
Tank ID:	123213
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	900
Install Date:	Not reported
Date Tank Closed:	07/01/1996
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
J00 - Dispenser - None
D00 - Pipe Type - No Piping

Remove Watermark Wondershare PDFelement

NORTHLAND TECHNOLOGIES, INC. (Continued) **U003127317**

Tank Number:	2
Tank ID:	123214
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	550
Install Date:	Not reported
Date Tank Closed:	07/01/1996
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
C00 - Pipe Location - No Piping
D00 - Pipe Type - No Piping
J00 - Dispenser - None

HIST UST:

PBS Number:	6-600604
SPDES Number:	Not reported
Emergency Contact:	C. LOUIS ABELOVE
Emergency Telephone:	(315) 724-8102
Operator:	C. LOUIS ABELOVE
Operator Telephone:	(315) 724-8102
Owner Name:	C. LOUIS ABELOVE
Owner Address:	124 BLEECKER STREET
Owner City,St,Zip:	UTICA, NY 13501
Owner Telephone:	(315) 724-8102
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	C. LOUIS ABELOVE
Mailing Address:	124 BLEECKER STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13501
Mailing Contact:	Not reported
Mailing Telephone:	(315) 724-8102
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER

Remove Watermark Wondershare PDFelement

NORTHLAND TECHNOLOGIES, INC. (Continued) **U003127317**

Inspected Date:	08/29/1995
Inspector:	DP
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	08/07/1996
Expiration Date:	08/07/2001
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	900
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	Not reported
Leak Detection:	Not reported
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	07/01/1996
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	2
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	550
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported

Remove Watermark Wondershare PDFelement

NORTHLAND TECHNOLOGIES, INC. (Continued) **U003127317**

Pipe Location:	Not reported
Pipe Type:	Not reported
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	Not reported
Leak Detection:	Not reported
Overfill Prot:	Not reported
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	07/01/1996
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

AG159 **BANK OF AMERICA** **NY UST** **U003031144**
SSW **268 GENESEE STREET** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.189 mi.
997 ft. **Site 1 of 4 in cluster AG**

Relative:
Higher

Actual:
482 ft.

UST:

Id/Status:	6-231339 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480782.75567
UTM Y:	4771844.61625
Site Type:	Apartment Building/Office Building

Affiliation Records:

Site Id:	41781
Affiliation Type:	Mail Contact
Company Name:	BANK OF AMERICA
Contact Type:	Not reported
Contact Name:	GALINA B. CHADWICK, P.E., SVP
Address1:	BRACEBRIDGE II
Address2:	1020 N. FRENCH ST.
City:	WILMINGTON
State:	DE
Zip Code:	19884
Country Code:	001
Phone:	(302) 420-8131
EMail:	GALINA.CHADWICK@BANKOFAMERICA.COM
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2015-04-03

Site Id:	41781
Affiliation Type:	On-Site Operator
Company Name:	BANK OF AMERICA
Contact Type:	Not reported
Contact Name:	N/A
Address1:	Not reported
Address2:	Not reported

Remove Watermark Wondershare PDFelement

BANK OF AMERICA (Continued) **U003031144**

City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	N/A
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2015-04-03

Site Id:	41781
Affiliation Type:	Emergency Contact
Company Name:	BANK OF AMERICA
Contact Type:	Not reported
Contact Name:	SATISH NATARAJAN
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(301) 768-8964
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2015-04-03

Site Id:	41781
Affiliation Type:	Facility Owner
Company Name:	BANK OF AMERICA
Contact Type:	PRINCIPAL ENVIRONMENTAL ENGINEER
Contact Name:	SATISH NATARAJAN
Address1:	BRACEBRIDGE II, 1020 N. FRENCH ST.
Address2:	Not reported
City:	WILMINGTON
State:	DE
Zip Code:	19884
Country Code:	001
Phone:	(302) 420-8131
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2015-04-03

Tank Info:

Tank Number:	001
Tank ID:	115359
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	4000
Install Date:	12/01/1974
Date Tank Closed:	06/01/1990
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001

Remove Watermark Wondershare PDFelement

BANK OF AMERICA (Continued) **U003031144**

Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: 05
Date Test: 09/01/1987
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
D02 - Pipe Type - Galvanized Steel
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser

Tank Number: 002
Tank ID: 115360
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 4000
Install Date: 06/01/1990
Date Tank Closed: 05/02/2015
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: 21
Date Test: 08/08/2006
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: RFNOVAK
Last Modified: 06/22/2015

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
L09 - Piping Leak Detection - Exempt Suction Piping
I05 - Overfill - Vent Whistle
B07 - Tank External Protection - Retrofitted Sacrificial Anode
J02 - Dispenser - Suction Dispenser
K00 - Spill Prevention - None
G01 - Tank Secondary Containment - Diking (Aboveground)
H00 - Tank Leak Detection - None
D10 - Pipe Type - Copper
E04 - Piping Secondary Containment - Double walled UG
F05 - Pipe External Protection - Jacketed

Remove Watermark Wondershare PDFelement

AG160 **FLEET BANK** **RCRA NonGen / NLR** **1004760167**
SSW **268 GENESEE ST** **FINDS** **NYR000034629**
1/8-1/4 **UTICA, NY 13502** **NY MANIFEST**
0.189 mi. **ECHO**
997 ft. **Site 2 of 4 in cluster AG**

Relative:
Higher

Actual:
482 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	FLEET BANK
Facility address:	268 GENESEE ST UTICA, NY 13502
EPA ID:	NYR000034629
Mailing address:	HORATIO ST UTICA, NY 13502
Contact:	JAMES BUCK
Contact address:	HORATIO ST UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 738-5998
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	FLEET BANK
Owner/operator address:	5701 HORATIO ST UTICA, NY 13502
Owner/operator country:	US
Owner/operator telephone:	(315) 738-5998
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	FLEET BANK
Owner/operator address:	5701 HORATIO ST UTICA, NY 13502
Owner/operator country:	US
Owner/operator telephone:	(315) 738-5998
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

Remove Watermark Wondershare PDFelement

FLEET BANK (Continued) **1004760167**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: FLEET BANK
Classification: Not a generator, verified

Date form received by agency: 01/16/1997
Site name: FLEET BANK
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

FINDS:

Registry ID: 110004531775

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYR000034629
Facility Status: Not reported
Location Address 1: 268 GENESEE ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000034629
Mailing Name: FLEET BANK/TRAMMELL CROW CO
Mailing Contact: BILL WHITMAN
Mailing Address 1: 9362 PARIS HILL RD
Mailing Address 2: Not reported
Mailing City: SAUQUOIT
Mailing State: NY
Mailing Zip: 13456
Mailing Zip 4: Not reported

Remove Watermark Wondershare PDFelement

FLEET BANK (Continued) **1004760167**

Mailing Country:	USA
Mailing Phone:	3157982455

NY MANIFEST:

Document ID:	NYG0173601
Manifest Status:	C
seq:	Not reported
Year:	1997
Trans1 State ID:	31705FNY
Trans2 State ID:	Not reported
Generator Ship Date:	02/03/1997
Trans1 Recv Date:	02/03/1997
Trans2 Recv Date:	/ /
TSD Site Recv Date:	02/05/1997
Part A Recv Date:	/ /
Part B Recv Date:	02/19/1997
Generator EPA ID:	NYR000034629
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00051
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00051
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES

Remove Watermark Wondershare PDFelement

FLEET BANK (Continued) **1004760167**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00042
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

ECHO:

Envid:	1004760167
Registry ID:	110004531775
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004531775

AG161 **STANLEY THEATER** **NY LTANKS** **S100144148**
South **259 GENESEE ST** **N/A**
1/8-1/4 **UTICA, NY**
0.192 mi.
1012 ft. **Site 3 of 4 in cluster AG**

Relative:
Higher

Actual:
490 ft.

LTANKS:

Site ID:	223317
Spill Number/Closed Date:	8604989 / 1987-06-04
Spill Date:	1986-11-04
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Not reported
Cleanup Ceased:	1987-06-04
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1986-11-05
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	1986-11-05
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1986-11-07
Spill Record Last Update:	1987-10-05
Spiller Name:	Not reported
Spiller Company:	DAVID STORMS-STANLEY THTR
Spiller Address:	259 GENESEE ST
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	184648
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM / / : 11/04/86-TANK PUMPED; 11/05/86-PRODUCT NOTED IN PUMP (GOES

Remove Watermark Wondershare PDFelement

STANLEY THEATER (Continued) **S100144148**

TO CITY SEWER), DIRECTED TO CLEAN UP & TEST OTHER TANK. / / : 01/13/87-CONVERSION TO GAS BEING PLANNED, 1 OLD TANK STILL IN USE. NO OIL SIGNS IN SEWER SUMP, BUT WET WELL NEAR LEAKING TANKS FULL OF OIL. / / : 02/03/87-SPOKE TO DAVE STORMS-TWO 275 GAL UNCOVERED FUEL TANKS BEING INSTALLED. OLD TANKS TO BE CLEANED & PULLED, WE WILL BE NOTIFIED (HM). / / : 3/23/87-PER D. STORMS, TANK CLEANUP & REMOVAL AWAITING $ FROM COUNTY W/IN 30 DAYS. CONV. TO GAS/OIL COMPL.-USING GAS + 2-275 G.OIL TANKS(HM). / / : 5/19/87-BUNKER WALL BEING REMOVED. OK TO HAUL UNCONTAM. BLOCKS ABOVE SAND LINE AS NONREGULATED WASTE (HM). / / : 6/4/87-CLEANUP OF BURNER ALMOST FINISHED, ONLY MINIMAL SIGNS OF PRODUCT ON APPARENTLY TIGHT CONCRETE FLOOR WALLS (HM). / / : 6/4/87 - COMPLETE (JM). "

Remarks: "PRODUCT COMING THROUGH WALL"

Material:

Site ID:	223317
Operable Unit ID:	902190
Operable Unit:	01
Material ID:	474207
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AG162 **STANLEY PERFORMING ARTS CENTER** **RCRA NonGen / NLR** **1001215521**
South **259 GENESEE ST** **FINDS** **NYR000046532**
1/8-1/4 **UTICA, NY 13501** **ECHO**
0.192 mi.
1012 ft. **Site 4 of 4 in cluster AG**

Relative:
Higher

Actual:
490 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	STANLEY PERFORMING ARTS CENTER
Facility address:	259 GENESEE ST UTICA, NY 135013402
EPA ID:	NYR000046532
Mailing address:	GENESEE ST UTICA, NY 13501
Contact:	Not reported
Contact address:	GENESEE ST UTICA, NY 13501
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Remove Watermark Wondershare PDFelement

STANLEY PERFORMING ARTS CENTER (Continued) **1001215521**

Owner/Operator Summary:
Owner/operator name: CENTRAL NEW YORK COMMUNITY ARTS COUNCIL
Owner/operator address: 261 GENESEE ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 724-1113
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CENTRAL NEW YORK COMMUNITY ARTS COUNCIL
Owner/operator address: 261 GENESEE ST
UTICA, NY 13501
Owner/operator country: US
Owner/operator telephone: (315) 724-1113
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: STANLEY PERFORMING ARTS CENTER
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: STANLEY PERFORMING ARTS CENTER
Classification: Not a generator, verified

Date form received by agency: 11/03/1997
Site name: STANLEY PERFORMING ARTS CENTER
Classification: Small Quantity Generator

. Waste code: NONE
. Waste name: None

Violation Status: No violations found

Remove Watermark Wondershare PDFelement

STANLEY PERFORMING ARTS CENTER (Continued) **1001215521**

FINDS:

Registry ID: 110004538340

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ECHO:
Envid: 1001215521
Registry ID: 110004538340
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004538340

AH163 **COMMERCIAL TRAVELERS MUTUAL INS, CO.** **NY UST** **U003031188**
East **70 GENESEE STREET** **NY HIST UST** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.207 mi.
1091 ft. **Site 1 of 3 in cluster AH**

Relative:
Lower

Actual:
425 ft.

UST:
Id/Status: 6-600530 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 476635.54532
UTM Y: 4769050.95458
Site Type: Other

Affiliation Records:
Site Id: 43353
Affiliation Type: Facility Owner
Company Name: COMMERCIAL TRAVELERS MUTUAL INS. CO.
Contact Type: Not reported
Contact Name: Not reported
Address1: 70 GENESEE STREET
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 797-5200
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 43353
Affiliation Type: Mail Contact
Company Name: COMMERCIAL TRAVELERS MUTUAL INS. CO.
Contact Type: Not reported
Contact Name: W.G. HOLBROOK

Remove Watermark Wondershare PDFelement

COMMERCIAL TRAVELERS MUTUAL INS, CO. (Continued) **U003031188**

Address1:	70 GENESEE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13502
Country Code:	001
Phone:	(315) 797-5200
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43353
Affiliation Type:	On-Site Operator
Company Name:	COMMERCIAL TRAVELERS MUTUAL INS, CO.
Contact Type:	Not reported
Contact Name:	W.G. HOLBROOK
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-5200
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43353
Affiliation Type:	Emergency Contact
Company Name:	COMMERCIAL TRAVELERS MUTUAL INS. CO.
Contact Type:	Not reported
Contact Name:	ROBERT DESMARAIS
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-6069
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	CTMIC-1
Tank ID:	122543
Tank Status:	Closed - In Place
Material Name:	Closed - In Place
Capacity Gallons:	4964
Install Date:	Not reported
Date Tank Closed:	06/01/1997
Registered:	True
Tank Location:	Underground

Remove Watermark Wondershare PDFelement

COMMERCIAL TRAVELERS MUTUAL INS, CO. (Continued) **U003031188**

Tank Type: Steel/carbon steel
Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number: 6-600530
SPDES Number: Not reported
Emergency Contact: ROBERT DESMARAIS
Emergency Telephone: (315) 797-6069
Operator: W.G. HOLBROOK
Operator Telephone: (315) 797-5200
Owner Name: COMMERCIAL TRAVELERS MUTUAL INS. CO.
Owner Address: 70 GENESEE STREET
Owner City,St,Zip: UTICA, NY 13502
Owner Telephone: (315) 797-5200
Owner Type: Corporate/Commercial
Owner Subtype: Not reported
Mailing Name: COMMERCIAL TRAVELERS MUTUAL INS. CO.
Mailing Address: 70 GENESEE STREET
Mailing Address 2: Not reported
Mailing City,St,Zip: UTICA, NY 13502
Mailing Contact: W.G. HOLBROOK
Mailing Telephone: (315) 797-5200
Owner Mark: First Owner
Facility Status: 2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2: Not reported
SWIS ID: 3016
Old PBS Number: Not reported
Facility Type: OTHER
Inspected Date: 04/25/1997
Inspector: JA
Inspection Result: 4
Federal ID: Not reported
Certification Flag: False
Certification Date: 12/18/1995
Expiration Date: 12/18/2000
Renew Flag: False
Renewal Date: Not reported
Total Capacity: 0

Remove Watermark Wondershare PDFelement

COMMERCIAL TRAVELERS MUTUAL INS, CO. (Continued) **U003031188**

FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	CTMIC-1
Tank Location:	UNDERGROUND
Tank Status:	Closed-In Place
Install Date:	Not reported
Capacity (gals):	4964
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	0
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	06/01/1997
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

AH164 **COMMERCIAL TRAVELERS INS** **NY LTANKS** **S102660331**
East **70 GENESSEE STREET** **N/A**
1/8-1/4 **UTICA, NY**
0.207 mi.
1091 ft. **Site 2 of 3 in cluster AH**

Relative:
Lower

Actual:
425 ft.

LTANKS:

Site ID:	166924
Spill Number/Closed Date:	9707139 / 1997-09-16
Spill Date:	1997-06-30
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1997-05-30
Cleanup Meets Standard:	False
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1997-07-18
CID:	999

Remove Watermark Wondershare PDFelement

COMMERCIAL TRAVELERS INS (Continued) **S102660331**

Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1997-09-16
Spill Record Last Update:	1997-09-26
Spiller Name:	W.G. HOLBROOK
Spiller Company:	COMMERCIAL TRAVELERS INS
Spiller Address:	70 GENESSEE STREET
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	140647
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 09/16/97: REVIEWED CLOSURE REPORT DATED 7/14/97. LOW LEVELS OF 8270 COMPOUND, FOUND IN TWO SAMPLES ABOVE STARS. NO SPILL PREVIOUSLY REPORTED (DJ). 09/16/97: SENT CLOSURE LETTER AND WARNING FOR NOT REPORTING SPILL (DJ). "
Remarks:	"CONTAMINATION NOTED IN LAB RESULTS SUBMITTED WITH SITE ASSESSMENT REPORT"

Material:

Site ID:	166924
Operable Unit ID:	1050487
Operable Unit:	01
Material ID:	332718
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AI165 **P J GREEN ADVERTISING INC** **RCRA-SQG** **1004760231**
ENE **100 WHITESBORO ST** **NY Spills** **NYR000036459**
1/8-1/4 **UTICA, NY 13502** **FINDS**
0.220 mi. **NY MANIFEST**
1159 ft. **Site 1 of 3 in cluster AI** **ECHO**

Relative:
Lower

Actual:
419 ft.

RCRA-SQG:

Date form received by agency:	01/01/2007
Facility name:	P J GREEN ADVERTISING INC
Facility address:	100 WHITESBORO ST UTICA, NY 13502
EPA ID:	NYR000036459
Mailing address:	WHITESBORO ST

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

UTICA, NY 13502
Contact: JEFFREY LLOYD
Contact address: WHITESBORO ST
UTICA, NY 13502
Contact country: US
Contact telephone: (315) 724-7677
Contact email: Not reported
EPA Region: 02
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: SUZANNE M GREEN
Owner/operator address: PO BOX 4026
UTICA, NY 13504
Owner/operator country: US
Owner/operator telephone: (315) 724-7677
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SUZANNE M GREEN
Owner/operator address: PO BOX 4026
UTICA, NY 13504
Owner/operator country: US
Owner/operator telephone: (315) 724-7677
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: P J GREEN ADVERTISING INC

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 03/10/1997
Site name: P J GREEN ADVERTISING INC
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

SPILLS:
Facility ID: 9212199
Facility Type: ER
DER Facility ID: 131244
Site ID: 154832
DEC Region: 6
Spill Date: 1993-01-25
Spill Number/Closed Date: 9212199 / 1993-01-26
Spill Cause: Vandalism
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3300
Investigator: NFCARRIE
Referred To: Not reported
Reported to Dept: 1993-01-26
CID: Not reported
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Affected Persons
Cleanup Ceased: 1993-01-26
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: Not reported
Spill Record Last Update: 2003-12-02
Spiller Name: Not reported
Spiller Company: UNKNOWN - VANDALS
Spiller Address: Not reported
Spiller City,St,Zip: NY
Spiller Company: 999
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: ""
Remarks: "TRANSFORMER WAS GUN SHOT TWICE - OIL LEAVED TO SNOWPLOW PILE - CONT. SNOW WILL BE P/U & PUT INTO DRUMS & DISPOSED - UTICA P.D. NOTIFIED - NEAL CARRIER NOTIFIED."

Material:
Site ID: 154832
Operable Unit ID: 976771
Operable Unit: 01
Material ID: 402051
Material Code: 0016A
Material Name: non PCB oil
Case No.: Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Material FA:	Petroleum
Quantity:	15.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

FINDS:

Registry ID: 110004532916

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:

Country:	USA
EPA ID:	NYR000036459
Facility Status:	Not reported
Location Address 1:	100 WHITESBORO STREET
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYR000036459
Mailing Name:	PJ GREEN ADVERTISING INC
Mailing Contact:	JEFFREY LLOYD
Mailing Address 1:	100 WHITESBORO ST
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157247677

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2012
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Generator Ship Date:	10/04/2012
Trans1 Recv Date:	10/04/2012
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/04/2012
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	004060344JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	385.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	7.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2012
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	02/08/2012
Trans1 Recv Date:	02/08/2012
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	02/08/2012
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	004998899FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	330.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	6.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2012
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	02/08/2012
Trans1 Recv Date:	02/08/2012
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	02/08/2012
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	004998899FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	82.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	2.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	F003
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	PAH0260242
Manifest Status:	Not reported
seq:	01
Year:	2006
Trans1 State ID:	NYR000006973
Trans2 State ID:	VTR000500090
Generator Ship Date:	07/17/2006
Trans1 Recv Date:	07/17/2006
Trans2 Recv Date:	07/18/2006
TSD Site Recv Date:	07/19/2006
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD067098822
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00600
Units:	P - Pounds
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	01.00
Document ID:	NYG3464496
Manifest Status:	Not reported
seq:	01
Year:	2003
Trans1 State ID:	AE31834NY
Trans2 State ID:	Not reported
Generator Ship Date:	06/06/2003
Trans1 Recv Date:	06/06/2003
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	06/10/2003
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	NYD000708271
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD066060609
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01000
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG2372706
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	13584ASNY
Trans2 State ID:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Generator Ship Date:	10/03/2000
Trans1 Recv Date:	10/03/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/03/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG1693512
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	70857SNY
Trans2 State ID:	Not reported
Generator Ship Date:	10/28/1999
Trans1 Recv Date:	10/28/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/28/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYG1459764
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	44571TNY
Trans2 State ID:	Not reported
Generator Ship Date:	10/14/1998
Trans1 Recv Date:	10/14/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	10/15/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	NYD982792814
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG0141651
Manifest Status:	C
seq:	Not reported
Year:	1997
Trans1 State ID:	31705FNY
Trans2 State ID:	Not reported
Generator Ship Date:	04/21/1997
Trans1 Recv Date:	04/21/1997
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/21/1997
Part A Recv Date:	/ /
Part B Recv Date:	05/13/1997
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2014
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	04/04/2014
Trans1 Recv Date:	04/04/2014
Trans2 Recv Date:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

TSD Site Recv Date:	04/04/2014
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	006703278FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	550
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	10
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2014
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	04/04/2014
Trans1 Recv Date:	04/04/2014
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	04/04/2014
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	006703279FLE

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	605
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	11
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2015
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	08/14/2015
Trans1 Recv Date:	08/14/2015
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/14/2015
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	008233831FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	400
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	8
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2015
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	08/14/2015
Trans1 Recv Date:	08/14/2015
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/14/2015
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	008233831FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	400

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	8
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2016
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	01/29/2016
Trans1 Recv Date:	01/29/2016
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/29/2016
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	008231398FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	500
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	10
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported

Remove Watermark Wondershare PDFelement

P J GREEN ADVERTISING INC (Continued) **1004760231**

Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2015
Trans1 State ID:	NYR000006973
Trans2 State ID:	Not reported
Generator Ship Date:	08/14/2015
Trans1 Recv Date:	08/14/2015
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/14/2015
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000036459
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	008233831FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	400
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	8
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1
Waste Code:	D001
Waste Code 1_2:	D005
Waste Code 1_3:	F003
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

ECHO:

Envid:	1004760231
Registry ID:	110004532916
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004532916

Remove Watermark Wondershare PDFelement

166
West
1/8-1/4
0.227 mi.
1199 ft.

Relative:
Higher

Actual:
436 ft.

UTICA MVA
SUNSET AVE/VARICK ST
UTICA, NY

NY LTANKS **S104621532**
N/A

LTANKS:

Site ID:	166928
Spill Number/Closed Date:	0001425 / 2000-05-04
Spill Date:	2000-05-04
Spill Cause:	Tank Failure
Spill Source:	Passenger Vehicle
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	2000-05-04
Cleanup Meets Standard:	True
SWIS:	3316
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	2000-05-04
CID:	389
Water Affected:	Not reported
Spill Notifier:	Fire Department
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	2000-05-04
Spill Record Last Update:	2000-05-08
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller County:	999
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	140650
DEC Memo:	""
Remarks:	"THE GAS TANK FELL OUT OF A LADYS CAR - FIRE DEPT ON SCENE - ALL CONTAINED & CLEANED UP"

Material:

Site ID:	166928
Operable Unit ID:	823061
Operable Unit:	01
Material ID:	566182
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	15.00
Units:	Gallons
Recovered:	15.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Remove Watermark Wondershare PDFelement

UTICA MVA (Continued) **S104621532**

Tank Test:

AJ167 **FORMER UTICA FIRE STATION** **NY LTANKS** **S104276893**
ESE **235-243 ELIZABETH STREET** **N/A**
1/8-1/4 **UTICA, NY**
0.236 mi.
1244 ft. **Site 1 of 2 in cluster AJ**

Relative:
Higher

Actual:
447 ft.

LTANKS:

Site ID:	264230
Spill Number/Closed Date:	9613963 / 1999-12-28
Spill Date:	1997-02-28
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1999-12-28
Cleanup Meets Standard:	False
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1997-02-28
CID:	370
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1997-02-28
Spill Record Last Update:	2000-01-19
Spiller Name:	DAVID BABOWICZ
Spiller Company:	ONEIDA COUNTY
Spiller Address:	6000 AIRPORT ROAD
Spiller City,St,Zip:	ORISKANY, NY 13424-
Spiller County:	001
Spiller Contact:	CARY E. FLACK
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	215360
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 05/27/97: REVIEWED TANK CLOSURE REPORT DATED APRIL 16, 1997. SENT LETTER REQUESTING ADDITIONAL INVESTIGATION, SOIL DISPOSAL RECEIPTS (DJ). 12/28/99: RECEIVED SOIL DISPOSAL RECEIPTS FOR 20.91T TO THE RODMAN LANDFILL (DJ). 12/21/99: REVIEWED 6/9/98 REPORT. NO FURTHER INVESTIGATION REQUIRED. SOIL REMINDER SENT (DJ). "
Remarks:	"spill was leaking from soil into empty tank dec dave pickett was onsite claenup scheduled on monday"

Material:

Site ID:	264230
Operable Unit ID:	1041545
Operable Unit:	01
Material ID:	339068
Material Code:	0001A

Remove Watermark Wondershare PDFelement

FORMER UTICA FIRE STATION (Continued) **S104276893**

Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AI168 **26-28 WHITESBORO STREET** **NY ERP** **S102963230**
ENE **26-28 WHITESBORO STREET** **NY Spills** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.237 mi.
1253 ft. **Site 2 of 3 in cluster AI**

Relative:
Lower

Actual:
419 ft.

ERP:

Site Code:	57228
Program:	ERP
HW Code:	B00063
Site Class:	A
Class N:	A
SWIS:	3316
Region:	6
Town:	Utica (c)
Acres:	1.61
Record Added:	10/29/2003
Record Updated:	12/23/2015
Updated By:	PRTAYLOR
Site Description:	Location: The site is located in an urban area in the City of Utica at 26-28 Whitesboro Street. The site is approximately 1.61 acres in size and is bounded to the north by a railroad line, to the east by Genesee Street, to the south by Whitesboro Street and to the west by commercial property. The Utica Harbor and Mohawk River are located approximately 0.25 miles north of the property. Site Features: The site is vacant and covered with a mixture of concrete sidewalks, asphalt parking and weedy vegetation. Current Zoning/Uses: The site is currently inactive, and is zoned for commercial use. The surrounding parcels are currently vacant or used for a combination of commercial, public recreation and light industrial. Historical Uses: The west side of the site was historically used for the manufacturing of fishing rods and accessories, and the east side of the site was occupied by various hotels from 1925 until 1973. In 1993, the City of Utica acquired the property in lieu of back taxes. All on-site structures were demolished after a fire in 1994.Site Geology and Hydrogeology: The site contains historic fill to a depth of approximately 4 - 6 feet. Soil found beneath the fill are characterized as sandy, clayey silt. The depth to groundwater in the overburden soil is approximately 10 feet and flows in a northerly direction toward the Mohawk River.
Env Problem:	Surface and subsurface soil has been impacted by the disposal of hazardous wastes from the previous site operations. Contamination in surface soil exceeds the commercial SCOs for SVOCs and metals in a portion of the site. Subsurface soil is contaminated by volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs),

Remove Watermark Wondershare PDFelement

26-28 WHITESBORO STREET (Continued) **S102963230**

and metals above the commercial SCOs. Groundwater has been impacted by the disposal of chlorinated and non chlorinated solvents. Areas of grossly contaminated soil also exist in certain portions of the site.

Health Problem: The site is not fenced and persons who enter the site could contact contaminants in the soil by walking on the site, digging or otherwise disturbing the soil. People are not drinking the contaminated groundwater because the area is served by a public water supply that is not affected by this contamination. Volatile organic compounds in the groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Because there is no on-site building, inhalation of site contaminants in indoor air due to soil vapor intrusion does not represent a concern for the site in its current condition. However, the potential exists for the inhalation of site contaminants due to soil vapor intrusion for any future on-site development.

SPILLS:

Facility ID:	9709722
Facility Type:	ER
DER Facility ID:	147080
Site ID:	174939
DEC Region:	6
Spill Date:	1997-07-01
Spill Number/Closed Date:	9709722 / 2008-10-15
Spill Cause:	Unknown
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	pgwaite
Referred To:	Not reported
Reported to Dept:	1997-11-20
CID:	211
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	DEC
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1997-11-20
Spill Record Last Update:	2008-10-15
Spiller Name:	CARSON SORRELL
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Spill called in during a 1997 Phase 1 & 2 Site Investigation by Dames & Moore for AT&T. Spill cleanup will be handled under the City of Utica ERP Site No. B00063, 26-28 Whitesboro Street. PGW "
Remarks:	"GROUNDWATER AFFECTED - MARCOR AND DAMES & MOORE PER SITE DOING

Remove Watermark Wondershare PDFelement

26-28 WHITESBORO STREET (Continued) **S102963230**

BORINGS & INSTALLING MW'S - PAVEL BANESH OF D&M INDICATED HE NOTED PETRO CONTAMINATION IN BORINGS & TEST PITS ON SITE"

Material:

Site ID:	174939
Operable Unit ID:	1056032
Operable Unit:	01
Material ID:	566585
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AI169 **HORROCKS IBBOTSON COMPANY** **NY MANIFEST** **1009231623**
ENE **20-22 WHITESBORO STREET** **N/A**
1/8-1/4 **UTICA, NY 13503**
0.239 mi.
1261 ft. **Site 3 of 3 in cluster AI**

Relative:
Lower

Actual:
419 ft.

NY MANIFEST:

Country:	USA
EPA ID:	NYP000778589
Facility Status:	Not reported
Location Address 1:	20-22 WHITESBORO STREET
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13503
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYP000778589
Mailing Name:	HORROCKS IBBOTSON COMPANY
Mailing Contact:	HENRY E. PIERCE
Mailing Address 1:	20-22 WHITESBORO STREET
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13503
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	0000000000

NY MANIFEST:

Document ID:	NYO3022605
Manifest Status:	C
seq:	Not reported
Year:	1983

Remove Watermark Wondershare PDFelement

HORROCKS IBBOTSON COMPANY (Continued) **1009231623**

Trans1 State ID:	7A-076
Trans2 State ID:	Not reported
Generator Ship Date:	08/30/1983
Trans1 Recv Date:	08/30/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	08/30/1983
Part A Recv Date:	09/08/2003
Part B Recv Date:	09/08/2003
Generator EPA ID:	NYP000778589
Trans1 EPA ID:	NYD057770109
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD057770109
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00660
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	012
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100

AK170 **SUNY INSTITUTE OF TECH-GARAGE** **NY UST** **U000385566**
WSW **72731 COURT STREET** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.241 mi.
1271 ft. **Site 1 of 3 in cluster AK**

Relative:
Higher

Actual:
440 ft.

UST:

Id/Status:	6-022934 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	479406.89937
UTM Y:	4772723.91613
Site Type:	Unknown

Affiliation Records:

Site Id:	41053
Affiliation Type:	Facility Owner

Remove Watermark Wondershare PDFelement

SUNY INSTITUTE OF TECH-GARAGE (Continued) **U000385566**

Company Name:	SUNY
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	P.O. BOX 3050
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13504
Country Code:	001
Phone:	(315) 792-7456
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41053
Affiliation Type:	Mail Contact
Company Name:	SUNY
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	P.O. BOX 3050
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13504
Country Code:	001
Phone:	(315) 792-7456
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41053
Affiliation Type:	On-Site Operator
Company Name:	SUNY INSTITUTE OF TECH-GARAGE
Contact Type:	Not reported
Contact Name:	SUNY INSTITUTE OF TECHNOLOGY
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-7456
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41053
Affiliation Type:	Emergency Contact
Company Name:	SUNY
Contact Type:	Not reported
Contact Name:	SUNY INST OF TECH-PUB SAFETY
Address1:	Not reported
Address2:	Not reported
City:	Not reported

Remove Watermark Wondershare PDFelement

SUNY INSTITUTE OF TECH-GARAGE (Continued) **U000385566**

State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-7106
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	004
Tank ID:	113125
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	05/01/1979
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser
H00 - Tank Leak Detection - None

Tank Number:	005
Tank ID:	113126
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	1000
Install Date:	05/01/1979
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN

Remove Watermark Wondershare PDFelement

SUNY INSTITUTE OF TECH-GARAGE (Continued) **U000385566**

Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None

Tank Number: 006
Tank ID: 113127
Tank Status: Temporarily Out of Service
Material Name: Temporarily Out of Service
Capacity Gallons: 1000
Install Date: 05/01/1979
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
L09 - Piping Leak Detection - Exempt Suction Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
D00 - Pipe Type - No Piping
J02 - Dispenser - Suction Dispenser

Remove Watermark Wondershare PDFelement

AL171 **NATIONAL AUTO STORES CORP** **RCRA NonGen / NLR** **1000259773**
ESE **217 ORISKANY ST E** **FINDS** **NYD980641849**
1/8-1/4 **UTICA, NY 13501** **NY MANIFEST**
0.241 mi. **ECHO**
1272 ft. **Site 1 of 4 in cluster AL**

Relative:
Higher

Actual:
430 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	NATIONAL AUTO STORES CORP
Facility address:	217 ORISKANY ST E UTICA, NY 135011213
EPA ID:	NYD980641849
Mailing address:	BROAD ST UTICA, NY 13501
Contact:	Not reported
Contact address:	BROAD ST UTICA, NY 13501
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NATIONAL AUTO STORES CORP
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NATIONAL AUTO STORES CORP
Owner/operator address:	NOT REQUIRED NOT REQUIRED, WY 99999
Owner/operator country:	US
Owner/operator telephone:	(212) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NATIONAL AUTO STORES CORP
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: NATIONAL AUTO STORES CORP
Classification: Not a generator, verified

Date form received by agency: 04/26/1982
Site name: NATIONAL AUTO STORES CORP
Classification: Large Quantity Generator

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

FINDS:

Registry ID: 110004388065

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYD980641849
Facility Status: Not reported
Location Address 1: 217 ORISKANY STREET EAST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13503
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYD980641849
Mailing Name: NATIONAL AUTO
Mailing Contact: KEVIN SULLIVAN
Mailing Address 1: 217 ORISKANY STREET EAST
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13503

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157242197

NY MANIFEST:
Document ID: NYO2285748
Manifest Status: C
seq: Not reported
Year: 1982
Trans1 State ID: PA060
Trans2 State ID: Not reported
Generator Ship Date: 12/07/1982
Trans1 Recv Date: 12/07/1982
Trans2 Recv Date: / /
TSD Site Recv Date: 11/13/1982
Part A Recv Date: / /
Part B Recv Date: / /
Generator EPA ID: NYD980641849
Trans1 EPA ID: PAD990753089
Trans2 EPA ID: Not reported
TSDF ID 1: PAD990753089
TSDF ID 2: Not reported
Manifest Tracking Number: Not reported
Import Indicator: Not reported
Export Indicator: Not reported
Discr Quantity Indicator: Not reported
Discr Type Indicator: Not reported
Discr Residue Indicator: Not reported
Discr Partial Reject Indicator: Not reported
Discr Full Reject Indicator: Not reported
Manifest Ref Number: Not reported
Alt Facility RCRA ID: Not reported
Alt Facility Sign Date: Not reported
MGMT Method Type Code: Not reported
Waste Code: D002 - NON-LISTED CORROSIVE WASTES
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Waste Code: Not reported
Quantity: 01720
Units: P - Pounds
Number of Containers: 043
Container Type: CF - Fiber or plastic boxes, cartons
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 100

Document ID: NYO2286315
Manifest Status: C
seq: Not reported
Year: 1982
Trans1 State ID: PA 060
Trans2 State ID: Not reported
Generator Ship Date: 07/27/1982
Trans1 Recv Date: 07/27/1982
Trans2 Recv Date: / /
TSD Site Recv Date: 08/04/1982

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

Part A Recv Date:	/ /
Part B Recv Date:	/ /
Generator EPA ID:	NYD980641849
Trans1 EPA ID:	PAD061102356
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD990753089
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00047
Units:	P - Pounds
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYO2286324
Manifest Status:	C
seq:	Not reported
Year:	1982
Trans1 State ID:	PA 060
Trans2 State ID:	Not reported
Generator Ship Date:	10/11/1982
Trans1 Recv Date:	10/11/1982
Trans2 Recv Date:	/ /
TSD Site Recv Date:	10/14/1982
Part A Recv Date:	/ /
Part B Recv Date:	/ /
Generator EPA ID:	NYD980641849
Trans1 EPA ID:	PAD061102356
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD990753089
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00015
Units:	P - Pounds
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYO2286333
Manifest Status:	C
seq:	Not reported
Year:	1982
Trans1 State ID:	PA 060
Trans2 State ID:	Not reported
Generator Ship Date:	10/28/1982
Trans1 Recv Date:	10/28/1982
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/01/1982
Part A Recv Date:	/ /
Part B Recv Date:	/ /
Generator EPA ID:	NYD980641849
Trans1 EPA ID:	PAD061102356
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD061102356
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00800
Units:	P - Pounds
Number of Containers:	020
Container Type:	CF - Fiber or plastic boxes, cartons
Handling Method:	B Incineration, heat recovery, burning.

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

Specific Gravity:	100
Document ID:	NYO2286342
Manifest Status:	C
seq:	Not reported
Year:	1982
Trans1 State ID:	PA 060
Trans2 State ID:	Not reported
Generator Ship Date:	09/29/1982
Trans1 Recv Date:	09/29/1982
Trans2 Recv Date:	/ /
TSD Site Recv Date:	10/08/1982
Part A Recv Date:	/ /
Part B Recv Date:	/ /
Generator EPA ID:	NYD980641849
Trans1 EPA ID:	PAD990753089
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD990753089
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00052
Units:	P - Pounds
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYO2286351
Manifest Status:	K
seq:	Not reported
Year:	1982
Trans1 State ID:	PA 060
Trans2 State ID:	Not reported
Generator Ship Date:	06/14/1982
Trans1 Recv Date:	06/14/1982
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/22/1982
Part A Recv Date:	/ /
Part B Recv Date:	/ /
Generator EPA ID:	NYD980641849

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

Trans1 EPA ID:	PAD061102356
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD990753089
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00047
Units:	P - Pounds
Number of Containers:	001
Container Type:	DT - Dump trucks
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYO2285757
Manifest Status:	C
seq:	Not reported
Year:	1983
Trans1 State ID:	PA 060
Trans2 State ID:	Not reported
Generator Ship Date:	02/02/1983
Trans1 Recv Date:	02/02/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	02/11/1983
Part A Recv Date:	02/17/2003
Part B Recv Date:	02/17/2003
Generator EPA ID:	NYD980641849
Trans1 EPA ID:	PAD061102356
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD061102356
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	04860
Units:	P - Pounds
Number of Containers:	123
Container Type:	CF - Fiber or plastic boxes, cartons
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYO2285766
Manifest Status:	C
seq:	Not reported
Year:	1983
Trans1 State ID:	PA 060
Trans2 State ID:	Not reported
Generator Ship Date:	02/09/1983
Trans1 Recv Date:	02/09/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	02/18/1983
Part A Recv Date:	03/01/2003
Part B Recv Date:	03/01/2003
Generator EPA ID:	NYD980641849
Trans1 EPA ID:	PAD061102356
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD061102356
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01760
Units:	P - Pounds
Number of Containers:	044
Container Type:	CF - Fiber or plastic boxes, cartons
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Remove Watermark Wondershare PDFelement

NATIONAL AUTO STORES CORP (Continued) **1000259773**

ECHO:
Envid: 1000259773
Registry ID: 110004388065
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004388065

172
SSW
1/8-1/4
0.241 mi.
1273 ft.

CITY OF UTICA PARKING LOT **NY UST** **U003127321**
265 GENESEE STREET **NY HIST UST** **N/A**
UTICA, NY 13502

Relative:
Higher

Actual:
497 ft.

UST:
Id/Status: 6-600611 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 482762.25201
UTM Y: 4773640.02327
Site Type: Other

Affiliation Records:
Site Id: 43434
Affiliation Type: Facility Owner
Company Name: CITY OF UTICA
Contact Type: Not reported
Contact Name: Not reported
Address1: 1 KENNEDY PLAZA
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 792-0152
EMail: Not reported
Fax Number: Not reported
Modified By: CGFREEDM
Date Last Modified: 2011-05-03

Site Id: 43434
Affiliation Type: Mail Contact
Company Name: CITY OF UTICA
Contact Type: Not reported
Contact Name: JEAN-PIERRE DURAND
Address1: 1 KENNEDY PLAZA
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 792-0152
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 43434
Affiliation Type: On-Site Operator

Remove Watermark Wondershare PDFelement

CITY OF UTICA PARKING LOT (Continued) **U003127321**

Company Name:	CITY OF UTICA PARKING LOT
Contact Type:	Not reported
Contact Name:	CITY OF UTICA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43434
Affiliation Type:	Emergency Contact
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	JEAN-PIERRE DURAND
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	123250
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	Not reported
Date Tank Closed:	07/01/1996
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None

Remove Watermark Wondershare PDFelement

CITY OF UTICA PARKING LOT (Continued) **U003127321**

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number:	6-600611
SPDES Number:	Not reported
Emergency Contact:	JEAN-PIERRE DURAND
Emergency Telephone:	(315) 792-0152
Operator:	CITY OF UTICA
Operator Telephone:	(315) 792-0152
Owner Name:	CITY OF UTICA
Owner Address:	1 KENNEDY PLAZA
Owner City,St,Zip:	UTICA, NY 13502
Owner Telephone:	(315) 792-0152
Owner Type:	Local Government
Owner Subtype:	Not reported
Mailing Name:	CITY OF UTICA
Mailing Address:	1 KENNEDY PLAZA
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	JEAN-PIERRE DURAND
Mailing Telephone:	(315) 792-0152
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	08/28/1996
Expiration Date:	08/28/2001
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed

Remove Watermark Wondershare PDFelement

CITY OF UTICA PARKING LOT (Continued) **U003127321**

Install Date:	Not reported
Capacity (gals):	2000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	0
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	07/01/1996
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

173
WSW
1/8-1/4
0.241 mi.
1274 ft.

UTICA CITY OF - HART STREET DEMOLITION **RCRA-SQG** **1011490497**
1102 HART ST **NY MANIFEST** **NYR000157586**
UTICA, NY 13502

Relative:
Higher

Actual:
458 ft.

RCRA-SQG:

Date form received by agency:	06/03/2008
Facility name:	UTICA CITY OF - HART STREET DEMOLITION
Facility address:	1102 HART ST UTICA, NY 13502
EPA ID:	NYR000157586
Mailing address:	KENNEDY PLAZA 2ND FLOOR CITY HALL ENGINEERING UTICA, NY 13502
Contact:	EUGENE SANTA CROCE
Contact address:	KENNEDY PLAZA 2ND FLOOR CITY HALL ENGINEERING UTICA, NY 13502
Contact country:	US
Contact telephone:	(315) 792-0152
Contact email:	GENESE@CITYOFUTICA.COM
EPA Region:	02
Land type:	Municipal
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF UTICA
Owner/operator address:	Not reported Not reported

Remove Watermark Wondershare PDFelement

UTICA CITY OF - HART STREET DEMOLITION (Continued) **1011490497**

Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: 12/17/2002
Owner/Op end date: Not reported

Owner/operator name: CITY OF UTICA
Owner/operator address: KENNEDY PLAZA 2ND FLOOR CITY HALL
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: 12/17/2002
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 06/03/2009
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

NY MANIFEST:
Country: USA
EPA ID: NYR000157586
Facility Status: Not reported
Location Address 1: 1102 HART ST
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported

Remove Watermark Wondershare PDFelement

UTICA CITY OF - HART STREET DEMOLITION (Continued) **1011490497**

Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYR000157586
Mailing Name:	UTICA CITY OF - HART STREET DEMOLITION
Mailing Contact:	UTICA CITY OF - HART STREET DEMOLITION
Mailing Address 1:	1 KENNEDY PLAZA
Mailing Address 2:	2ND FLOOR - ENGINEERING
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13502
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157920152

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2008
Trans1 State ID:	NYR000119289
Trans2 State ID:	Not reported
Generator Ship Date:	06/13/2008
Trans1 Recv Date:	06/13/2008
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	06/16/2008
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000157586
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	000064422JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	950.0
Units:	P - Pounds
Number of Containers:	2.0

Remove Watermark Wondershare PDFelement

UTICA CITY OF - HART STREET DEMOLITION (Continued) **1011490497**

Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D008
Waste Code 1_2:	D005
Waste Code 1_3:	D006
Waste Code 1_4:	D007
Waste Code 1_5:	D018
Waste Code 1_6:	Not reported

AJ174 **FEMIA'S TEST & TUNE UP INC** **NY LTANKS** **U003066058**
SE **230 ELIZABETH STREET** **NY UST** **N/A**
1/8-1/4 **UTICA, NY 13501** **NY LIENS**
0.242 mi. **NY Spills**
1277 ft. **Site 2 of 2 in cluster AJ**

Relative: Higher

Actual: 453 ft.

LTANKS:

Site ID:	278610
Spill Number/Closed Date:	8705194 / 1987-09-23
Spill Date:	1987-09-21
Spill Cause:	Tank Test Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1987-09-23
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1987-09-21
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Tank Tester
Last Inspection:	1987-09-23
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	FEMIA'S TEST & TUNE UP
Spiller Address:	230 ELIZABETH ST
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	226228
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON / / : 9/23/87-SPOKE TO ROGER HARPER - AIR POCKET IN TANK-CHANGED LOCATION OF FILL PIPE-RETESTED OKAY (DJ) COMPLETE. "
Remarks:	"PBS #077712, 4K TANK @ -.202 GPH; TO EXCAVATE, ISOLATE & RETEST"

Material:

Site ID:	278610

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Operable Unit ID: 911424
Operable Unit: 01
Material ID: 467785
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 278610
Spill Tank Test: 1531685
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

UST:
Id/Status: 6-077712 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 481383.96697
UTM Y: 4771990.53669
Site Type: Unknown

Affiliation Records:
Site Id: 41335
Affiliation Type: Facility Owner
Company Name: ROCCO & JOSEPH FEMIA
Contact Type: Not reported
Contact Name: Not reported
Address1: 1653 ST AGNES AVE
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13501
Country Code: 001
Phone: (315) 797-3067
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 41335
Affiliation Type: Mail Contact
Company Name: ROCCO & JOSEPH FEMIA

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1653 ST AGNES AVE
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 797-3067
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41335
Affiliation Type:	On-Site Operator
Company Name:	FEMIAS TEST & TUNE UP INC
Contact Type:	Not reported
Contact Name:	ROBERT FEMIA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 735-6253
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	41335
Affiliation Type:	Emergency Contact
Company Name:	ROCCO & JOSEPH FEMIA
Contact Type:	Not reported
Contact Name:	JOSEPH FEMIA
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-3067
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	001
Tank ID:	118685
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	3000
Install Date:	04/01/1984
Date Tank Closed:	Not reported

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0008
Common Name of Substance: Diesel

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
D02 - Pipe Type - Galvanized Steel
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser

Tank Number: 002
Tank ID: 118686
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 4000
Install Date: 05/01/1977
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: 01
Date Test: 09/01/1987
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
H00 - Tank Leak Detection - None
J02 - Dispenser - Suction Dispenser
D02 - Pipe Type - Galvanized Steel

Tank Number: 003

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Tank ID:	118687
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	05/01/1977
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	01
Date Test:	09/01/1987
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

D02 - Pipe Type - Galvanized Steel
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
H00 - Tank Leak Detection - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J02 - Dispenser - Suction Dispenser

Tank Number:	004
Tank ID:	118688
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	05/01/1977
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	01
Date Test:	09/01/1987
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

H00 - Tank Leak Detection - None
D02 - Pipe Type - Galvanized Steel
J02 - Dispenser - Suction Dispenser

Tank Number:	005
Tank ID:	118689
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	05/01/1977
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	01
Date Test:	09/01/1987
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
D02 - Pipe Type - Galvanized Steel
C00 - Pipe Location - No Piping
J02 - Dispenser - Suction Dispenser

LIENS:

Region:	6
PIN:	99146
Spill No:	87-07388
Tax Map Id:	318.51-51-1-55
Lien Request Received:	11/16/1999
Request Sent To APA Or Vendor:	11/30/1999
Draft Lien Received From Vendor:	12/10/1999
Approved Lien To Administrator:	Not reported
Signed By Administrator:	Not reported
Received From Administrator:	Not reported
Sent For Filing:	Not reported
Resent For Filing:	Not reported
Proof Of Service Received:	Not reported
Sent To OAG:	12/12/1999
Amount:	$135,045.80
Release Required:	03/06/2002
Sent To Administrator:	Not reported
Signed By Adminstrator:	Not reported
Received From Adminsitrator:	Not reported
Release Sent To OAG:	04/16/2002

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Complete: YES
Release: YES

SPILLS:
Facility ID: 8707388
Facility Type: ER
DER Facility ID: 326114
Site ID: 278611
DEC Region: 6
Spill Date: 1987-11-19
Spill Number/Closed Date: 8707388 / 2010-01-13
Spill Cause: Equipment Failure
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
SWIS: 3316
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 1987-11-19
CID: Not reported
Water Affected: Not reported
Spill Source: Gasoline Station or other PBS Facility
Spill Notifier: Responsible Party
Cleanup Ceased: 2009-10-23
Cleanup Meets Std: False
Last Inspection: 1987-11-19
Recommended Penalty: True
UST Trust: True
Remediation Phase: 0
Date Entered In Computer: 1987-12-01
Spill Record Last Update: 2010-01-14
Spiller Name: Not reported
Spiller Company: ROCCO, NATALE, STEPHEN, ROBERT & JOSEPH FEMIA
Spiller Address: 1653 ST. AGNES AVE
Spiller City,St,Zip: UTICA, NY 13501
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON / / : 11/19/87-INVESTIGATION INDICATED HOLE IN TANK, GW ENTERED TANK WHEN CLEANING TANK TO LINE IT, CONTAMINATED SOIL NOTED IN EXCAVATION (HM). 11/17/88: CHECKED WELL, HNU GREATER THAN 100 PPM, WT-4'8 , APPROX 1/4 PRODUCT/APPEARS TO BE OLD, STICKY, BLACK GAS (DJ). 06/29/89: MW 2 DRILLED/GW AT 9.0 '/NO PROD,ODOR,SHEEN (AC). 06/30/89: MW4 DRILLED/GW AT 10.5'/NO PROD,ODOR,SHEEN (AC). 07/06/89: REFUSAL IN BOREHOLE OF MW3/CITY REQUIRED PERMITS/EXCAVATION BORING COLLAPSED/ DRILLING TERMINATED FOR DAY (AC). 07/07/89: DRILLING IN TANK FIELD/5' TO 7' SAMPLE HAD 36 PPM HNU READING/REFUSAL IN 10-12' SAMPLE (AC). 07/17/89: ENV. OIL COLLECTED SAMPLES OF WELLS/SPOT SHEEN IN MW3 (AC). 08/24/89: ENV. OIL SAMPLED WELLS AND SURVEYED, PRODUCT IN PREVIOUSLY EXISTING DUG WELL. 02/20/90: WORKED TO REPAIR MW-1 CURB BOX AND LIFT SCREEN. (AC). 02/26/90: MW-1 SCREEN LIFTED, BORED AND SET MW-6. 02/27/90: CURB BOX SET IN MW-6 AND MW-1, MW-2 DAMAGED BY PLOW. (AC). 02/28/90: LETTER TO FEMIA, WELL DAMAGE BY PLOW. (AC). 02/13/91: K. ROE SAMPLED 503.1/RESHOT ELEVATIONS AND MEASURED TO MAP. (NC). 03/04/91: LAB RESULTS RECEIVED FROM NET/MW4, MW5 AND MW6 DIRTY. (NC). 06/06/91: G. DILLINGHAM, EPS, MEASURED, BAILED & SAMPLED WELL HEAD/MW2 NEEDS FIXING. (NC). 08/28/91: EPS SAMPLED. (NC). 11/19/91:

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

E.P.S. SAMPLED. REBUILT MW2 WELL HEAD. (NC). 02/21/92: EPS SAMPLED. (NC). 03/05/92: RESULTS RECEIVED/MW 1, 4, 5 & 6 DIRTY. (NC). 05/21/92: EPS SAMPLED. (NC). 08/24/92: EPS SLUG TESTED MW 6, 4 & 3 TWICE. (NC). 09/01/92: EPS SAMPLED & REBUILT MWB CURB BOX. (NC). 11/23/92: EPS SAMPLE - DEC NOT ON SITE (NC). 06/02/93: EPS REBUILT 2 X MW. (NC). 01/24/07: spill transferred to my caseload. (JA) 05/20/09: HIRED EGGAN AND UPSTATE FOR EXCAVATION OF SITE. (JA) 05/21/09: SITE MEETING WITH EGGAN. UFPO, OUTLINE OF EXCAVATION AREA AND DISPOSAL SAMPLE TAKEN. (JA) 06/01/09: MET WITH CURRENT PROPERTY OWNER WHO HAD FOUR CONCERNS ABOUT THE PROJECT. OWNER GIVEN AN ACCESS FORM. (JA) 06/02/09: LETTER FROM JD TO OWNER ADDRESSING FOUR CONCERNS. (JA) 11/12/09: REVIEWED POST EXCAVATION LAB DATA. EIGHT SAMPLES TAKEN. E, W, S1, N AND B2 ARE ALL NON-DETECT. S2 MEETS GUIDANCE. B1 HAD MTBE AT 250 PPB (GUIDANCE 48 PPB) AND BENZENE AT 30 PPB (GUIDANCE 24 PPB). DLB (DIRTY LEFT BEHIND) MEETS GUIDANCE EXCEPT FOR MIXED XYLENES AT 1400 PPB (GUIDANCE 480 PPB). 40% TAGM VALUES USED DUE TO PROXIMITY TO GW. (JA) 11/20/09: REVIEWED CLEANUP REPORT. 657.70 TONS OF CONTAMINATED SOIL SENT TO OHSWA, AVA, NY. 4,800 GALLONS OF CONTAMINATED WATER SENT TO UTICA SEWAGE TREATMENT PLANT. INACCESSIBLR SOIL ESTIMATED BY CONTRACTOR TO BE LESS THAN ONE CUBIC YARD. (JA) 11/30/09: PAID FINAL INVOICE. INITIATED FINAL ISR. (JA) 01/13/10: SPILL CLOSED. (JA) "

Remarks: "4K TANK HAS HOLE IN BOTTOM"

Material:

Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	466343
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	True
Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	572271
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)
Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	True

Tank Test:

Site ID:	278611
Spill Tank Test:	1532456
Tank Number:	Not reported
Tank Size:	0

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown
Facility ID:	8707388
Facility Type:	ER
DER Facility ID:	326114
Site ID:	278611
DEC Region:	6
Spill Date:	1987-11-19
Spill Number/Closed Date:	8707388 / 2010-01-13
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1987-11-19
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Responsible Party
Cleanup Ceased:	2009-10-23
Cleanup Meets Std:	False
Last Inspection:	1987-11-19
Recommended Penalty:	True
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1987-12-01
Spill Record Last Update:	2010-01-14
Spiller Name:	Not reported
Spiller Company:	(CNA) any other CNA Company
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON / / : 11/19/87-INVESTIGATION INDICATED HOLE IN TANK, GW ENTERED TANK WHEN CLEANING TANK TO LINE IT, CONTAMINATED SOIL NOTED IN EXCAVATION (HM). 11/17/88: CHECKED WELL, HNU GREATER THAN 100 PPM, WT-4'8 , APPROX 1/4 PRODUCT/APPEARS TO BE OLD, STICKY, BLACK GAS (DJ). 06/29/89: MW 2 DRILLED/GW AT 9.0 '/NO PROD,ODOR,SHEEN (AC). 06/30/89: MW4 DRILLED/GW AT 10.5'/NO PROD,ODOR,SHEEN (AC). 07/06/89: REFUSAL IN BOREHOLE OF MW3/CITY REQUIRED PERMITS/EXCAVATION BORING COLLAPSED/ DRILLING TERMINATED FOR DAY (AC). 07/07/89: DRILLING IN TANK FIELD/5' TO 7' SAMPLE HAD 36 PPM HNU READING/REFUSAL IN 10-12' SAMPLE (AC). 07/17/89: ENV. OIL COLLECTED SAMPLES OF WELLS/SPOT SHEEN IN MW3 (AC). 08/24/89: ENV. OIL SAMPLED WELLS AND SURVEYED, PRODUCT IN PREVIOUSLY EXISTING DUG WELL. 02/20/90: WORKED TO REPAIR MW-1 CURB BOX AND LIFT SCREEN. (AC). 02/26/90: MW-1 SCREEN LIFTED, BORED AND SET MW-6. 02/27/90: CURB BOX SET IN MW-6 AND MW-1, MW-2 DAMAGED BY PLOW. (AC). 02/28/90: LETTER TO FEMIA, WELL DAMAGE BY PLOW. (AC).

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

02/13/91: K. ROE SAMPLED 503.1/RESHOT ELEVATIONS AND MEASURED TO MAP. (NC). 03/04/91: LAB RESULTS RECEIVED FROM NET/MW4, MW5 AND MW6 DIRTY. (NC). 06/06/91: G. DILLINGHAM, EPS, MEASURED, BAILED & SAMPLED WELL HEAD/MW2 NEEDS FIXING. (NC). 08/28/91: EPS SAMPLED. (NC). 11/19/91: E.P.S. SAMPLED. REBUILT MW2 WELL HEAD. (NC). 02/21/92: EPS SAMPLED. (NC). 03/05/92: RESULTS RECEIVED/MW 1, 4, 5 & 6 DIRTY. (NC). 05/21/92: EPS SAMPLED. (NC). 08/24/92: EPS SLUG TESTED MW 6, 4 & 3 TWICE. (NC). 09/01/92: EPS SAMPLED & REBUILT MWB CURB BOX. (NC). 11/23/92: EPS SAMPLE - DEC NOT ON SITE (NC). 06/02/93: EPS REBUILT 2 X MW. (NC). 01/24/07: spill transferred to my caseload. (JA)
05/20/09: HIRED EGGAN AND UPSTATE FOR EXCAVATION OF SITE. (JA)
05/21/09: SITE MEETING WITH EGGAN. UFPO, OUTLINE OF EXCAVATION AREA AND DISPOSAL SAMPLE TAKEN. (JA) 06/01/09: MET WITH CURRENT PROPERTY OWNER WHO HAD FOUR CONCERNS ABOUT THE PROJECT. OWNER GIVEN AN ACCESS FORM. (JA) 06/02/09: LETTER FROM JD TO OWNER ADDRESSING FOUR CONCERNS. (JA) 11/12/09: REVIEWED POST EXCAVATION LAB DATA. EIGHT SAMPLES TAKEN. E, W, S1, N AND B2 ARE ALL NON-DETECT. S2 MEETS GUIDANCE. B1 HAD MTBE AT 250 PPB (GUIDANCE 48 PPB) AND BENZENE AT 30 PPB (GUIDANCE 24 PPB). DLB (DIRTY LEFT BEHIND) MEETS GUIDANCE EXCEPT FOR MIXED XYLENES AT 1400 PPB (GUIDANCE 480 PPB). 40% TAGM VALUES USED DUE TO PROXIMITY TO GW. (JA) 11/20/09: REVIEWED CLEANUP REPORT. 657.70 TONS OF CONTAMINATED SOIL SENT TO OHSWA, AVA, NY. 4,800 GALLONS OF CONTAMINATED WATER SENT TO UTICA SEWAGE TREATMENT PLANT. INACCESSIBLR SOIL ESTIMATED BY CONTRACTOR TO BE LESS THAN ONE CUBIC YARD. (JA) 11/30/09: PAID FINAL INVOICE. INITIATED FINAL ISR. (JA)
01/13/10: SPILL CLOSED. (JA) "

Remarks: "4K TANK HAS HOLE IN BOTTOM"

Material:

Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	466343
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	True
Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	572271
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)
Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	True

Tank Test:

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Site ID:	278611
Spill Tank Test:	1532456
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Facility ID:	8707388
Facility Type:	ER
DER Facility ID:	326114
Site ID:	278611
DEC Region:	6
Spill Date:	1987-11-19
Spill Number/Closed Date:	8707388 / 2010-01-13
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1987-11-19
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Responsible Party
Cleanup Ceased:	2009-10-23
Cleanup Meets Std:	False
Last Inspection:	1987-11-19
Recommended Penalty:	True
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1987-12-01
Spill Record Last Update:	2010-01-14
Spiller Name:	Not reported
Spiller Company:	Bull Brothers, Inc.
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON / / : 11/19/87-INVESTIGATION INDICATED HOLE IN TANK, GW ENTERED TANK WHEN CLEANING TANK TO LINE IT, CONTAMINATED SOIL NOTED IN EXCAVATION (HM). 11/17/88: CHECKED WELL, HNU GREATER THAN 100 PPM, WT-4'8 , APPROX 1/4 PRODUCT/APPEARS TO BE OLD, STICKY, BLACK GAS (DJ). 06/29/89: MW 2 DRILLED/GW AT 9.0 '/NO PROD,ODOR,SHEEN (AC). 06/30/89: MW4 DRILLED/GW AT 10.5'/NO PROD,ODOR,SHEEN (AC). 07/06/89: REFUSAL IN BOREHOLE OF MW3/CITY REQUIRED PERMITS/EXCAVATION BORING COLLAPSED/ DRILLING TERMINATED FOR DAY (AC). 07/07/89: DRILLING IN TANK FIELD/5' TO 7' SAMPLE HAD 36 PPM HNU READING/REFUSAL IN 10-12' SAMPLE (AC). 07/17/89: ENV. OIL COLLECTED SAMPLES OF WELLS/SPOT SHEEN IN MW3 (AC). 08/24/89: ENV. OIL SAMPLED WELLS AND SURVEYED, PRODUCT

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

IN PREVIOUSLY EXISTING DUG WELL. 02/20/90: WORKED TO REPAIR MW-1 CURB BOX AND LIFT SCREEN. (AC). 02/26/90: MW-1 SCREEN LIFTED, BORED AND SET MW-6. 02/27/90: CURB BOX SET IN MW-6 AND MW-1, MW-2 DAMAGED BY PLOW. (AC). 02/28/90: LETTER TO FEMIA, WELL DAMAGE BY PLOW. (AC). 02/13/91: K. ROE SAMPLED 503.1/RESHOT ELEVATIONS AND MEASURED TO MAP. (NC). 03/04/91: LAB RESULTS RECEIVED FROM NET/MW4, MW5 AND MW6 DIRTY. (NC). 06/06/91: G. DILLINGHAM, EPS, MEASURED, BAILED & SAMPLED WELL HEAD/MW2 NEEDS FIXING. (NC). 08/28/91: EPS SAMPLED. (NC). 11/19/91: E.P.S. SAMPLED. REBUILT MW2 WELL HEAD. (NC). 02/21/92: EPS SAMPLED. (NC). 03/05/92: RESULTS RECEIVED/MW 1, 4, 5 & 6 DIRTY. (NC). 05/21/92: EPS SAMPLED. (NC). 08/24/92: EPS SLUG TESTED MW 6, 4 & 3 TWICE. (NC). 09/01/92: EPS SAMPLED & REBUILT MWB CURB BOX. (NC). 11/23/92: EPS SAMPLE - DEC NOT ON SITE (NC). 06/02/93: EPS REBUILT 2 X MW. (NC). 01/24/07: spill transferred to my caseload. (JA)
05/20/09: HIRED EGGAN AND UPSTATE FOR EXCAVATION OF SITE. (JA)
05/21/09: SITE MEETING WITH EGGAN. UFPO, OUTLINE OF EXCAVATION AREA AND DISPOSAL SAMPLE TAKEN. (JA) 06/01/09: MET WITH CURRENT PROPERTY OWNER WHO HAD FOUR CONCERNS ABOUT THE PROJECT. OWNER GIVEN AN ACCESS FORM. (JA) 06/02/09: LETTER FROM JD TO OWNER ADDRESSING FOUR CONCERNS. (JA) 11/12/09: REVIEWED POST EXCAVATION LAB DATA. EIGHT SAMPLES TAKEN. E, W, S1, N AND B2 ARE ALL NON-DETECT. S2 MEETS GUIDANCE. B1 HAD MTBE AT 250 PPB (GUIDANCE 48 PPB) AND BENZENE AT 30 PPB (GUIDANCE 24 PPB). DLB (DIRTY LEFT BEHIND) MEETS GUIDANCE EXCEPT FOR MIXED XYLENES AT 1400 PPB (GUIDANCE 480 PPB). 40% TAGM VALUES USED DUE TO PROXIMITY TO GW. (JA) 11/20/09: REVIEWED CLEANUP REPORT. 657.70 TONS OF CONTAMINATED SOIL SENT TO OHSWA, AVA, NY. 4,800 GALLONS OF CONTAMINATED WATER SENT TO UTICA SEWAGE TREATMENT PLANT. INACCESSIBLR SOIL ESTIMATED BY CONTRACTOR TO BE LESS THAN ONE CUBIC YARD. (JA) 11/30/09: PAID FINAL INVOICE. INITIATED FINAL ISR. (JA)
01/13/10: SPILL CLOSED. (JA) "

Remarks: "4K TANK HAS HOLE IN BOTTOM"

Material:

Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	466343
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	True
Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	572271
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)
Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Oxygenate:	True

Tank Test:

Site ID:	278611
Spill Tank Test:	1532456
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Facility ID:	8707388
Facility Type:	ER
DER Facility ID:	326114
Site ID:	278611
DEC Region:	6
Spill Date:	1987-11-19
Spill Number/Closed Date:	8707388 / 2010-01-13
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1987-11-19
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Responsible Party
Cleanup Ceased:	2009-10-23
Cleanup Meets Std:	False
Last Inspection:	1987-11-19
Recommended Penalty:	True
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1987-12-01
Spill Record Last Update:	2010-01-14
Spiller Name:	Not reported
Spiller Company:	(PELLE) Anthony Pelle
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON / / : 11/19/87-INVESTIGATION INDICATED HOLE IN TANK, GW ENTERED TANK WHEN CLEANING TANK TO LINE IT, CONTAMINATED SOIL NOTED IN EXCAVATION (HM). 11/17/88: CHECKED WELL, HNU GREATER THAN 100 PPM, WT-4'8 , APPROX 1/4 PRODUCT/APPEARS TO BE OLD, STICKY, BLACK GAS (DJ). 06/29/89: MW 2 DRILLED/GW AT 9.0 '/NO PROD,ODOR,SHEEN (AC). 06/30/89: MW4 DRILLED/GW AT 10.5'/NO PROD,ODOR,SHEEN (AC). 07/06/89: REFUSAL IN BOREHOLE OF MW3/CITY REQUIRED PERMITS/EXCAVATION BORING COLLAPSED/ DRILLING TERMINATED FOR DAY (AC). 07/07/89: DRILLING IN

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

TANK FIELD/5' TO 7' SAMPLE HAD 36 PPM HNU READING/REFUSAL IN 10-12' SAMPLE (AC). 07/17/89: ENV. OIL COLLECTED SAMPLES OF WELLS/SPOT SHEEN IN MW3 (AC). 08/24/89: ENV. OIL SAMPLED WELLS AND SURVEYED, PRODUCT IN PREVIOUSLY EXISTING DUG WELL. 02/20/90: WORKED TO REPAIR MW-1 CURB BOX AND LIFT SCREEN. (AC). 02/26/90: MW-1 SCREEN LIFTED, BORED AND SET MW-6. 02/27/90: CURB BOX SET IN MW-6 AND MW-1, MW-2 DAMAGED BY PLOW. (AC). 02/28/90: LETTER TO FEMIA, WELL DAMAGE BY PLOW. (AC). 02/13/91: K. ROE SAMPLED 503.1/RESHOT ELEVATIONS AND MEASURED TO MAP. (NC). 03/04/91: LAB RESULTS RECEIVED FROM NET/MW4, MW5 AND MW6 DIRTY. (NC). 06/06/91: G. DILLINGHAM, EPS, MEASURED, BAILED & SAMPLED WELL HEAD/MW2 NEEDS FIXING. (NC). 08/28/91: EPS SAMPLED. (NC). 11/19/91: E.P.S. SAMPLED. REBUILT MW2 WELL HEAD. (NC). 02/21/92: EPS SAMPLED. (NC). 03/05/92: RESULTS RECEIVED/MW 1, 4, 5 & 6 DIRTY. (NC). 05/21/92: EPS SAMPLED. (NC). 08/24/92: EPS SLUG TESTED MW 6, 4 & 3 TWICE. (NC). 09/01/92: EPS SAMPLED & REBUILT MWB CURB BOX. (NC). 11/23/92: EPS SAMPLE - DEC NOT ON SITE (NC). 06/02/93: EPS REBUILT 2 X MW. (NC). 01/24/07: spill transferred to my caseload. (JA)
05/20/09: HIRED EGGAN AND UPSTATE FOR EXCAVATION OF SITE. (JA)
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01/13/10: SPILL CLOSED. (JA) "

Remarks: "4K TANK HAS HOLE IN BOTTOM"

Material:

Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	466343
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	True
Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	572271
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)
Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	True

Tank Test:

Site ID:	278611
Spill Tank Test:	1532456
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Facility ID:	8707388
Facility Type:	ER
DER Facility ID:	326114
Site ID:	278611
DEC Region:	6
Spill Date:	1987-11-19
Spill Number/Closed Date:	8707388 / 2010-01-13
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1987-11-19
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Responsible Party
Cleanup Ceased:	2009-10-23
Cleanup Meets Std:	False
Last Inspection:	1987-11-19
Recommended Penalty:	True
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1987-12-01
Spill Record Last Update:	2010-01-14
Spiller Name:	Not reported
Spiller Company:	ALL PARTIES
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON / / : 11/19/87-INVESTIGATION INDICATED HOLE IN TANK, GW ENTERED TANK WHEN CLEANING TANK TO LINE IT, CONTAMINATED SOIL NOTED IN EXCAVATION (HM). 11/17/88: CHECKED WELL, HNU GREATER THAN 100 PPM, WT-4'8 , APPROX 1/4 PRODUCT/APPEARS TO BE OLD, STICKY, BLACK GAS (DJ). 06/29/89: MW 2 DRILLED/GW AT 9.0 '/NO PROD,ODOR,SHEEN (AC).

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

06/30/89: MW4 DRILLED/GW AT 10.5'/NO PROD,ODOR,SHEEN (AC). 07/06/89: REFUSAL IN BOREHOLE OF MW3/CITY REQUIRED PERMITS/EXCAVATION BORING COLLAPSED/ DRILLING TERMINATED FOR DAY (AC). 07/07/89: DRILLING IN TANK FIELD/5' TO 7' SAMPLE HAD 36 PPM HNU READING/REFUSAL IN 10-12' SAMPLE (AC). 07/17/89: ENV. OIL COLLECTED SAMPLES OF WELLS/SPOT SHEEN IN MW3 (AC). 08/24/89: ENV. OIL SAMPLED WELLS AND SURVEYED, PRODUCT IN PREVIOUSLY EXISTING DUG WELL. 02/20/90: WORKED TO REPAIR MW-1 CURB BOX AND LIFT SCREEN. (AC). 02/26/90: MW-1 SCREEN LIFTED, BORED AND SET MW-6. 02/27/90: CURB BOX SET IN MW-6 AND MW-1, MW-2 DAMAGED BY PLOW. (AC). 02/28/90: LETTER TO FEMIA, WELL DAMAGE BY PLOW. (AC). 02/13/91: K. ROE SAMPLED 503.1/RESHOT ELEVATIONS AND MEASURED TO MAP. (NC). 03/04/91: LAB RESULTS RECEIVED FROM NET/MW4, MW5 AND MW6 DIRTY. (NC). 06/06/91: G. DILLINGHAM, EPS, MEASURED, BAILED & SAMPLED WELL HEAD/MW2 NEEDS FIXING. (NC). 08/28/91: EPS SAMPLED. (NC). 11/19/91: E.P.S. SAMPLED. REBUILT MW2 WELL HEAD. (NC). 02/21/92: EPS SAMPLED. (NC). 03/05/92: RESULTS RECEIVED/MW 1, 4, 5 & 6 DIRTY. (NC). 05/21/92: EPS SAMPLED. (NC). 08/24/92: EPS SLUG TESTED MW 6, 4 & 3 TWICE. (NC). 09/01/92: EPS SAMPLED & REBUILT MWB CURB BOX. (NC). 11/23/92: EPS SAMPLE - DEC NOT ON SITE (NC). 06/02/93: EPS REBUILT 2 X MW. (NC). 01/24/07: spill transferred to my caseload. (JA)
05/20/09: HIRED EGGAN AND UPSTATE FOR EXCAVATION OF SITE. (JA)
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01/13/10: SPILL CLOSED. (JA) "

Remarks: "4K TANK HAS HOLE IN BOTTOM"

Material:

Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	466343
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	True
Site ID:	278611
Operable Unit ID:	913089
Operable Unit:	01
Material ID:	572271
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)

Remove Watermark Wondershare PDFelement

FEMIA'S TEST & TUNE UP INC (Continued) **U003066058**

Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	True

Tank Test:

Site ID:	278611
Spill Tank Test:	1532456
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Click this hyperlink while viewing on your computer to access additional NY_SPILL: detail in the EDR Site Report.

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175 WSW 1/8-1/4 0.242 mi. 1277 ft.

SLIWINSKI RESIDENCE
715 ROBERTS ST
UTICA, NY

NY LTANKS **S106124191**
N/A

Relative: Higher

Actual: 441 ft.

LTANKS:

Site ID:	182874
Spill Number/Closed Date:	0307646 / 2003-10-20
Spill Date:	2003-10-20
Spill Cause:	Tank Overfill
Spill Source:	Commercial Vehicle
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	2003-10-20
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2003-10-20
CID:	205
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	2003-10-20
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	2003-10-20
Spill Record Last Update:	2003-10-23
Spiller Name:	NELSON POHORESKEY
Spiller Company:	MOHAWK HOME COMFORTS
Spiller Address:	9754 RIVER RD

Remove Watermark Wondershare PDFelement

SLIWINSKI RESIDENCE (Continued) **S106124191**

Spiller City,St,Zip: MARCY, NY 13403-
Spiller County: 001
Spiller Contact: E. SLIWINSKI
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 153210
DEC Memo: ""
Remarks: "cleanup in progress."

Material:
Site ID: 182874
Operable Unit ID: 876252
Operable Unit: 01
Material ID: 501169
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 2.00
Units: Gallons
Recovered: 2.00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

AL176 **UTICA OBSERVER DISPATCH** **NY LTANKS** **S106737579**
ESE **221-23 ORISKANY PLACE** **N/A**
1/8-1/4 **UTICA, NY 13501**
0.242 mi.
1280 ft. **Site 2 of 4 in cluster AL**

Relative:
Higher

Actual:
430 ft.

LTANKS:
Site ID: 335144
Spill Number/Closed Date: 0410226 / 2004-12-21
Spill Date: 2004-12-13
Spill Cause: Tank Overfill
Spill Source: Tank Truck
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 2004-12-13
Cleanup Meets Standard: True
SWIS: 3316
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 2004-12-14
CID: 407
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 2004-12-14

Remove Watermark Wondershare PDFelement

UTICA OBSERVER DISPATCH (Continued) **S106737579**

Spill Record Last Update:	2004-12-23
Spiller Name:	BRIAN BOKOVOY
Spiller Company:	FLINK INK CORP
Spiller Address:	4600 ARROWHEAD DRIVE
Spiller City,St,Zip:	ANN ARBOR, MI 48105
Spiller County:	001
Spiller Contact:	DAVID STORM
Spiller Phone:	(315) 792-5024
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	270365
DEC Memo:	"12/21/04: REVIEWED MSDS. PRODUCT IS MINERAL OIL BASED INK. NON-HAZARDOUS. CLEANUP COMPLETE. SPILL CLOSED. (JA)"
Remarks:	"Contained and cleaned up. OPTECH envirionmental was contracted."

Material:

Site ID:	335144
Operable Unit ID:	1097249
Operable Unit:	01
Material ID:	577214
Material Code:	0582A
Material Name:	ink
Case No.:	Not reported
Material FA:	Other
Quantity:	75.00
Units:	Gallons
Recovered:	75.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AL177 **UTICA OBSERVER-DISPATCH** **NY UST** **U000386413**
ESE **221 ORISKANY STREET EAST** **NY HIST UST** **N/A**
1/8-1/4 **UTICA, NY 13501**
0.242 mi.
1280 ft. **Site 3 of 4 in cluster AL**

Relative:
Higher

Actual:
430 ft.

UST:

Id/Status:	6-447390 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481539.87261
UTM Y:	4772197.00142
Site Type:	Unknown

Affiliation Records:

Site Id:	42339
Affiliation Type:	Facility Owner
Company Name:	UTICA OBSERVER-DISPATCH
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	221 ORISKANY PLAZA
Address2:	Not reported

Remove Watermark Wondershare PDFelement

UTICA OBSERVER-DISPATCH (Continued) **U000386413**

City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 792-5000
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42339
Affiliation Type:	Mail Contact
Company Name:	UTICA OBSERVER-DISPATCH
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	221 ORISKANY PLAZA
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 792-5000
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42339
Affiliation Type:	On-Site Operator
Company Name:	UTICA OBSERVER-DISPATCH
Contact Type:	Not reported
Contact Name:	UTICA OBSERVER-DISPATCH
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-5000
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42339
Affiliation Type:	Emergency Contact
Company Name:	UTICA OBSERVER-DISPATCH
Contact Type:	Not reported
Contact Name:	BRUCE MACIAG
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-5024
EMail:	Not reported

Remove Watermark Wondershare PDFelement

UTICA OBSERVER-DISPATCH (Continued) **U000386413**

Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 001
Tank ID: 119087
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 4000
Install Date: 12/01/1964
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
J01 - Dispenser - Pressurized Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number: 002
Tank ID: 119088
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 4000
Install Date: 12/01/1964
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Remove Watermark Wondershare PDFelement

UTICA OBSERVER-DISPATCH (Continued) **U000386413**

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J01 - Dispenser - Pressurized Dispenser
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
C00 - Pipe Location - No Piping

Tank Number:	003
Tank ID:	119089
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	12/01/1964
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
J01 - Dispenser - Pressurized Dispenser
C00 - Pipe Location - No Piping
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	004
Tank ID:	119090
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	12/01/1964
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline

Remove Watermark Wondershare PDFelement

UTICA OBSERVER-DISPATCH (Continued) **U000386413**

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C00 - Pipe Location - No Piping
G00 - Tank Secondary Containment - None
I00 - Overfill - None
J01 - Dispenser - Pressurized Dispenser
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	005
Tank ID:	119091
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	12/01/1964
Date Tank Closed:	Not reported
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
C00 - Pipe Location - No Piping
D01 - Pipe Type - Steel/Carbon Steel/Iron
J01 - Dispenser - Pressurized Dispenser

Tank Number:	006
Tank ID:	119092
Tank Status:	Closed Prior to Micro Conversion, 03/91
Material Name:	Closed Prior to Micro Conversion, 03/91
Capacity Gallons:	4000
Install Date:	12/01/1964
Date Tank Closed:	Not reported

Remove Watermark Wondershare PDFelement

UTICA OBSERVER-DISPATCH (Continued) **U000386413**

Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
J01 - Dispenser - Pressurized Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None

Tank Number: 007
Tank ID: 119093
Tank Status: Closed Prior to Micro Conversion, 03/91
Material Name: Closed Prior to Micro Conversion, 03/91
Capacity Gallons: 1000
Install Date: Not reported
Date Tank Closed: Not reported
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
D10 - Pipe Type - Copper
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J02 - Dispenser - Suction Dispenser

HIST UST:
PBS Number: 6-447390

Remove Watermark Wondershare PDFelement

UTICA OBSERVER-DISPATCH (Continued) **U000386413**

SPDES Number:	Not reported
Emergency Contact:	BRUCE MACIAG
Emergency Telephone:	(315) 792-5024
Operator:	UTICA OBSERVER-DISPATCH
Operator Telephone:	(315) 792-5000
Owner Name:	UTICA OBSERVER-DISPATCH
Owner Address:	221 ORISKANY PLAZA
Owner City,St,Zip:	UTICA, NY 13501
Owner Telephone:	(315) 792-5000
Owner Type:	Not reported
Owner Subtype:	Not reported
Mailing Name:	UTICA OBSERVER-DISPATCH
Mailing Address:	221 ORISKANY PLAZA
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13501
Mailing Contact:	Not reported
Mailing Telephone:	(315) 792-5000
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	06/28/1988
Expiration Date:	06/28/1993
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	Minor Data Missing
Tank Screen:	Minor Data Missing
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	007
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	FIBERGLASS COATED STEEL
Pipe Internal:	Not reported

Remove Watermark Wondershare PDFelement

UTICA OBSERVER-DISPATCH (Continued) **U000386413**

Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

AL178 **THE OBSERVER DISPATCH** **RCRA NonGen / NLR** **1000871399**
ESE **221 ORISKANY PLZ** **FINDS** **NY0000038687**
1/8-1/4 **UTICA, NY 13501** **NY MANIFEST**
0.242 mi. **ECHO**
1280 ft. **Site 4 of 4 in cluster AL**

Relative:
Higher

Actual:
430 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	OBSERVER - DISPATCH THE
Facility address:	221 ORISKANY PLZ UTICA, NY 13501
EPA ID:	NY0000038687
Mailing address:	ORISKANY PLZ UTICA, NY 13501
Contact:	JAMES MESSING
Contact address:	ORISKANY PLZ UTICA, NY 13501
Contact country:	US
Contact telephone:	(315) 792-5000
Contact email:	Not reported
EPA Region:	02
Land type:	Private
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	GANNETT SATELLITE INFO NETWORK INC
Owner/operator address:	1000 WILSON BLVD ARLINGTON, VA 22229
Owner/operator country:	US
Owner/operator telephone:	(703) 276-3400
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/2001
Owner/Op end date:	Not reported
Owner/operator name:	GANNETT SATELLITE INFO NETWORK INC
Owner/operator address:	1000 WILSON BLVD ARLINGTON, VA 22229
Owner/operator country:	US
Owner/operator telephone:	(703) 276-3400
Legal status:	Private
Owner/Operator Type:	Operator

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Owner/Op start date: 01/01/2001
Owner/Op end date: Not reported

Owner/operator name: GANNETT SATELLITE INFO NETWORK INC
Owner/operator address: 1000 WILSON BLVD
ARLINGTON, VA 22229
Owner/operator country: Not reported
Owner/operator telephone: (703) 276-3400
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: OBSERVER - DISPATCH THE
Classification: Not a generator, verified

Date form received by agency: 12/20/2000
Site name: OBSERVER - DISPATCH THE
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D008
. Waste name: LEAD

Date form received by agency: 10/28/1993
Site name: OBSERVER - DISPATCH THE
Classification: Small Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 12/15/2004

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Registry ID: 110004308801

Environmental Interest/Information System

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

FIS (New York - Facility Information System) is New York's Department of Environmental Conservation (DEC) information system for tracking environmental facility information found across the State.

NY MANIFEST:
Country: USA
EPA ID: NY0000038687
Facility Status: Not reported
Location Address 1: 221 ORISKANY PLAZA
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13501
Location Zip 4: 1201

NY MANIFEST:
EPAID: NY0000038687
Mailing Name: OBSERVER DISPATCH
Mailing Contact: OBSERVER DISPATCH
Mailing Address 1: 221 ORISKANY PLAZA
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13501
Mailing Zip 4: 1201
Mailing Country: USA
Mailing Phone: 3157925061

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2011
Trans1 State ID:	TXR000050930
Trans2 State ID:	NJD071629976
Generator Ship Date:	02/17/2011
Trans1 Recv Date:	02/17/2011
Trans2 Recv Date:	02/23/2011
TSD Site Recv Date:	02/27/2011
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	KYD053348108
TSDF ID 2:	Not reported
Manifest Tracking Number:	003842233FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H061
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	300.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	D035
Waste Code 1_3:	F005
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2011
Trans1 State ID:	NYD013277454
Trans2 State ID:	Not reported
Generator Ship Date:	12/22/2011
Trans1 Recv Date:	12/22/2011

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/22/2011
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	004919792FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	16.0
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	F003
Waste Code 1_3:	F005
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2010
Trans1 State ID:	TXR000050930
Trans2 State ID:	NJD071629976
Generator Ship Date:	04/28/2010
Trans1 Recv Date:	04/28/2010
Trans2 Recv Date:	05/05/2010
TSD Site Recv Date:	05/12/2010
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	KYD053348108
TSDF ID 2:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Manifest Tracking Number:	003312572FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H061
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	350.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	D035
Waste Code 1_3:	F005
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	NJD054126164
Trans2 State ID:	Not reported
Generator Ship Date:	01/16/2007
Trans1 Recv Date:	01/16/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/17/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	MID980991566
TSDF ID 2:	Not reported
Manifest Tracking Number:	000013974JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H111
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	200
Units:	P - Pounds
Number of Containers:	2
Container Type:	CF - Fiber or plastic boxes, cartons
Handling Method:	L Landfill.
Specific Gravity:	1
Waste Code:	D008
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2007
Trans1 State ID:	NJD054126164
Trans2 State ID:	Not reported
Generator Ship Date:	01/16/2007
Trans1 Recv Date:	01/16/2007
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/17/2007
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	MID980991566
TSDF ID 2:	Not reported
Manifest Tracking Number:	000013974JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H111
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Quantity:	480
Units:	P - Pounds
Number of Containers:	2
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	1
Waste Code:	D008
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	NYC6056728
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	03/29/2000
Trans1 Recv Date:	03/29/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/30/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00017
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NJA3028906
Manifest Status:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

seq:	01
Year:	2000
Trans1 State ID:	08690
Trans2 State ID:	H10364
Generator Ship Date:	03/29/2000
Trans1 Recv Date:	03/29/2000
Trans2 Recv Date:	03/30/2000
TSD Site Recv Date:	04/05/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	SCR000074591
TSDF ID 1:	NJD002182897
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00910
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYC6180208
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	07/19/2000
Trans1 Recv Date:	07/19/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	07/20/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00061
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC6078958
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	03/03/2000
Trans1 Recv Date:	03/03/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/06/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00057
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC6087712
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	ILP256397
Trans2 State ID:	Not reported
Generator Ship Date:	02/03/2000
Trans1 Recv Date:	02/03/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	02/03/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00018
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC6202326
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	NYMV2534

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Trans2 State ID:	Not reported
Generator Ship Date:	06/22/2000
Trans1 Recv Date:	06/22/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	06/23/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00019
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC6222273
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	08/18/2000
Trans1 Recv Date:	08/18/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/21/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	SCR000075150
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00018
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC6126467
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	ILP256379
Trans2 State ID:	Not reported
Generator Ship Date:	04/27/2000
Trans1 Recv Date:	04/27/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	04/27/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Quantity:	00046
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC6041654
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	NYAM6504
Trans2 State ID:	Not reported
Generator Ship Date:	01/05/2000
Trans1 Recv Date:	01/05/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	01/06/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00017
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	PAE7905166
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	PAAH0172
Trans2 State ID:	PAAH0271
Generator Ship Date:	01/25/2000
Trans1 Recv Date:	01/25/2000

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Trans2 Recv Date:	01/27/2000
TSD Site Recv Date:	02/04/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	SCR000074591
TSDF ID 1:	PAD987367216
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00048
Units:	P - Pounds
Number of Containers:	002
Container Type:	CF - Fiber or plastic boxes, cartons
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC6151601
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	05/22/2000
Trans1 Recv Date:	05/22/2000
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/23/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00016
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC5886415
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	08/16/1999
Trans1 Recv Date:	08/16/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/17/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00018
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC5648692
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	ILP28637A
Trans2 State ID:	Not reported
Generator Ship Date:	05/25/1999
Trans1 Recv Date:	05/25/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/26/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00042
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC5903820
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	09/16/1999
Trans1 Recv Date:	09/16/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/17/1999
Part A Recv Date:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00074
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00
Document ID:	NYC5562652
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	ILP256377
Trans2 State ID:	Not reported
Generator Ship Date:	03/05/1999
Trans1 Recv Date:	03/05/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/08/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NY0000038687
Trans1 EPA ID:	ILD984908202
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD982743312
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported

Remove Watermark Wondershare PDFelement

THE OBSERVER DISPATCH (Continued) **1000871399**

Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00017
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	01.00

Click this hyperlink while viewing on your computer to access
54 additional NY_MANIFEST: record(s) in the EDR Site Report.

ECHO:

Envid:	1000871399
Registry ID:	110004308801
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110004308801

AK179 **GLOBE MILLS JOINT VENTURE** **NY LTANKS** **S104877485**
West **721 COURT ST** **N/A**
1/8-1/4 **UTICA, NY**
0.246 mi.
1300 ft. **Site 2 of 3 in cluster AK**

Relative:
Higher

Actual:
440 ft.

LTANKS:

Site ID:	62474
Spill Number/Closed Date:	0050015 / 2000-12-21
Spill Date:	2000-12-21
Spill Cause:	Tank Overfill
Spill Source:	Commercial/Industrial
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	2000-11-17
Cleanup Meets Standard:	True
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2000-12-21
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	2000-11-17
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	2000-12-21
Spill Record Last Update:	2000-12-21
Spiller Name:	STEVE KINSTLE
Spiller Company:	GLOBE MILLS JOINT VENTURE

Remove Watermark Wondershare PDFelement

GLOBE MILLS JOINT VENTURE (Continued) **S104877485**

Spiller Address:	721 COURT ST
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller County:	001
Spiller Contact:	STEVE KINSTLE
Spiller Phone:	(315) 797-1970
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	60560
DEC Memo:	""
Remarks:	"MINOR SPILLAGE FROM FILL PORT AREA ON WASTE OIL TANK FOUND DURING REMOVAL"

Material:

Site ID:	62474
Operable Unit ID:	835731
Operable Unit:	01
Material ID:	541168
Material Code:	0022
Material Name:	waste oil/used oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AK180 **GLOBE MILL JOINT VENTURE** **NY UST** **U003758174**
West **721 COURT STREET** **NY HIST UST** **N/A**
1/8-1/4 **UTICA, NY 13502**
0.246 mi.
1300 ft. **Site 3 of 3 in cluster AK**

Relative:
Higher

Actual:
440 ft.

UST:

Id/Status:	6-600877 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480252.23589
UTM Y:	4772204.38236
Site Type:	Unknown

Affiliation Records:

Site Id:	43699
Affiliation Type:	Facility Owner
Company Name:	GLOBE MILL JOINT VENTURE
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	118 BLEECKER STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501

Remove Watermark Wondershare PDFelement

GLOBE MILL JOINT VENTURE (Continued) **U003758174**

Country Code:	001
Phone:	(315) 797-1970
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43699
Affiliation Type:	Mail Contact
Company Name:	GLOBE MILL JOINT VENTURE
Contact Type:	Not reported
Contact Name:	MURRAY KIRSHTEIN
Address1:	118 BLEECKER STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 797-1970
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43699
Affiliation Type:	On-Site Operator
Company Name:	GLOBE MILL JOINT VENTURE
Contact Type:	Not reported
Contact Name:	MURRAY KIRSHSTEIN
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-1970
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43699
Affiliation Type:	Emergency Contact
Company Name:	GLOBE MILL JOINT VENTURE
Contact Type:	Not reported
Contact Name:	STEPHEN KINSTLE
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-0564
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Remove Watermark Wondershare PDFelement

GLOBE MILL JOINT VENTURE (Continued) **U003758174**

Tank Info:

Tank Number:	1
Tank ID:	124922
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	500
Install Date:	Not reported
Date Tank Closed:	11/17/2000
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0022
Common Name of Substance:	Waste Oil/Used Oil
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
G00 - Tank Secondary Containment - None
I00 - Overfill - None
C00 - Pipe Location - No Piping
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D00 - Pipe Type - No Piping

HIST UST:

PBS Number:	6-600877
SPDES Number:	Not reported
Emergency Contact:	STEPHEN KINSTLE
Emergency Telephone:	(315) 792-0564
Operator:	MURRAY KIRSHSTEIN
Operator Telephone:	(315) 797-1970
Owner Name:	GLOBE MILL JOINT VENTURE
Owner Address:	118 BLEECKER STREET
Owner City,St,Zip:	UTICA, NY 13501
Owner Telephone:	(315) 797-1970
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	GLOBE MILL JOINT VENTURE
Mailing Address:	118 BLEECKER STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13501
Mailing Contact:	MURRAY KIRSHTEIN
Mailing Telephone:	(315) 797-1970
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported

Remove Watermark Wondershare PDFelement

GLOBE MILL JOINT VENTURE (Continued) **U003758174**

Facility Type:	Not reported
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	11/14/2000
Expiration Date:	11/13/2005
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	Minor Data Missing
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	500
Product Stored:	USED OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	None
Pipe Type:	NONE
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	0
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	11/17/2000
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

AH181 **FEDERAL BLDG P.L.** **NY LTANKS** **S101658988**
East **NORTH GENESEE ST ARTERIAL** **N/A**
1/8-1/4 **UTICA, NY**
0.247 mi.
1302 ft. **Site 3 of 3 in cluster AH**

Relative:
Lower

Actual:
424 ft.

LTANKS:

Site ID:	152434
Spill Number/Closed Date:	9503439 / 1999-05-20
Spill Date:	1994-04-20
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1995-06-20
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1995-06-27
Spill Record Last Update:	2004-02-19
Spiller Name:	Not reported
Spiller Company:	NYS DOT
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller County:	999
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	129398
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 2004/02/19 - Spill_Time was previously blank and replaced with RCVD_Time to fix a data translation problem... Bob Corcoran 05/20/99: GWI COMPLETE. CLOSED (HM)."
Remarks:	"CALLER IS TRYING TO PURCHASE PROPERTY AND DID SITE TESTING WHICH SHOWED GROUND CONTAMINATION - CALLER BELIEVES SITE IS OLD GAS STATION" Not reported

Material:

Site ID:	152434
Operable Unit ID:	1017899
Operable Unit:	01
Material ID:	364938
Material Code:	0064A
Material Name:	unknown material
Case No.:	Not reported
Material FA:	Other
Quantity:	.00
Units:	Pounds
Recovered:	.00

Remove Watermark Wondershare PDFelement

FEDERAL BLDG P.L. (Continued) **S101658988**

Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

AM182 **NY TELEPHONE** **NY LTANKS** **S100158754**
SSW **280 GENESEE ST NY TEL** **N/A**
1/8-1/4 **UTICA, NY**
0.248 mi.
1311 ft. **Site 1 of 2 in cluster AM**

Relative:
Higher

Actual:
490 ft.

LTANKS:
Site ID: 177005
Spill Number/Closed Date: 8904476 / 1989-08-04
Spill Date: 1989-08-04
Spill Cause: Tank Overfill
Spill Source: Commercial/Industrial
Spill Class: Not reported
Cleanup Ceased: 1989-08-04
Cleanup Meets Standard: True
SWIS: 3300
Investigator: NFCARRIE
Referred To: Not reported
Reported to Dept: 1989-08-04
CID: Not reported
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: Not reported
Spill Record Last Update: 2003-12-02
Spiller Name: Not reported
Spiller Company: WILLIAMS ENERGY CORP.
Spiller Address: 701 LAWRENCE ST.
Spiller City,St,Zip: ROME, NY 13440
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 148748
DEC Memo: ""
Remarks: "WILLIAMS ENERGY ON SITE NOW."

Material:
Site ID: 177005
Operable Unit ID: 929729
Operable Unit: 01
Material ID: 448525
Material Code: 0012A
Material Name: kerosene
Case No.: Not reported
Material FA: Petroleum
Quantity: 3.00

Remove Watermark Wondershare PDFelement

NY TELEPHONE (Continued) **S100158754**

Units: Gallons
Recovered: 3.00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 177005
Spill Tank Test: 1535800
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

AM183 **NYNEX** **RCRA-CESQG** **1000136961**
SSW **280 GENESEE ST** **NY LTANKS** **NYD980763916**
1/8-1/4 **UTICA, NY 13502** **NY TANKS**
0.248 mi. **NY HIST UST**
1311 ft. **Site 2 of 2 in cluster AM** **NY Spills**
FINDS
Relative: **NY MANIFEST**
Higher **RI MANIFEST**
ECHO

Actual:
490 ft.

RCRA-CESQG:
Date form received by agency: 01/01/2007
Facility name: NYNEX
Facility address: 280 GENESEE ST
UTICA, NY 135024618
EPA ID: NYD980763916
Mailing address: E 37TH ST
NEW YORK, NY 10016
Contact: Not reported
Contact address: E 37TH ST
NEW YORK, NY 10016
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

hazardous waste

Owner/Operator Summary:
Owner/operator name: NYNEX
Owner/operator address: 280 GENESEE ST
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NYNEX
Owner/operator address: 280 GENESEE ST
UTICA, NY 13502
Owner/operator country: US
Owner/operator telephone: (212) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: NYNEX
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 07/08/1999
Site name: NYNEX
Classification: Not a generator, verified

. Waste code: NONE
. Waste name: None

Date form received by agency: 01/17/1995
Site name: NYNEX
Classification: Large Quantity Generator

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

. Waste code: X002
. Waste name: POLYCHLORINATED BIPHENOLS (PCBs)

Violation Status: No violations found

LTANKS:
Site ID: 231072
Spill Number/Closed Date: 8602673 / 1989-12-11
Spill Date: 1986-07-23
Spill Cause: Tank Test Failure
Spill Source: Commercial/Industrial
Spill Class: Not reported
Cleanup Ceased: 1989-12-11
Cleanup Meets Standard: True
SWIS: 3300
Investigator: AJMARSCH
Referred To: Not reported
Reported to Dept: 1986-07-24
CID: Not reported
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1986-07-24
Spill Record Last Update: 1989-12-11
Spiller Name: Not reported
Spiller Company: NEW YORK TELEPHONE
Spiller Address: RM 400A, 158 STATE ST
Spiller City,St,Zip: ALBANY, NY
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 190426
DEC Memo: ""
Remarks: "PLAN TO ISOLATE TANK AND RETEST 7/25/86"

Material:
Site ID: 231072
Operable Unit ID: 899412
Operable Unit: 01
Material ID: 479093
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 231072

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Spill Tank Test: 1530074
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

TANKS:
Facility Id: 6-414581
Region: STATE
DEC Region: 6
Site Status: Active
Program Type: PBS
Expiration Date: 06/30/2017
UTM X: 480704.48587
UTM Y: 4771792.64307

HIST UST:
PBS Number: 6-414581
SPDES Number: Not reported
Emergency Contact: NYNEX
Emergency Telephone: (800) 386-9639
Operator: NYNEX
Operator Telephone: (800) 339-6144
Owner Name: NYNEX
Owner Address: 221 EAST 37TH ST., 4TH FLOOR
Owner City,St,Zip: NEW YORK, NY 10016
Owner Telephone: (800) 339-6144
Owner Type: Corporate/Commercial
Owner Subtype: New York Telephone
Mailing Name: NYNEX
Mailing Address: 221 EAST 37TH ST.
Mailing Address 2: 4TH FLOOR
Mailing City,St,Zip: NEW YORK, NY 10016
Mailing Contact: KATHLEEN TOBIN
Mailing Telephone: (212) 338-6731
Owner Mark: First Owner
Facility Status: 1 - Active PBS facility, i.e. total capacity of the PBS tanks is greater than 1,100 gallons, regardless if Subpart 360-14 tanks exist or not at the facility.
Facility Addr2: Not reported
SWIS ID: 3016
Old PBS Number: Not reported
Facility Type: UTILITY
Inspected Date: 06/12/1996
Inspector: HM
Inspection Result: Not reported
Federal ID: Not reported
Certification Flag: False
Certification Date: 09/17/1997
Expiration Date: 06/30/2002
Renew Flag: False

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Renewal Date:	Not reported
Total Capacity:	10000
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	No Missing Data
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	001
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	01/01/1957
Capacity (gals):	10000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	002
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	01/01/1957
Capacity (gals):	550
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	003
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	01/01/1962
Capacity (gals):	10000
Product Stored:	KEROSENE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	Not reported
Test Method:	Not reported
Deleted:	False
Updated:	False
Lat/long:	Not reported

Tank Id:	004
Tank Location:	UNDERGROUND
Tank Status:	Closed Before April 1, 1991
Install Date:	01/01/1957
Capacity (gals):	2000
Product Stored:	KEROSENE
Tank Type:	Steel/carbon steel
Tank Internal:	Not reported
Tank External:	Not reported
Pipe Location:	Not reported
Pipe Type:	STEEL/IRON
Pipe Internal:	Not reported
Pipe External:	Not reported
Second Containment:	None
Leak Detection:	None
Overfill Prot:	Not reported
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Date Closed: Not reported
Test Method: Not reported
Deleted: False
Updated: False
Lat/long: Not reported

Tank Id: 5
Tank Location: UNDERGROUND
Tank Status: Closed-Removed
Install Date: 10/01/1987
Capacity (gals): 15000
Product Stored: KEROSENE
Tank Type: Steel/carbon steel
Tank Internal: None
Tank External: Sacrificial Anode
Pipe Location: Underground
Pipe Type: FIBERGLASS COATED STEEL
Pipe Internal: None
Pipe External: None
Second Containment: Vault (w/access)
Leak Detection: Electronic
Overfill Prot: High Level Alarm, Catch Basin
Dispenser: Suction
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: No Missing Data
Date Closed: 10/01/1996
Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

Tank Id: 6
Tank Location: UNDERGROUND
Tank Status: In Service
Install Date: 10/01/1996
Capacity (gals): 10000
Product Stored: KEROSENE
Tank Type: Fiberglass reinforced plastic [FRP]
Tank Internal: None
Tank External: None
Pipe Location: Underground
Pipe Type: FIBERGLASS REINFORCED PLASTIC
Pipe Internal: None
Pipe External: Jacketed
Second Containment: Vault (w/access)
Leak Detection: 14
Overfill Prot: High Level Alarm, Catch Basin
Dispenser: Suction
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: No Missing Data
Date Closed: Not reported
Test Method: Not reported
Deleted: False

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Updated: True
Lat/long: Not reported

SPILLS:
Facility ID: 8604987
Facility Type: ER
DER Facility ID: 190426
Site ID: 231073
DEC Region: 6
Spill Date: 1986-11-05
Spill Number/Closed Date: 8604987 / 2002-08-21
Spill Cause: Human Error
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3300
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 1986-11-05
CID: Not reported
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: DEC
Cleanup Ceased: 2002-08-21
Cleanup Meets Std: False
Last Inspection: 2002-03-06
Recommended Penalty: False
UST Trust: True
Remediation Phase: 0
Date Entered In Computer: 1986-11-07
Spill Record Last Update: 2004-03-22
Spiller Name: STEVEN BALDISSEROTTO
Spiller Company: VERIZON
Spiller Address: 650 PARK AVE.
Spiller City,St,Zip: EAST ORANGE, NJ 07017-
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: ""
Remarks: "OBSERVED STAINED SOIL (EST 3' X 3') & PRODUCT FLOATING ON ADJACENT PUDDLE NEAR ASSUMED FILL PIPE."

Material:
Site ID: 231073
Operable Unit ID: 902186
Operable Unit: 01
Material ID: 474205
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 10.00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Tank Test:

FINDS:

Registry ID: 110004390418

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:

Country:	USA
EPA ID:	NYD980763916
Facility Status:	Not reported
Location Address 1:	280 GENESEE ST
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13502
Location Zip 4:	4690

NY MANIFEST:

EPAID:	NYD980763916
Mailing Name:	NEW YORK TELEPHONE CO/ VERIZON
Mailing Contact:	DONALD GREENE
Mailing Address 1:	158 STATE ST
Mailing Address 2:	Not reported
Mailing City:	ALBANY
Mailing State:	NY
Mailing Zip:	12207
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	5184712430

NY MANIFEST:

Document ID:	MAQ0322549
Manifest Status:	Not reported
seq:	01
Year:	2006
Trans1 State ID:	MAD039322250
Trans2 State ID:	MAD039322250
Generator Ship Date:	03/23/2006
Trans1 Recv Date:	03/23/2006
Trans2 Recv Date:	03/28/2006
TSD Site Recv Date:	03/28/2006
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD980763916

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Trans1 EPA ID:	23055JB
Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD053452637
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00050
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00

Document ID:	NYG3087558
Manifest Status:	Not reported
seq:	01
Year:	2002
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	03/04/2002
Trans1 Recv Date:	03/04/2002
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/08/2002
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	OHD981100969
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD981093420
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

MGMT Method Type Code:	Not reported
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	03281
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	010
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Waste Code:	D039 - TETRACHLOROETHYLENE 0.73 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00433
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Document ID:	NYB7778034
Manifest Status:	C
seq:	Not reported
Year:	1996
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	06/06/1996
Trans1 Recv Date:	06/06/1996
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/13/1996
Part A Recv Date:	06/28/1996
Part B Recv Date:	06/21/1996
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	OHD981100969
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD981100969
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B003 - PETROLEUM OIL WITH 500 PPM OR > PCB
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00075
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYB7821684
Manifest Status:	C
seq:	Not reported
Year:	1996
Trans1 State ID:	T207FZOH
Trans2 State ID:	Not reported
Generator Ship Date:	03/14/1996
Trans1 Recv Date:	03/14/1996
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/21/1996
Part A Recv Date:	05/15/1996
Part B Recv Date:	04/05/1996
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	OHD981100969
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD981100969
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B003 - PETROLEUM OIL WITH 500 PPM OR > PCB
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00100
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYB4867497
Manifest Status:	K
seq:	Not reported
Year:	1994
Trans1 State ID:	OH084

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Trans2 State ID:	OH084
Generator Ship Date:	12/11/1994
Trans1 Recv Date:	12/11/1994
Trans2 Recv Date:	12/16/1994
TSD Site Recv Date:	12/27/1994
Part A Recv Date:	12/30/1994
Part B Recv Date:	01/10/1995
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	OHD981100969
Trans2 EPA ID:	OHD981100969
TSDF ID 1:	OHD981960123
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B003 - PETROLEUM OIL WITH 500 PPM OR > PCB
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01826
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	010
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	B007 - OTHER MISCELLANEOUS PCB WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00047
Units:	K - Kilograms (2.2 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYA1475316
Manifest Status:	C
seq:	Not reported
Year:	1984
Trans1 State ID:	NY98785GA
Trans2 State ID:	NY7A090
Generator Ship Date:	11/19/1984
Trans1 Recv Date:	11/19/1984
Trans2 Recv Date:	/ /

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

TSD Site Recv Date:	11/19/1984
Part A Recv Date:	11/26/1984
Part B Recv Date:	11/27/1984
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	NYD980647820
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD980647820
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B001 - PCB OIL (CONC) FROM TRANS, CAP, ETC
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00060
Units:	P - Pounds
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYO2119068
Manifest Status:	C
seq:	Not reported
Year:	1983
Trans1 State ID:	7A-090
Trans2 State ID:	Not reported
Generator Ship Date:	11/20/1983
Trans1 Recv Date:	11/20/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/20/1983
Part A Recv Date:	11/28/2003
Part B Recv Date:	11/28/2003
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	NYD980647820
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD980647820
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B001 - PCB OIL (CONC) FROM TRANS, CAP, ETC
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00280
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	006
Container Type:	DM - Metal drums, barrels
Handling Method:	Not reported
Specific Gravity:	100
Document ID:	NYO2119212
Manifest Status:	C
seq:	Not reported
Year:	1983
Trans1 State ID:	7A-090
Trans2 State ID:	Not reported
Generator Ship Date:	11/20/1983
Trans1 Recv Date:	11/20/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/20/1983
Part A Recv Date:	11/28/2003
Part B Recv Date:	11/28/2003
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	NYD980647820
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD980647820
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B001 - PCB OIL (CONC) FROM TRANS, CAP, ETC
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00080
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Handling Method:	Not reported
Specific Gravity:	100
Waste Code:	B006 - PCB TRANSFORMERS WITH 500 PPM OR > PCB
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00075
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	Not reported
Specific Gravity:	100
Document ID:	NYO2119221
Manifest Status:	C
seq:	Not reported
Year:	1983
Trans1 State ID:	7A-090
Trans2 State ID:	Not reported
Generator Ship Date:	11/20/1983
Trans1 Recv Date:	11/20/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/20/1983
Part A Recv Date:	11/28/2003
Part B Recv Date:	11/28/2003
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	NYD980647820
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD980647820
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B001 - PCB OIL (CONC) FROM TRANS, CAP, ETC
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00050
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	Not reported
Specific Gravity:	100
Document ID:	NYO2119239

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Manifest Status:	C
seq:	Not reported
Year:	1983
Trans1 State ID:	7A-090
Trans2 State ID:	Not reported
Generator Ship Date:	11/12/1983
Trans1 Recv Date:	11/12/1983
Trans2 Recv Date:	/ /
TSD Site Recv Date:	11/12/1983
Part A Recv Date:	11/18/2003
Part B Recv Date:	11/18/2003
Generator EPA ID:	NYD980763916
Trans1 EPA ID:	NYD980647820
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD980647820
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	B001 - PCB OIL (CONC) FROM TRANS, CAP, ETC
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00280
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	006
Container Type:	DM - Metal drums, barrels
Handling Method:	Not reported
Specific Gravity:	100

RI MANIFEST:

EPA Id:	NYD980763916
Manifest Document Number:	MAQ322549
GEN Cert Date:	3/17/2006
TSDF Id:	MAD053452637
TSDF Name:	Clean Harbors of Braintree
TSDF Date:	3/28/2006
Transporter 2 Id:	Not reported
Transporter 2 Name:	Not reported
Transporter Receipt Date:	3/23/2006
Number Of Containers:	1
Container Type:	DM
Waste Code1:	D008
Waste Code2:	Not reported
Waste Code3:	Not reported

Remove Watermark Wondershare PDFelement

NYNEX (Continued) **1000136961**

Fee Exempt Code: Not reported
Comment: Not reported

Details:
EPA ID: NYD980763916
Manifest Docket Number: MAQ322549
Waste Description: HAZARDOUS WASTE, SOLID, N.O.S. (LEAD)
Quantity: 50
WT/Vol Units: P
Item Number: 1
Transporter Name: Clean Harbors Environmental Serv
Transporter EPA ID: MAD039322250
GEN Cert Date: 3/17/2006
Transporter Receipt Date: 3/23/2006
Transporter 2 Receipt Date: Not reported
TSDF Receipt Date: 3/28/2006
Transporter 2 ID: Not reported

EPA ID: NYD980763916
Manifest Docket Number: MAQ322549
Waste Description: HAZARDOUS WASTE, SOLID, N.O.S. (LEAD)
Quantity: 50
WT/Vol Units: P
Item Number: 1
Transporter Name: Clean Harbors Environmental Serv
Transporter EPA ID: MAD039322250
GEN Cert Date: 3/17/2006
Transporter Receipt Date: 3/23/2006
Transporter 2 Receipt Date: Not reported
TSDF Receipt Date: 3/28/2006
Transporter 2 ID: Not reported

ECHO:
Envid: 1000136961
Registry ID: 110004390418
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004390418

AN184 **ONEIDA CO. OFFICE BLDG.** **NY LTANKS** **S102676986**
SE **800 PARK AVE** **N/A**
1/4-1/2 **UTICA, NY**
0.293 mi.
1547 ft. **Site 1 of 2 in cluster AN**

Relative:
Higher

Actual:
475 ft.

LTANKS:
Site ID: 242975
Spill Number/Closed Date: 8804435 / 1989-01-25
Spill Date: 1988-08-19
Spill Cause: Tank Overfill
Spill Source: Institutional, Educational, Gov., Other
Spill Class: Not reported
Cleanup Ceased: 1989-01-25
Cleanup Meets Standard: True
SWIS: 3300
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 1988-08-19
CID: Not reported

Remove Watermark Wondershare PDFelement

ONEIDA CO. OFFICE BLDG. (Continued) **S102676986**

Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1988-08-24
Spill Record Last Update:	1989-06-22
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller County:	999
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	199598
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 08/19/88: TOOK PHOTOGRAPHS OF DEAD GRASS RESULT OF OVERFILL OF GASOLINE (AC). 01/25/89: CLOSED (JM). "
Remarks:	"FRED KARAM RPTD THAT WHEN DRIVER MADE GAS DELIVERY, WERE SIGNS OF PREVIOUS OVERFILL/GRASS DEAD @ FILL PIPE/HAS ONLY DELIVERED THERE ONCE BEFORE & WILL CHECK WITH OTHER DRIVER/DOESN'T THINK ITS THEM-DJ"

Material:

Site ID:	242975
Operable Unit ID:	921598
Operable Unit:	01
Material ID:	456374
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	242975
Spill Tank Test:	1534495
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

Remove Watermark Wondershare PDFelement

AN185 **ONEIDA COUNTY COURT HOUSE** **NY LTANKS** **S102960640**
SE **800 PARK AVENUE** **N/A**
1/4-1/2 **UTICA, NY**
0.293 mi.
1547 ft. **Site 2 of 2 in cluster AN**

Relative:
Higher

Actual:
475 ft.

LTANKS:

Site ID:	229850
Spill Number/Closed Date:	9710027 / 2005-07-14
Spill Date:	1997-11-17
Spill Cause:	Tank Overfill
Spill Source:	Institutional, Educational, Gov., Other
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1998-01-09
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	JCDOYLE
Referred To:	Not reported
Reported to Dept:	1997-12-01
CID:	257
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	1998-01-07
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1997-12-01
Spill Record Last Update:	2005-07-18
Spiller Name:	DAVID BABOWICZ
Spiller Company:	ONEIDA COUNTY DPW-ENGINEERING DEPT
Spiller Address:	6000 AIRPORT RD.
Spiller City,St,Zip:	ORISKANY, NY 13424
Spiller County:	001
Spiller Contact:	MIKE MASSENA
Spiller Phone:	(315) 437-6100
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	189447
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was DER,U,P 12/05/97: SPILL LETTER SENT FOR REPORTING REQUIREMENTS, SAR, AND SOIL. 01/06/98: RECEIVED SAR. VERIFICATION SAMPLES HAD EXTREMELY HIGH HITS FOR SEMI-VOLATILES. REMAINING SOIL EXCAVATED FROM VAULT AND STAGED ON SITE. DP REQUIRES SAMPLING OUTSIDE VAULT. 01/07/98: DP ON SITE CHECKING VAULT. FIELD NOTES INDICATE THAT VAULT IS SOUND AND THAT OUSIDE SAMPLES WILL NOT BE REQUIRED. SPILL IS NOW SOIL ONLY. 01/15/98: CC: OF FAX FROM O'BRIEN AND GERE TO ONEIDA COUNTY. CLOSURE REPORT AND SOIL DISPOSAL PAPERWORK FORTHCOMING. 7/9/02: SENT SOIL GONE LETTER. INACTIVE. (JA) 7/8/2005: LETTER FROM JIM EVANS, O'BRIAN & GERE ENGINEERS, 30 CU YDS OF CONTAMINATED SOIL WAS PROPERLY DISPOSED OF AT DANC-RODMAN LANDFILL IN JAN 1998. DESPITE BEST EFFORTS OF COUNTY AND OBG ENGINEERS, DISPOSAL RECEIPTS CAN NOT BE FOUND. (JD) 7/14/2005: SPILL CLOSURE LETTER SENT. (JD)"
Remarks:	"caller removed tank and received test results back "

Material:

Site ID:	229850
Operable Unit ID:	1056407
Operable Unit:	01

Remove Watermark Wondershare PDFelement

ONEIDA COUNTY COURT HOUSE (Continued) **S102960640**

Material ID:	328352
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

186
ESE
1/4-1/2
0.295 mi.
1558 ft.

NATIONAL BLDG.RESTORATION **NY LTANKS** **S100131964**
513-517 JOHN ST **N/A**
UTICA, NY

Relative:
Higher

Actual:
446 ft.

LTANKS:

Site ID:	98218
Spill Number/Closed Date:	9004029 / 1991-01-11
Spill Date:	1990-07-09
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Not reported
Cleanup Ceased:	1991-01-11
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1990-07-09
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1990-07-12
Spill Record Last Update:	1991-01-14
Spiller Name:	Not reported
Spiller Company:	JOSEPH K. SALERNO
Spiller Address:	513-517 JOHN ST.
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	87413
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 07/09/90: INSPECTED SITE-2 TANKS PULLED (4K & 3K), NOT CLEANED YET-NO HOLES NOTED/EXCAVATION OPEN/SOME CONT. NOTED AT FILL END/PILED ON PLASTIC/INSPECTED EXCAVATED SOIL-FOUND SMALL QUANTITY<1 YD. CONT.(DJ). 07/09/90: CONTAMINATED SEPARATED FROM REST. DID NOT

Remove Watermark Wondershare PDFelement

NATIONAL BLDG.RESTORATION (Continued) **S100131964**

SEE ANY SHEEN ON WATER TABLE. DUO TEST PITS IN EXCAVATION. LOOKS OKAY. SITE BACKFILLED. (DJ). 07/09/90: INSPECTED SITE-2 TANKS PULLED (4K & 3K), NOT LCEANED YET-NO HOLES NOTED/EXCAVATION OPEN/SOME CONT. NOTED AT FILL END/PILED ON PLASTIC/INSPECTED EXCAVATED SOIL-FOUND SMALL QUANTITY-1 YD.-CONT. (DJ)ED. 01/11/91: CLEANUP LETTER SENT. (DJ). "

Remarks: "RECEIVED CALL FROM FRED KARAM'S OFFICE WHICH NOTIFIED ME THAT THEY HAD PULLED TWO TANKS FROM SITE AND WERE WAITING FOR INSPECTION. FACILITY NOT REGISTERED-PLUS NO NOTIFICATION."

Material:
Site ID: 98218
Operable Unit ID: 944221
Operable Unit: 01
Material ID: 435143
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

187
East
1/4-1/2
0.299 mi.
1578 ft.

Relative:
Lower

Actual:
422 ft.

BEAUNIT CORP /UTICA VISCOUS PLT **SEMS-ARCHIVE** **1003863880**
120 BROAD ST **NYD980532469**
UTICA, NY 13503

SEMS-ARCHIVE:
Site ID: 202015
EPA ID: NYD980532469
Federal Facility: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

Following information was gathered from the prior CERCLIS update completed in 10/2013:
Site ID: 0202015
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 06/01/81
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 12/30/87

Remove Watermark Wondershare PDFelement

BEAUNIT CORP /UTICA VISCOUS PLT (Continued) **1003863880**

Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 12/30/87
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

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AO188 **RALPH COMITO** **NY LTANKS** **S100131606**
ESE **JOHN & ELIZABETH ST** **N/A**
1/4-1/2 **UTICA, NY**
0.301 mi.
1589 ft. **Site 1 of 2 in cluster AO**

Relative:
Higher

Actual:
451 ft.

LTANKS:
Site ID: 138633
Spill Number/Closed Date: 8604847 / 1995-12-18
Spill Date: 1986-10-29
Spill Cause: Tank Failure
Spill Source: Gasoline Station or other PBS Facility
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 1995-12-18
Cleanup Meets Standard: False
SWIS: 3300
Investigator: AJMARSCH
Referred To: Not reported
Reported to Dept: 1986-10-29
CID: Not reported
Water Affected: Not reported
Spill Notifier: DEC
Last Inspection: 1987-09-17
Recommended Penalty: False
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 1986-10-30
Spill Record Last Update: 2000-07-18
Spiller Name: Not reported
Spiller Company: RALPH COMITO
Spiller Address: 1165 KOSSUTH AVE
Spiller City,St,Zip: UTICA, NY 13501
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 118532
DEC Memo: ""
Remarks: "PRODUCT FLOATING ON GROUNDWATER IN EXCAVATION - SOIL EXCAVATED, APPEARS CONTAMINATED"

Material:
Site ID: 138633
Operable Unit ID: 901805
Operable Unit: 01
Material ID: 474078
Material Code: 0009
Material Name: gasoline

Remove Watermark Wondershare PDFelement

RALPH COMITO (Continued) **S100131606**

Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AO189 **ACADEMY SQUARE HOUSING** **NY LTANKS** **S100153973**
ESE **303-305 ELIZABETH ST** **N/A**
1/4-1/2 **UTICA, NY**
0.316 mi.
1670 ft. **Site 2 of 2 in cluster AO**

Relative:
Higher

Actual:
451 ft.

LTANKS:

Site ID:	101531
Spill Number/Closed Date:	9103312 / 1996-05-17
Spill Date:	1991-06-21
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1996-05-17
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1991-06-24
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	Not reported
Recommended Penalty:	True
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1991-06-26
Spill Record Last Update:	1999-09-03
Spiller Name:	Not reported
Spiller Company:	(C) UTICA URBAN & EC. DEV
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	89961
DEC Memo:	""
Remarks:	"PROPERTY AT ELIZABETH ST. WAS GAS STATION/(C) UTICA BOUGHT PROPERTY-USED AS PKNG LOT/URBAN & HOUSING DEV. NOW OWNERS/DJ & HM WERE ON SCENE/CONTRACTORS-GALSON TECH. SERV./LAKEWOOD CONST-EXCAVATING."

Remove Watermark Wondershare PDFelement

ACADEMY SQUARE HOUSING (Continued) **S100153973**

Material:

Site ID:	101531
Operable Unit ID:	957339
Operable Unit:	01
Material ID:	425758
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

---

190 NE 1/4-1/2 0.321 mi. 1697 ft.

Relative: Lower

Actual: 415 ft.

NIAGARA MOHAWK /HARBOR POINT **SEMS** **1000232967**
WASHINGTON ST **NYD980664411**
UTICA, NY 13501

SEMS:

Site ID:	202186
EPA ID:	NYD980664411
Federal Facility:	N
NPL:	Not on the NPL
Non NPL Status:	Other Cleanup Activity: State-Lead Cleanup

Following information was gathered from the prior CERCLIS update completed in 10/2013:

Site ID:	0202186
EPA ID:	NYD980664411
Facility County:	ONEIDA
Short Name:	NIAGARA MOHAWK /HARBOR PO
Congressional District:	31
IFMS ID:	Not reported
SMSA Number:	8680
USGC Hydro Unit:	02020004
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	02
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Other Cleanup Activity: State-Lead Cleanup

Remove Watermark Wondershare PDFelement

NIAGARA MOHAWK /HARBOR POINT (Continued) **1000232967**

Non NPL Status Date: 11/16/12
Site Fips Code: 36065
CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

Alias Comments: Not reported
Site Description: THE NYSDEC IS ALREADY CONDUCTING A REMEDIAL INVESTIGATION AT THE FACILITY UNDER THE STATE'S AUTHORITY.THE NYSDEC IS ALREADY CONDUCTING A REMEDIAL INVESTIGATION AT THE FACILITY UNDER THE STATE'S AUTHORITY. 3/2011: OCA Reassessments

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 12/21/82
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 01/01/84
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE INSPECTION
Date Started: / /
Date Completed: 09/01/89
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE REASSESSMENT
Date Started: / /
Date Completed: 11/16/12
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA In-House
Planning Status: Not reported

Remove Watermark Wondershare PDFelement

NIAGARA MOHAWK /HARBOR POINT (Continued) **1000232967**

Urgency Indicator: Not reported
Action Anomaly: Not reported

AP191 **ARCO-UTICA** **NY LTANKS** **S102161576**
SSW **302 GENESEE ST** **NY Spills** **N/A**
1/4-1/2 **UTICA, NY**
0.329 mi.
1736 ft. **Site 1 of 2 in cluster AP**

Relative:
Higher

Actual:
509 ft.

LTANKS:

Site ID:	91048
Spill Number/Closed Date:	8601706 / 1988-02-22
Spill Date:	1986-06-11
Spill Cause:	Tank Test Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Not reported
Cleanup Ceased:	1988-02-22
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1986-06-11
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Tank Tester
Last Inspection:	1986-06-17
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1986-06-27
Spill Record Last Update:	1988-03-01
Spiller Name:	Not reported
Spiller Company:	ATLANTIC REFINING&MKTNG.
Spiller Address:	Not reported
Spiller City,St,Zip:	ZZ
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	82081
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JM / / : UNCOVER,ISOLATE-(2) 6K U/G WILL BE TESTED TOMORROW 6/12. / / : 2/22/88 - SOIL DISPOSAL REFERRED TO TOWNSEND, COMPLETE (JM). "
Remarks:	"OTH.SPILLER NAME-(ARCO)-(-.377GAL)-TOP OF TANK LEAK-(2) 5K U/G MANIFOLDED"

Material:

Site ID:	91048
Operable Unit ID:	897974
Operable Unit:	01
Material ID:	478190
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum

Remove Watermark Wondershare PDFelement

ARCO-UTICA (Continued) **S102161576**

Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 91048
Spill Tank Test: 1529986
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

Site ID: 91049
Spill Number/Closed Date: 8806843 / 1992-05-04
Spill Date: 1988-11-15
Spill Cause: Tank Overfill
Spill Source: Gasoline Station or other PBS Facility
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 1991-10-24
Cleanup Meets Standard: True
SWIS: 3300
Investigator: PICKETT
Referred To: Not reported
Reported to Dept: 1988-11-15
CID: Not reported
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: False
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 1988-11-16
Spill Record Last Update: 1992-05-19
Spiller Name: Not reported
Spiller Company: ATLANTIC REFINING
Spiller Address: P.O. BOX 1260
Spiller City,St,Zip: SOUTHEASTERN, PA 19398
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 82081
DEC Memo: ""
Remarks: "YOU WERE NOTIFIED PREVIOUSLY"

Material:
Site ID: 91049

Remove Watermark Wondershare PDFelement

ARCO-UTICA (Continued) **S102161576**

Operable Unit ID: 923644
Operable Unit: 01
Material ID: 455188
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:
Site ID: 91049
Spill Tank Test: 1534901
Tank Number: Not reported
Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

SPILLS:
Facility ID: 9210961
Facility Type: ER
DER Facility ID: 82081
Site ID: 91051
DEC Region: 6
Spill Date: 1992-12-22
Spill Number/Closed Date: 9210961 / 2004-03-30
Spill Cause: Unknown
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3300
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 1992-12-22
CID: Not reported
Water Affected: Not reported
Spill Source: Unknown
Spill Notifier: Citizen
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: True
Remediation Phase: 0
Date Entered In Computer: 1992-12-29
Spill Record Last Update: 2005-10-25
Spiller Name: Not reported
Spiller Company: ATLANTIC REFINING & MARK.
Spiller Address: 1801 MARKET STREET

Remove Watermark Wondershare PDFelement

ARCO-UTICA (Continued) **S102161576**

Spiller City,St,Zip:	PHILADELPHIA, PA 19103
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 12/22/92: MET JIM OPPENHEIN OF ATLANTIC & BOB ROUSSEAU OF GES & PEOPLE FROM CHURCH ON SITE. BOB R. OF GES GETTING READINGS WITH METER OF 400-500 PPM FROM 2 PIPES ENTERING SUMP. WILL TRY TO VENT OUTSIDE. (DP). 12/22/92: STOPPED @ SITE & NOTED PETRO. ODORS IN BASEMENT AT CHURCH (SUMP ROOM MAINLY) CHECK W/HNU > 7-11 PPM IN SUMP ROOM, 50 PPM IN SUMP, & 400 PPM IN ONE PIPE ENTERING SUMP. (DP). 12/22/92: STOPPED @ CHURCH & NOTED HNU READING IN ROOM WITH SUMP & HIGH READINGS IN PIPES ENTERING SUMP. (DP). 12/22/92: SPOKE WITH JIM OPPENHEIM OF ATLANTIC ON SITE & SHOWED HIM PROBLEM. (DP). 12/23/92: MET JIM OPPENHEIM (ATLANTIC), BOB ROUSSEAU (GES) & OTHERS ON SITE TO DISCUSS PROBLEM. ATLANTIC TO SET UP VENT SYSTEM TO ALLEVIATE PROBLEM IN CHURCH USING UNDERDRAIN SYSTEM/PIPING. (DP). 12/28/92: EMPIRE SOILS ON SITE DRILLING MW'S. SPOKE W/DAN BISHAK (GEOLOGIST) OF GES & HE STATED HE NOTED METER READING OF 500PPM & IN 7'-9' SPLIT SPOON. VENTING SYSTEM ALREADY INSTALLED. (DP). 12/30/92: DAN BISHAK OF GES ON SITE. CONTRACTOR STILL DRILLING MW'S. DAN STATED METER READINGS OF 500 PPM & NOTED IN ALL MW'S. (DP). 01/08/93: DON HABERER & HELPER OF GES ON SITE SAMLING MW'S & CHECKING VENTING SYSTEM. (DP). 01/08/93: DON HABERER & HELPER OF GES SAMPLING MW'S. (DP). 01/19/93: PETRO-ODORS NOTED OUTSIDE BUILDING IN LOCATION OF RESTROOMS. JIM OPPENHEIM (ATLANTIC), BOB ROUSSEAU & OTHERS (GES) ON SITE. DRILLING ADDITIONAL MW'S & VAPOR POINTS. (DP). 01/19/93: PETRO. ODORS NOTED ON OUTSIDE OF BUILDING NEAR LOCATION OF RSTROOMS. JIM OPPENHEIM (ATLANTIC) & BOB ROUSSEAU (GES) ON SITE. (DP). 01/20/93: GES PERFORMING VACUUM TESTS ON MW'S & DRILLING MW'S (PARROTT-WOLFF). (DP). 01/20/93: PARRAT-WOLFF & DAN BISHUK (GES) ON SITE DRILLING MW'S ON ST. VLADIMIR CHURCH PROPERTY. (DP). 01/21/93: DAN BISHUK & BOB ROUSEAU OF GES ON SITE & PARRAT-WOLFF ONSITE DRILLING MW'S & GES PERFORMING VAC TESTS ON MW'S & VAPOR PTS. (DP). 01/22/93: DAN BISHUK & BOB ROUSEAU OF GES ON SITE DOING VAC TESTS. 500+ PPM NOTED IN VAPOR PT. OFF S.E. CORNER OF CHURCH. (DP). 02/08/93: BOB ROUSSEAU (GES) & PARRAT-WOLFF ON SITE INSTALLING ADDITIONAL VAPOR PTS. (DP). 02/22/93: NOTIFIED JOE ROBERTACCIO OF ONEIDA COUNTY DOH. HE WILL PASS INFORMATION TO HENRI HAMEL, NYSDOH. (HM). 09/27/94: CONTAMINATED SOIL (17 YDS) DISPOSED OF. (JM). 04/17/95: SOIL DISPOSAL PAPERWORK RECEIVED. (JM). 09/28/95: CONTAMINATED SOIL (1291 YDS) DISPOSED OF (JM). 10/26/95: SOIL DISPOSAL PAPERWORK RECEIVED (JM). 03/30/2004: REVIEWED 3/05/2004 REPORT. SENT CLOSURE LETTER. COMPLETE (DJ). "
Remarks:	"PERSON FROM CHURCH CALLED COMPLAINING OF ODOR IN CHURCH THAT THEY WERE UNABLE TO TRACK DOWN, WOULD LIKE SOMEONE TO SHOW UP."

Material:

Site ID:	91051
Operable Unit ID:	977909
Operable Unit:	01
Material ID:	404397
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Pounds
Recovered:	.00

Remove Watermark Wondershare PDFelement

ARCO-UTICA (Continued) **S102161576**

Resource Affected:	Not reported
Oxygenate:	True
Site ID:	91051
Operable Unit ID:	977909
Operable Unit:	01
Material ID:	572940
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)
Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	True

Tank Test:

Facility ID:	8909134
Facility Type:	ER
DER Facility ID:	82081
Site ID:	91050
DEC Region:	6
Spill Date:	1989-12-16
Spill Number/Closed Date:	8909134 / 1992-05-04
Spill Cause:	Human Error
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	PICKETT
Referred To:	Not reported
Reported to Dept:	1989-12-18
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Responsible Party
Cleanup Ceased:	1991-10-24
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	1989-12-21
Spill Record Last Update:	1992-05-19
Spiller Name:	Not reported
Spiller Company:	ATLANTIC REFINING
Spiller Address:	P.O. BOX 1260
Spiller City,St,Zip:	SOUTHEASTERN, PA 19398
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"CAR SLID INTO GAS PUMP KNOCKING IT OVER."

Material:

Site ID:	91050

Remove Watermark Wondershare PDFelement

ARCO-UTICA (Continued) **S102161576**

Operable Unit ID:	934113
Operable Unit:	01
Material ID:	442309
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	2.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	91050
Spill Tank Test:	1536573
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

192
NW
1/4-1/2
0.336 mi.
1775 ft.

Relative:
Lower

Actual:
422 ft.

PALMER RESIDENCE **NY LTANKS** **S106971254**
912 HAAK AVE **N/A**
UTICA, NY 13502

LTANKS:

Site ID:	331750
Spill Number/Closed Date:	0407335 / 2004-12-08
Spill Date:	2004-10-01
Spill Cause:	Tank Failure
Spill Source:	Private Dwelling
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. No DEC Response. No corrective action required.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	True
SWIS:	3316
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	2004-10-01
CID:	403
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	2004-10-01
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	2004-10-01
Spill Record Last Update:	2004-12-09
Spiller Name:	BEATRICE PALMER

Remove Watermark Wondershare PDFelement

PALMER RESIDENCE (Continued) **S106971254**

Spiller Company:	NONE
Spiller Address:	912 HAAK AVE
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	KEVIN HULL
Spiller Phone:	(315) 724-7187
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	266689
DEC Memo:	"10/03/04: site visit on 10/01/04.no sign of 250 gallon spill, no odors in basement. minor product noted on handle of fire valve but no big puddles. 12/08/04-closed, no spill confirmed."
Remarks:	"tank had holes in it.tank was filled on 9/24-134 gallons. calls them today with no heat and all the oil was gone."

Material:

Site ID:	331750
Operable Unit ID:	1094055
Operable Unit:	01
Material ID:	574169
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	250.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

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193 East 1/4-1/2 0.345 mi. 1819 ft.

CONMED CORPORATION
310 BROAD STREET
UTICA, NY 13501

NY LTANKS **U003697844**
NY UST **N/A**
NY HIST UST
NY Spills

Relative: Lower

Actual: 423 ft.

LTANKS:

Site ID:	99985
Spill Number/Closed Date:	9905019 / 1999-09-30
Spill Date:	1999-07-27
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1999-08-24
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1999-07-27
CID:	322
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported

Remove Watermark Wondershare PDFelement

CONMED CORPORATION (Continued) **U003697844**

Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1999-07-27
Spill Record Last Update: 1999-10-06
Spiller Name: DANIEL S. JONAS
Spiller Company: CONMED
Spiller Address: 310 BROAD ST
Spiller City,St,Zip: UTICA, NY 13501-
Spiller County: 001
Spiller Contact: SCOTT A. MILLBOWER
Spiller Phone: (315) 797-8375
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 88821
DEC Memo: ""
Remarks: "during tank pull contamined soil found "

Material:
Site ID: 99985
Operable Unit ID: 1079458
Operable Unit: 01
Material ID: 301335
Material Code: 0022
Material Name: waste oil/used oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

UST:
Id/Status: 6-600819 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 481714.81438
UTM Y: 4772291.23037
Site Type: Manufacturing (Other than Chemical)/Processing

Affiliation Records:
Site Id: 43641
Affiliation Type: Facility Owner
Company Name: CONMED CORPORATION
Contact Type: Not reported
Contact Name: Not reported
Address1: 310 BROAD STREET
Address2: Not reported
City: UTICA
State: NY

Remove Watermark Wondershare PDFelement

CONMED CORPORATION (Continued) **U003697844**

Zip Code:	13501
Country Code:	001
Phone:	(315) 797-8375
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43641
Affiliation Type:	Mail Contact
Company Name:	CONMED CORPORATION
Contact Type:	Not reported
Contact Name:	DANIEL S. JONES, V.P.
Address1:	310 BROAD STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 797-8375
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43641
Affiliation Type:	On-Site Operator
Company Name:	CONMED CORPORATION
Contact Type:	Not reported
Contact Name:	CONMED CORP.
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-8375
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43641
Affiliation Type:	Emergency Contact
Company Name:	CONMED CORPORATION
Contact Type:	Not reported
Contact Name:	SCOTT A. MILLBOWER
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 738-0412
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT

Remove Watermark Wondershare PDFelement

CONMED CORPORATION (Continued) **U003697844**

Date Last Modified: 2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	124630
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	Not reported
Date Tank Closed:	07/01/1999
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0022
Common Name of Substance:	Waste Oil/Used Oil
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
H00 - Tank Leak Detection - None
F00 - Pipe External Protection - None
B00 - Tank External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number:	6-600819
SPDES Number:	Not reported
Emergency Contact:	SCOTT A. MILLBOWER
Emergency Telephone:	(315) 738-0412
Operator:	CONMED CORP.
Operator Telephone:	(315) 797-8375
Owner Name:	CONMED CORPORATION
Owner Address:	310 BROAD STREET
Owner City,St,Zip:	UTICA, NY 13501
Owner Telephone:	(315) 797-8375
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	CONMED CORPORATION
Mailing Address:	310 BROAD STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13501
Mailing Contact:	DANIEL S. JONES, V.P.
Mailing Telephone:	(315) 797-8375
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported

Remove Watermark Wondershare PDFelement

CONMED CORPORATION (Continued) **U003697844**

SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	MANUFACTURING
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	07/30/1999
Expiration Date:	07/29/2004
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	2000
Product Stored:	USED OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	0
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	07/01/1999
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

SPILLS:

Facility ID:	9101592
Facility Type:	ER
DER Facility ID:	88821
Site ID:	99984
DEC Region:	6
Spill Date:	1991-05-09

Remove Watermark Wondershare PDFelement

CONMED CORPORATION (Continued) **U003697844**

Spill Number/Closed Date:	9101592 / 1991-05-09
Spill Cause:	Unknown
Spill Class:	Not reported
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1991-05-09
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Fire Department
Cleanup Ceased:	1991-05-09
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	CONMED
Spiller Address:	310 BROAD STREET
Spiller City,St,Zip:	UTICA, NY 13501
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 05/09/91: PER JOE GROSS, NO PHYSICAL SPILL/UNKNOWN ODOR IN CLEAN ROOM. LAB IS TESTING. CONMED DID NOT CALL IN SPILL. (HM). "
Remarks:	"ODOR IN CELLAR AND INTO ATMOSPHERE. UTICA FIRE DEPT. ON SCENE. CHEMIST FROM CONMED ON SCENE ALSO."

Material:

Site ID:	99984
Operable Unit ID:	952702
Operable Unit:	01
Material ID:	427694
Material Code:	0085A
Material Name:	hydrogen sulfide
Case No.:	07783064
Material FA:	Hazardous Material
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

194
WNW
1/4-1/2
0.353 mi.
1862 ft.

1000 COLUMBIA STREET
1000 COLUMBIA STREET
UTICA, NY 13502

NY ERP **S105999505**
NY Spills **N/A**

Relative:
Higher

Actual:
437 ft.

ERP:

Site Code:	57227
Program:	ERP
HW Code:	B00061
Site Class:	C
Class N:	C
SWIS:	3316
Region:	6
Town:	Utica (c)
Acres:	0.08
Record Added:	10/29/2003
Record Updated:	01/13/2012
Updated By:	PRTAYLOR
Site Description:	The Columbia Street Site is located on the corner of Columbia and Schuyler Streets in the City of Utica, Oneida County, New York. Whitesboro Street bounds the site on the north, Schuyler Street on the east and Columbia Street on the south. A vacant lot and residential properties are located to the west of the Site. The Site is a small lot approximately 0.08 acres in size and measures about 50 feet by 80 feet. The property is flat and contains no buildings or structures. The site is located in a mixed use area comprised of residential and commercial buildings within the downtown business district of the City of Utica. Subsurface geology includes urban fill underlain by a mixture of sand, silt and gravel. Groundwater is encountered between eight and nine feet below grade and flows to the north / north-east.The property was developed prior to 1883, with wood frame buildings of unknown use. In 1929, the property was redeveloped as a gasoline station with a mechanics bay and a hydraulic lift. The site continued to be used as a gas station and service garage under various owners until the early 1980s. From the early 1980s until 1993 the site was used by a taxi service. In 1993 the City of Utica acquired the site in lieu of back taxes and the site has remained idle.A no further action record of decision was signed on March 25, 2009. The record of decision allows for unrestricted use. A Certificate of Completion was issued on June 15, 2009.
Env Problem:	As part of the first stage of the site investigation, an IRM was conducted to remove the USTs and on-site structures. The next phase of the IRM was conducted to address the only known site contamination, which was a weathered petroleum found below the former underground storage tank location. Based on field observations, confirmation sampling, surface soil sampling, test pit data and groundwater results, the IRMs have successfully addressed the known sources of impacts. Groundwater sampling shows only minor exceedances of the SCGs for two VOCs, one SVOC and metals. However, the levels are not significant and the VOC and SVOCs may be related to off site conditions. The elevated levels of metals are common and most likely related to urban fill, which has been documented at the site. In addition, City of Utica does not allow the development of private wells as a source of potable water within the City of Utica. Public water and sewer systems are available for this site. A no further action unrestricted record of decision was signed on March 25, 2009.
Health Problem:	No human exposure to site contamination is expected at this site. All

Remove Watermark Wondershare PDFelement

1000 COLUMBIA STREET (Continued) **S105999505**

contaminated soil has been removed. Residual groundwater contaminants are expected to attenuate. The City of Utica does not allow the development of private wells. The site is successfully remediated.

SPILLS:

Facility ID:	0304559
Facility Type:	ER
DER Facility ID:	164136
Site ID:	197188
DEC Region:	6
Spill Date:	2003-07-30
Spill Number/Closed Date:	0304559 / 2009-02-04
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	psouderk
Referred To:	Not reported
Reported to Dept:	2003-07-30
CID:	205
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Responsible Party
Cleanup Ceased:	2009-02-04
Cleanup Meets Std:	True
Last Inspection:	2003-07-30
Recommended Penalty:	False
UST Trust:	True
Remediation Phase:	0
Date Entered In Computer:	2003-07-30
Spill Record Last Update:	2009-04-09
Spiller Name:	JONEEN MATTHEWS
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller Company:	001
Contact Name:	CALLER
Contact Phone:	Not reported
DEC Memo:	"07/30/2003: 0930 - STOPPED AT SITE - SEAN PEPLING, DVIRKA & BARTILUCCI, AND PETE PARAGON, PARAGON ENV. CONS. ON SITE. 3 TANKS UNCOVERED, NO CONTAMINATION NOTED YET. HYDRAULIC LIFT PULLED, LINE BROKE, DRAINING OIL INTO BUCKETS. BOTTOM OF LIFT EXCAVATION LOOKS GOOD, NO STAINED SOILS. NO SAMPLING PROPOSED IN WORK PLAN. SEAN PEPLING INDICATED THEY WERE ONLY PLANNING TO SAMPLE TANK EXCAVATION IN BROWNFIELDS WORKPLAN. REQUESTED THAT HE SAMPLE UNDER PUMP ISLAND ALSO, AND AGREED. EGGAN VAC TRUCK ON SITE TO PUMP OUT TANKS PRIOR TO REMOVAL - MINIMAL LIQUIDS REMAIN IN TANKS (DJ). 07/30/2003: 1215 - ARRIVED BACK AT SITE. TANKS OUT OF GROUND. ALL THREE HAVE NUMEROUS LARGE HOLES. SEAN INDICATED EXCAVATION LOOKED GOOD UNTIL TANKS PULLED. APPEARS GW TO BE @ 10' - SOILS EXTREMELY DISCOLORED AND STRONG GAS ODOR. PID APPROX. 2000 PPM. TANKS APPEAR TO BE INSIDE OLD FOUNDATION WELLS. CLOSURE SAMPLES TAKEN. NO FURTHER WORK PLANNED UNTIL SITE INVESTIGATION COMPLETED AS OUR BROWNFIELD PROPOSAL. WILL NEED GW INVESTIGATION BASED UPON FIELD OBSERVATIONS (DJ). 4/9/2009: This site was investigated and cleaned up by the City of Utica through the Environmental Restoration Program. No contamination remains so it has been closed meeting standards. (PT) "

Remove Watermark Wondershare PDFelement

1000 COLUMBIA STREET (Continued) **S105999505**

Remarks: "pulled tank found contaminated soil"

Material:
Site ID: 197188
Operable Unit ID: 871375
Operable Unit: 01
Material ID: 505416
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

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195 WNW 1/4-1/2 0.353 mi. 1866 ft. **LINDSAY'S AUTO** **NY LTANKS** **S105054607**
1003 ERIE STREET **NY Spills** **N/A**
UTICA, NY 13502

Relative: Higher

Actual: 436 ft.

LTANKS:
Site ID: 176980
Spill Number/Closed Date: 0100414 / 2002-11-13
Spill Date: 2001-04-11
Spill Cause: Tank Failure
Spill Source: Private Dwelling
Spill Class: Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 2001-07-18
Cleanup Meets Standard: False
SWIS: 3300
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 2001-04-11
CID: 270
Water Affected: Not reported
Spill Notifier: Affected Persons
Last Inspection: 2001-04-11
Recommended Penalty: False
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 2001-04-11
Spill Record Last Update: 2002-11-14
Spiller Name: GEORGE PURPARA
Spiller Company: GEORGE PURPURA
Spiller Address: 1308 HERKIMER ROAD
Spiller City,St,Zip: UTICA, NY 13502-
Spiller County: 001
Spiller Contact: GEORGE LINDSAY
Spiller Phone: (315) 724-2100
Spiller Extention: Not reported

Remove Watermark Wondershare PDFelement

LINDSAY'S AUTO (Continued) **S105054607**

DEC Region: 6
DER Facility ID: 148727
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/11/2001: 1000 HRS, AT TANK PULL, TOP OF EXCAVATION LOOKS CLEAN. 1200 HRS, LOW LEVEL DETECTED ON NORTH WALL OF EXCAVATION, SPILL CALLED IN. 1300 HRS, 4 - 1000 GALLON TANKS LOOK GOOD, 1 - 2000 GALLON TANK HAS MANY HOLES ON BOTTOM. TANKS APPEAR TO HAVE BEEN PUMPED OUT IN THE PAST, NOT ANY REAL HOT SPOTS IN EXCAVATION, BUT VERY LOW LEVELS DETECTED THROUGHOUT LOWER PART OF ENTIRE EXCAVATION (ECL). 05/04/2001: SPILL LETTER SENT (ECL). 05/30/2001: TCR RECIEVED (ECL) 07/31/2001: DISPOSAL PAPERWORK RECIEVED, 21.8 TON (ECL). 11/13/2002: REVIEWED TCR - MINOR SVOC EXCEEDENCES. RECEIPTS FOR 21.8T TO SENECA MEADOWS. SENT CLOSURE LETTER. COMPLETE (DJ). "
Remarks: "CONTAMINATED SOIL DISCOVERED FROM TANK REMOVAL"

Material:
Site ID: 176980
Operable Unit ID: 837355
Operable Unit: 01
Material ID: 536122
Material Code: 0009
Material Name: gasoline
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

SPILLS:
Facility ID: 0606058
Facility Type: ER
DER Facility ID: 300467
Site ID: 369349
DEC Region: 6
Spill Date: 2006-08-25
Spill Number/Closed Date: 0606058 / 2006-08-25
Spill Cause: Housekeeping
Spill Class: No spill occured. No DEC Response. No corrective action required.
SWIS: 3316
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 2006-08-25
CID: 444
Water Affected: Not reported
Spill Source: Commercial/Industrial
Spill Notifier: Citizen
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: 2006-08-25
Recommended Penalty: False
UST Trust: False

Remove Watermark Wondershare PDFelement

LINDSAY'S AUTO (Continued) **S105054607**

Remediation Phase:	0
Date Entered In Computer:	2006-08-25
Spill Record Last Update:	2006-08-30
Spiller Name:	GEORGE LINDSAY
Spiller Company:	LINDSAY AUTO
Spiller Address:	1003 ERIE ST
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	GEORGE LINDSAY
Contact Phone:	(315) 732-3177
DEC Memo:	"08/25/06: PERFORMED SITE CHECK. WASTE OIL BROUGHT NEXT DOOR (SAME STREET ADDRESS, DIFFERENT BUILDING) TO BURN FOR HEAT. USED ANTIFREEZE IS IN A BARREL. PAINT CANS ON SHELF. NO KEROSENE SPILL FOUND. PRP COMPLAINED THAT CALLER IS HIS AUNT WHO HAS NOT BEEN ON THE SITE IN YEARS. STATES SHE IS TRYING TO MAKE TROUBLE FOR HIM AND HAS CALLED DEC, LOCAL CODES, IRS, NYS SALES TAX, SOCIAL SERVICES CHILD WELFARE, NYS MOTOR VEHICLES AND MANY OTHER AGENCIES. THIS IS THE THIRD UNFOUNDED COMPLAINT AGAINST THIS PROPERTY. SEE ALSO SPILLS 05-07783 AND 05-07705. TANKS REMOVED FROM PROPERTY ON 04/11/01. SPILL 01-00414 REGARDING TANKS IS CLOSED. NO SPILL FOUND. SPILL CLOSED. (JA)"
Remarks:	"CALLER STATES OF ILLEGAL DUMPING"

Material:

Site ID:	369349
Operable Unit ID:	1127186
Operable Unit:	01
Material ID:	2116772
Material Code:	0022
Material Name:	waste oil/used oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	369349
Operable Unit ID:	1127186
Operable Unit:	01
Material ID:	2116774
Material Code:	0043A
Material Name:	antifreeze
Case No.:	Not reported
Material FA:	Other
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	369349
Operable Unit ID:	1127186
Operable Unit:	01
Material ID:	2116773
Material Code:	0012A
Material Name:	kerosene
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00

Remove Watermark Wondershare PDFelement

LINDSAY'S AUTO (Continued) **S105054607**

Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	369349
Operable Unit ID:	1127186
Operable Unit:	01
Material ID:	2116775
Material Code:	0055A
Material Name:	paint
Case No.:	Not reported
Material FA:	Other
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	0507783
Facility Type:	ER
DER Facility ID:	300589
Site ID:	353268
DEC Region:	6
Spill Date:	2005-09-28
Spill Number/Closed Date:	0507783 / 2005-09-30
Spill Cause:	Deliberate
Spill Class:	No spill occured. No DEC Response. No corrective action required.
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2005-09-28
CID:	71
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Citizen
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	2005-09-30
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2005-09-29
Spill Record Last Update:	2005-10-04
Spiller Name:	GEORGE LINDSAY
Spiller Company:	LINDSAY'S AUTO
Spiller Address:	1003 ERIE STREET
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	GEORGE LINDSAY
Contact Phone:	Not reported
DEC Memo:	"09/30/05: See also spill 05-07705. No spill found. Spill closed. (JA)"
Remarks:	"CALLER REPORTS ILLEGAL DUMPING OF AUTO PAINTS, WASTE OIL PRODUCTS AND ANTI-FREEZE ONGOING FOR ABOUT 1 YEAR. DUMP SITE HAS NOW BEEN

Remove Watermark Wondershare PDFelement

LINDSAY'S AUTO (Continued) **S105054607**

COVERED OVER IN CONCRETE, INSIDE THE GARAGE. CALLER DOES NOT WANT HER NAME GIVEN TO SPILLER."

Material:

Site ID:	353268
Operable Unit ID:	1110730
Operable Unit:	01
Material ID:	2100770
Material Code:	0064A
Material Name:	unknown material
Case No.:	Not reported
Material FA:	Other
Quantity:	Not reported
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	0507705
Facility Type:	ER
DER Facility ID:	300467
Site ID:	353169
DEC Region:	6
Spill Date:	2005-09-27
Spill Number/Closed Date:	0507705 / 2005-09-30
Spill Cause:	Housekeeping
Spill Class:	No spill occured. No DEC Response. No corrective action required.
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2005-09-27
CID:	444
Water Affected:	Not reported
Spill Source:	Gasoline Station or other PBS Facility
Spill Notifier:	Citizen
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	2005-09-30
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2005-09-27
Spill Record Last Update:	2005-10-04
Spiller Name:	GEORGE LINDSEY JR
Spiller Company:	LINDSAYS AUTO
Spiller Address:	1003 ERIE STREET
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	GEORGE LINDSEY JR
Contact Phone:	315-724-2100
DEC Memo:	"09/27/05: inspected site for dumped product and found nothing. no tanks on site. waste oil stored in a white plastic 55 gallon drum. waste oil is given to Kevin Doyle of East Side Auto in Schuyler for heating purposes. no spill found. Owner suspects his aunt is the

Remove Watermark Wondershare PDFelement

LINDSAY'S AUTO (Continued) **S105054607**

caller due to family arguement. (JA) 09/30/05: Received another complaint regarding this site (see also spill 05-07783). JD spoke with caller, see notes. Revisited site due to disconnected phone and asked owner his aunts name. Told owner that transporting his waste oil to Schuyler is illegal hauling and that he should make arrangments to have a permitted hauler pick up the used oil and to keep receipts. No spill found. Spill closed. (JA) "

Remarks: "CALLER STATES THAT AT THIS LOCATION THEY ARE ILLEGALLY DUMPING:"

Material:

Site ID:	353169
Operable Unit ID:	1110634
Operable Unit:	01
Material ID:	2100672
Material Code:	0015
Material Name:	motor oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	353169
Operable Unit ID:	1110634
Operable Unit:	01
Material ID:	2100674
Material Code:	0021
Material Name:	transmission fluid
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	353169
Operable Unit ID:	1110634
Operable Unit:	01
Material ID:	2100673
Material Code:	0043A
Material Name:	antifreeze
Case No.:	Not reported
Material FA:	Other
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

AP196 **UTICA PUBLIC LIBRARY LOT** **NY LTANKS** **S105999494**
SSW **PARK AVENUE** **N/A**
1/4-1/2 **UTICA, NY**
0.355 mi.
1874 ft. **Site 2 of 2 in cluster AP**

Relative:
Higher

Actual:
515 ft.

LTANKS:

Site ID:	180065
Spill Number/Closed Date:	0304489 / 2003-10-20
Spill Date:	2003-07-29
Spill Cause:	Tank Failure
Spill Source:	Institutional, Educational, Gov., Other
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	2003-08-26
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	2003-07-29
CID:	390
Water Affected:	Not reported
Spill Notifier:	Local Agency
Last Inspection:	2003-08-26
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	2003-07-29
Spill Record Last Update:	2003-10-21
Spiller Name:	DARBY O'BRIEN
Spiller Company:	UTICA PUBLIC LIBRARY
Spiller Address:	1116 PARK AVENUE
Spiller City,St,Zip:	UTICA, NY 13501-
Spiller County:	001
Spiller Contact:	DARBY O'BRIEN
Spiller Phone:	(315) 735-2279
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	278198
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 07/29/2003: TANK PULLED BY PARAGON, ONLY 300 GAL. GAS. HOLES OBSERVED SOIL CONTAMINATED ON BOTTOM OF EXCAVATION. CONTRACTOR NOT AUTHORIZED TO EXCAVATE, WILL NEED TO GET APPROVAL FROM OWNER (DJ). 08/26/2003: PARAGON BACK ON SITE TO EXCAVATE. TOOK OUT 3 LOADS TO MADISON COUNTY LANDFILL (DJ). 08/27/2003: SENT TCR AND SOIL LETTER (DJ). 10/20/2003: REVIEWED TCR DATED 9/24/2003. DISPOSAL RECEIPTS FOR 63.94 T TO MADISON COUNTY LANDFILL INCLUDED. COMPLETE (DJ). "
Remarks:	"leaking ust caused spill - is being removed now"

Material:

Site ID:	180065
Operable Unit ID:	871301
Operable Unit:	01
Material ID:	505346
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00

Remove Watermark Wondershare PDFelement

UTICA PUBLIC LIBRARY LOT (Continued) **S105999494**

Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

197
East
1/4-1/2
0.396 mi.
2089 ft.

NYS & W RAILWAY
300 WATER ST
UTICA, NY 13502

NY SWRCY **1015747052**
RCRA NonGen / NLR **NYR000017301**
NY MANIFEST

Relative:
Lower

Actual:
415 ft.

SWRCY:
Region: 6
Facility Address 2: Not reported
Phone Number: 6074358158
Owner Type: Private
Owner Name: NYS & W Railway Corp
Owner Address: 1 Railroad Ave
Owner Address 2: Not reported
Owner City,St,Zip: Cooperstown, NY 13326
Owner Email: Not reported
Owner Phone: Not reported
Contact Name: Cynthia Andela
Contact Address: State Route 28; PO Box 611
Contact Address 2: Not reported
Contact City,St,Zip: Richfield Springs, NY 13439
Contact Email: Not reported
Contact Phone: Not reported
Activity Desc: RHRF - registration
Activity Number: [33M11]
Active: Yes
East Coordinate: 481137
North Coordinate: 4772684
Accuracy Code: Not reported
Regulatory Status: Registration
Permit #: 33M11
Auth. Date: 09/17/2015
Expiration Date: Not reported
Waste Types: Container Glass

RCRA NonGen / NLR:
Date form received by agency: 08/03/2012
Facility name: NYS & W RAILWAY
Facility address: 300 WATER ST
UTICA, NY 13502
EPA ID: NYR000017301
Mailing address: RAILROAD AVE
COOPERSTOWN, NY 13326
Contact: DON CONKLIN
Contact address: BRANDYWINE AVE
BINGHAMTON, NY 13209
Contact country: US
Contact telephone: (607) 316-7485
Contact email: Not reported

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

EPA Region: 02
Land type: Private
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NYS & W RAILWAY
Owner/operator address: RAILROAD AVE
COOPERSTOWN, NY 13326
Owner/operator country: US
Owner/operator telephone: (607) 547-2555
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/01/1982
Owner/Op end date: Not reported

Owner/operator name: NYS & W RAILWAY
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/01/1982
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Historical Generators:
Date form received by agency: 09/09/2011
Site name: NYS & W RAILWAY
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

. Waste code: D002
. Waste name: CORROSIVE WASTE

Date form received by agency: 01/01/2007
Site name: N Y SUSQUEHANNA & WESTERN RR
Classification: Not a generator, verified

Date form received by agency: 01/01/2006
Site name: N Y SUSQUEHANNA & WESTERN RR
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: N Y SUSQUEHANNA & WESTERN RR
Classification: Not a generator, verified

Date form received by agency: 12/06/1995
Site name: N Y SUSQUEHANNA & WESTERN RR
Classification: Large Quantity Generator

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 08/21/1997
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

NY MANIFEST:
Country: USA
EPA ID: NYR000017301
Facility Status: Not reported
Location Address 1: 300 WATER STREET
Code: BP
Location Address 2: Not reported
Total Tanks: Not reported
Location City: UTICA
Location State: NY
Location Zip: 13502
Location Zip 4: Not reported

NY MANIFEST:
EPAID: NYR000017301
Mailing Name: NY SUSQUEHANNA & WESTERN RR
Mailing Contact: MARK EDICK
Mailing Address 1: 300 WATER STREET
Mailing Address 2: Not reported
Mailing City: UTICA
Mailing State: NY
Mailing Zip: 13502
Mailing Zip 4: Not reported
Mailing Country: USA
Mailing Phone: 3157353545

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2011
Trans1 State ID:	NYR000115733
Trans2 State ID:	Not reported
Generator Ship Date:	08/22/2011
Trans1 Recv Date:	08/22/2011
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/25/2011
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000017301
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD067098822
TSDF ID 2:	Not reported
Manifest Tracking Number:	003548398FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	15.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2011
Trans1 State ID:	NYR000115733
Trans2 State ID:	Not reported
Generator Ship Date:	08/22/2011
Trans1 Recv Date:	08/22/2011

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/25/2011
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000017301
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD067098822
TSDF ID 2:	Not reported
Manifest Tracking Number:	003548398FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	266.0
Units:	P - Pounds
Number of Containers:	2.0
Container Type:	DM - Metal drums, barrels
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D001
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2011
Trans1 State ID:	NYR000115733
Trans2 State ID:	Not reported
Generator Ship Date:	08/22/2011
Trans1 Recv Date:	08/22/2011
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/25/2011
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000017301
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD067098822
TSDF ID 2:	Not reported

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

Manifest Tracking Number:	003548398FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	6.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D002
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2011
Trans1 State ID:	NYR000115733
Trans2 State ID:	Not reported
Generator Ship Date:	08/22/2011
Trans1 Recv Date:	08/22/2011
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	08/25/2011
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000017301
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	PAD067098822
TSDF ID 2:	Not reported
Manifest Tracking Number:	003548398FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	21.0
Units:	P - Pounds
Number of Containers:	1.0
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	L Landfill.
Specific Gravity:	1.0
Waste Code:	D002
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

Document ID:	NYB7459515
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	NJ334
Trans2 State ID:	Not reported
Generator Ship Date:	05/05/1999
Trans1 Recv Date:	05/05/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	05/11/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000017301
Trans1 EPA ID:	NJD986607380
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD980681571
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

Quantity:	00050
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYB7458579
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	09/22/1998
Trans1 Recv Date:	09/22/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	09/24/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000017301
Trans1 EPA ID:	PAD987358587
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD980681571
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYB7458813
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	Not reported
Trans2 State ID:	Not reported
Generator Ship Date:	12/14/1998
Trans1 Recv Date:	12/14/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/15/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000017301
Trans1 EPA ID:	NJD986607380
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD980681571
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	02100
Units:	P - Pounds
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NJA2133643
Manifest Status:	K
seq:	Not reported
Year:	1995
Trans1 State ID:	S50060
Trans2 State ID:	S50060
Generator Ship Date:	12/11/1995
Trans1 Recv Date:	12/11/1995
Trans2 Recv Date:	12/21/1995
TSD Site Recv Date:	12/21/1995
Part A Recv Date:	/ /
Part B Recv Date:	01/19/1996

Remove Watermark Wondershare PDFelement

NYS & W RAILWAY (Continued) **1015747052**

Generator EPA ID:	NYR000017301
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	NYD980761191
TSDF ID 1:	NJD002200046
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	05000
Units:	P - Pounds
Number of Containers:	012
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

198
NE
1/4-1/2
0.402 mi.
2122 ft.

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE **NY LTANKS** **S102163188**
41 WASHINGTON STREET **NY CBS** **N/A**
UTICA, NY 13502 **NY Spills**

Relative:
Lower

Actual:
415 ft.

LTANKS:

Site ID:	255438
Spill Number/Closed Date:	9303817 / 1993-07-01
Spill Date:	1993-06-23
Spill Cause:	Tank Failure
Spill Source:	Commercial Vehicle
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1993-07-01
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1993-06-24
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0

Remove Watermark Wondershare PDFelement

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE (Continued) **S102163188**

Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	O.H. MATERIALS/ NI-MO
Spiller Address:	41 WASHINGTON ST.
Spiller City,St,Zip:	UTICA, NY
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	139381
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 06/24/93: PER WM. NICHOLS NIMO SITE ENGINEER AT HARBOR POINT, MISUNDERSTOOD REPORTING REQUESTS. WILL COMPLY IN FUTURE. (HM). 06/24/93: AWAITING RETURN CALL FROM DALE VOLLMER, NIMO ENV. AFFAIRS 300 ERIE BLVD. EAST SYRACUSE, NY 13202 (315/428-5886) WILL ALSO CONTACT O.H. MATERIALS. (HM). 07/01/93: O.H. MATERIALS NOTIFIED NIMO (PROPERT OWNER) IMMEDIATELY. INTERNAL MINUNDERSTANDING DELAYED REPORT. WILL NOT RECUR. CLEANUP COMPLETE. (HM). "
Remarks:	"SPILL CONTAINED ON SOIL (OVER CONCRETE) SORBENT APPLIED & PAN PUT UNDER VEHICLE - SOIL HAS BEEN P/U INTO DRUMS. BILL ZEPPETELLI WAS AT SITE. (DEC)"

Material:

Site ID:	255438
Operable Unit ID:	982109
Operable Unit:	01
Material ID:	397364
Material Code:	0008
Material Name:	diesel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	50.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

CBS:

CBS Number:	6-000217
Program Type:	CBS
Facility Status:	Unregulated/Closed
Expiration Date:	Not reported
Dec Region:	6
UTMX:	481519.69133
UTMY:	4772879.19737

SPILLS:

Facility ID:	1005849
Facility Type:	ER
DER Facility ID:	394026

Remove Watermark Wondershare PDFelement

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE (Continued) **S102163188**

Site ID:	439182
DEC Region:	6
Spill Date:	2010-08-26
Spill Number/Closed Date:	1005849 / 2010-08-26
Spill Cause:	Unknown
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2010-08-26
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2010-08-26
Spill Record Last Update:	2010-08-26
Spiller Name:	ED
Spiller Company:	NATIONAL GRID
Spiller Address:	41 WASHINGTON STREET
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	999
Contact Name:	ED
Contact Phone:	(315) 798-1926
DEC Memo:	"10/26/10: UST DISCOVERED DURING MGP SITE # 633021 REMEDIAL ACTIVITIES. PHONEX WITH RON NOVAK, SPILL REFFERED TO JOHN SPELLMAN IN CENTRAL OFFICE. SPILL CLOSED. (JA) "
Remarks:	"Caller has been in contact with ron novack. Caller workd for national grid and excavating area and finding tanks. Tank# 5 and 6 are reported today."

Material:

Site ID:	439182
Operable Unit ID:	1189830
Operable Unit:	01
Material ID:	2184787
Material Code:	9999
Material Name:	other - unknown
Case No.:	Not reported
Material FA:	Other
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	1005865

Remove Watermark Wondershare PDFelement

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE (Continued) **S102163188**

Facility Type:	ER
DER Facility ID:	356122
Site ID:	439198
DEC Region:	6
Spill Date:	2010-08-26
Spill Number/Closed Date:	1005865 / 2010-08-26
Spill Cause:	Equipment Failure
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2010-08-26
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2010-08-26
Spill Record Last Update:	2010-08-26
Spiller Name:	Not reported
Spiller Company:	NATIONAL GRID
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"10/26/10: UST DISCOVERED DURING MGP SITE # 633021 REMEDIAL ACTIVITIES. SPILL REFFERED TO JOHN SPELLMAN IN CENTRAL OFFICE. SPILL CLOSED. (JA) "
Remarks:	"while excavating an unknown tank was discovered. Soil was affected; clean up pending"

Material:

Site ID:	439198
Operable Unit ID:	1189846
Operable Unit:	01
Material ID:	2184803
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE (Continued) **S102163188**

Facility ID:	1005712
Facility Type:	ER
DER Facility ID:	394026
Site ID:	439038
DEC Region:	6
Spill Date:	2010-08-23
Spill Number/Closed Date:	1005712 / 2010-08-23
Spill Cause:	Abandoned Drums
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2010-08-23
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2010-08-23
Spill Record Last Update:	2010-08-26
Spiller Name:	Not reported
Spiller Company:	NATIONAL GRID
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	315 7981926
Contact Phone:	Not reported
DEC Memo:	"10/23/10: UST DISCOVERED DURING MGP SITE # 633021 REMEDIAL ACTIVITIES. PHONEX WITH RON NOVAK, SPILL REFFERED TO JOHN SPELLMAN IN CENTRAL OFFICE. SPILL CLOSED. (JA) "
Remarks:	"Called stated that he found 4 oil tanks so far as he is digging out contaminated soil. Called has been in contact with Ron S. Novack. Ron wanted spill numbers on the tanks."

Material:

Site ID:	439038
Operable Unit ID:	1189688
Operable Unit:	01
Material ID:	2184643
Material Code:	0008
Material Name:	diesel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE (Continued) **S102163188**

Facility ID:	1005607
Facility Type:	ER
DER Facility ID:	356122
Site ID:	438928
DEC Region:	6
Spill Date:	2010-07-09
Spill Number/Closed Date:	1005607 / 2010-08-19
Spill Cause:	Housekeeping
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	2010-08-19
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2010-08-19
Spill Record Last Update:	2010-08-23
Spiller Name:	Not reported
Spiller Company:	NATIONAL GRID??
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	ED RAHN
Contact Phone:	(315) 558-0373
DEC Memo:	"08/19/10: PER SR, PHONEX WITH RON NOVAK, SPILL REFFERED TO JOHN SPELLMAN IN CENTRAL OFFICE. SPILL CLOSED. (JA) 08/19/2010: UST discovered during MGP Site #633021 remedial activities. ECL 17-1743 notification prompted due to substance being recorded as Coal Tar Pitch. Caller contacted by RFN and clarified that caller informed dispatch that tank was discovered at former coal tar pitch plant and tank held an unknown petroleum, thought to be waste or heating oil. Improperly recorded as Coal Tar Pitch. [MWD] "
Remarks:	"Ron F Novack aware of site - cleanup in progress"

Material:

Site ID:	438928
Operable Unit ID:	1189578
Operable Unit:	01
Material ID:	2184532
Material Code:	0159B
Material Name:	coal tar
Case No.:	08007452
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	Not reported

Remove Watermark Wondershare PDFelement

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE (Continued) **S102163188**

Tank Test:

Facility ID:	0809405
Facility Type:	ER
DER Facility ID:	356122
Site ID:	406864
DEC Region:	6
Spill Date:	2008-11-19
Spill Number/Closed Date:	0809405 / 2008-11-19
Spill Cause:	Traffic Accident
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3316
Investigator:	jdalsant
Referred To:	Not reported
Reported to Dept:	2008-11-19
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	2008-11-19
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2008-11-19
Spill Record Last Update:	2008-11-24
Spiller Name:	BOB CAZZOLLI
Spiller Company:	NATIONAL GRID
Spiller Address:	300 ERIE BLVD WEST
Spiller City,St,Zip:	SYRACUSE, NY 13202
Spiller Company:	999
Contact Name:	BOB CAZZOLLI
Contact Phone:	(315) 428-3490
DEC Memo:	"11/19/08: MINOR SPILL. NON-TRACKABLE AMOUNT OF DEBRIS GENERATED. SPILL CLOSED. (JA)"
Remarks:	"LESS THAN A GALLON OF PRODUCT SPILLED TO A CONTROLLED CONTAMINATED AREA. CALLER STATES THAT DUE TO MVA, THE POLE WITH THE TRANSFORMER LEAKED INTO THE OLD HARBOR POINT SITE. THE TRANSFORMER FLUID IS NON-PCB. CLEAN UP IS PENDING."

Material:

Site ID:	406864
Operable Unit ID:	1163433
Operable Unit:	01
Material ID:	2154748
Material Code:	0020A
Material Name:	transformer oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	1.00
Units:	Gallons
Recovered:	1.00
Resource Affected:	Not reported

Remove Watermark Wondershare PDFelement

NATIONAL GRID-HARBOR POINT-HAZ WASTE SITE (Continued) **S102163188**

Oxygenate: Not reported

Tank Test:

Click this hyperlink while viewing on your computer to access additional NY_SPILL: detail in the EDR Site Report.

AQ199 **HURD SHOES** **NY LTANKS** **S100144210**
East **101 FIRST ST** **N/A**
1/4-1/2 **UTICA, NY**
0.412 mi.
2176 ft. **Site 1 of 4 in cluster AQ**

Relative:
Lower

Actual:
421 ft.

LTANKS:

Site ID:	292849
Spill Number/Closed Date:	8606541 / 1987-01-28
Spill Date:	1987-01-22
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Not reported
Cleanup Ceased:	1987-01-28
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported
Reported to Dept:	1987-01-22
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	1987-01-22
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1987-02-10
Spill Record Last Update:	1987-02-24
Spiller Name:	Not reported
Spiller Company:	HURD SHOES
Spiller Address:	101 FIRST ST
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	237040
DEC Memo:	""
Remarks:	"BILL AHLES, CONTRACTOR, NOTIFIED ABOUT LEAK DISCOVERED DURING TANK CLEANING. CONT SOIL EXCAVATED DOWN TO CLAY LAYER. STAGED @ WHITESTOWN(DJ)"

Material:

Site ID:	292849
Operable Unit ID:	903323
Operable Unit:	01
Material ID:	472103
Material Code:	0001A

Remove Watermark Wondershare PDFelement

HURD SHOES (Continued) **S100144210**

Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

---

200 ESE 1/4-1/2 0.414 mi. 2186 ft.

UTICA CITY SCHOOL DISTRICT
400 ELIZABETH STREET
UTICA, NY 13501

NY LTANKS **U001847304**
NY UST **N/A**
NY Spills

Relative: Higher

Actual: 457 ft.

LTANKS:

Site ID:	365516
Spill Number/Closed Date:	0602926 / 2007-12-03
Spill Date:	2006-06-15
Spill Cause:	Tank Test Failure
Spill Source:	Institutional, Educational, Gov., Other
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	2007-11-21
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	SCREICHI
Referred To:	Not reported
Reported to Dept:	2006-06-15
CID:	406
Water Affected:	Not reported
Spill Notifier:	Tank Tester
Last Inspection:	2006-06-22
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	2006-06-15
Spill Record Last Update:	2007-12-03
Spiller Name:	CRAIG FEHLHABER
Spiller Company:	UTICA CITY SCHOOL DISTRICT
Spiller Address:	1115 MOHAWK STREET
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	CRAIG FEHLHABER
Spiller Phone:	(315) 792-2231
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	315649
DEC Memo:	"PBS #6-076066 06/22/2006: PERFORMED PBS INSPECTION OF FACILITY W/ CRAIG FEHLHABER DUE TO FAILURE OF #2 SINCE IT IS 4 YEARS OVERDUE. WHILE REVIEWING FILE ALSO NOTED THAT TANK #1 FAILED TIGHTNESS TEST ON 6/1/2000, NEVER REPORTED, STILL IN GROUND. ADVISED C.F. THAT BOTH NEED TO BE REMOVED. (DJ) 07/06/2006: SENT TANK FAILURE LETTER. (DJ) 08/01/07: 8K FUEL OIL TANK TO BE CLOSED IN PLACE UNDER LOADING DOCK

Remove Watermark Wondershare PDFelement

UTICA CITY SCHOOL DISTRICT (Continued) **U001847304**

ON FIRST ST SIDE OF BLDG. SAMPLES TAKEN THROUGH BOTTOM AND SIDES OF TANK. 2K GASOLINE TANK REMOVED FROM FRONT (ELIZABETH ST) OF BLDG. 800 YDS SOIL STAGED. (JA) 08/08/07: RECEIVED CALL FROM OCDOH WHO RECEIVED COMPLAINT THROUGH NYS DOH BUREAU OF TOXIC SUBSTANCES. TOM AT 321 MARY ST., 724-2533 COMPLAINED OF ODORS FROM SOIL PILE NEAR HIS HOUSE. CALLED TOM AND GOT NO ANSWER. KNOCKED ON DOOR AT RESIDENCE AND GOT NO ANSWER. CONTRACTOR USE TWO LAYERS OF POLY TO COVER SOIL AND WILL HAUL ASAP. (JA) 12/03/2007: REVIEWED SPILL CLOSURE REPORT: LAB RESULTS FOR 2K GASOLINE UST EXCAVATION- SEVERAL VOCS AND SVOCS SLIGHTLY EXCEED TAGM. 938 TONS OF PETROLEUM IMPACTED SOIL SENT TO OHSWA LANDFILL IN AVA, NY. NO FURTHER ACTION REQUIRED. (SR) 8K FUEL OIL UST REQUIRES ADDITIONAL REMEDIATION, SEE SPILL 07-04930. "

Remarks: "PBS No: 6-076066 Tank test failure.... failed the water intrusion test."

Material:

Site ID:	365516
Operable Unit ID:	1123531
Operable Unit:	01
Material ID:	2112992
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	365516
Spill Tank Test:	1550060
Tank Number:	2
Tank Size:	2000
Test Method:	03
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Watchdog
Last Modified:	Not reported
Test Method:	Horner EZ Check I or II

UST:

Id/Status:	6-076066 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481660.09258
UTM Y:	4771875.51727
Site Type:	School

Affiliation Records:

Site Id:	41304
Affiliation Type:	On-Site Operator

Remove Watermark Wondershare PDFelement

UTICA CITY SCHOOL DISTRICT (Continued) **U001847304**

Company Name:	UTICA CITY SCHOOL DISTRICT
Contact Type:	Not reported
Contact Name:	MICHAEL M. FERRARO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(315) 792-2231
EMail:	Not reported
Fax Number:	Not reported
Modified By:	RFNOVAK
Date Last Modified:	2012-05-15

Site Id:	41304
Affiliation Type:	Emergency Contact
Company Name:	UTICA CITY SCHOOL DISTRICT
Contact Type:	Not reported
Contact Name:	MICHAEL M. FERRARO
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(315) 269-9146
EMail:	Not reported
Fax Number:	Not reported
Modified By:	CGFREEDM
Date Last Modified:	2011-04-21

Site Id:	41304
Affiliation Type:	Facility Owner
Company Name:	UTICA CITY SCHOOL DISTRICT
Contact Type:	MAINTENANCE FOREMAN
Contact Name:	MICHAEL M. FERRARO
Address1:	106 MEMORIAL PARKWAY
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 792-2231
EMail:	MFERRARO@UTICASCHOOLS.ORG
Fax Number:	Not reported
Modified By:	JDALSANT
Date Last Modified:	2012-03-29

Site Id:	41304
Affiliation Type:	Mail Contact
Company Name:	UTICA CITY SCHOOL DISTRICT
Contact Type:	MAINTENANCE FOREMAN
Contact Name:	MICHAEL M. FERRARO
Address1:	106 MEMORIAL PARKWAY
Address2:	Not reported
City:	UTICA

Remove Watermark Wondershare PDFelement

UTICA CITY SCHOOL DISTRICT (Continued) **U001847304**

State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 792-2231
EMail:	MFERRARO@UTICASCHOOLS.ORG
Fax Number:	Not reported
Modified By:	JDALSANT
Date Last Modified:	2012-03-29

Tank Info:

Tank Number:	1
Tank ID:	113886
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	8000
Install Date:	06/01/1973
Date Tank Closed:	08/01/2007
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)
Tightness Test Method:	01
Date Test:	04/01/1995
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	CGFREEDM
Last Modified:	04/19/2011

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
L09 - Piping Leak Detection - Exempt Suction Piping
B01 - Tank External Protection - Painted/Asphalt Coating
H00 - Tank Leak Detection - None
I04 - Overfill - Product Level Gauge (A/G)
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
E00 - Piping Secondary Containment - None
J02 - Dispenser - Suction Dispenser
K00 - Spill Prevention - None

Tank Number:	2
Tank ID:	113887
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	2000
Install Date:	02/01/1974
Date Tank Closed:	07/31/2007
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009

Remove Watermark Wondershare PDFelement

UTICA CITY SCHOOL DISTRICT (Continued) **U001847304**

Common Name of Substance: Gasoline

Tightness Test Method: 03
Date Test: 07/01/1997
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: RFNOVAK
Last Modified: 01/06/2010

Equipment Records:

F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B01 - Tank External Protection - Painted/Asphalt Coating
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

SPILLS:

Facility ID: 0704930
Facility Type: ER
DER Facility ID: 334554
Site ID: 385172
DEC Region: 6
Spill Date: 2007-07-31
Spill Number/Closed Date: 0704930 / Not Reported
Spill Cause: Other
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS: 3316
Investigator: SCREICHI
Referred To: Not reported
Reported to Dept: 2007-07-31
CID: 410
Water Affected: Not reported
Spill Source: Institutional, Educational, Gov., Other
Spill Notifier: Local Agency
Cleanup Ceased: Not reported
Cleanup Meets Std: False
Last Inspection: 2007-08-14
Recommended Penalty: False
UST Trust: False
Remediation Phase: 1
Date Entered In Computer: 2007-07-31
Spill Record Last Update: 2010-07-13
Spiller Name: JOSEPH MULLER
Spiller Company: UTICA CENTRAL SCHOOL
Spiller Address: 106 MEMORIAL PARKWAY
Spiller City,St,Zip: UTICA, NY 13501
Spiller Company: 999
Contact Name: FRANK CONESTABILE
Contact Phone: (315) 368-6067
DEC Memo: "08/01/07: 8K FUEL OIL TANK TO BE CLOSED IN PLACE UNDER LOADING DOCK ON FIRST ST SIDE OF BLDG. SAMPLES TAKEN THROUGH BOTTOM AND SIDES OF TANK. 2K GASOLINE TANK REMOVED FROM FRONT (ELIZABETH ST) OF BLDG. 800

Remove Watermark Wondershare PDFelement

UTICA CITY SCHOOL DISTRICT (Continued) **U001847304**

YDS SOIL STAGED. (JA) 08/08/07: RECEIVED CALL FROM OCDOH WHO RECEIVED COMPLAINT THROUGH NYS DOH BUREAU OF TOXIC SUBSTANCES. TOM AT 321 MARY ST., 724-2533 COMPLAINED OF ODORS FROM SOIL PILE NEAR HIS HOUSE. CALLED TOM AND GOT NO ANSWER. KNOCKED ON DOOR AT RESIDENCE AND GOT NO ANSWER. CONTRACTOR USE TWO LAYERS OF POLY TO COVER SOIL AND WILL HAUL ASAP. (JA) 08/14/2007: ON SITE WITH DAVE MCCARTHY, OP-TECH: ENTIRE PILE TO BE HAULED FOR DISPOSAL THIS WEEK. WILL SUBMIT PLAN TO DELINEATE PLUME FROM 8K F.O. UST. (SR) 11/18/2007: REVIEWED PHASE II REPORT: FREE PRODUCT SURROUNDING TANK. HAS NOT MIGRATED FROM SOURCE AREA (TANK PIT). OP-TECH TO USE UST AS RECEPTOR FOR PRODUCT RECOVERY. (SR) 12/30/2008: ON SITE W/ OP-TECH: EXCAVTED UST. MANY HOLES IN TANK. SOIL FROM 5' BGS DOWN TO BEDROCK AT 15' BGS IS HEAVILY CONTAMINATED W/ FUEL OIL. GROUND WATER AT 13' BGS. FREE PRODUCT ON TOP OF GW POURING INTO EXCAVATION. ALL SIDEWALLS PIDS ABOVE 9,999 PPM BELOW 5' BGS. DIRECT HAULING SOIL TO AVA, 200-250 TONS HAULED SO FAR. INSTALLING PUMP AND TREAT SYSTEM W/ 24 SUMP. (SR) 07/13/2010: TELECON WITH MR. MULLER: WILL PROVIDE UPDATE ON SPILL STATUS BY 7/30/2010. (SR)"

Remarks: "DURING TANK REMOVAL, CONTAIMINATED SOIL WAS DISCOVERED: DEC REGION 6 UTICA WAS CONTACTED AND OPTECH ON SCENE"

Material:

Site ID:	385172
Operable Unit ID:	1142448
Operable Unit:	01
Material ID:	2132685
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	Not reported
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

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201 South 1/4-1/2 0.416 mi. 2199 ft.

FORMER GAS STATION
1103-1109 STEUBEN STREET
UTICA, NY 13301

NY LTANKS **U003297904**
NY UST **N/A**
NY HIST UST

Relative: Higher

Actual: 526 ft.

LTANKS:

Site ID:	322146
Spill Number/Closed Date:	9712800 / 2000-11-13
Spill Date:	1998-02-17
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1998-06-16
Cleanup Meets Standard:	False
SWIS:	3300
Investigator:	DIJOHNSO
Referred To:	Not reported

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **U003297904**

Reported to Dept:	1998-02-17
CID:	312
Water Affected:	Not reported
Spill Notifier:	Local Agency
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	True
Remediation Phase:	0
Date Entered In Computer:	1998-02-17
Spill Record Last Update:	2004-10-06
Spiller Name:	JONEEN MATTHEWS
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller County:	001
Spiller Contact:	EUGENE SANTACROCE
Spiller Phone:	(315) 792-0152
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	259515
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 02/17/98: SITE VISIT WHICH INDICATED 3-1000 UST'S @ SITE SO FAR. ALSO NOTED 1/2 COPPER LINE RUNNING THRU TANK FIELD BUT NOT CONNECTED TO THE 3-1000'S. EXC'N IS CONTAM'D & CITY STOCKPILING CONTAM'D SOIL (DP). 11/13/2000: REVIEWED CLOSURE REPORT 7/6/98. DISPOSED OF 3635.71T SOIL TO SENECA MEADOWS CONSTRUCTION REMAINS UNDER STEUBEN STREET. CLOSED DOES NOT MEET STANDARDS (DJ). "
Remarks:	"AT LEAST 2 UST'S OF UNK SIZE BURRIED ON SITE - UNK WHAT IS IN THEM AND HOW MUCH"

Material:

Site ID:	322146
Operable Unit ID:	1059028
Operable Unit:	01
Material ID:	327389
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	322146
Operable Unit ID:	1059028
Operable Unit:	01
Material ID:	327390
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **U003297904**

Tank Test:

UST:

Id/Status:	6-600714 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	480945.04537
UTM Y:	4771511.44772
Site Type:	Retail Gasoline Sales

Affiliation Records:

Site Id:	43536
Affiliation Type:	Emergency Contact
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	JONEEN MATTHEWS
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	999
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	MCTIBBE
Date Last Modified:	2015-01-09

Site Id:	43536
Affiliation Type:	Facility Owner
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	1 KENNEDY PLAZA
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43536
Affiliation Type:	Mail Contact
Company Name:	CITY OF UTICA
Contact Type:	Not reported
Contact Name:	JONEEN MATTHEWS
Address1:	1 KENNEDY PLAZA
Address2:	Not reported
City:	UTICA
State:	NY

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **U003297904**

Zip Code:	13501
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43536
Affiliation Type:	On-Site Operator
Company Name:	FORMER GAS STATION
Contact Type:	Not reported
Contact Name:	CITY OWNED LOT
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	Not reported
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	124024
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	02/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
J00 - Dispenser - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **U003297904**

Tank Number:	2
Tank ID:	124025
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	02/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
J00 - Dispenser - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

Tank Number:	3
Tank ID:	124026
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	1000
Install Date:	Not reported
Date Tank Closed:	02/01/1998
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0009
Common Name of Substance:	Gasoline
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

G00 - Tank Secondary Containment - None
I00 - Overfill - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
H00 - Tank Leak Detection - None

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **U003297904**

F00 - Pipe External Protection - None
B00 - Tank External Protection - None
J00 - Dispenser - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number:	6-600714
SPDES Number:	Not reported
Emergency Contact:	JONEEN MATTHEWS
Emergency Telephone:	(315) 792-0152
Operator:	CITY OWNED LOT
Operator Telephone:	(000) 000-0000
Owner Name:	CITY OF UTICA
Owner Address:	1 KENNEDY PLAZA
Owner City,St,Zip:	UTICA, NY 13501
Owner Telephone:	(315) 792-0152
Owner Type:	Local Government
Owner Subtype:	Not reported
Mailing Name:	CITY OF UTICA
Mailing Address:	1 KENNEDY PLAZA
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13501
Mailing Contact:	JONEEN MATTHEWS
Mailing Telephone:	(315) 792-0152
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	RETAIL GASOLINE SALES
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	03/30/1998
Expiration Date:	03/30/2003
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6
Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	1000

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **U003297904**

Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	02/01/1998
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	2
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	02/01/1998
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	3
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	1000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None

Remove Watermark Wondershare PDFelement

FORMER GAS STATION (Continued) **U003297904**

Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Not reported
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	Minor Data Missing
Date Closed:	02/01/1998
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

202
ENE
1/4-1/2
0.419 mi.
2211 ft.

Relative:
Lower

Actual:
407 ft.

MONARCH CHEMICALS
37 MEADOW ST
UTICA, NY 13502

SEMS **1000154621**
NY SHWS **NYD013326483**
NY VAPOR REOPENED
NY LTANKS
NY CBS
NY ENG CONTROLS
NY INST CONTROL
NY Spills
RCRA NonGen / NLR
FINDS
NY MANIFEST
NY SPDES
ECHO

SEMS:

Site ID:	203772
EPA ID:	NYD013326483
Federal Facility:	N
NPL:	Not on the NPL
Non NPL Status:	Other Cleanup Activity: State-Lead Cleanup

Following information was gathered from the prior CERCLIS update completed in 10/2013:

Site ID:	0203772
EPA ID:	NYD013326483
Facility County:	ONEIDA
Short Name:	MONARCH CHEMICAL CO
Congressional District:	25
IFMS ID:	Not reported
SMSA Number:	8680
USGC Hydro Unit:	02020004
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	02

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Other Cleanup Activity: State-Lead Cleanup
Non NPL Status Date:	11/27/12
Site Fips Code:	36065
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Alias Name(s):

Alias ID:	101
Alias Name:	ROBLIN STEEL (NYD000346858)
Alias Address:	Not reported NY
Alias ID:	102
Alias Name:	ENVIROTECK 2 (NYD038641601)
Alias Address:	Not reported NY
Alias Comments:	Not reported

Site Description: 9/2010: Still NYSDEC Superfund - NYSDEC In negotations

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	06/01/81
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

Action Code:	001
Action:	PRELIMINARY ASSESSMENT
Date Started:	03/01/87
Date Completed:	03/30/87
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

Action Code:	002
Action:	PRELIMINARY ASSESSMENT
Date Started:	03/01/90
Date Completed:	08/01/90
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE INSPECTION
Date Started: 03/01/92
Date Completed: 03/01/92
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE REASSESSMENT
Date Started: / /
Date Completed: 11/27/12
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA In-House
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

SHWS:
Program: HW
Site Code: 56260
Classification: Significant threat to the public health or environment - action required.
Region: 6
Acres: 3.86
HW Code: 633030
Record Add: 11/18/1999
Record Upd: 01/04/2016
Updated By: JEBROWN
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.

Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Dump: True
Structure: False
Lagoon: False
Landfill: False
Pond: False
Disp Start: 1966
Disp Term: present
Lat/Long: 43:06:27:0 / 75:13:31:0
Dell: False
Record Add: 11/18/1999 12:00:00 PM
Record Upd: 10/17/2012 3:02:00 PM
Updated By: ldennist

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Own Op: Not reported
Sub Type: Not reported
Owner Name: Not reported
Owner Company: Not reported
Owner Address: Not reported
Owner Addr2: Not reported
Owner City,St,Zip: Not reported
Owner Country: Not reported
HW Code: 633030
Waste Type: TOLUENE
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633030
Waste Type: TETRACHLOROETHYLENE (PCE OR "PERC.")
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633030
Waste Type: TRICHLOROETHANE (TCA)
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633030
Waste Type: TRICHLOROETHYLENE (TCE)
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633030
Waste Type: METHYLENE CHLORIDE, ETC.
Waste Quantity: UNKNOWN
Waste Code: Not reported
Crossref ID: A6-0449-0107
Cross Ref Type Code: 23
Cross Ref Type: Agreement/Consent Order Number
Record Added Date: 10/24/2011 3:34:00 PM
Record Updated: 10/24/2011 3:34:00 PM
Updated By: KPSARNOW
Crossref ID: NYD013326483
Cross Ref Type Code: 05
Cross Ref Type: EPA Site ID
Record Added Date: 11/18/1999 12:00:00 PM
Record Updated: 5/10/2001 4:31:00 PM
Updated By: REGTRANS

VAPOR REOPENED:
Site Code: 633030
Facility Status: Complete

LTANKS:
Site ID: 165537
Spill Number/Closed Date: 8402216 / 1984-11-21
Spill Date: 1984-11-18
Spill Cause: Tank Failure
Spill Source: Commercial/Industrial
Spill Class: Not reported
Cleanup Ceased: 1984-11-21
Cleanup Meets Standard: True
SWIS: 3300
Investigator: UNASSIGNED

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Referred To:	Not reported
Reported to Dept:	1984-11-19
CID:	Not reported
Water Affected:	SEWER SYSTEM
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2004-02-19
Spiller Name:	Not reported
Spiller Company:	Not reported
Spiller Address:	Not reported
Spiller City,St,Zip:	***Update***, ZZ
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	139526
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was 2004/02/19 - Spill_Time was previously blank and replaced with RCVD_Time to fix a data translation problem... Bob Corcoran 10/12/95: This is additional information about material spilled from the translation of the old spill file: 19% LIQUID CAUSTIC."
Remarks:	""

Material:

Tank Test:

CBS:

CBS Number:	6-000019
Program Type:	CBS
Facility Status:	Unregulated/Closed
Expiration Date:	Not reported
Dec Region:	6
UTMX:	481722.98980
UTMY:	4772722.08197

ENG CONTROLS:

Site Code:	56260
HW Code:	633030
Control Code:	13
Control Type:	ENG
Date Record Added:	07/14/2004
Date Rec Updated:	01/06/2016
Updated By:	JEBROWN
Site Description:	Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.

Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

HW Code:	633030
Control Code:	15
Control Type:	ENG
Date Record Added:	07/14/2004
Date Rec Updated:	01/06/2016
Updated By:	JEBROWN
Site Description:	Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.
Env Problem:	Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.
Health Problem:	Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260
HW Code: 633030
Control Code: 12
Control Type: ENG
Date Record Added: 07/14/2004
Date Rec Updated: 01/06/2016
Updated By: JEBROWN
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.
Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

INST CONTROL:
Site Code: 56260
Control Name: Deed Restriction
HW Code: 633030
Control Code: A
Control Type: INST
Dt record added: 07/14/2004
Dt rec updated: 01/06/2016
Updated By: JEBROWN
Site Code: 56260
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.
Env Problem: Nature and Extent of Contamination: Prior to construction of the

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260
Control Name: Landuse Restriction
HW Code: 633030
Control Code: 25
Control Type: INST
Dt record added: 07/14/2004
Dt rec updated: 01/06/2016
Updated By: JEBROWN
Site Code: 56260
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.

Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260
Control Name: Ground Water Use Restriction
HW Code: 633030
Control Code: 08
Control Type: INST
Dt record added: 07/14/2004
Dt rec updated: 01/06/2016
Updated By: JEBROWN
Site Code: 56260

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MONARCH CHEMICALS (Continued) **1000154621**

Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.

Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An

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MONARCH CHEMICALS (Continued) **1000154621**

evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260
Control Name: Soil Management Plan
HW Code: 633030
Control Code: 14
Control Type: INST
Dt record added: 07/14/2004
Dt rec updated: 01/06/2016
Updated By: JEBROWN
Site Code: 56260
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.
Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination

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MONARCH CHEMICALS (Continued) **1000154621**

system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260
Control Name: Site Management Plan
HW Code: 633030
Control Code: 32
Control Type: INST
Dt record added: 07/14/2004
Dt rec updated: 01/06/2016
Updated By: JEBROWN
Site Code: 56260
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In decending order, these units are the upper sand/fill unit, the silty clay unit, the clayey sand/silty sand unit and the glacial till unit.Depths to groundwater typically range from 4 to 7 feet below the ground surface. Groundwater flow in the shallow zone is primarily toward the east-northeast and in the intermediate zone, is generally toward the north. There is a downward component of groundwater flow from shallower to intermediate aquifer.

Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of

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MONARCH CHEMICALS (Continued) **1000154621**

the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260
Control Name: Monitoring Plan
HW Code: 633030
Control Code: 31
Control Type: INST
Dt record added: 07/14/2004
Dt rec updated: 01/06/2016
Updated By: JEBROWN
Site Code: 56260
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being remediated as part of the Water Gas Plant Site remedy. The nearest water supply is a private well on Smith Hill Road 2.8 miles away, and the nearest water body is Utica Harbor, which connects to the Mohawk River.Current Zoning and Land Use:The site is currently inactive, and is zoned for commercial use.The surrounding parcels are currently used for a combination of commercial and light industrial. The nearest residential area is 0.5 miles south of the site.Past Use of the Site:Sodium hypochlorite and sulfuric acid was manufactured for industrial uses at this location. A number of chemicals were stored at the facility and re-packaged for distribution. Releases occurred through spills of material.Site Geology and Hydrogeology:The subsurface at the site is underlain by four distinct stratigraphic units consisting of fluvial and glaciolacustrine sediments. In

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MONARCH CHEMICALS (Continued) **1000154621**

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Env Problem: Nature and Extent of Contamination: Prior to construction of the remedy, the primary contaminants of concern at the site were PAHs in surface soil and tetrachloroehtnen (PCE) and trichloroethene (TCE) in soil and groundwater.Soil: PAHs were limited to isolated areas, and at each of these areas, 2 feet of PAH-affected soil was excavated and disposed of off-site. 2 feet of cover has been placed over each of the excavated areas. PAH-affected soil may remain below the 2 feet of cover, but is not believed to pose a significant concern. The Declaration of Restrictions restricts site use to commercial/industrial uses and requires due diligence prior to any subsurface excavation.Groundwater: The primary contaminants in groundwater consist of PCE, TCE, 1,1,1-TCA, and their degradation products. Engineering Conrols (ECs) and Institutional Controls (ICs) are required to protect human health and the environment. A dual phase extraction (DPE) system and soil-vapor extraction (SVE) wells are in place for ECs with treatment systems on site in enclosed trailers. Semi-annual and monthly sampling of groundwater wells is conducted and the groundwater remediation system effluent is sampled monthly to comply with the state pollution discharge elimination system (SPDES) permit. A deed restriction is in place prohibiting the use of the groundwater within the tract of land described in the Declaration of Restrictions.

Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

Site Code: 56260
Control Name: O&M Plan
HW Code: 633030
Control Code: 33
Control Type: INST
Dt record added: 07/14/2004
Dt rec updated: 01/06/2016
Updated By: JEBROWN
Site Code: 56260
Site Description: Location:The Monarch Chemical Site is located in an urban area at 37 Meadow Street in the City of Utica. Site Features:The main site features include several large building foundation slabs surrounded by former parking areas and roadways and a railroad spur. About one third of the site area is enclosed by a barrier wall and is being

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MONARCH CHEMICALS (Continued) **1000154621**

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Health Problem: Measures are in place to control the potential for coming in contact with subsurface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the area is served by a public water supply that obtains water from a different source. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Currently there are no buildings on the site. An evaluation of the potential for soil vapor intrusion to occur will be completed if there is any future on-site building development and occupancy.

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MONARCH CHEMICALS (Continued) **1000154621**

SPILLS:

Facility ID:	9404775
Facility Type:	ER
DER Facility ID:	105277
Site ID:	121285
DEC Region:	6
Spill Date:	1994-07-07
Spill Number/Closed Date:	9404775 / 1994-07-07
Spill Cause:	Equipment Failure
Spill Class:	Known release that creates a file or hazard. (Highly Improbable)
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1994-07-07
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	1994-07-07
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2003-12-02
Spiller Name:	Not reported
Spiller Company:	JONES CHEM.
Spiller Address:	37 MEADOW ST.
Spiller City,St,Zip:	UTICA, NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 07/07/94: PER JOE CAVANAUGH LEAK STOPPED, APPROX. 1000 GAL. SPILLED ON GROUND (EST. USING SIGHT GAUGE). SPREAD SODA ASH ON GROUND FOR DIKING. NEUTRALIZING WITH SODIUM METABISULFITE. (HM). 07/07/94: WILL PUMP LIQ. TO BBLS TO BE NEUTRALIZED. CLOSED. (HM). 07/07/94: FOLLOWUP CALL FROM WILL WADSWORTH REPORTED 3000 GALLONS NAOCL SPILLED (EST. 4590#'S). STILL CLOSED. (HM). 07/14/94: AT REQUEST OF BILL ZEPATELLI, NYSDEC HARBOR POINT SITE MONITOR, WENT OUT TO VIEW DISTRESSED VEGETATION, TOOK PHOTOS OF BURNED PTH TO STORM SEWER.(HM). 07/14/94: CALLED JONES CHEMICAL (WILL WADSWORTH) WHO INDICATED WE WOULD GET FOLLOWUP REPORT, CITY & COUNTY REPS. REPORTEDLY DETERMINED NEGLIGIBLE AMOUNT ENTERED SEWER.(HM). "
Remarks:	"VALVE OR PIPE BROKE ON BULK STOR. CONTAINER - EMER. RESPONSE IS THERE NOW. SARA TITLE 3 & HAZ. SUB. OVER THE R-Q. (UPDATE) PICKING UP FOR NEUTRALIZATION & DISPOSAL."

Material:

Site ID:	121285
Operable Unit ID:	999037
Operable Unit:	01
Material ID:	381375
Material Code:	0124A
Material Name:	sodium hypochlorite
Case No.:	07681529

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MONARCH CHEMICALS (Continued) **1000154621**

Material FA:	Hazardous Material
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9104547
Facility Type:	ER
DER Facility ID:	139526
Site ID:	165542
DEC Region:	6
Spill Date:	1991-07-28
Spill Number/Closed Date:	9104547 / 1991-07-29
Spill Cause:	Unknown
Spill Class:	Not reported
SWIS:	3300
Investigator:	NFCARRIE
Referred To:	Not reported
Reported to Dept:	1991-07-28
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Police Department
Cleanup Ceased:	1991-07-29
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1991-07-29
Spill Record Last Update:	1991-07-30
Spiller Name:	Not reported
Spiller Company:	UNKNOWN
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller Company:	999
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"U.P.D. REPORTS VAPOR SHOOTING 20 FEET INTO AIR/STRONG ODOR/UTICA F.D. SUSPECTS BROKEN WATER MAIN/F.D. TO CALL BACK IF DEC REQUIRED ON SCENE."

Material:

Site ID:	165542
Operable Unit ID:	955323
Operable Unit:	01
Material ID:	423601
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00

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MONARCH CHEMICALS (Continued) **1000154621**

Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	9002189
Facility Type:	ER
DER Facility ID:	139526
Site ID:	165541
DEC Region:	6
Spill Date:	1990-05-25
Spill Number/Closed Date:	9002189 / 1990-07-31
Spill Cause:	Human Error
Spill Class:	Not reported
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1990-05-25
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	1990-06-01
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1990-05-30
Spill Record Last Update:	1990-08-09
Spiller Name:	Not reported
Spiller Company:	MONARCH CHEMICAL
Spiller Address:	37 MEADOW STREET
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 06/01/90: CONTAMINATED SOIL (6 DRUMS) DISPOSED OF. (JM). 06/21/90: TELEPHONE CONVERSATION WITH JIM MURRAY. MANIFESTS FOR SOIL DISPOSAL (6 DRUMS) TO BE SENT IN. (HM). 06/25/90: SOIL DISPOSAL PAPERWORK RECEIVED. (JM). 07/31/90: CLOSED. (JM). "
Remarks:	"WHILE MOVING PALLET FORK LIFT OPERATOR PUNCTURED DRUM/SORBENTS IMMED. APPLIED/DREDGING & RINSING ONGOING NOW/CONT. MATERIAL WILL BE MANIFESTED & REMOVED/NO INJURIES."

Material:

Site ID:	165541
Operable Unit ID:	942045
Operable Unit:	01
Material ID:	436947
Material Code:	0042A
Material Name:	xylene (mixed)
Case No.:	01330207

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MONARCH CHEMICALS (Continued) **1000154621**

Material FA:	Hazardous Material
Quantity:	40.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	8802735
Facility Type:	ER
DER Facility ID:	139526
Site ID:	165540
DEC Region:	6
Spill Date:	1988-06-27
Spill Number/Closed Date:	8802735 / 1988-06-27
Spill Cause:	Human Error
Spill Class:	Not reported
SWIS:	3300
Investigator:	AJMARSCH
Referred To:	Not reported
Reported to Dept:	1988-06-27
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	1988-06-27
Cleanup Meets Std:	True
Last Inspection:	1988-06-27
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1988-07-05
Spill Record Last Update:	1988-08-02
Spiller Name:	Not reported
Spiller Company:	MONARCH CHEMICAL
Spiller Address:	37 MEADOW ST.
Spiller City,St,Zip:	UTICA, NY
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"OVERFILL OF STORAGE TANK/CONTAINED ON BLACKTOP/PLANNING TO NEUTRALIZE"

Material:

Site ID:	165540
Operable Unit ID:	918053
Operable Unit:	01
Material ID:	458306
Material Code:	0038E
Material Name:	white caustic
Case No.:	01310732
Material FA:	Hazardous Material
Quantity:	50.00
Units:	Gallons

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Recovered:	50.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	8704302
Facility Type:	ER
DER Facility ID:	139526
Site ID:	165539
DEC Region:	6
Spill Date:	1987-08-25
Spill Number/Closed Date:	8704302 / 1987-08-25
Spill Cause:	Other
Spill Class:	Not reported
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported
Reported to Dept:	1987-08-25
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	1987-08-25
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1987-09-02
Spill Record Last Update:	1988-03-01
Spiller Name:	Not reported
Spiller Company:	MONARCH CHEMICAL
Spiller Address:	37 METAL ST
Spiller City,St,Zip:	UTICA, NY 13503
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON / / : TC @ 10:30 AM TO AUGUST PALMERI OF ASSOC.TEXTILES; THEIR BLDG BEHIND VILLAGE PANCAKE EXC DUE TO FUMES;NOTIFIED CO. HEALTH (HM). / / : 8/25/87 - NO EXCAVATION, CLEANUP COMPLETE (HM). 10/12/95: This is additional information about material spilled from the translation of the old spill file: SODIUMHYPERCHLORIDE."
Remarks:	"NEUTRALIZING W/SODIUM BISULFITE, 4000 GAL BULK STORAGE; CONTAINED ON CINDER FILL/CRUSHED GRANITE; UNDER CONTROL"

Material:

Site ID:	165539
Operable Unit ID:	910789
Operable Unit:	01
Material ID:	466944
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Quantity: 1500.00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

Click this hyperlink while viewing on your computer to access additional NY_SPILL: detail in the EDR Site Report.

RCRA NonGen / NLR:
Date form received by agency: 01/01/2007
Facility name: MONARCH CHEMICALS INC
Facility address: 37 MEADOW ST
UTICA, NY 13503
EPA ID: NYD013326483
Mailing address: SUNNY SOL BLVD
CALEDONIA, NY 14423
Contact: Not reported
Contact address: SUNNY SOL BLVD
CALEDONIA, NY 14423
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 02
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: JONES CHEMICALS INC
Owner/operator address: 100 SUNNY SOL BLVD
CALEDONIA, NY 14423
Owner/operator country: US
Owner/operator telephone: (716) 538-2311
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: JONES CHEMICALS, INC
Owner/operator address: 100 SUNNY SOL BLVD.
OPERCITY, NY 99999
Owner/operator country: US
Owner/operator telephone: (716) 538-2311
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: MONARCH CHEMICALS INC
Classification: Not a generator, verified

Date form received by agency: 03/31/1995
Site name: MONARCH CHEMICALS INC
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: NONE
. Waste name: None

Date form received by agency: 03/01/1990
Site name: MONARCH CHEMICALS INC
Classification: Large Quantity Generator

Date form received by agency: 12/05/1980
Site name: MONARCH CHEMICALS INC
Classification: Not a generator, verified

. Waste code: D002
. Waste name: CORROSIVE WASTE

Date form received by agency: 08/15/1980
Site name: MONARCH CHEMICALS INC
Classification: Small Quantity Generator

. Waste code: D002
. Waste name: CORROSIVE WASTE

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 04/13/1989
Date achieved compliance: 06/12/1989
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/26/1989
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 09/12/1986
Date achieved compliance: 10/27/1986
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 10/10/1986
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 11/06/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/13/1989
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 06/12/1989
Evaluation lead agency: State

Evaluation date: 09/15/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/12/1986
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/27/1986
Evaluation lead agency: State

FINDS:

Registry ID: 110002321345

Environmental Interest/Information System

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

corrective action activities required under RCRA.

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

FIS (New York - Facility Information System) is New York's Department of Environmental Conservation (DEC) information system for tracking environmental facility information found across the State.

NY MANIFEST:

Country:	USA
EPA ID:	NYD013326483
Facility Status:	Not reported
Location Address 1:	37 MEADOW ST
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13503
Location Zip 4:	2505

NY MANIFEST:

EPAID:	NYD013326483
Mailing Name:	MONARCH CHEMICALS INC
Mailing Contact:	MONARCH CHEMICALS INC
Mailing Address 1:	37 MEADOW ST
Mailing Address 2:	Not reported
Mailing City:	UTICA
Mailing State:	NY
Mailing Zip:	13503
Mailing Zip 4:	2505
Mailing Country:	USA
Mailing Phone:	3157326151

NY MANIFEST:

Document ID:	MAK8057290
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	MA25817
Trans2 State ID:	Not reported
Generator Ship Date:	12/07/1998

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Trans1 Recv Date:	12/07/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/08/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	SCD987574647
Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD000604447
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00715
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	013
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00825
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	015
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00990
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	018
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Document ID:	MAK8057300
Manifest Status:	Not reported
seq:	01
Year:	1998
Trans1 State ID:	MA25817
Trans2 State ID:	Not reported
Generator Ship Date:	12/07/1998
Trans1 Recv Date:	12/07/1998
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/08/1998
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	SCD987574647
Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD000604447
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00220
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	01.00

Document ID:	NYB1553445
Manifest Status:	C
seq:	Not reported
Year:	1990
Trans1 State ID:	86424Z(NY
Trans2 State ID:	Not reported
Generator Ship Date:	03/01/1990
Trans1 Recv Date:	03/01/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/02/1990
Part A Recv Date:	03/16/1990
Part B Recv Date:	03/21/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00052
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	006
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00010
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00016
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00016
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYB1553391
Manifest Status:	C
seq:	Not reported
Year:	1990
Trans1 State ID:	86424Z-NY
Trans2 State ID:	Not reported
Generator Ship Date:	03/01/1990
Trans1 Recv Date:	03/01/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/02/1990
Part A Recv Date:	03/16/1990
Part B Recv Date:	03/21/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D005 - BARIUM 100.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D007 - CHROMIUM 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00150
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00330
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	006
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYA5313879
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	NYSEZ1099
Trans2 State ID:	Not reported
Generator Ship Date:	04/03/1989
Trans1 Recv Date:	04/03/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/03/1989
Part A Recv Date:	04/11/1989
Part B Recv Date:	04/13/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01100
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	020
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYB1553670
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	86422ZNY

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Trans2 State ID:	Not reported
Generator Ship Date:	04/19/1990
Trans1 Recv Date:	04/19/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/20/1990
Part A Recv Date:	05/21/1990
Part B Recv Date:	06/05/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00016
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Document ID:	NYA5313978
Manifest Status:	K
seq:	Not reported
Year:	1989
Trans1 State ID:	EZ1099
Trans2 State ID:	Not reported
Generator Ship Date:	05/24/1989
Trans1 Recv Date:	05/24/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/24/1989
Part A Recv Date:	05/30/1989
Part B Recv Date:	06/19/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00085
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYA5313888
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	EZ1099
Trans2 State ID:	Not reported
Generator Ship Date:	04/14/1989
Trans1 Recv Date:	04/14/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/14/1989
Part A Recv Date:	04/25/1989
Part B Recv Date:	04/28/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01210
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	022
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00440
Units:	G - Gallons (liquids only)* (8.3 pounds)

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Number of Containers:	008
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYA5313861
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	NYMX3142
Trans2 State ID:	Not reported
Generator Ship Date:	03/13/1989
Trans1 Recv Date:	03/13/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/13/1989
Part A Recv Date:	03/17/1989
Part B Recv Date:	04/07/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01100
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	020
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYA5313951
Manifest Status:	K
seq:	Not reported
Year:	1989
Trans1 State ID:	EZ1099
Trans2 State ID:	Not reported
Generator Ship Date:	05/24/1989
Trans1 Recv Date:	05/24/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/24/1989

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Part A Recv Date:	05/30/1989
Part B Recv Date:	06/19/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00070
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	F001 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00140
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	Not reported
Quantity:	00070
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYA5313987
Manifest Status:	K
seq:	Not reported
Year:	1989
Trans1 State ID:	EZ1099
Trans2 State ID:	Not reported
Generator Ship Date:	05/24/1989
Trans1 Recv Date:	05/24/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/24/1989
Part A Recv Date:	05/30/1989
Part B Recv Date:	06/19/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00015
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Document ID:	NYB1795608
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	AM8365
Trans2 State ID:	Not reported
Generator Ship Date:	07/20/1990
Trans1 Recv Date:	07/20/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	07/20/1990
Part A Recv Date:	08/30/1990
Part B Recv Date:	09/11/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00015
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYB1033578
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	86422ZNY
Trans2 State ID:	Not reported
Generator Ship Date:	04/19/1990
Trans1 Recv Date:	04/19/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/20/1990
Part A Recv Date:	05/21/1990
Part B Recv Date:	06/05/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00275
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	005
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Quantity:	00110
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYB1736874
Manifest Status:	K
seq:	Not reported
Year:	1990
Trans1 State ID:	NYPB2740
Trans2 State ID:	Not reported
Generator Ship Date:	05/31/1990
Trans1 Recv Date:	05/31/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	06/01/1990
Part A Recv Date:	07/31/1990
Part B Recv Date:	08/14/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

MGMT Method Type Code:	Not reported
Waste Code:	F003 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00330
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	006
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Document ID:	NYB1407240
Manifest Status:	C
seq:	Not reported
Year:	1990
Trans1 State ID:	PA9639
Trans2 State ID:	Not reported
Generator Ship Date:	09/07/1990
Trans1 Recv Date:	09/07/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	09/10/1990
Part A Recv Date:	09/12/1990
Part B Recv Date:	09/26/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D008 - LEAD 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01900
Units:	P - Pounds
Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D007 - CHROMIUM 5.0 MG/L TCLP
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00005
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D007 - CHROMIUM 5.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00030
Units:	P - Pounds
Number of Containers:	002
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYA5313942
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	EZ1099
Trans2 State ID:	Not reported
Generator Ship Date:	05/16/1989
Trans1 Recv Date:	05/16/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	05/16/1989
Part A Recv Date:	05/22/1989
Part B Recv Date:	05/24/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00210
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	005
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00550
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	015
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Document ID:	NYB1553382
Manifest Status:	C
seq:	Not reported
Year:	1990
Trans1 State ID:	86424Z(NY
Trans2 State ID:	Not reported
Generator Ship Date:	03/01/1990
Trans1 Recv Date:	03/01/1990
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/02/1990
Part A Recv Date:	03/16/1990
Part B Recv Date:	03/21/1990
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	ILD099202681
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	D005 - BARIUM 100.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00016
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00025
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	005
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Document ID:	NYA5313852
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	NYMX3142
Trans2 State ID:	Not reported
Generator Ship Date:	03/01/1989
Trans1 Recv Date:	03/01/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/01/1989
Part A Recv Date:	03/07/1989
Part B Recv Date:	03/13/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01100
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	020
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Document ID:	NYA5313933
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	EZ1099
Trans2 State ID:	Not reported
Generator Ship Date:	04/21/1989
Trans1 Recv Date:	04/21/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	04/21/1989
Part A Recv Date:	04/25/1989
Part B Recv Date:	05/03/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD013277454
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00440
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	008
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	U080 - METHYLENE CHLORIDE
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00165
Units:	G - Gallons (liquids only)* (8.3 pounds)

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Number of Containers:	003
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00495
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	009
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Document ID:	NYA5314068
Manifest Status:	C
seq:	Not reported
Year:	1989
Trans1 State ID:	000000000
Trans2 State ID:	000000000
Generator Ship Date:	07/12/1989
Trans1 Recv Date:	07/12/1989
Trans2 Recv Date:	/ /
TSD Site Recv Date:	07/13/1989
Part A Recv Date:	07/21/1989
Part B Recv Date:	07/21/1989
Generator EPA ID:	NYD013326483
Trans1 EPA ID:	NYD980761191
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD013277454
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00250
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	005
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00055
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00080
Units:	G - Gallons (liquids only)* (8.3 pounds)
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100

Click this hyperlink while viewing on your computer to access
20 additional NY_MANIFEST: record(s) in the EDR Site Report.

SPDES:

Permit Number:	NY0257206
State-Region:	06
Expiration Date:	09/30/2019
Current Major Minor Status:	Minor
Primary Facility SIC Code:	5169
State Water Body Name:	MOHAWK R
Limit Set Status Flag:	Active
Total Actual Average Flow(MGD):	Not reported
Total App Design Flow(MGD):	Not reported
UDF1:	DMR
Lat/Long:	43.107306 / -75.224917
DMR Cognizant Official:	TIMOTHY GAFFNEY
UDF2:	001201
UDF3:	C
FIPS County Code:	NY065

Non-Gov Permit Affiliation Type Desc:	DMR Mailing Address
Non-Gov Permit Org Formal Name:	JCI JONES CHEMICALS, INC
Non-Gov Permit Street Address:	FORMER MONARCH CHEMICALS
Non-Gov Permit Supplemental Location:	100 SUNNY SOL BLVD
Non-Gov Permit City:	CALEDONIA
Non-Gov Permit State Code:	NY
Non-Gov Permit Zip Code:	14423
Non-Gov Facility Affiliation Type Desc:	Mailing Address
Non-Gov Facility Org Formal Name:	JCI JONES CHEMICALS, INC
Non-Gov Facility Street Address:	FORMER MONARCH CHEMICALS
Non-Gov Facility Supplemental Location:	37 MEADOW STREET
Non-Gov Facility City:	UTICA

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Non-Gov Facility State Code:	NY
Non-Gov Facility Zip Code:	13503
State Water Body:	02020004
UDF2:	001201
UDF3:	C
FIPS County Code:	NY065
Non-Gov Permit Affiliation Type Desc:	DMR Mailing Address
Non-Gov Permit Org Formal Name:	JCI JONES CHEMICALS, INC
Non-Gov Permit Street Address:	FORMER MONARCH CHEMICALS
Non-Gov Permit Supplemental Location:	100 SUNNY SOL BLVD
Non-Gov Permit City:	CALEDONIA
Non-Gov Permit State Code:	NY
Non-Gov Permit Zip Code:	14423
Non-Gov Facility Affiliation Type Desc:	Owner
Non-Gov Facility Org Formal Name:	JCI JONES CHEMICALS, INC
Non-Gov Facility Street Address:	FORMER MONARCH CHEMICALS
Non-Gov Facility Supplemental Location:	1765 RINGLING BLVD
Non-Gov Facility City:	SARASOTA
Non-Gov Facility State Code:	FL
Non-Gov Facility Zip Code:	34236
State Water Body:	02020004
UDF2:	001201
UDF3:	C
FIPS County Code:	NY065
Non-Gov Permit Affiliation Type Desc:	Permittee
Non-Gov Permit Org Formal Name:	JCI JONES CHEMICALS, INC
Non-Gov Permit Street Address:	1765 RINGLING BLVD
Non-Gov Permit Supplemental Location:	Not reported
Non-Gov Permit City:	SARASOTA
Non-Gov Permit State Code:	FL
Non-Gov Permit Zip Code:	34236
Non-Gov Facility Affiliation Type Desc:	Mailing Address
Non-Gov Facility Org Formal Name:	JCI JONES CHEMICALS, INC
Non-Gov Facility Street Address:	FORMER MONARCH CHEMICALS
Non-Gov Facility Supplemental Location:	37 MEADOW STREET
Non-Gov Facility City:	UTICA
Non-Gov Facility State Code:	NY
Non-Gov Facility Zip Code:	13503
State Water Body:	02020004
UDF2:	001201
UDF3:	C
FIPS County Code:	NY065
Non-Gov Permit Affiliation Type Desc:	Permittee
Non-Gov Permit Org Formal Name:	JCI JONES CHEMICALS, INC
Non-Gov Permit Street Address:	1765 RINGLING BLVD
Non-Gov Permit Supplemental Location:	Not reported
Non-Gov Permit City:	SARASOTA
Non-Gov Permit State Code:	FL
Non-Gov Permit Zip Code:	34236
Non-Gov Facility Affiliation Type Desc:	Owner
Non-Gov Facility Org Formal Name:	JCI JONES CHEMICALS, INC

Remove Watermark Wondershare PDFelement

MONARCH CHEMICALS (Continued) **1000154621**

Non-Gov Facility Street Address: FORMER MONARCH CHEMICALS
Non-Gov Facility Supplemental Location: 1765 RINGLING BLVD
Non-Gov Facility City: SARASOTA
Non-Gov Facility State Code: FL
Non-Gov Facility Zip Code: 34236
State Water Body: 02020004

ECHO:
Envid: 1000154621
Registry ID: 110002321345
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110002321345

AQ203 **TOP TILE** **NY LTANKS** **S104877221**
East **401 BROAD ST** **N/A**
1/4-1/2 **UTICA, NY**
0.421 mi.
2222 ft. **Site 2 of 4 in cluster AQ**

Relative:
Lower

Actual:
421 ft.

LTANKS:
Site ID: 104553
Spill Number/Closed Date: 0009386 / 2002-12-23
Spill Date: 2000-11-15
Spill Cause: Tank Failure
Spill Source: Institutional, Educational, Gov., Other
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 2001-03-26
Cleanup Meets Standard: True
SWIS: 3300
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 2000-11-15
CID: 205
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: 2000-11-15
Recommended Penalty: False
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 2000-11-15
Spill Record Last Update: 2002-12-24
Spiller Name: CARSON SORRELL
Spiller Company: CITY OF UTICA
Spiller Address: 1 KENNEDY PLAZA
Spiller City,St,Zip: UTICA, NY 13502-
Spiller County: 001
Spiller Contact: CALLER
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 92357
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 11/15/2000:MET BOB FORESTI ON SITE. HAVE FOUND 4 TANKS SO FAR. THREE APPEAR TO BE 1K FUEL OIL TANKS, SIZE OF FOURTH SUSPECTED TANK UNKNOWN. OBVIOUS CONTAMINATED SOILS REMAIN AROUND 2 - 1 K TANKS ON NORTH SIDE OF LOT. THEY STILL HAVE SOME PRODUCT AND OIL LEFT IN THEM. PLAN TO PUMP & PULL BY END OF WEEK (DJ). 04/12/2001: RECEIVED TCR AND SOIL DISPOSAL RECEIPTS FOR 1720.36T TO AUBURN LANDFILL (DJ).

Remove Watermark Wondershare PDFelement

TOP TILE (Continued) **S104877221**

Remarks: 12/23/2002: REVIEWED REPORT. COMPLETE (DJ). "
"caller found contaminated soil on site survey. property owned now by city of utica."

Material:
Site ID: 104553
Operable Unit ID: 830317
Operable Unit: 01
Material ID: 543333
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

204
ESE
1/4-1/2
0.421 mi.
2222 ft.

KUNKEL AMBULANCE SERVICE **NY LTANKS** **U000386830**
410 CATHERINE STREET **NY UST** **N/A**
UTICA, NY 13501 **NY HIST UST**

Relative:
Lower

Actual:
428 ft.

LTANKS:
Site ID: 125729
Spill Number/Closed Date: 9103156 / 2007-09-10
Spill Date: 1991-06-19
Spill Cause: Tank Failure
Spill Source: Commercial/Industrial
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 2007-07-17
Cleanup Meets Standard: False
SWIS: 3316
Investigator: JCDOYLE
Referred To: Not reported
Reported to Dept: 1991-06-19
CID: Not reported
Water Affected: Not reported
Spill Notifier: DEC
Last Inspection: 2007-05-23
Recommended Penalty: False
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 1991-06-21
Spill Record Last Update: 2007-09-11
Spiller Name: JACK KUNKEL
Spiller Company: KUNKEL AMBULANCE SERVICE
Spiller Address: 410 CATHERINE STREET
Spiller City,St,Zip: UTICA, NY 13501
Spiller County: 001
Spiller Contact: JACK KUNKEL

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 108741
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 06/20/91: PRODUCT NOTED IN EACH END OF GASOLINE TANK EXCAVATION/BUILDING END MEASURED AT APPROX. 1/2 TO 3/4 THICK/AHLES TO PUT 16 CULVERT (SLOTTED) IN EXCAVATION. (DP). 06/21/91: CULVERT PLACED IN BUILDING END OF EXCAVATION. (DP). 07/12/91: CONTAMINATED SOIL (160 YDS.) DISPOSED OF. (JM). 07/18/91: SOIL DISPOSAL PAPERWORK RECEIVED. (JM). 10/22/91: REVIEWED AND RESPONDED TO GWI REPORT DATED 8/30/91. (DJ). 01/08/92: REVIEWED AND RESPONDED TO SAMPLE RESULT REPORT DATED 12/16/91. (DJ). 03/27/92: UPSTATE SAMPLED/1/2 MW 3/ (NC). 09/11/92: REVIEWED & RESPONDED TO 4/23/92 & 8/10/92 REPORTS. NEEDS TO INSTALL GWR SYSTEM. (DJ). 01/27/05: File review: Contamination noted during removal of two 4000 gal. underground gasoline storage tanks. No tank closure report was developed. Plumley Engineering installed 5 monitoring wells across site. Two wells 3-4 had high levels of dissolved BTEX (up tot 33 ppm) and a sheen noted periodically. MW 6 and 7 were installed in the street, no hits in groundwater but utilities are present in between which have not been fully investigated as to their influence. In March of 1994 remedial plans for a sparge and vent system were received but the system was not installed. Due to RP inactivity on the site a PIN was pulled on 5/28/96 and contractor assigned. Negotiations with the RP resulted in a signed Stipulation Agreement in March of 1997. In April 1997 a CAP was signed agreeing to investigation and remediation. In Sept. 1997 five additional borings were installed along the northern property boundary, soil analysis showed soil BTEX levels as high as 207 ppm. The latest round of sampling was conducted in April 2001 after almost 3 years of inactivity. Levels in the well closest to the tank field were down significantly, however a sheen was noted. The wells are in poor condition with high levels of turbidity, iron and hardness have also been noted as being high in the past. The wells need to be redeveloped. One of the other wells which had levels of BTEX over 32 ppm has been damaged and is dry, the RP has been told to replace this well. In January 2004 letter, the consultant, Plumley Engineering, requested the spill be closed. (Tv) 01/27/05: Letter to Jack Kunkel. Due to grossly contaminated soils and a sheen on the groundwater spill cannot be closed and requires remediation. Requested submission of a remedial plan as required in the Corrective Action Plan. (Tv) 02/04/05: Call from Dale Vollmer, Plumley Eng. They will be going out to the site on February 9 to sample the wells and wil develop a response to our requests based upon the results. (tv) 11/21/2005: DEC REVIEW LETTER OF 10/25/2006 SUBSURFACE INVESTIGATION REPORT BY PLUMLEY. (JD) 7/7/2006: DEC REVIEW LETTER OF 6/22/2006 PROPOSED REMEDIAL WORKPLAN BY PLUMLEY. (JD) 5/15/2007: DEC REMINDER LETTER THAT WORK NEEDS TO BEGIN ON REMEDIAL EXCAVATION. (JD) 05/21/07 - 05/24/2007: REMEDIAL EXCAVATION COMPLETED - APPROXIMATELY 800 TONS OF CONTAMINATED SOIL REMOVED - HAULED TO ONEIDA HERKIMER COUNTY LANDFILL IN AVA FOR DISPOSAL. ABSCOPE DID WORK, PLUMLEY OVERSAW PROJECT AND CONDUCTED SAMPLING. CONTAMINATED SOILS REMOVED TO THE MAXIMUM AMOUNT PRACTICAL. BACKFILLED WITH #3 CRUSHED STONE. PIPING FOR OXYGEN RELEASING COMPOUND INJECTION SYSTEM INSTALLED. (JD) 8/17/2007: REVIEW OF REMEDIAL EXCAVATON REPORT COMPLETED BY PLUMLEY ENG. CONTAMINATED SOILS HAVE BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICLE. BOTTOM DUG TO BEDROCK. SOUTHEAST WALL TO BUILDING FOUNDATION. DUG UNDER SEWER

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

AND WATER LINE TO WEST. NORTH WALL DUG TO ROAD RIGHT OF WAY AND OVERHEAD ELECTRIC. CONFIRMATORY SOIL ANALYSIS SHOWED NORTH WALL (STREET)EXCEEDED TAGM RSCO. DOWNGRADIENT MONITORING WELLS IN CATHERINE STREET HAVE NOT SHOWN VOC'S. DISPOSAL RECEIPTS FOR 800.45 TONS OF SOIL AT O-H SOLID WASTE AUTHORIY IN AVA. 488 GALLONS OF EXCAVATION GW AT INDUSTRIAL OIL TANK SERVICES IN ORISKANY, NY. PIN PROJECT - FINAL ISR COMPLETED. (JD) 9/10/2007: FINAL ISR SIGNED. SPILL CLOSURE LETTER DONE. NO FURTHER ACTION NEEDED. (JD)"

Remarks: "CONTAMINATION ENCOUNTERED DURING TANK REMOVAL OF 2-4,000 GAL.GASOLINE TANKS. HOLES NOTED IN BOTTOM OF EACH TANK. PRODUCT NOTED ON GW."

Material:

Site ID:	125729
Operable Unit ID:	953962
Operable Unit:	01
Material ID:	2096611
Material Code:	1213A
Material Name:	MTBE (methyl-tert-butyl ether)
Case No.:	01634044
Material FA:	Hazardous Material
Quantity:	Not reported
Units:	Not reported
Recovered:	Not reported
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	125729
Operable Unit ID:	953962
Operable Unit:	01
Material ID:	425611
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

UST:

Id/Status:	6-600027 / Unregulated/Closed
Program Type:	PBS
Region:	STATE
DEC Region:	6
Expiration Date:	N/A
UTM X:	481797.46117
UTM Y:	4772151.33367
Site Type:	Other

Affiliation Records:

Site Id:	42851
Affiliation Type:	Facility Owner

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

Company Name:	KUNKEL AMBULANCE SERVICE
Contact Type:	Not reported
Contact Name:	Not reported
Address1:	410 CATHERINE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 724-6619
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42851
Affiliation Type:	Mail Contact
Company Name:	KUNKEL AMBULANCE SERVICE
Contact Type:	Not reported
Contact Name:	JACK KUNKEL
Address1:	410 CATHERINE STREET
Address2:	Not reported
City:	UTICA
State:	NY
Zip Code:	13501
Country Code:	001
Phone:	(315) 797-4111
EMail:	Not reported
Fax Number:	Not reported
Modified By:	JCDOYLE
Date Last Modified:	2005-08-17

Site Id:	42851
Affiliation Type:	On-Site Operator
Company Name:	KUNKEL AMBULANCE SERVICE
Contact Type:	Not reported
Contact Name:	JACK KUNKEL
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 797-4111
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	42851
Affiliation Type:	Emergency Contact
Company Name:	KUNKEL AMBULANCE SERVICE
Contact Type:	Not reported
Contact Name:	JACK KUNKEL
Address1:	Not reported
Address2:	Not reported
City:	Not reported

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

State: NN
Zip Code: Not reported
Country Code: 001
Phone: (315) 797-4111
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Tank Info:

Tank Number: 1
Tank ID: 119476
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: 06/01/1991
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Number: 2
Tank ID: 119477
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 4000
Install Date: Not reported
Date Tank Closed: 06/01/1991
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0009
Common Name of Substance: Gasoline

Tightness Test Method: NN

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Number: 3
Tank ID: 119478
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 2000
Install Date: Not reported
Date Tank Closed: 06/01/1991
Registered: True
Tank Location: Underground
Tank Type: Steel/carbon steel
Material Code: 0001
Common Name of Substance: #2 Fuel Oil (On-Site Consumption)

Tightness Test Method: NN
Date Test: Not reported
Next Test Date: Not reported
Pipe Model: Not reported
Modified By: TRANSLAT
Last Modified: 03/04/2004

Equipment Records:

H00 - Tank Leak Detection - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron
J02 - Dispenser - Suction Dispenser

Tank Number: 4
Tank ID: 119479
Tank Status: Closed - Removed
Material Name: Closed - Removed
Capacity Gallons: 1000
Install Date: Not reported
Date Tank Closed: 06/01/1991
Registered: True

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	9999
Common Name of Substance:	Other
Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground
G00 - Tank Secondary Containment - None
I00 - Overfill - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
H00 - Tank Leak Detection - None
D01 - Pipe Type - Steel/Carbon Steel/Iron

HIST UST:

PBS Number:	6-600027
SPDES Number:	Not reported
Emergency Contact:	JACK KUNKEL
Emergency Telephone:	(315) 724-6619
Operator:	JACK KUNKEL
Operator Telephone:	(315) 797-4111
Owner Name:	KUNKEL AMBULANCE SERVICE
Owner Address:	410 CATHERINE STREET
Owner City,St,Zip:	UTICA, NY 13501
Owner Telephone:	(315) 724-6619
Owner Type:	Corporate/Commercial
Owner Subtype:	Not reported
Mailing Name:	KUNKEL AMBULANCE SERVICE
Mailing Address:	410 CATHERINE STREET
Mailing Address 2:	Not reported
Mailing City,St,Zip:	UTICA, NY 13501
Mailing Contact:	JACK KUNKEL
Mailing Telephone:	(315) 797-4111
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	OTHER
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	06/21/1991
Expiration Date:	06/21/1996
Renew Flag:	False
Renewal Date:	Not reported

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	Minor Data Missing
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	LEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	06/01/1991
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Tank Id:	2
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	4000
Product Stored:	UNLEADED GASOLINE
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Suction
Date Tested:	Not reported

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

Next Test Date: Not reported
Missing Data for Tank: No Missing Data
Date Closed: 06/01/1991
Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

Tank Id: 3
Tank Location: UNDERGROUND
Tank Status: Closed-Removed
Install Date: Not reported
Capacity (gals): 2000
Product Stored: NOS 1,2, OR 4 FUEL OIL
Tank Type: Steel/carbon steel
Tank Internal: None
Tank External: None
Pipe Location: Underground
Pipe Type: STEEL/IRON
Pipe Internal: None
Pipe External: None
Second Containment: None
Leak Detection: None
Overfill Prot: None
Dispenser: Suction
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: No Missing Data
Date Closed: 06/01/1991
Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

Tank Id: 4
Tank Location: UNDERGROUND
Tank Status: Closed-Removed
Install Date: Not reported
Capacity (gals): 1000
Product Stored: UNKNOWN
Tank Type: Steel/carbon steel
Tank Internal: None
Tank External: None
Pipe Location: Underground
Pipe Type: STEEL/IRON
Pipe Internal: None
Pipe External: None
Second Containment: None
Leak Detection: None
Overfill Prot: None
Dispenser: Gravity
Date Tested: Not reported
Next Test Date: Not reported
Missing Data for Tank: No Missing Data
Date Closed: 06/01/1991

Remove Watermark Wondershare PDFelement

KUNKEL AMBULANCE SERVICE (Continued) **U000386830**

Test Method: Not reported
Deleted: False
Updated: True
Lat/long: Not reported

AQ205 **LERFER UTICA CORP.** **NY LTANKS** **S100153292**
East **414 MAIN ST** **N/A**
1/4-1/2 **UTICA, NY**
0.423 mi.
2235 ft. **Site 3 of 4 in cluster AQ**

Relative:
Lower

Actual:
420 ft.

LTANKS:
Site ID: 83868
Spill Number/Closed Date: 9105729 / 2000-10-02
Spill Date: 1991-08-23
Spill Cause: Tank Failure
Spill Source: Commercial/Industrial
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Cleanup Ceased: Not reported
Cleanup Meets Standard: True
SWIS: 3300
Investigator: NFCARRIE
Referred To: Not reported
Reported to Dept: 1991-08-23
CID: Not reported
Water Affected: Not reported
Spill Notifier: Other
Last Inspection: Not reported
Recommended Penalty: True
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1991-08-28
Spill Record Last Update: 2000-12-14
Spiller Name: Not reported
Spiller Company: LERFER UTICA CORP.
Spiller Address: 501 MAIN STREET
Spiller City,St,Zip: UTICA, NY 13501
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 77156
DEC Memo: ""
Remarks: "HOLES NOTED IN TOP OF TANK WHEN UNCOVERING FOR REMOVAL. CONTAMINATION ALSO NOTED."

Material:
Site ID: 83868
Operable Unit ID: 960068
Operable Unit: 01
Material ID: 421502
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum

Remove Watermark Wondershare PDFelement

LERFER UTICA CORP. (Continued) **S100153292**

Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

AQ206 **DOYLE PROPERTY** **NY LTANKS** **S100153291**
East **422 MAIN ST** **N/A**
1/4-1/2 **UTICA, NY**
0.430 mi.
2272 ft. **Site 4 of 4 in cluster AQ**

Relative:
Lower

Actual:
420 ft.

LTANKS:
Site ID: 203592
Spill Number/Closed Date: 9105728 / 2002-01-08
Spill Date: 1991-08-22
Spill Cause: Tank Failure
Spill Source: Commercial/Industrial
Spill Class: Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: Not reported
Cleanup Meets Standard: False
SWIS: 3300
Investigator: DIJOHNSO
Referred To: Not reported
Reported to Dept: 1991-08-22
CID: Not reported
Water Affected: Not reported
Spill Notifier: DEC
Last Inspection: Not reported
Recommended Penalty: False
UST Involvement: True
Remediation Phase: 0
Date Entered In Computer: 1991-08-28
Spill Record Last Update: 2002-11-06
Spiller Name: Not reported
Spiller Company: JAMES T. DOYLE
Spiller Address: 23 CHESTNUT STREET
Spiller City,St,Zip: CLINTON, NY 13323
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 169311
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 12/05/91: JOHN HERMAN OF PLUMLEY ON SITE/DRILLED 2 MW'S ACROSS STREET FROM SITE. (DP). 02/05/92: REVIEWED AND RESPONDED TO GWI REPORT DATED 1/17/92. (DJ). 08/13/92: CONTAMINATED SOIL (9 YDS) DISPOSED OF. (JM). 09/14/92: SOIL DISPOSAL PAPERWORK PROCESSED. (JM). 06/13/95: INACTIVE (JM). 01/08/2002: REVIEWED FILE. CLOSED (DJ). "
Remarks: "CONTAMINATION ENCOUNTERED DURING TANK REMOVAL (1-2000 & 1-1000). HOLES NOTED IN BOTH TANKS."

Remove Watermark Wondershare PDFelement

DOYLE PROPERTY (Continued) **S100153291**

Material:

Site ID:	203592
Operable Unit ID:	960066
Operable Unit:	01
Material ID:	421501
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	203592
Spill Tank Test:	1538959
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported
Test Method:	Unknown

207
SSE
1/4-1/2
0.452 mi.
2387 ft.

Relative:
Higher

Actual:
525 ft.

DEGIRONIMO STATION **NY LTANKS** **S102660306**
277-279 SOUTH STREET **N/A**
UTICA, NY

LTANKS:

Site ID:	317579
Spill Number/Closed Date:	9705188 / Not Reported
Spill Date:	1997-07-29
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1997-07-30
CID:	999
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	1
Date Entered In Computer:	1997-07-30
Spill Record Last Update:	2011-10-26

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

Spiller Name:	CARSON SORRELL
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller County:	001
Spiller Contact:	Tom haver
Spiller Phone:	(315) 725-9127
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	255975
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/22/2002: SENT CLEANUP STATUS LETTER (DJ). 10/25/07: SENT ITEMS LETTER. (JA) 10/29/07: SPOKE WITH GENE SANTA CROCE, MICHAEL MAHONEY IS NEW CONTACT FOR CITY OF UTICA. SAR FROM DEC 1997 TO BE FAXED. TWO LARGER GASOLINE TANKS WERE NEVER LOCATED. PROPERTY WAS SOLD TO ITALO-GREEK ORTHODOX DIOCESE OF NORTH AMERICA ON OCTOBER 19, 1998. (JA) 10/31/07: REVIEWED INFO RECEIVED FROM CITY OF UTICA FILES. CENTRAL PUMP AND TANK CLEANED AND DISPOSED OF 500 FUEL OIL TANK IN AUGUST 1997 (see 08/08/1997 letter from city and 08/22/1997 letter from DJ). HYGEIA OF NY, INC. PERFORMED A SITE ASSESSMENT IN THE FALL OF 1997. THE SSI REPORT INDICATED THAT GASOLINE CONTAMINATION WAS FOUND AT THE SOUTH SIDE OF THE SITE NEAR THE SOUTHEAST CORNER OF THE LOT WHERE THE PUMP ISLANDS WERE. GAS CONTAMINATION IS AT 6-7' bgs AND INTO UTICA SHALE AT 7' bgs. FUEL OIL CONTAMINATION EXISTS AT THE NORTHWEST SIDE OF THE SITE WHERE THE 500 GAL TANK WAS REMOVED FROM THE SURFACE TO 6' bgs WHERE SHALE IS ENCOUNTERED. GW IS AT THE SHALE SOIL INTERFACE AND IS IMPACTED AT THE GAS AREA. HYGEIA RECOMMENDED REMOVING GAS TANKS, EXCAVATION OF SOILS AND SAMPLING GW AT THE SOUTHEAST AND NORTHWEST AREAS OF THE SITE. NOTHING IN FILE TO SHOW THAT WORK WAS PERFORMED. CITY SOLD PARCEL TO CHURCH IN OCTOBER 1998. (JA) 06/06/11: CONTRACTOR ON SITE LOCATED AND REMOVED PIPING AND TANKS. TANKS ARE 900 GAL, 1000 GAL AND 4000 GAL ALL WITH NUMEROUS HOLES. OBVIOUS CONTAMINATION NOTED. 2200 GAL WATER AND 28 GAL PRODUCT REMOVED FROM TANK PIT. NO EXCAVATION OR SAMPLING AT THIS POINT DUE TO FUNDING ISSUE. (JA) 06/24/11: TANKS HAVE BEEN CUT AND CLEANED. (JA) 10/26/11: CONTRACTOR ON SITE DOING TEST PITS. SOUTHERN TWO THIRDS OF PROPERTY HAS CONTAMINATED LAYER FROM 6' - 7.5'. ESTIMATED 400-600 YARDS TO BE REMOVED. (JA) "
Remarks:	"discovered spill when driving by site. noted 500 gal ust fuel oil tank had been pulled at old gasoline station that recently been demolished. holes noted in tank and petroleum stains noted on ground"

Material:

Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	334407
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	317579

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	2196728
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	317579
Spill Number/Closed Date:	9705188 / Not Reported
Spill Date:	1997-07-29
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1997-07-30
CID:	999
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	1
Date Entered In Computer:	1997-07-30
Spill Record Last Update:	2011-10-26
Spiller Name:	Archbishop Stephen Enea
Spiller Company:	Church
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller County:	001
Spiller Contact:	GENE SANTA CROCE
Spiller Phone:	(315) 792-0152
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	255975
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/22/2002: SENT CLEANUP STATUS LETTER (DJ). 10/25/07: SENT ITEMS LETTER. (JA) 10/29/07: SPOKE WITH GENE SANTA CROCE, MICHAEL MAHONEY IS NEW CONTACT FOR CITY OF UTICA. SAR FROM DEC 1997 TO BE FAXED. TWO LARGER GASOLINE TANKS WERE NEVER LOCATED. PROPERTY WAS SOLD TO ITALO-GREEK ORTHODOX DIOCESE OF NORTH AMERICA ON OCTOBER 19, 1998. (JA) 10/31/07: REVIEWED INFO RECEIVED FROM CITY OF UTICA FILES. CENTRAL PUMP AND TANK CLEANED AND DISPOSED OF 500 FUEL OIL TANK IN AUGUST 1997 (see 08/08/1997 letter from city and 08/22/1997 letter

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

from DJ). HYGEIA OF NY, INC. PERFORMED A SITE ASSESSMENT IN THE FALL OF 1997. THE SSI REPORT INDICATED THAT GASOLINE CONTAMINATION WAS FOUND AT THE SOUTH SIDE OF THE SITE NEAR THE SOUTHEAST CORNER OF THE LOT WHERE THE PUMP ISLANDS WERE. GAS CONTAMINATION IS AT 6-7' bgs AND INTO UTICA SHALE AT 7' bgs. FUEL OIL CONTAMINATION EXISTS AT THE NORTHWEST SIDE OF THE SITE WHERE THE 500 GAL TANK WAS REMOVED FROM THE SURFACE TO 6' bgs WHERE SHALE IS ENCOUNTERED. GW IS AT THE SHALE SOIL INTERFACE AND IS IMPACTED AT THE GAS AREA. HYGEIA RECOMMENDED REMOVING GAS TANKS, EXCAVATION OF SOILS AND SAMPLING GW AT THE SOUTHEAST AND NORTHWEST AREAS OF THE SITE. NOTHING IN FILE TO SHOW THAT WORK WAS PERFORMED. CITY SOLD PARCEL TO CHURCH IN OCTOBER 1998. (JA) 06/06/11: CONTRACTOR ON SITE LOCATED AND REMOVED PIPING AND TANKS. TANKS ARE 900 GAL, 1000 GAL AND 4000 GAL ALL WITH NUMEROUS HOLES. OBVIOUS CONTAMINATION NOTED. 2200 GAL WATER AND 28 GAL PRODUCT REMOVED FROM TANK PIT. NO EXCAVATION OR SAMPLING AT THIS POINT DUE TO FUNDING ISSUE. (JA) 06/24/11: TANKS HAVE BEEN CUT AND CLEANED. (JA) 10/26/11: CONTRACTOR ON SITE DOING TEST PITS. SOUTHERN TWO THIRDS OF PROPERTY HAS CONTAMINATED LAYER FROM 6' - 7.5'. ESTIMATED 400-600 YARDS TO BE REMOVED. (JA) "

Remarks: "discovered spill when driving by site. noted 500 gal ust fuel oil tank had been pulled at old gasoline station that recently been demolished. holes noted in tank and petroleum stains noted on ground"

Material:

Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	334407
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	2196728
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	317579
Spill Number/Closed Date:	9705188 / Not Reported

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

Spill Date:	1997-07-29
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1997-07-30
CID:	999
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	1
Date Entered In Computer:	1997-07-30
Spill Record Last Update:	2011-10-26
Spiller Name:	Archbishop Stephen Enea
Spiller Company:	Church
Spiller Address:	Not reported
Spiller City,St,Zip:	NY
Spiller County:	001
Spiller Contact:	Archbishop Stephen Enea
Spiller Phone:	(315) 368-8753
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	255975
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/22/2002: SENT CLEANUP STATUS LETTER (DJ). 10/25/07: SENT ITEMS LETTER. (JA) 10/29/07: SPOKE WITH GENE SANTA CROCE, MICHAEL MAHONEY IS NEW CONTACT FOR CITY OF UTICA. SAR FROM DEC 1997 TO BE FAXED. TWO LARGER GASOLINE TANKS WERE NEVER LOCATED. PROPERTY WAS SOLD TO ITALO-GREEK ORTHODOX DIOCESE OF NORTH AMERICA ON OCTOBER 19, 1998. (JA) 10/31/07: REVIEWED INFO RECEIVED FROM CITY OF UTICA FILES. CENTRAL PUMP AND TANK CLEANED AND DISPOSED OF 500 FUEL OIL TANK IN AUGUST 1997 (see 08/08/1997 letter from city and 08/22/1997 letter from DJ). HYGEIA OF NY, INC. PERFORMED A SITE ASSESSMENT IN THE FALL OF 1997. THE SSI REPORT INDICATED THAT GASOLINE CONTAMINATION WAS FOUND AT THE SOUTH SIDE OF THE SITE NEAR THE SOUTHEAST CORNER OF THE LOT WHERE THE PUMP ISLANDS WERE. GAS CONTAMINATION IS AT 6-7' bgs AND INTO UTICA SHALE AT 7' bgs. FUEL OIL CONTAMINATION EXISTS AT THE NORTHWEST SIDE OF THE SITE WHERE THE 500 GAL TANK WAS REMOVED FROM THE SURFACE TO 6' bgs WHERE SHALE IS ENCOUNTERED. GW IS AT THE SHALE SOIL INTERFACE AND IS IMPACTED AT THE GAS AREA. HYGEIA RECOMMENDED REMOVING GAS TANKS, EXCAVATION OF SOILS AND SAMPLING GW AT THE SOUTHEAST AND NORTHWEST AREAS OF THE SITE. NOTHING IN FILE TO SHOW THAT WORK WAS PERFORMED. CITY SOLD PARCEL TO CHURCH IN OCTOBER 1998. (JA) 06/06/11: CONTRACTOR ON SITE LOCATED AND REMOVED PIPING AND TANKS. TANKS ARE 900 GAL, 1000 GAL AND 4000 GAL ALL WITH NUMEROUS HOLES. OBVIOUS CONTAMINATION NOTED. 2200 GAL WATER AND 28 GAL PRODUCT REMOVED FROM TANK PIT. NO EXCAVATION OR SAMPLING AT THIS POINT DUE TO FUNDING ISSUE. (JA) 06/24/11: TANKS HAVE BEEN CUT AND CLEANED. (JA) 10/26/11: CONTRACTOR ON SITE DOING TEST PITS. SOUTHERN TWO THIRDS OF PROPERTY HAS CONTAMINATED LAYER FROM 6' - 7.5'. ESTIMATED 400-600

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

YARDS TO BE REMOVED. (JA) "
Remarks: "discovered spill when driving by site. noted 500 gal ust fuel oil tank had been pulled at old gasoline station that recently been demolished. holes noted in tank and petroleum stains noted on ground"

Material:

Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	334407
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	2196728
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	317579
Spill Number/Closed Date:	9705188 / Not Reported
Spill Date:	1997-07-29
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1997-07-30
CID:	999
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	1

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

Date Entered In Computer: 1997-07-30
Spill Record Last Update: 2011-10-26
Spiller Name: Archbishop Stephen Enea
Spiller Company: Church
Spiller Address: Not reported
Spiller City,St,Zip: NY
Spiller County: 001
Spiller Contact: Tom haver
Spiller Phone: (315) 725-9127
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 255975
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/22/2002: SENT CLEANUP STATUS LETTER (DJ). 10/25/07: SENT ITEMS LETTER. (JA) 10/29/07: SPOKE WITH GENE SANTA CROCE, MICHAEL MAHONEY IS NEW CONTACT FOR CITY OF UTICA. SAR FROM DEC 1997 TO BE FAXED. TWO LARGER GASOLINE TANKS WERE NEVER LOCATED. PROPERTY WAS SOLD TO ITALO-GREEK ORTHODOX DIOCESE OF NORTH AMERICA ON OCTOBER 19, 1998. (JA) 10/31/07: REVIEWED INFO RECEIVED FROM CITY OF UTICA FILES. CENTRAL PUMP AND TANK CLEANED AND DISPOSED OF 500 FUEL OIL TANK IN AUGUST 1997 (see 08/08/1997 letter from city and 08/22/1997 letter from DJ). HYGEIA OF NY, INC. PERFORMED A SITE ASSESSMENT IN THE FALL OF 1997. THE SSI REPORT INDICATED THAT GASOLINE CONTAMINATION WAS FOUND AT THE SOUTH SIDE OF THE SITE NEAR THE SOUTHEAST CORNER OF THE LOT WHERE THE PUMP ISLANDS WERE. GAS CONTAMINATION IS AT 6-7' bgs AND INTO UTICA SHALE AT 7' bgs. FUEL OIL CONTAMINATION EXISTS AT THE NORTHWEST SIDE OF THE SITE WHERE THE 500 GAL TANK WAS REMOVED FROM THE SURFACE TO 6' bgs WHERE SHALE IS ENCOUNTERED. GW IS AT THE SHALE SOIL INTERFACE AND IS IMPACTED AT THE GAS AREA. HYGEIA RECOMMENDED REMOVING GAS TANKS, EXCAVATION OF SOILS AND SAMPLING GW AT THE SOUTHEAST AND NORTHWEST AREAS OF THE SITE. NOTHING IN FILE TO SHOW THAT WORK WAS PERFORMED. CITY SOLD PARCEL TO CHURCH IN OCTOBER 1998. (JA) 06/06/11: CONTRACTOR ON SITE LOCATED AND REMOVED PIPING AND TANKS. TANKS ARE 900 GAL, 1000 GAL AND 4000 GAL ALL WITH NUMEROUS HOLES. OBVIOUS CONTAMINATION NOTED. 2200 GAL WATER AND 28 GAL PRODUCT REMOVED FROM TANK PIT. NO EXCAVATION OR SAMPLING AT THIS POINT DUE TO FUNDING ISSUE. (JA) 06/24/11: TANKS HAVE BEEN CUT AND CLEANED. (JA) 10/26/11: CONTRACTOR ON SITE DOING TEST PITS. SOUTHERN TWO THIRDS OF PROPERTY HAS CONTAMINATED LAYER FROM 6' - 7.5'. ESTIMATED 400-600 YARDS TO BE REMOVED. (JA) "
Remarks: "discovered spill when driving by site. noted 500 gal ust fuel oil tank had been pulled at old gasoline station that recently been demolished. holes noted in tank and petroleum stains noted on ground"

Material:
Site ID: 317579
Operable Unit ID: 1051172
Operable Unit: 01
Material ID: 334407
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

Oxygenate:	Not reported
Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	2196728
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	317579
Spill Number/Closed Date:	9705188 / Not Reported
Spill Date:	1997-07-29
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1997-07-30
CID:	999
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	1
Date Entered In Computer:	1997-07-30
Spill Record Last Update:	2011-10-26
Spiller Name:	CARSON SORRELL
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller County:	001
Spiller Contact:	GENE SANTA CROCE
Spiller Phone:	(315) 792-0152
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	255975
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/22/2002: SENT CLEANUP STATUS LETTER (DJ). 10/25/07: SENT ITEMS LETTER. (JA) 10/29/07: SPOKE WITH GENE SANTA CROCE, MICHAEL MAHONEY IS NEW CONTACT FOR CITY OF UTICA. SAR FROM DEC 1997 TO BE FAXED. TWO LARGER GASOLINE TANKS WERE NEVER LOCATED. PROPERTY WAS SOLD TO ITALO-GREEK ORTHODOX DIOCESE OF NORTH AMERICA ON OCTOBER 19, 1998. (JA) 10/31/07: REVIEWED INFO RECEIVED FROM CITY OF UTICA FILES.

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

CENTRAL PUMP AND TANK CLEANED AND DISPOSED OF 500 FUEL OIL TANK IN AUGUST 1997 (see 08/08/1997 letter from city and 08/22/1997 letter from DJ). HYGEIA OF NY, INC. PERFORMED A SITE ASSESSMENT IN THE FALL OF 1997. THE SSI REPORT INDICATED THAT GASOLINE CONTAMINATION WAS FOUND AT THE SOUTH SIDE OF THE SITE NEAR THE SOUTHEAST CORNER OF THE LOT WHERE THE PUMP ISLANDS WERE. GAS CONTAMINATION IS AT 6-7' bgs AND INTO UTICA SHALE AT 7' bgs. FUEL OIL CONTAMINATION EXISTS AT THE NORTHWEST SIDE OF THE SITE WHERE THE 500 GAL TANK WAS REMOVED FROM THE SURFACE TO 6' bgs WHERE SHALE IS ENCOUNTERED. GW IS AT THE SHALE SOIL INTERFACE AND IS IMPACTED AT THE GAS AREA. HYGEIA RECOMMENDED REMOVING GAS TANKS, EXCAVATION OF SOILS AND SAMPLING GW AT THE SOUTHEAST AND NORTHWEST AREAS OF THE SITE. NOTHING IN FILE TO SHOW THAT WORK WAS PERFORMED. CITY SOLD PARCEL TO CHURCH IN OCTOBER 1998. (JA) 06/06/11: CONTRACTOR ON SITE LOCATED AND REMOVED PIPING AND TANKS. TANKS ARE 900 GAL, 1000 GAL AND 4000 GAL ALL WITH NUMEROUS HOLES. OBVIOUS CONTAMINATION NOTED. 2200 GAL WATER AND 28 GAL PRODUCT REMOVED FROM TANK PIT. NO EXCAVATION OR SAMPLING AT THIS POINT DUE TO FUNDING ISSUE. (JA) 06/24/11: TANKS HAVE BEEN CUT AND CLEANED. (JA) 10/26/11: CONTRACTOR ON SITE DOING TEST PITS. SOUTHERN TWO THIRDS OF PROPERTY HAS CONTAMINATED LAYER FROM 6' - 7.5'. ESTIMATED 400-600 YARDS TO BE REMOVED. (JA) "

Remarks: "discovered spill when driving by site. noted 500 gal ust fuel oil tank had been pulled at old gasoline station that recently been demolished. holes noted in tank and petroleum stains noted on ground"

Material:

Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	334407
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	2196728
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

Site ID:	317579
Spill Number/Closed Date:	9705188 / Not Reported
Spill Date:	1997-07-29
Spill Cause:	Tank Failure
Spill Source:	Gasoline Station or other PBS Facility
Spill Class:	Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	Not reported
Cleanup Meets Standard:	False
SWIS:	3316
Investigator:	JDALSANT
Referred To:	Not reported
Reported to Dept:	1997-07-30
CID:	999
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	1
Date Entered In Computer:	1997-07-30
Spill Record Last Update:	2011-10-26
Spiller Name:	CARSON SORRELL
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502-
Spiller County:	001
Spiller Contact:	Archbishop Stephen Enea
Spiller Phone:	(315) 368-8753
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	255975
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON 04/22/2002: SENT CLEANUP STATUS LETTER (DJ). 10/25/07: SENT ITEMS LETTER. (JA) 10/29/07: SPOKE WITH GENE SANTA CROCE, MICHAEL MAHONEY IS NEW CONTACT FOR CITY OF UTICA. SAR FROM DEC 1997 TO BE FAXED. TWO LARGER GASOLINE TANKS WERE NEVER LOCATED. PROPERTY WAS SOLD TO ITALO-GREEK ORTHODOX DIOCESE OF NORTH AMERICA ON OCTOBER 19, 1998. (JA) 10/31/07: REVIEWED INFO RECEIVED FROM CITY OF UTICA FILES. CENTRAL PUMP AND TANK CLEANED AND DISPOSED OF 500 FUEL OIL TANK IN AUGUST 1997 (see 08/08/1997 letter from city and 08/22/1997 letter from DJ). HYGEIA OF NY, INC. PERFORMED A SITE ASSESSMENT IN THE FALL OF 1997. THE SSI REPORT INDICATED THAT GASOLINE CONTAMINATION WAS FOUND AT THE SOUTH SIDE OF THE SITE NEAR THE SOUTHEAST CORNER OF THE LOT WHERE THE PUMP ISLANDS WERE. GAS CONTAMINATION IS AT 6-7' bgs AND INTO UTICA SHALE AT 7' bgs. FUEL OIL CONTAMINATION EXISTS AT THE NORTHWEST SIDE OF THE SITE WHERE THE 500 GAL TANK WAS REMOVED FROM THE SURFACE TO 6' bgs WHERE SHALE IS ENCOUNTERED. GW IS AT THE SHALE SOIL INTERFACE AND IS IMPACTED AT THE GAS AREA. HYGEIA RECOMMENDED REMOVING GAS TANKS, EXCAVATION OF SOILS AND SAMPLING GW AT THE SOUTHEAST AND NORTHWEST AREAS OF THE SITE. NOTHING IN FILE TO SHOW THAT WORK WAS PERFORMED. CITY SOLD PARCEL TO CHURCH IN OCTOBER 1998. (JA) 06/06/11: CONTRACTOR ON SITE LOCATED AND REMOVED PIPING AND TANKS. TANKS ARE 900 GAL, 1000 GAL AND 4000 GAL ALL WITH NUMEROUS HOLES. OBVIOUS CONTAMINATION NOTED. 2200 GAL WATER AND 28 GAL PRODUCT REMOVED FROM TANK PIT. NO EXCAVATION OR SAMPLING AT THIS POINT DUE TO FUNDING ISSUE. (JA) 06/24/11: TANKS HAVE BEEN CUT AND CLEANED. (JA)

Remove Watermark Wondershare PDFelement

DEGIRONIMO STATION (Continued) **S102660306**

10/26/11: CONTRACTOR ON SITE DOING TEST PITS. SOUTHERN TWO THIRDS OF PROPERTY HAS CONTAMINATED LAYER FROM 6' - 7.5'. ESTIMATED 400-600 YARDS TO BE REMOVED. (JA) "

Remarks: "discovered spill when driving by site. noted 500 gal ust fuel oil tank had been pulled at old gasoline station that recently been demolished. holes noted in tank and petroleum stains noted on ground"

Material:

Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	334407
Material Code:	0001A
Material Name:	#2 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported
Site ID:	317579
Operable Unit ID:	1051172
Operable Unit:	01
Material ID:	2196728
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

AR208 **FORT MILLER SERVICE CORP** **NY LTANKS** **S102677164**
East **416 BROAD ST** **NY SPDES** **N/A**
1/4-1/2 **UTICA, NY 13502**
0.460 mi.
2431 ft. **Site 1 of 4 in cluster AR**

Relative:
Lower

Actual:
424 ft.

LTANKS:

Site ID:	222168
Spill Number/Closed Date:	9109522 / 1994-03-25
Spill Date:	1991-11-29
Spill Cause:	Tank Overfill
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Unable/unwilling Responsible Party. Corrective action taken. (ISR)
Cleanup Ceased:	1994-03-25
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	MASON
Referred To:	Not reported

Remove Watermark Wondershare PDFelement

FORT MILLER SERVICE CORP (Continued) **S102677164**

Reported to Dept:	1991-11-29
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	DEC
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1991-12-09
Spill Record Last Update:	1994-03-25
Spiller Name:	Not reported
Spiller Company:	ESTATE-CLARENCE RIGGALLS
Spiller Address:	416 BROAD STREET
Spiller City,St,Zip:	UTICA, NY 13501
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	183723
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MASON 11/29/91: PRODUCT NOTED ON GW UNDER FUEL OIL TANK (NO HOLE OBSERVED IN TANK)/A 6 STEEL PIPE FROM GRADE TO PAST GW EXIST AT BUILDING END OF TANK (OLD LOCATION OF WASTE OIL TANK). (DP). 11/29/91: SAND AROUND TANK WITH LAYER OF GRAVEL UNDER SAND. (DP). 04/13/92: CONTAMINATED SOIL (37 YDS.) DISPOSED OF. (JM). 05/06/92: SOIL DISPOSAL PAPERWORK RECEIVED. (JM). 03/25/94: INVESTIGATION COMPLETE, CLOSE. (HM). "
Remarks:	"CONTAM. NOTED AROUND FILL OF GASOLINE TANK AND PUMP OF GASOLINE TANK."

Material:

Site ID:	222168
Operable Unit ID:	959679
Operable Unit:	01
Material ID:	418132
Material Code:	0009
Material Name:	gasoline
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	222168
Spill Tank Test:	1539387
Tank Number:	Not reported
Tank Size:	0
Test Method:	00
Leak Rate:	.00
Gross Fail:	Not reported
Modified By:	Spills
Last Modified:	Not reported

Remove Watermark Wondershare PDFelement

FORT MILLER SERVICE CORP (Continued) **S102677164**

Test Method: Unknown

SPDES:

Permit Number:	NYR00E114
State-Region:	06
Expiration Date:	03/31/2012
Current Major Minor Status:	Minor
Primary Facility SIC Code:	3272
State Water Body Name:	MOHAWK RIVER
Limit Set Status Flag:	Active
Total Actual Average Flow(MGD):	Not reported
Total App Design Flow(MGD):	Not reported
UDF1:	Not reported
Lat/Long:	+43.102694 / -75.223167
DMR Cognizant Official:	Not reported
UDF2:	Not reported
UDF3:	Not reported
FIPS County Code:	NY065
Non-Gov Permit Affiliation Type Desc:	DMR Mailing Address
Non-Gov Permit Org Formal Name:	FORT MILLER SERVICE CORP
Non-Gov Permit Street Address:	FORT MILLER SERVICE CORP
Non-Gov Permit Supplemental Location:	PO BOX 98
Non-Gov Permit City:	SCHUYLERVILLE
Non-Gov Permit State Code:	NY
Non-Gov Permit Zip Code:	12871-0098
Non-Gov Facility Affiliation Type Desc:	Owner
Non-Gov Facility Org Formal Name:	FORT MILLER SERVICE CORP
Non-Gov Facility Street Address:	FORT MILLER SERVICE CORP
Non-Gov Facility Supplemental Location:	PO BOX 98
Non-Gov Facility City:	SCHUYLERVILLE
Non-Gov Facility State Code:	NY
Non-Gov Facility Zip Code:	12871-0098
State Water Body:	Not reported
UDF2:	Not reported
UDF3:	Not reported
FIPS County Code:	NY065
Non-Gov Permit Affiliation Type Desc:	Permittee
Non-Gov Permit Org Formal Name:	FORT MILLER SERVICE CORP
Non-Gov Permit Street Address:	PO BOX 98
Non-Gov Permit Supplemental Location:	Not reported
Non-Gov Permit City:	SCHUYLERVILLE
Non-Gov Permit State Code:	NY
Non-Gov Permit Zip Code:	12871-0098
Non-Gov Facility Affiliation Type Desc:	Owner
Non-Gov Facility Org Formal Name:	FORT MILLER SERVICE CORP
Non-Gov Facility Street Address:	FORT MILLER SERVICE CORP
Non-Gov Facility Supplemental Location:	PO BOX 98
Non-Gov Facility City:	SCHUYLERVILLE
Non-Gov Facility State Code:	NY
Non-Gov Facility Zip Code:	12871-0098
State Water Body:	Not reported

Remove Watermark Wondershare PDFelement

FORT MILLER SERVICE CORP (Continued) **S102677164**

UDF2:	Not reported
UDF3:	Not reported
FIPS County Code:	NY065
Non-Gov Permit Affiliation Type Desc:	Not reported
Non-Gov Permit Org Formal Name:	Not reported
Non-Gov Permit Street Address:	Not reported
Non-Gov Permit Supplemental Location:	Not reported
Non-Gov Permit City:	Not reported
Non-Gov Permit State Code:	Not reported
Non-Gov Permit Zip Code:	Not reported
Non-Gov Facility Affiliation Type Desc:	Owner
Non-Gov Facility Org Formal Name:	FORT MILLER SERVICE CORP
Non-Gov Facility Street Address:	FORT MILLER SERVICE CORP
Non-Gov Facility Supplemental Location:	PO BOX 98
Non-Gov Facility City:	SCHUYLERVILLE
Non-Gov Facility State Code:	NY
Non-Gov Facility Zip Code:	12871-0098
State Water Body:	Not reported

AR209 **421 BROAD STREET LLC** **RCRA-SQG** **1000990090**
East **421 BROAD ST** **NY ERP** **NYR000000497**
1/4-1/2 **UTICA, NY 13501** **FINDS**
0.468 mi. **NY MANIFEST**
2469 ft. **Site 2 of 4 in cluster AR** **ECHO**

Relative:
Lower

Actual:
423 ft.

RCRA-SQG:

Date form received by agency:	02/19/2010
Facility name:	421 BROAD STREET LLC
Facility address:	421 BROAD ST UTICA, NY 13501
EPA ID:	NYR000000497
Mailing address:	HAMPTON RD FRANKFORT, NY 13340
Contact:	MICHAEL L PEZZOLANELLA
Contact address:	HAMPTON RD FRANKFORT, NY 13340
Contact country:	US
Contact telephone:	(315) 724-4306
Contact email:	Not reported
EPA Region:	02
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	MICHAEL PEZZOLANELLA
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	11/01/2009
Owner/Op end date:	Not reported

Remove Watermark Wondershare PDFelement

421 BROAD STREET LLC (Continued) **1000990090**

Owner/operator name: 421 BROAD STREET LLC
Owner/operator address: HAMPTON RD
FRANKFORT, NY 13340
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 11/01/2009
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 01/01/2007
Site name: UTICA CITY OF BUR REAL ESTATE
Classification: Not a generator, verified

Date form received by agency: 01/01/2006
Site name: UTICA CITY OF BUR REAL ESTATE
Classification: Not a generator, verified

Date form received by agency: 01/01/2001
Site name: CITY OF UTICA
Classification: Large Quantity Generator

Date form received by agency: 07/08/1999
Site name: UTICA CITY OF BUR REAL ESTATE
Classification: Not a generator, verified

Date form received by agency: 02/24/1995
Site name: UTICA CITY OF BUR REAL ESTATE
Classification: Large Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D001
. Waste name: IGNITABLE WASTE

Remove Watermark Wondershare PDFelement

421 BROAD STREET LLC (Continued) **1000990090**

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

Violation Status: No violations found

ERP:
Site Code: 417408
Program: ERP
HW Code: E633078
Site Class: N
Class N: N
SWIS: 3316
Region: 6
Town: Utica (c)
Acres: 0.212
Record Added: 08/03/2009
Record Updated: 10/30/2013
Updated By: PRTAYLOR
Site Description: This site is approximately .212 acres in size. The site is currently located in a commercial / industrial area. Known or suspected contaminants at this site are petroleum and SVOCs. These contaminants are impacting the groundwater. The application is on hold due to the lack of funding in the Environmental Restoration Program.
Env Problem: Not reported
Health Problem: Not reported

FINDS:

Registry ID: 110004511449

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NY MANIFEST:
Country: USA
EPA ID: NYR000000497
Facility Status: Not reported
Location Address 1: 421 BROAD STREET
Code: BP

Remove Watermark Wondershare PDFelement

421 BROAD STREET LLC (Continued) **1000990090**

Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	UTICA
Location State:	NY
Location Zip:	13501
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	NYR000000497
Mailing Name:	421 BROAD ST LLC
Mailing Contact:	MIKE PEZZOLONELLA
Mailing Address 1:	231 HAMPTON RD
Mailing Address 2:	Not reported
Mailing City:	FRANKFORT
Mailing State:	NY
Mailing Zip:	13340
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	3157961333

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2010
Trans1 State ID:	NYR000045724
Trans2 State ID:	Not reported
Generator Ship Date:	03/05/2010
Trans1 Recv Date:	03/05/2010
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	03/08/2010
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000000497
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD049836679
TSDF ID 2:	Not reported
Manifest Tracking Number:	000064486JJK
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	Y
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H132
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	25100.0

Remove Watermark Wondershare PDFelement

421 BROAD STREET LLC (Continued) **1000990090**

Units:	P - Pounds
Number of Containers:	1.0
Container Type:	CM - Metal boxes, cases, roll-offs
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	1.0
Waste Code:	D008
Waste Code 1_2:	Not reported
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported
Document ID:	NYG2287296
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	44571TNY
Trans2 State ID:	Not reported
Generator Ship Date:	12/02/1999
Trans1 Recv Date:	12/02/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/08/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000000497
Trans1 EPA ID:	NYD982792814
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD066060609
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D002 - NON-LISTED CORROSIVE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00250
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Waste Code:	D035 - METHYL ETHYL KETONE 200.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported

Remove Watermark Wondershare PDFelement

421 BROAD STREET LLC (Continued) **1000990090**

Waste Code:	Not reported
Quantity:	01800
Units:	P - Pounds
Number of Containers:	004
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	NYG2287305
Manifest Status:	Not reported
seq:	01
Year:	1999
Trans1 State ID:	44571TNY
Trans2 State ID:	Not reported
Generator Ship Date:	12/02/1999
Trans1 Recv Date:	12/02/1999
Trans2 Recv Date:	Not reported
TSD Site Recv Date:	12/03/1999
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	NYR000000497
Trans1 EPA ID:	NYD982792814
Trans2 EPA ID:	Not reported
TSDF ID 1:	OHD066060609
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	02500
Units:	P - Pounds
Number of Containers:	006
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Waste Code:	D035 - METHYL ETHYL KETONE 200.0 MG/L TCLP
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	01200
Units:	P - Pounds
Number of Containers:	003

Remove Watermark Wondershare PDFelement

421 BROAD STREET LLC (Continued) **1000990090**

Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00
Document ID:	MAH5719400
Manifest Status:	C
seq:	Not reported
Year:	1995
Trans1 State ID:	MA30262
Trans2 State ID:	Not reported
Generator Ship Date:	03/15/1995
Trans1 Recv Date:	03/15/1995
Trans2 Recv Date:	/ /
TSD Site Recv Date:	03/16/1995
Part A Recv Date:	/ /
Part B Recv Date:	03/27/1995
Generator EPA ID:	NYR000000497
Trans1 EPA ID:	MAD000604447
Trans2 EPA ID:	Not reported
TSDF ID 1:	MAD000604447
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	U223 - TOLUENE DIISOCYANATE
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00200
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100
Waste Code:	F002 - HALO SOLV + STILL BOTTOMS FM REC OF SOLV
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00090
Units:	P - Pounds
Number of Containers:	001
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Remove Watermark Wondershare PDFelement

421 BROAD STREET LLC (Continued) **1000990090**

ECHO:
Envid: 1000990090
Registry ID: 110004511449
DFR URL: http://echo.epa.gov/detailed_facility_report?fid=110004511449

AR210 **FIRSCHING KNITTING** **US BROWNFIELDS** **1016352276**
East **421-423 BROAD STREET** **FINDS** **N/A**
1/4-1/2 **UTICA, NY 13501** **ECHO**
0.468 mi.
2469 ft. **Site 3 of 4 in cluster AR**

Relative:
Lower

Actual:
423 ft.

US BROWNFIELDS:

Recipient name:	Utica, City of
Grant type:	Assessment
Property name:	FIRSCHING KNITTING
Property #:	Not reported
Parcel size:	Not reported
Property Description:	manufacturing
Latitude:	43.102747
Longitude:	-75.222985
HCM label:	Address Matching-House Number
Map scale:	100000
Point of reference:	Entrance Point of a Facility or Station
Datum:	North American Datum of 1983
ACRES property ID:	11423
Start date:	09/30/2003 00:00:00
Completed date:	09/30/2003 00:00:00
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	Not reported
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	09/30/2001 00:00:00
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Not reported
Accomplishment count:	0
Cooperative agreement #:	99290601
Ownership entity:	Not reported
Current owner:	Cobblestone Construction
Did owner change:	Not reported
Cleanup required:	Yes
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported

Remove Watermark Wondershare PDFelement

FIRSCHING KNITTING (Continued) **1016352276**

State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	0
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported

Remove Watermark Wondershare PDFelement

FIRSCHING KNITTING (Continued) **1016352276**

Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported

FINDS:

Registry ID: 110039547906

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

ECHO:

Envid:	1016352276
Registry ID:	110039547906
DFR URL:	http://echo.epa.gov/detailed_facility_report?fid=110039547906

AR211 **BROAD STREET SITE** **SEMS-ARCHIVE** **1001491669**
East **421-423 BROAD STREET** **NYSFN0204216**
1/4-1/2 **UTICA, NY 13501**
0.468 mi.
2469 ft. **Site 4 of 4 in cluster AR**

Relative:
Lower

Actual:
423 ft.

SEMS-ARCHIVE:

Site ID:	204216
EPA ID:	NYSFN0204216
Federal Facility:	N
NPL:	Not on the NPL
Non NPL Status:	Removal Only Site (No Site Assessment Work Needed)

Following information was gathered from the prior CERCLIS update completed in 10/2013:

Site ID:	0204216
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	Removal Only Site (No Site Assessment Work Needed)

CERCLIS-NFRAP Assessment History:

Action:	NON-NATIONAL PRIORITIES LIST POTENTIALLY RESPONSIBLE PARTY SEARCH

Remove Watermark Wondershare PDFelement

BROAD STREET SITE (Continued) **1001491669**

Date Started: 08/10/99
Date Completed: 12/02/02
Priority Level: Not reported

Action: REMOVAL
Date Started: 08/17/99
Date Completed: 12/03/99
Priority Level: Cleaned up

Action: REMOVAL ASSESSMENT
Date Started: 02/18/99
Date Completed: 04/08/99
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 08/18/03
Priority Level: Not reported

AS212 **NI-MO/HARBOR PT. CREW FAC** **NY LTANKS** **S103238658**
NE **WASHINGTON ST** **N/A**
1/4-1/2 **UTICA, NY**
0.473 mi.
2498 ft. **Site 1 of 3 in cluster AS**

Relative:
Lower

Actual:
414 ft.

LTANKS:
Site ID: 207366
Spill Number/Closed Date: 9714256 / 1998-06-04
Spill Date: 1998-03-24
Spill Cause: Tank Failure
Spill Source: Commercial/Industrial
Spill Class: Known release that creates potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased: 1998-03-24
Cleanup Meets Standard: True
SWIS: 3300
Investigator: JDALSANT
Referred To: Not reported
Reported to Dept: 1998-03-24
CID: 211
Water Affected: Not reported
Spill Notifier: Other
Last Inspection: Not reported
Recommended Penalty: False
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1998-03-24
Spill Record Last Update: 1998-06-05
Spiller Name: JOSEPH MIAKISZ
Spiller Company: NIAGARA MOHAWK POWER CORP
Spiller Address: 300 ERIE BLVD WEST
Spiller City,St,Zip: SYRACUSE, NY 13202-
Spiller County: 001
Spiller Contact: PATRICK KENNEDY
Spiller Phone: (315) 415-4033
Spiller Extention: Not reported
DEC Region: 6
DER Facility ID: 281018

Remove Watermark Wondershare PDFelement

NI-MO/HARBOR PT. CREW FAC (Continued) **S103238658**

DEC Memo: ""
Remarks: "CALLER IS DOING TANK REMOVAL AND FOUND SOIL CONTAMINATION - NO CLEAN UP"

Material:
Site ID: 207366
Operable Unit ID: 1057115
Operable Unit: 01
Material ID: 325226
Material Code: 0022
Material Name: waste oil/used oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Gallons
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

AS213 **MOHAWK VALLEY OIL INC.** **EDR MGP** **1008408056**
NE **WASHINGTON STREET** **N/A**
1/4-1/2 **UTICA, NY 13501**
0.474 mi.
2501 ft. **Site 2 of 3 in cluster AS**

Relative: Lower

Actual: 414 ft.

Manufactured Gas Plants:
No additional information available

AS214 **MOHAWK VALLEY OIL INC.** **SEMS** **1000160633**
NE **WASHINGTON STREET** **NY SHWS** **NYD986866010**
1/4-1/2 **UTICA, NY 13501** **NY VAPOR REOPENED**
0.480 mi. **NY Spills**
2533 ft. **Site 3 of 3 in cluster AS**

Relative: Lower

Actual: 413 ft.

SEMS:
Site ID: 202661
EPA ID: NYD986866010
Federal Facility: N
NPL: Not on the NPL
Non NPL Status: Other Cleanup Activity: State-Lead Cleanup

Following information was gathered from the prior CERCLIS update completed in 10/2013:
Site ID: 0202661
EPA ID: NYD986866010
Facility County: ONEIDA
Short Name: MOHAWK VALLEY OIL INC.
Congressional District: 25
IFMS ID: Not reported
SMSA Number: 8680
USGC Hydro Unit: 02020004

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY OIL INC. (Continued) **1000160633**

Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	02
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Other Cleanup Activity: State-Lead Cleanup
Non NPL Status Date:	11/14/12
Site Fips Code:	36065
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Alias Name(s):

Alias ID:	101
Alias Name:	MOHAWK VALLEY OIL INC.
Alias Address:	Not reported ONEIDA, NY
Alias Comments:	Not reported
Site Description:	THIS WAS A TANK STORAGE AREA USED TO STORE FUEL. REMDIAL INVESTIGATON COMPLETD BY NIAG MOHAWK POWER CO. INDICATES THAT THIS SITE MAY BE A SOURCE OF NAPTHALENE & BENZENE CONTAMINATION IN GW. A PHASE I STUDY IS IN (SEE COMMENTS). 9/2010: ROD issue iin 2002 - soil excavation will take place next - Still DEC Superfund

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	04/19/88
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, No Fund Money
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

Action Code:	001
Action:	PRELIMINARY ASSESSMENT
Date Started:	04/15/90
Date Completed:	05/29/90
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information
Operable Unit:	SITEWIDE
Primary Responsibility:	State, Fund Financed

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY OIL INC. (Continued) **1000160633**

Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE INSPECTION
Date Started: 01/01/92
Date Completed: 01/01/92
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE REASSESSMENT
Date Started: / /
Date Completed: 11/14/12
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA In-House
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

SHWS:
Program: HW
Site Code: 56262
Classification: Significant threat to the public health or environment - action required.
Region: 6
Acres: 3
HW Code: 633032
Record Add: 11/18/1999
Record Upd: 09/03/2015
Updated By: AMOMOROG
Site Description: Location: The Mohawk Valley Oil Site is located at the intersection of Lee and Washington Streets on the Harbor Point peninsula in the City of Utica.Site Features: There are no structures on the site. The 4-acre site is flat and adjacent to Utica Harbor.Current Zoning and Land Use: The site is currently inactive and is zoned for commercial use. The site is surrounded by other inactive hazardous waste disposal sites, specifically, 633021, 633030 and 633031, which are also zoned commercial. Past Uses of Site: The site formerly consisted of three parcels: the Niagara Flats Terminal, the Texaco Terminal and Roselli Associates. The Niagara Flats Terminal was operated as a light oil processing plant and was part of the Utica Gas & Electric coal gasification facility on Harbor Point. The former Texaco Terminal contained gasoline and kerosene storage tanks. Roselli Associates provided road tar. The light oil plant and bulk storage operations occurred between 1917 and 1980. All tanks were removed in the mid-1980s. National Grid entered into an Order on Consent with the Department in 2003 for the investigation and

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY OIL INC. (Continued) **1000160633**

remediation of the site and by 2010 National Grid had aquired all three parcels. Site Geology and Hydrogeology: The site surface consists of reworked fill with concrete fragments, wood fragments and cinders. Underneath the fill lie floodplain deposits containing a high degree of silt and clay. Underneath the floodplain deposits are coarser sands followed by deeper glacial lake silts and clays. Bedrock was not encountered within 60 feet of the surface. The floodplain deposits act as an aquitard between a shallow aquifer and deeper aquifers. The aquifers generally discharge to Utica Harbor. Depth to groundwater is about 4 to 8 feet.

Env Problem:	Nature and Extent of Contamination:The primary contaminants at the site include benzene, toluene, ethylbenzene, xylenes and polynuclear aromatic hydrocarbons. Non-aqueous phase liquid is also present.Groundwater:Benzene was found in groundwater as high as 5,900 ppb, exceeding the Class GA standard of 1 ppb. Benzene was found to exceed the groundwater standard throughout the site and exceeded the standard in both the shallow and a lower aquifer. Soil:Non-aqueous phase liquid was found sporadically in soil borings within the shallow aquifer, gererally in the northern portion of the site. The non-aqueous phase liquid was found in soil up to 18 feet below the ground surface. Total PAHs were found as high as 2,973 ppm and benzene ranged up to 14 ppm.Significant Threat:The site presents a significant environmental threat due to the ongoing releases from source areas of contaminants into groundwater.
Health Problem:	Impacts associated with this site are being evaluated in conjunction with those associated with the entire Harbor Point area. The area is served by the City of Utica Public Water Supply. The nearest homes are one half mile away. Groundwater and subsurface soil contamination exits. The site has been fenced and vegetation is growing.
Dump:	False
Structure:	True
Lagoon:	False
Landfill:	False
Pond:	False
Disp Start:	1917
Disp Term:	1970s
Lat/Long:	43:06:33:0 / 75:13:34:0
Dell:	False
Record Add:	11/18/1999 12:00:00 PM
Record Upd:	10/17/2012 3:23:00 PM
Updated By:	ldennist
Own Op:	Disp. Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	MOHAWK VALLEY OIL, INC.
Owner Address:	Not reported
Owner Addr2:	Not reported
Owner City,St,Zip:	ZZ
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Tristate Equipment Trading Corp.
Owner Address:	2020 Oriskany Street
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY OIL INC. (Continued) **1000160633**

Own Op:	On-Site Operator
Sub Type:	E
Owner Name:	Not reported
Owner Company:	Mohawk Valley Oil, Inc.
Owner Address:	Route 49
Owner Addr2:	Not reported
Owner City,St,Zip:	Marcy, NY 13403
Owner Country:	United States of America
Own Op:	On-Site Operator
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Mohawk Valley Oil, Inc.
Owner Address:	Route 49
Owner Addr2:	Not reported
Owner City,St,Zip:	Marcy, NY 13403
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	E
Owner Name:	Not reported
Owner Company:	Tristate Equipment Trading Corp.
Owner Address:	2020 Oriskany Street
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	E
Owner Name:	SAM SOFIA (MGR.)
Owner Company:	Mohawk Valley Oil, Inc.
Owner Address:	9745 ROUTE 49
Owner Addr2:	Not reported
Owner City,St,Zip:	MARCY, NY 13403
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Mohawk Valley Oil, Inc.
Owner Address:	9745 Route 49
Owner Addr2:	Not reported
Owner City,St,Zip:	Marcy, NY 13403
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	E
Owner Name:	Not reported
Owner Company:	Interstate Harbor Dev. Corp.
Owner Address:	71 North Genessee Street
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Interstate Harbor Dev. Corp.
Owner Address:	71 North Genessee Street
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY
Owner Country:	United States of America
HW Code:	633032

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY OIL INC. (Continued) **1000160633**

Waste Type: MANUFACTURED GAS PLANT (MGP) WASTES (D018)
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633032
Waste Type: CHLORINATED SOLVENTS
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633032
Waste Type: PAHS
Waste Quantity: UNKNOWN
Waste Code: Not reported
Crossref ID: NYD986866010
Cross Ref Type Code: 05
Cross Ref Type: EPA Site ID
Record Added Date: 11/18/1999 12:00:00 PM
Record Updated: 5/10/2001 4:31:00 PM
Updated By: REGTRANS

VAPOR REOPENED:
Site Code: 633032
Facility Status: Complete

SPILLS:
Facility ID: 8401633
Facility Type: ER
DER Facility ID: 264613
Site ID: 328791
DEC Region: 6
Spill Date: 1984-09-19
Spill Number/Closed Date: 8401633 / 1984-09-19
Spill Cause: Equipment Failure
Spill Class: Not reported
SWIS: 3300
Investigator: UNASSIGNED
Referred To: Not reported
Reported to Dept: 1984-09-19
CID: Not reported
Water Affected: NONE
Spill Source: Tank Truck
Spill Notifier: Other
Cleanup Ceased: 1984-09-19
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: Not reported
Spill Record Last Update: 2003-12-02
Spiller Name: Not reported
Spiller Company: Not reported
Spiller Address: Not reported
Spiller City,St,Zip: ***Update***, ZZ
Spiller Company: 001
Contact Name: Not reported
Contact Phone: Not reported
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was "

Remove Watermark Wondershare PDFelement

MOHAWK VALLEY OIL INC. (Continued) **1000160633**

Remarks: ""

Material:
Site ID: 328791
Operable Unit ID: 894245
Operable Unit: 01
Material ID: 481992
Material Code: 0001A
Material Name: #2 fuel oil
Case No.: Not reported
Material FA: Petroleum
Quantity: 20.00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

215
ENE
1/2-1
0.529 mi.
2793 ft.

Relative:
Lower

Actual:
413 ft.

EMPIRE RECYCLING/UNIVERSAL WASTE **NY SHWS** **S105972671**
NORTH GENESSEE AND RAILROAD STREETS **N/A**
UTICA, NY

SHWS:
Program: HW
Site Code: 56249
Classification: N
Region: 6
Acres: 10
HW Code: 633011
Record Add: 11/18/1999
Record Upd: 10/29/2013
Updated By: PRTAYLOR
Site Description: This is a salvage yard that was suspected of dumping transformer oil on-site as a result of transformer salvaging. Subsequent inspection and soil analysis revealed no PCB contamination on-site.
Env Problem: No hazardous waste disposal was documented at the site. The site does not qualify for addition to the Registry of Inactive Hazardous Waste Disposal Sites.
Health Problem: Not reported
Dump: Not reported
Structure: Not reported
Lagoon: Not reported
Landfill: Not reported
Pond: Not reported
Disp Start: Not reported
Disp Term: Not reported
Lat/Long: Not reported
Dell: Not reported
Record Add: Not reported
Record Upd: Not reported
Updated By: Not reported
Own Op: Disp. Owner
Sub Type: NNN
Owner Name: Not reported

Remove Watermark Wondershare PDFelement

EMPIRE RECYCLING/UNIVERSAL WASTE (Continued) **S105972671**

Owner Company:	EMPIRE RECYCLING
Owner Address:	Not reported
Owner Addr2:	Not reported
Owner City,St,Zip:	NY
Owner Country:	Unknown
HW Code:	Not reported
Waste Type:	Not reported
Waste Quantity:	Not reported
Waste Code:	Not reported
Crossref ID:	Not reported
Cross Ref Type Code:	Not reported
Cross Ref Type:	Not reported
Record Added Date:	Not reported
Record Updated:	Not reported
Updated By:	Not reported

216
ENE
1/2-1
0.610 mi.
3219 ft.

Relative:
Lower

Actual:
413 ft.

WESTINGHOUSE TRANSFORMER SHOP **NY SHWS** **S105972670**
OFF OF GENESEE STREET **N/A**
UTICA, NY 13502

SHWS:

Program:	HW
Site Code:	56248
Classification:	N
Region:	6
Acres:	2
HW Code:	633010
Record Add:	11/18/1999
Record Upd:	10/29/2013
Updated By:	PRTAYLOR
Site Description:	This site was formerly used by Westinghouse as a transformer repair shop from 1929 up until the mid 1960s. Transformers were repaired at this facility periodically. It has been estimated that only about 1% of all the transformers that were brought here for repair actually contained any PCB oil. Discussions with former Westinghouse employees revealed that very little PCB oil would have been disposed of in the facility because the oil was put back into the transformers after they were repaired. The site of the transformer shop has been redeveloped. There is currently a Sears Department Store at this location, and the surrounding lot has been paved. A Phase I Investigation was completed for this site in April 1987. DEC personnel investigated and attempted to sample the site in June of 1989. The entire property is fenced in and paved, consequently, no samples could be gathered. There was no evidence anywhere on the property to indicate that PCB oil had been disposed of.
Env Problem:	Not reported
Health Problem:	Not reported
Dump:	Not reported
Structure:	Not reported
Lagoon:	Not reported
Landfill:	Not reported
Pond:	Not reported
Disp Start:	Not reported
Disp Term:	Not reported
Lat/Long:	Not reported
Dell:	Not reported

Remove Watermark Wondershare PDFelement

WESTINGHOUSE TRANSFORMER SHOP (Continued) **S105972670**

Record Add:	Not reported
Record Upd:	Not reported
Updated By:	Not reported
Own Op:	Disp. Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	WESTINGHOUSE ELECTRIC CORP.
Owner Address:	Not reported
Owner Addr2:	Not reported
Owner City,St,Zip:	ZZ
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	E
Owner Name:	Not reported
Owner Company:	Westinghouse Electric Corp.
Owner Address:	ROUTE 5-A, BOX 270
Owner Addr2:	Not reported
Owner City,St,Zip:	YORKVILLE, NY 13495
Owner Country:	United States of America
Own Op:	On-Site Operator
Sub Type:	E
Owner Name:	Not reported
Owner Company:	Westinghouse Electric Corp.
Owner Address:	ROUTE 5-A - P.O. BOX 270
Owner Addr2:	Not reported
Owner City,St,Zip:	YORKVILLE, NY 13495
Owner Country:	United States of America
HW Code:	Not reported
Waste Type:	Not reported
Waste Quantity:	Not reported
Waste Code:	Not reported
Crossref ID:	Not reported
Cross Ref Type Code:	Not reported
Cross Ref Type:	Not reported
Record Added Date:	Not reported
Record Updated:	Not reported
Updated By:	Not reported

217
NE
1/2-1
0.635 mi.
3353 ft.

UTICA HARBOR **NY DEL SHWS** **S105972672**
N/A

UTICA, NY

Relative:
Lower

Actual:
393 ft.

DEL SHWS:

Year:	Not reported
Site Code Id:	633018
Site Classification:	D1
Region:	6
Epa Id Number:	Not reported
Site Type - Dump:	No
Site Type - Structure:	No
Site Type - Lagoon:	No
Site Type - Landfill:	No
Site Type - Treat Pond:	No
Site Size (Acres):	29 Acres
Site Size Comment:	Not reported
Period Assoc/HW Start:	Not reported

Remove Watermark Wondershare PDFelement

UTICA HARBOR (Continued) **S105972672**

Period Assoc/HW End:	Not reported
Lat/Long:	43 6' 38" / 75 13' 24"
Lat/Long Decimal:	0.00000 / 0.00000
Lat/Long (dms):	0 0 0 / 0 0 0
Hazardous Waste Code:	Not reported
Hazard Waste Disposed:	Not reported
Quantity:	Not reported
Air Data Available:	No
SW Std Contravention:	No
GW Std Contravention:	No
Soil Type:	Not reported
Sediment Data Available:	No
GW Std Contravention:	No
DW Std Contravention:	No
SW Std Contravention:	No
Air Stand Contraventions:	No
Legal Action Type:	Not reported
State Legal Action:	No
Federal Legal Action:	No
Enforce Status Code:	Not reported
Remedial Act Proposed:	No
Rem Act Under Design:	No
Rem Act In Progress:	No
Rem Act Completed:	No
Remedial Action Type:	Not reported
Soil Type:	Not reported
Depth To Groundwater:	Not reported
Owner Name:	*** Multiple Site Owners ***
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Owner Phone:	Not reported
Owner Contact Name:	Not reported
Owner During Disposal:	unknown
Owner During Use:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City,St,Zip:	Not reported
Operator Phone:	Not reported
Operator Contact Name:	Not reported
Oper During Disposal:	Not reported
Site Type:	Dump
HW Disposal Period:	From: unknown To:
Analytical Data Available:	Groundwater, Surface Water, Soil, Sediment
Applicable Std Exceeded:	Not reported
Geotech Info:	River sediment; lacustrine/fluvial silts & clays
Depth To Groundwater:	Range: 5 to 10 feet.
Status:	Not reported
Nature Of Action:	Not reported
Env Prob Assessment:	Not reported
Site Description:	Latitude: 43 07'02"N Longitude: 75 13'32"W Flat topography: Industrial/commercial area Nearest waterbody: Utica harbor, adjacent to site NYS Barge Canal, 100 feet to the east. This site is comprised of two parcels contaminated with coal tar gasification waste products and petroleum -based products from adjacent industries: an unknown quantity of wastes in the bottom sediments of Utica Harbor and approximately 5-6000 cubic yards of potentially contaminated harbor bottom sediments that were dredged from the harbor in 1981 and placed in a spoils area onshore next to the harbor. A USEPA Site Inspection

Remove Watermark Wondershare PDFelement

UTICA HARBOR (Continued) **S105972672**

has been completed for the harbor. A NYSDEC Phase II Investigation was completed in January 1992. The harbor has also been sampled by Niagara Mohawk as part of the continuing Remedial Investigation of the adjacent Niagara Mohawk Harbor Point Site. Results indicate that the harbor bottom sediments contain significant concentrations of polynuclear aromatic hydrocarbons (PAHs). The deeper portions of the surface water in the harbor are also impacted by coal-tar and petroleum- based by-products. Borings in the dredge disposal area indicate soil contamination with PAHs. While site media are affected, no evidence of hazardous waste disposal per 6 NYCRR 371 has been found at the site.

Confirmed HW:	Not reported
Environment Assesment:	Contamination of harbor sediments and deep surface water from non-hazardous (coal gasification & petroleum related activities) has been noted on site. There is a potential for food chain & fishery impacts.
Health Assesment:	Not reported
Disposal Start Date:	Not reported
Disposal Term Date:	Not reported
Air Violation:	Not reported
Groundwater Violation:	Not reported
Drink Water Violation:	Not reported
Surface Water Violation:	Not reported
Legal New York State:	Not reported
Legal Federal:	Not reported
Legal State:	Not reported
Remedial Action Active:	Not reported
Remedial Action Done:	Not reported
NPL Status:	Not reported
Count Operator:	Not reported
Count Owner:	Not reported
NYTM X:	0
NYTM Y:	0
Co Name:	Not reported
Co Addr:	Not reported
Operator Addr:	Not reported
Operator Addr 2:	Not reported
Operator Addr 3:	Not reported
Operator Addr 4:	Not reported
HWDP From:	Not reported
From To:	Not reported
Assessment of Health:	Not reported
Description:	Not reported
Record Added Date:	Not reported
Record Updated Date:	Not reported
Env Assessment:	Not reported
HW Disposed/Quantity:	Not reported
Assess/Env Prog:	Not reported
Assess/Health Prob:	Not reported
Site Description:	Not reported

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218
NNE
1/2-1
0.668 mi.
3528 ft.

Relative:
Lower

Actual:
410 ft.

NIMO - HARBOR POINT PROPERTY
WASHINGTON STREET
UTICA, NY 13502

EDR MGP **1008408057**
N/A

Manufactured Gas Plants:
No additional information available

219
WSW
1/2-1
0.859 mi.
4537 ft.

Relative:
Higher

Actual:
462 ft.

BOSSERT MANUFACTURING PLANT
1002 OSWEGO STREET
UTICA, NY 13502

NY SHWS **U002034569**
NY LTANKS **N/A**
NY UST
NY ENG CONTROLS
NY INST CONTROL
NY HIST UST
NY Spills

SHWS:

Program:	HW
Site Code:	58560
Classification:	C
Region:	6
Acres:	6.9
HW Code:	633029
Record Add:	11/18/1999
Record Upd:	08/15/2013
Updated By:	DACROSBY

Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.

Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

	current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.
Health Problem:	The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.
Dump:	False
Structure:	True
Lagoon:	False
Landfill:	False
Pond:	False
Disp Start:	7/31/64
Disp Term:	5/16/85
Lat/Long:	43:05:52:0 / 75:15:12:0
Dell:	False
Record Add:	11/18/1999 12:00:00 PM
Record Upd:	7/20/2007 1:20:00 PM
Updated By:	JEDURNIN
Own Op:	Disp. Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	BMC Stamping Company
Owner Address:	21080 Greenhill Drive
Owner Addr2:	Not reported
Owner City,St,Zip:	Farmington Hills, MI 48335
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	E
Owner Name:	James Ranalli
Owner Company:	1002 Oswego Street, LLC
Owner Address:	450 Tracey Street
Owner Addr2:	Not reported
Owner City,St,Zip:	Syracuse, NY 13204
Owner Country:	United States of America
Own Op:	Document Repository
Sub Type:	C01
Owner Name:	CITY CLERK'S OFFICE
Owner Company:	CITY OF UTICA
Owner Address:	1 KENNEDY PLAZA
Owner Addr2:	Not reported
Owner City,St,Zip:	UTICA, NY 13502
Owner Country:	United States of America
HW Code:	633029
Waste Type:	MERCURY
Waste Quantity:	165.00
Waste Code:	Not reported
HW Code:	633029
Waste Type:	PCB-AROCLOR 1254
Waste Quantity:	5000.00
Waste Code:	Not reported
HW Code:	633029
Waste Type:	ASBESTOS
Waste Quantity:	1500.00
Waste Code:	Not reported
HW Code:	633029
Waste Type:	NITRIC ACID

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Waste Quantity:	4000.00
Waste Code:	Not reported
HW Code:	633029
Waste Type:	PCB CONTAMINATED DEBRIS
Waste Quantity:	3000 TO 5000 CUBIC YARDS
Waste Code:	Not reported
HW Code:	633029
Waste Type:	160 DRUMS OF UNKNOWN WASTES
Waste Quantity:	160.00
Waste Code:	Not reported
HW Code:	633029
Waste Type:	NINE VATS OF ACID
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	LABORATORY CHEMICALS
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	MERCURY CONTAMINANTS
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	28 METAL STAMPING PRESSES THAT ARE CONTAMINATED
Waste Quantity:	SEVERAL HUNDRED TONS
Waste Code:	Not reported
HW Code:	633029
Waste Type:	WITH PCBS
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	POLYCHLORINATED BIPHENYLS (PCB)
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	BENZ(A)ANTHRACENE
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	BENZO(B)FLUORANTHENE
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	BENZO(A)PYRENE
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633029
Waste Type:	BENZO[K]FLUORANTHENE
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
Crossref ID:	A6-0199-89-04
Cross Ref Type Code:	23
Cross Ref Type:	Agreement/Consent Order Number
Record Added Date:	10/24/2012 9:03:00 AM
Record Updated:	10/24/2012 9:03:00 AM
Updated By:	SRHEIGEL

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

LTANKS:

Site ID:	258622
Spill Number/Closed Date:	9414202 / 1995-06-12
Spill Date:	1995-01-26
Spill Cause:	Tank Failure
Spill Source:	Commercial/Industrial
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
Cleanup Ceased:	1995-02-17
Cleanup Meets Standard:	True
SWIS:	3300
Investigator:	PICKETT
Referred To:	Not reported
Reported to Dept:	1995-01-26
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Other
Last Inspection:	Not reported
Recommended Penalty:	False
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1995-02-01
Spill Record Last Update:	1995-06-13
Spiller Name:	Not reported
Spiller Company:	CITY OF UTICA
Spiller Address:	1 KENNEDY PLAZA
Spiller City,St,Zip:	UTICA, NY 13502
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	6
DER Facility ID:	211644
DEC Memo:	""
Remarks:	"20 CUBIC YARDS OF CONTAMINATED SOIL - TANK REMOVED BY CALLER - UNK. AMOUNT OF PRODUCT."

Material:

Site ID:	258622
Operable Unit ID:	1011622
Operable Unit:	01
Material ID:	372947
Material Code:	0003A
Material Name:	#6 fuel oil
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Not reported
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Site ID:	258622
Spill Tank Test:	1543570
Tank Number:	Not reported

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Tank Size: 0
Test Method: 00
Leak Rate: .00
Gross Fail: Not reported
Modified By: Spills
Last Modified: Not reported
Test Method: Unknown

UST:
Id/Status: 6-600360 / Unregulated/Closed
Program Type: PBS
Region: STATE
DEC Region: 6
Expiration Date: N/A
UTM X: 479401.08295
UTM Y: 4771562.91226
Site Type: Manufacturing (Other than Chemical)/Processing

Affiliation Records:
Site Id: 43184
Affiliation Type: Facility Owner
Company Name: CITY OF UTICA-BOARD OF CONTRACT & SUPPLY OFFICE
Contact Type: Not reported
Contact Name: Not reported
Address1: 1 KENNEDY PLAZA
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 792-0152
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 43184
Affiliation Type: Mail Contact
Company Name: CITY OF UTICA
Contact Type: Not reported
Contact Name: JOHN ZEGARELLI
Address1: 1 KENNEDY PLAZA
Address2: Not reported
City: UTICA
State: NY
Zip Code: 13502
Country Code: 001
Phone: (315) 792-0152
EMail: Not reported
Fax Number: Not reported
Modified By: TRANSLAT
Date Last Modified: 2004-03-04

Site Id: 43184
Affiliation Type: On-Site Operator
Company Name: BOSSERT MANUFACTURING PLANT

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Contact Type:	Not reported
Contact Name:	JOHN ZEGARELLI
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 792-0152
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Site Id:	43184
Affiliation Type:	Emergency Contact
Company Name:	CITY OF UTICA-BOARD OF CONTRACT & SUPPLY OFFICE
Contact Type:	Not reported
Contact Name:	UTICA FIRE DEPT.-HAZ. MAT.
Address1:	Not reported
Address2:	Not reported
City:	Not reported
State:	NN
Zip Code:	Not reported
Country Code:	001
Phone:	(315) 724-5153
EMail:	Not reported
Fax Number:	Not reported
Modified By:	TRANSLAT
Date Last Modified:	2004-03-04

Tank Info:

Tank Number:	1
Tank ID:	121422
Tank Status:	Closed - Removed
Material Name:	Closed - Removed
Capacity Gallons:	10000
Install Date:	Not reported
Date Tank Closed:	01/01/1995
Registered:	True
Tank Location:	Underground
Tank Type:	Steel/carbon steel
Material Code:	0001
Common Name of Substance:	#2 Fuel Oil (On-Site Consumption)

Tightness Test Method:	NN
Date Test:	Not reported
Next Test Date:	Not reported
Pipe Model:	Not reported
Modified By:	TRANSLAT
Last Modified:	03/04/2004

Equipment Records:

I00 - Overfill - None
A00 - Tank Internal Protection - None
C02 - Pipe Location - Underground/On-ground

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

G00 - Tank Secondary Containment - None
H00 - Tank Leak Detection - None
B00 - Tank External Protection - None
F00 - Pipe External Protection - None
J02 - Dispenser - Suction Dispenser
D01 - Pipe Type - Steel/Carbon Steel/Iron

ENG CONTROLS:

Site Code:	58560
HW Code:	633029
Control Code:	15
Control Type:	ENG
Date Record Added:	01/29/2007
Date Rec Updated:	04/18/2016
Updated By:	KCEASTMA
Site Description:	Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.
Env Problem:	Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.
Health Problem:	The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

INST CONTROL:

Site Code:	58560

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Control Name: Soil Management Plan
HW Code: 633029
Control Code: 14
Control Type: INST
Dt record added: 01/29/2007
Dt rec updated: 04/18/2016
Updated By: KCEASTMA
Site Code: 58560
Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.
Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.
Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

Site Code: 58560
Control Name: Ground Water Use Restriction
HW Code: 633029
Control Code: 08
Control Type: INST
Dt record added: 01/29/2007
Dt rec updated: 04/18/2016
Updated By: KCEASTMA
Site Code: 58560
Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site)

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.

Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.

Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

Site Code: 58560
Control Name: Site Management Plan
HW Code: 633029
Control Code: 32
Control Type: INST
Dt record added: 01/05/2007
Dt rec updated: 04/18/2016
Updated By: KCEASTMA
Site Code: 58560
Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.

Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.

Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

Site Code: 58560
Control Name: Monitoring Plan
HW Code: 633029
Control Code: 31
Control Type: INST
Dt record added: 01/05/2007
Dt rec updated: 04/18/2016
Updated By: KCEASTMA
Site Code: 58560

Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.

Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.

Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

Site Code: 58560
Control Name: O&M Plan
HW Code: 633029
Control Code: 33
Control Type: INST
Dt record added: 01/05/2007
Dt rec updated: 04/18/2016
Updated By: KCEASTMA
Site Code: 58560

Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.

Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.

Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

Site Code: 58560
Control Name: IC/EC Plan
HW Code: 633029
Control Code: 34
Control Type: INST
Dt record added: 01/05/2007
Dt rec updated: 04/18/2016
Updated By: KCEASTMA
Site Code: 58560

Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.

Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.

Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

development of the site.

Site Code: 58560
Control Name: Deed Restriction
HW Code: 633029
Control Code: A
Control Type: INST
Dt record added: 01/29/2007
Dt rec updated: 04/18/2016
Updated By: KCEASTMA
Site Code: 58560
Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.
Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.
Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

Site Code: 58560
Control Name: Landuse Restriction
HW Code: 633029
Control Code: 25
Control Type: INST
Dt record added: 01/29/2007
Dt rec updated: 04/18/2016

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Updated By: KCEASTMA
Site Code: 58560
Site Description: Site Location: The former Bossert Manufacturing Site (Bossert Site) is located at 1002 Oswego Street in the City of Utica, Oneida County, New York. This site is located in a mixed industrial, commercial, and residential area known as West Utica. Historical Uses: Prior to its complete demolition in 2002, the Bossert Site consisted of an abandoned 210,000 square foot production facility located on a 6.9 acre parcel. The multi-story complex of connected buildings was a metal stamping, welding and fabricating assembly factory from approximately 1896 to 1985. While in production, Bossert utilized polychlorinated biphenyl (PCB) oils in electrical transformers and in hydraulic metal stamping presses. A Liability Release Letter was issued for the Bossert Site. The Bossert Site was deleted from the Registry of Inactive Hazardous Waste Disposal Sites on September 15, 2008.The new SMP was negotiated and successfully approved April 4, 2013. The details of the site construction were discussed, reviewed and taken into consideration in the revised SMP. The site was successfully transferred to the developer on June 3, 2013, and site construction is scheduled to be mobilized August 1, 2013.Geology and Hydrogeology: The site lies approximately one mile south of the Mohawk River. Site groundwater flow is southeast toward Nail Creek which flows within a box culvert toward the Mohawk River. The site consists of layers of fill (debris, ash, rubble), abandoned foundations/footers, buried slabs and a native gravel layer. The last stage of the previous site remediation was the installation of a mulch cover that was placed over the entire site.
Env Problem: Nature and Extent of contamination:All site remediation work has been completed. Some residual weathered petroleum and residual PCB-contaminated soil remain at this former industrial site. No off-site environmental problems were identified. This site is no longer a significant threat to the environment. The NYSDEC approved Site Management Plan in effect for this site was updated in the current appropriate format and approved in April 2013. The site was transferred to a developer on June 3, 2013, and is scheduled for commercial reconstruction to be mobilized on August 1, 2013.
Health Problem: The former site buildings have been razed. Engineering controls are in place to prevent exposure to known areas of contamination. An approved site management plan is in place to address future development of the site.

HIST UST:
PBS Number: 6-600360
SPDES Number: Not reported
Emergency Contact: UTICA FIRE DEPT.-HAZ. MAT.
Emergency Telephone: (315) 724-5153
Operator: JOHN ZEGARELLI
Operator Telephone: (315) 792-0152
Owner Name: CITY OF UTICA-BOARD OF CONTRACT & SUPPLY OFFICE
Owner Address: 1 KENNEDY PLAZA
Owner City,St,Zip: UTICA, NY 13502
Owner Telephone: (315) 792-0152
Owner Type: Local Government
Owner Subtype: Not reported
Mailing Name: CITY OF UTICA
Mailing Address: 1 KENNEDY PLAZA
Mailing Address 2: Not reported

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Mailing City,St,Zip:	UTICA, NY 13502
Mailing Contact:	JOHN ZEGARELLI
Mailing Telephone:	(315) 792-0152
Owner Mark:	First Owner
Facility Status:	2 - Unregulated by PBS (the total capacity is less than 1,101 gallons) and Subpart 360-14.
Facility Addr2:	Not reported
SWIS ID:	3016
Old PBS Number:	Not reported
Facility Type:	MANUFACTURING
Inspected Date:	Not reported
Inspector:	Not reported
Inspection Result:	Not reported
Federal ID:	Not reported
Certification Flag:	False
Certification Date:	08/19/1994
Expiration Date:	08/19/1999
Renew Flag:	False
Renewal Date:	Not reported
Total Capacity:	0
FAMT:	True
Facility Screen:	No Missing Data
Owner Screen:	No Missing Data
Tank Screen:	0
Dead Letter:	False
CBS Number:	Not reported
Town or City:	UTICA (C)
County Code:	30
Town or City:	16
Region:	6

Tank Id:	1
Tank Location:	UNDERGROUND
Tank Status:	Closed-Removed
Install Date:	Not reported
Capacity (gals):	10000
Product Stored:	NOS 1,2, OR 4 FUEL OIL
Tank Type:	Steel/carbon steel
Tank Internal:	None
Tank External:	None
Pipe Location:	Underground
Pipe Type:	STEEL/IRON
Pipe Internal:	None
Pipe External:	None
Second Containment:	None
Leak Detection:	None
Overfill Prot:	None
Dispenser:	Suction
Date Tested:	Not reported
Next Test Date:	Not reported
Missing Data for Tank:	No Missing Data
Date Closed:	01/01/1995
Test Method:	Not reported
Deleted:	False
Updated:	True
Lat/long:	Not reported

Remove Watermark Wondershare PDFelement

BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

SPILLS:

Facility ID:	0306986
Facility Type:	ER
DER Facility ID:	284263
Site ID:	206182
DEC Region:	6
Spill Date:	2003-10-02
Spill Number/Closed Date:	0306986 / 2006-09-19
Spill Cause:	Unknown
Spill Class:	Not reported
SWIS:	3316
Investigator:	JEDURNIN
Referred To:	Not reported
Reported to Dept:	2003-10-02
CID:	257
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Local Agency
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2003-10-02
Spill Record Last Update:	2006-09-19
Spiller Name:	Not reported
Spiller Company:	OLD BOSSERT SITE
Spiller Address:	1002 OSWEGO ST
Spiller City,St,Zip:	UTICA, NY 13502
Spiller Company:	001
Contact Name:	GENE SANTACROCE
Contact Phone:	(315) 792-0152
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was JOHNSON The following summary is by the Project Manager, John Durnin on September 19, 2006: This Class 2 site has been remediated under the State Superfund Program. There are two Record of Decisions (ROD) associated with this site. The January 1996 ROD was for OU#1 (building and presses) and the March 2002 ROD (subsurface and demolition debris) was for OU#2. The May 2004 Remediation Report for the Bossert Manufacturing Site was approved on July 8, 2004. This documents the removal of the PCB-contaminated demolition debris, related PCB-contaminated soils, buried piping and selected foundations. This removal action occurred between August 2003 and December 2003. The (source) removal and off-site disposal of the on-site underground storage tank and related petroleum-contaminated soil took place between November 2003 and February 2004. All work was performed by the City of Utica. Site work was overseen by the NYSDEC Project Manager, John Durnin. In July 2004 the entire (vacant) site was covered with 6 inches of compost material. All site work has been completed. The undeveloped site continues to be fenced and locked. The Site Soils Management Plan was approved on February 16, 2005. A Liability Release Letter for this site was signed on August 31, 2006. Based on the above remedial work, this Spill No. 0306986 site is closed."
Remarks:	"took pipe apart and oil ran out of pipe"

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BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Material:

Site ID:	206182
Operable Unit ID:	873539
Operable Unit:	01
Material ID:	500583
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	0103816
Facility Type:	ER
DER Facility ID:	171224
Site ID:	206181
DEC Region:	6
Spill Date:	2001-07-10
Spill Number/Closed Date:	0103816 / 2002-11-13
Spill Cause:	Other
Spill Class:	Known release with minimal potential for fire or hazard. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	UNASSIGNED
Referred To:	Not reported
Reported to Dept:	2001-07-10
CID:	252
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-07-10
Spill Record Last Update:	2002-11-19
Spiller Name:	KEN KELLY
Spiller Company:	SUPER FUND
Spiller Address:	1002 OSWEGO ST
Spiller City,St,Zip:	UTICA, NY
Spiller Company:	001
Contact Name:	KEN KELLY
Contact Phone:	(315) 732-3597
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was DER 11/13/2002: SPILL CLEANED UP BY STATE SUPERFUND (DJ). "
Remarks:	"UPON EXCAVATION OF PROPERTY OIL WAS SEEN LEACHING FROM UNDER FOUNDATION. WILL PUMP OUT OIL INTO A TANK FOR TIME BEING. STATE REP IS ON SITE FOR EVALUATION (TOM HIGGINBOTHAM)"

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BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Material:

Site ID:	206181
Operable Unit ID:	842332
Operable Unit:	01
Material ID:	535892
Material Code:	0066A
Material Name:	unknown petroleum
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	.00
Units:	Gallons
Recovered:	.00
Resource Affected:	Not reported
Oxygenate:	Not reported

Tank Test:

Facility ID:	8502367
Facility Type:	ER
DER Facility ID:	171224
Site ID:	206183
DEC Region:	6
Spill Date:	1985-10-04
Spill Number/Closed Date:	8502367 / 1985-10-21
Spill Cause:	Deliberate
Spill Class:	Not reported
SWIS:	3300
Investigator:	UNASSIGNED
Referred To:	Not reported
Reported to Dept:	1985-10-04
CID:	Not reported
Water Affected:	ON GROUND
Spill Source:	Commercial/Industrial
Spill Notifier:	Other
Cleanup Ceased:	1985-10-21
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	Not reported
Spill Record Last Update:	2004-02-19
Spiller Name:	Not reported
Spiller Company:	Not reported
Spiller Address:	Not reported
Spiller City,St,Zip:	***Update***, ZZ
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was 2004/02/19 - Spill_Time was previously blank and replaced with RCVD_Time to fix a data translation problem... Bob Corcoran "
Remarks:	""

Material:

Site ID:	206183

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BOSSERT MANUFACTURING PLANT (Continued) **U002034569**

Operable Unit ID: 896810
Operable Unit: 01
Material ID: 479290
Material Code: 0022
Material Name: waste oil/used oil
Case No.: Not reported
Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

AT220 **UNIVERSAL WASTE, INC.** **NY SHWS** **S106152814**
East **WURZ AVENUE** **N/A**
1/2-1 **UTICA, NY 13502**
0.919 mi.
4850 ft. **Site 1 of 3 in cluster AT**

Relative:
Lower

Actual:
408 ft.

SHWS:
Program: HW
Site Code: 58303
Classification: Significant threat to the public health or environment - action required.
Region: 6
Acres: 20.296
HW Code: 633009
Record Add: 11/18/1999
Record Upd: 02/12/2016
Updated By: DACROSBY
Site Description: Location: The Universal Waste site is located on the intersection of Wurz Ave and Sewage Plant Road in City of Utica, Oneida County. The site is comprised of tax parcels 319.05-1-32, and part of 319.05-1-36, 319-9-1-73 and 319.05-1-37. This fact sheet announces the investigation of off-site areas. Site Features: The site is bordered by the river to the north. On the west side of the site there is a former petroleum bulk storage facility. Immediately east of the Universal Waste site is a former C&D recycling facility which is empty, unoccupied and largely wooded. Further east-southeast of the site is largely wooded and swampy and remains unoccupied. It contains wetlands and channels discharging into Mohawk River. The Mohawk River seems to frequently flood this area. The Universal Waste site is approximately 22 acres. Site is partly fenced. There are few buildings on site. North of the Universal Waste site is generally wooded. There is a storm sewer line transecting the site west to east and draining into a stream in the property east of the site. The stream flows further east into a small pond and from there discharges to Mohawk River.Current Zoning/Use: The site and surrounding area is currently zoned industrial. Historical Uses: The site is an inactive scrap yard salving ferrous and stainless steel. The site handled electrical components, including transformers that contained PCBs. The Universal Waste site is owned by Clearview Acres, Ltd. From approximately 1957 until 2008, the site was operated by Universal Waste, Inc. In 2008, ELG Utica Alloys, Inc. acquired Universal Waste,

Remove Watermark Wondershare PDFelement

UNIVERSAL WASTE, INC. (Continued) **S106152814**

Inc. A work plan to perform a limited on-site remedial investigation of the Universal Waste site was approved in April 2013. Areas located towards the north, east and south are generally referred to as off-site. The off-site remedial investigation and feasibility study (RI/FS) is to be conducted using state superfund monies. A separate work plan is developed and is being implemented. Operable Units: The site consists of two operable units. OU01 is comprised of tax parcels 319.05-1-32, and part of 319.05-1-36, 319-9-1-73 and 319.05-1-37 constituting the Universal Waste, Inc., referred to as on-site. OU02 consist of lands to the north, south and east (including the Mohawk River) of Universal Waste, Inc. site and is referred to as off-site. Site Geology and Hydrology: Currently not known.

Env Problem: Nature and Extent of Contamination: Prior activities include recovering and recycling operations of the ferrous metals and stainless steel has contaminated the site and the down gradient properties with PCBs. The data collected to date shows that the soil and ground water is predominantly contaminated with PCBs and the contamination is migrates off-site and impacting down gradient properties.As result of recycling and recovery operations conducted at the site, large quantities of PCBs were released at the site from approximately 1957 to 1978. PCBs as well as other contaminants were detected in soil and ground water during two preliminary site investigations. One of the PCB contaminated areas is located adjacent to the sewer outfall channel towards east of the Universal Waste Inc. property. Special Resources Impacted/Threatened: PCBs were identified in the discharge channel sediment at levels exceeding Departments guidance values and standards. The backwater area of the Mohawk River is also contaminated with PCBs. In March 1998, the Department's Hale Creek Field Station identified the ditch behind Universal Waste as a PCB "hot spot affecting the Mohawk River. New York State has issued a Fish Consumption Advisory for a reach of the Mohawk River stretching upstream and downstream of the site. Additional studies are required to quantify the release from the Universal Waste site. Significant Threat: The site presents a significant threat to the environment and human health due to the release of PCBs to off-site parcels and the Mohawk River.

Health Problem: The site is fenced and is located in an industrial area. The nearest residence is approximately 2000 feet away. All residences and businesses in the area use public water. Ambient air sample results did not reveal any significant levels of contamination.

Dump: True
Structure: False
Lagoon: False
Landfill: False
Pond: False
Disp Start: 1957
Disp Term: unknown
Lat/Long: 43:06:17:0 / 75:12:48:0
Dell: False
Record Add: 11/18/1999 12:00:00 PM
Record Upd: 10/17/2012 2:24:00 PM
Updated By: ldennist
Own Op: Disp. Owner
Sub Type: NNN
Owner Name: Not reported
Owner Company: UNIVERSAL WASTE, INC.
Owner Address: Not reported

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UNIVERSAL WASTE, INC. (Continued) **S106152814**

Owner Addr2:	Not reported
Owner City,St,Zip:	ZZ
Owner Country:	United States of America
Own Op:	On-Site Operator
Sub Type:	E
Owner Name:	Not reported
Owner Company:	Universal Waste, Inc.
Owner Address:	Wurz Avenue
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America
Own Op:	Document Repository
Sub Type:	C04
Owner Name:	Not reported
Owner Company:	Utica Public Library
Owner Address:	303 Genessee Street
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13501
Owner Country:	United States of America
Own Op:	On-Site Operator
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Universal Waste, Inc.
Owner Address:	Wurz Avenue
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	E
Owner Name:	Not reported
Owner Company:	Universal Waste, Inc.
Owner Address:	Wurz Avenue
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Universal Waste, Inc.
Owner Address:	Wurz Avenue
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America
HW Code:	633009
Waste Type:	PCBS
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
Crossref ID:	NYD980509335
Cross Ref Type Code:	05
Cross Ref Type:	EPA Site ID
Record Added Date:	11/18/1999 12:00:00 PM
Record Updated:	5/10/2001 4:31:00 PM
Updated By:	REGTRANS
Crossref ID:	33-S-72
Cross Ref Type Code:	07
Cross Ref Type:	Muni. Waste ID
Record Added Date:	11/18/1999 12:00:00 PM

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UNIVERSAL WASTE, INC. (Continued) **S106152814**

Record Updated: 2/24/2005 3:54:00 PM
Updated By: INITIAL
Crossref ID: 1404218
Cross Ref Type Code: 01
Cross Ref Type: Spill No.
Record Added Date: 7/25/2014 1:17:00 PM
Record Updated: 7/25/2014 1:17:00 PM
Updated By: MCTIBBE

AT221 **UTICA ALLOYS, INC.** **NY SHWS** **S106152816**
East **LELAND & WURZ AVENUE** **N/A**
1/2-1 **UTICA, NY 13502**
0.919 mi.
4850 ft. **Site 2 of 3 in cluster AT**

Relative:
Lower

Actual:
408 ft.

SHWS:
Program: HW
Site Code: 58745
Classification: Significant threat to the public health or environment - action required.
Region: 6
Acres: 1.956
HW Code: 633047
Record Add: 11/18/1999
Record Upd: 10/21/2015
Updated By: DACROSBY
Site Description: Location: The site is located at the corner of Wurz Avenue and Leland Avenues in an industrialized area of the City of Utica, Oneida County. The site is bordered to the south by the Leland Avenue extension leading to the county sewer plant and Oneida-Herkimer Solid Waste Authority (OHSWA), and then a railroad switching yard that runs east-west. The City of Utica Fire Department Training Facility, an inactive hazardous waste disposal site (the Universal Waste Site (Registry number 633009)), a gravel road, and the Mohawk River are to the north of the site and a bulk petroleum tank farm (terminal) is to the northwest. The City of Utica Transit Authority, Leland and Wurz Avenues, a parking lot, and vacant land are located to the west of the site. The Universal Waste Site and wooded vacant land (United Contractors) are located to the east of the site. Further east is Mohawk River. Site Features: The site is approximately 1.96 acres in size, with a large building (approximately 38,000 square feet) located generally on the northern and eastern side of the site. A pad and a lot largely occupies southern portion of the site. The western portion of the site is lightly vegetated. The site is generally flat. There are no natural features on the site Current Zoning/Use: The site and the area towards west are industrial. Immediate North and east is an industrial property (Universal Waste Inc.). Historical Uses: The Utica Alloys facility recycled specialty metal turnings generated offsite by machining operations typically connected with the production of aerospace parts and equipment. The site was formerly part of the Universal Waste Site, which was used as a waste scrapyard and recycling facility. Hazardous waste disposal occurred at both sites. Presently, the site is part of the ELG Stainless Division. The Stainless Division operates in the warehouse located north of the site (on the Universal Waste Site). The site warehouse is utilized for staging material and warehousing equipment. Based on investigations performed in the past, volatile organic compounds (VOCs) including trichloroethylene (TCE) and polychlorinated

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UTICA ALLOYS, INC. (Continued) **S106152816**

biphenyls (PCBs) contamination were observed in soil and/or ground water. Interim Remedial Measures (IRM) were approved in September 2007. An IRM was conducted to excavate certain areas to eliminate potential sources of TCE and PCB contamination, and to perform ground water monitoring and sub slab and indoor air monitoring. Approximately, 600 tons of soil was excavated and transferred off-site for disposal. An IRM Construction Completion report was approved by the Department in May 2011. The Supplemental CSM Investigation Work Plan is proposed to fully delineate the extent of the contamination. Site Geology and Hydrology: Based on prior data collected, the overburden materials encountered at the site consist of two units: fill and fluvial deposits. Surficial fill materials are found across the site. Fill material consist of sand, silt, gravel and various debris such as brick fragments, cinders, glass, metal and other material. Fill material ranged in thickness from 4 ft to 10 ft. Composition of the fluvial deposits varied ranging from silt and/or clay with little to no gravel to gravel and some sand. Based on regional geologic conditions bedrock could be expected at about 240 ft below grade surface (bgs).In the past, ground water has been encountered at shallow depths ranging from 0.2 to 5 below grade surface (bgs) and was generally flat and trending east towards the Mohawk River.

Env Problem:	Nature and extent of Contamination: Elevated concentrations of TCE have been detected in both groundwater and subsurface soils at this site. The extent of off-site impacts has not been determined. An IRM was completed in 2008 to address PCB. The IRM and related monitoring well reports show that there are elevated TCE levels in site soil and groundwater. An SVI study was also completed which determined that mitigation is necessary. The Department is in process of reviewing Conceptual Site Model Investigation work plan which will determine the extent of contamination. Special resources Impacted: The site is located near the Mohawk River. To date there is no off-site investigation. Off-site groundwater impacts are anticipated as groundwater wells on-site contain chlorinated organics above standards. Significant Threat: The site presents a significant environmental and public health threat due to the ongoing release of contamination to groundwater and soil vapor.
Health Problem:	Groundwater and soil contamination have been documented. However, the area is served by public water and site access is restricted by a perimeter fence.
Dump:	False
Structure:	True
Lagoon:	False
Landfill:	False
Pond:	False
Disp Start:	1957
Disp Term:	unknown
Lat/Long:	43:06:17:0 / 75:12:48:0
Dell:	False
Record Add:	11/18/1999 12:00:00 PM
Record Upd:	10/17/2012 2:48:00 PM
Updated By:	ldennist
Own Op:	Disp. Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	UNIVERSAL WASTE, INC.
Owner Address:	Not reported

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UTICA ALLOYS, INC. (Continued) **S106152816**

Owner Addr2:	Not reported
Owner City,St,Zip:	ZZ
Owner Country:	United States of America
Own Op:	Document Repository
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Utica Public Library
Owner Address:	303 Genessee Street
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13501
Owner Country:	United States of America
Own Op:	On-Site Operator
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Universal Waste, Inc.
Owner Address:	Leland and Wurz Avenues
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	NNN
Owner Name:	Not reported
Owner Company:	Utica Alloys, Inc.
Owner Address:	Leland and Wurz Avenues
Owner Addr2:	Not reported
Owner City,St,Zip:	Utica, NY 13502
Owner Country:	United States of America
Own Op:	Owner
Sub Type:	E
Owner Name:	Not reported
Owner Company:	ELGUA, INC.
Owner Address:	LELAND & WURZ AVE.
Owner Addr2:	Not reported
Owner City,St,Zip:	UTICA, NY 135021
Owner Country:	United States of America
Own Op:	On-Site Operator
Sub Type:	E
Owner Name:	Not reported
Owner Company:	UNIVERSAL WASTE, INC.
Owner Address:	WURZ AVE.
Owner Addr2:	Not reported
Owner City,St,Zip:	UTICA, NY 13502
Owner Country:	United States of America
HW Code:	633047
Waste Type:	TRICHLOROETHYLENE
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
HW Code:	633047
Waste Type:	PCBS
Waste Quantity:	UNKNOWN
Waste Code:	Not reported
Crossref ID:	Not reported
Cross Ref Type Code:	Not reported
Cross Ref Type:	Not reported
Record Added Date:	Not reported
Record Updated:	Not reported
Updated By:	Not reported

Remove Watermark Wondershare PDFelement

AT222
East
1/2-1
0.919 mi.
4850 ft.

Relative:
Lower

Actual:
408 ft.

UTICA ALLOYS, INC.
LELAND & WURZ AVENUE
UTICA, NY

Site 3 of 3 in cluster AT

NY VAPOR REOPENED
NY Spills

EDR ID Number: S102163159
EPA ID Number: N/A

VAPOR REOPENED:
Site Code: 633047
Facility Status: Underway

SPILLS:

Facility ID:	9303701
Facility Type:	ER
DER Facility ID:	100193
Site ID:	308460
DEC Region:	6
Spill Date:	1993-06-03
Spill Number/Closed Date:	9303701 / 1994-08-17
Spill Cause:	Housekeeping
Spill Class:	Possible release with minimal potential for fire or hazard or Known release with no damage. DEC Response. Willing Responsible Party. Corrective action taken.
SWIS:	3300
Investigator:	PICKETT
Referred To:	Not reported
Reported to Dept:	1993-06-03
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	DEC
Cleanup Ceased:	1994-08-17
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1993-07-06
Spill Record Last Update:	1994-08-22
Spiller Name:	Not reported
Spiller Company:	UTICA ALLOYS, INC.
Spiller Address:	LELAND& WURZ AVE. BOX 320
Spiller City,St,Zip:	UTICA, NY 13503
Spiller Company:	001
Contact Name:	Not reported
Contact Phone:	Not reported
DEC Memo:	""
Remarks:	"WHILE ON SITE DURING THE INVEST. OF 93-02906 I OBSERVED SPILLAGE LEAKAGE AROUND DIESEL PUMP-AREA STAINED BLACK, PIPING ON TANK EXPOSED. OWNER NOT ADVISED OF SPILL DUE TO EMER. FOLLOWUP OF 93-02906."

Material:

Site ID:	308460
Operable Unit ID:	985449
Operable Unit:	01
Material ID:	397254
Material Code:	0008
Material Name:	diesel
Case No.:	Not reported

Remove Watermark Wondershare PDFelement

UTICA ALLOYS, INC. (Continued) **S102163159**

Material FA: Petroleum
Quantity: .00
Units: Not reported
Recovered: .00
Resource Affected: Not reported
Oxygenate: Not reported

Tank Test:

223
SSE
1/2-1
0.928 mi.
4899 ft.

Relative:
Higher

Actual:
521 ft.

PRIMOSHIELD, INC. **NY SHWS** **S101008499**
1212 SAINT VINCENT STREET **NY VAPOR REOPENED** **N/A**
UTICA, NY 13501 **NY ENG CONTROLS**
NY INST CONTROL

SHWS:
Program: HW
Site Code: 56258
Classification: Site is properly closed - requires continued management.
Region: 6
Acres: 2.4
HW Code: 633027
Record Add: 11/18/1999
Record Upd: 01/11/2016
Updated By: SLEDWARD
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Dump: False
Structure: True
Lagoon: False
Landfill: False
Pond: False
Disp Start: 1970s
Disp Term: 1985
Lat/Long: 43:05:20:0 / 75:13:41:0
Dell: False
Record Add: 11/18/1999 12:00:00 PM
Record Upd: 11/18/1999 12:00:00 PM
Updated By: INITIAL
Own Op: Disp. Owner
Sub Type: E
Owner Name: RICHARD FEAGIN
Owner Company: PRIMOSHIELD INC.
Owner Address: Not reported
Owner Addr2: Not reported
Owner City,St,Zip: NY
Owner Country: United States of America
Own Op: Owner
Sub Type: C01
Owner Name: J. Michael Mahoney
Owner Company: The City of Utica
Owner Address: Department of Engineering
Owner Addr2: 1 Kennedy Plaza
Owner City,St,Zip: Utica, NY 13502
Owner Country: United States of America

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

HW Code: 633027
Waste Type: HYDROFLUORIC ACID
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633027
Waste Type: CORROSIVE LIQUIDS
Waste Quantity: CONTAINERS
Waste Code: Not reported
HW Code: 633027
Waste Type: SOLVENTS
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633027
Waste Type: METALS
Waste Quantity: UNKNOWN
Waste Code: Not reported
HW Code: 633027
Waste Type: VOLATILE ORGANICS
Waste Quantity: UNKNOWN
Waste Code: Not reported
Crossref ID: Not reported
Cross Ref Type Code: Not reported
Cross Ref Type: Not reported
Record Added Date: Not reported
Record Updated: Not reported
Updated By: Not reported

VAPOR REOPENED:
Site Code: 633027
Facility Status: Complete

ENG CONTROLS:
Site Code: 56258
HW Code: 633027
Control Code: 22
Control Type: ENG
Date Record Added: 02/25/2013
Date Rec Updated: 02/23/2015
Updated By: WBWELLIN
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Site Code: 56258
HW Code: 633027
Control Code: 16
Control Type: ENG
Date Record Added: 02/25/2013
Date Rec Updated: 02/23/2015
Updated By: WBWELLIN
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features:

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

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Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

INST CONTROL:
Site Code: 56258

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

Control Name: Deed Restriction
HW Code: 633027
Control Code: A
Control Type: INST
Dt record added: 02/25/2013
Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.
Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

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Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Site Code: 56258
Control Name: IC/EC Plan
HW Code: 633027
Control Code: 34
Control Type: INST
Dt record added: 02/25/2013
Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

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Site Code: 56258
Control Name: O&M Plan
HW Code: 633027
Control Code: 33
Control Type: INST
Dt record added: 02/25/2013
Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258

Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Site Code: 56258
Control Name: Monitoring Plan
HW Code: 633027
Control Code: 31
Control Type: INST
Dt record added: 02/25/2013
Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Site Code: 56258
Control Name: Site Management Plan
HW Code: 633027
Control Code: 32
Control Type: INST
Dt record added: 02/25/2013

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site’s discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.
Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Site Code: 56258
Control Name: Soil Management Plan
HW Code: 633027
Control Code: 14
Control Type: INST
Dt record added: 02/25/2013
Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

Remove Watermark Wondershare PDFelement

PRIMOSHIELD, INC. (Continued) **S101008499**

Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Site Code: 56258
Control Name: Ground Water Use Restriction
HW Code: 633027
Control Code: 08
Control Type: INST
Dt record added: 02/25/2013
Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258

Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included in the original Primoshield property was an adjacent gravel parking lot not owned by Primoshield. The city of Utica is currently the owner of the remediated site. When the facility was abandoned, a number of drums and open vats (some containing acids, cyanide solutions and spent plating solutions) were left scattered over the entire property. In 1986 and 1987, EPA removed and disposed all of the containerized wastes at approved disposal locations. All of the structures on the property were demolished and also removed. Soil and groundwater contamination was confirmed. NYSDEC negotiated a Title 3 Consent Order and a State Assistance contract with the City for a Remedial Investigation/ Feasibility Study (RI/FS). Field work for the RI was completed in October of 1993. The RI/FS was completed in 1995, and a Record of Decision (ROD) was signed on March 22, 1995. The ROD

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PRIMOSHIELD, INC. (Continued) **S101008499**

called for construction of a groundwater pump and treat (P&T) system where contaminated groundwater was treated by carbon filtration prior to being discharged to a POTW. The P&T system worked effectively, the groundwater contaminant levels dropped significantly over time, and the carbon filters were removed in the spring of 2001. The system now collects groundwater and pumps it to the POTW under permit. Continuing site management consists of five-quarter groundwater samplings, maintenance of the pumping system, six-month inspections (they were monthly through 2012), administration of the site's discharge permit, and an annual IC/EC certification report. Site Geology and Hydrogeology:Dense, silt-rich clay over shale. Depth to groundwater is five to ten feet below the ground surface.

Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

Site Code: 56258
Control Name: Landuse Restriction
HW Code: 633027
Control Code: 25
Control Type: INST
Dt record added: 02/25/2013
Dt rec updated: 02/23/2015
Updated By: WBWELLIN
Site Code: 56258
Site Description: Location: The Primoshield Site consists of all or portions of six properties situated between Conkling Avenue and St. Vincent Street in Utica. The main focus is two parcels designated as 1223 Conkling Avenue (tax map parcel number 41) and 1212 St. Vincent Street (tax map parcel number 33). The Primoshield site is located in a mixed commercial/ residential area of Utica in Oneida County.Site Features: As of 2004, the remediated site is a fenced, 0.82-acre lawn containing a small concrete block building. The lawn is currently mowed by the city of Utica. Additional contiguous property, 1.58 acres, was investigated and deemed not to need remediation. Current Zoning/Use(s): Primarily commercial land with a tiny piece of residential property within the fenced area. Historical Use(s):Primoshield was a metal electroplating facility that was abandoned in August of 1985. The property consisted of office and factory buildings, a small laboratory and a storage trailer. Included

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PRIMOSHIELD, INC. (Continued) **S101008499**

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Env Problem: Prior to RemediationBased upon investigations conducted, the primary contaminants of concern at the site include cadmium, chromium, trichloroethene, trichloroethane, TCE, dichloroethane, benzene, toluene and metals (spent plating solutions), acids, and cyanide solutions.Post-RemediationAnalytical data shows that the groundwater impact has diminished, indicating that the remedy was effective. The carbon filters were removed in 2001, and the groundwater is now pumped directly to the POTW.Consequently, the frequency of groundwater monitoring was reduced in 2002 to once every 15 months. A Vapor Intrusion evaluation was conducted in 2008. The evaluation recommended no further action with respect to vapor intrusion.Groundwater results in 2014 indicate low-level groundwater contamination by volatile organic compounds and nickel which is similar to what has been observed since 2002.

Health Problem: Contaminated surface soils have been removed from the site as well as a neighboring private residence. Additional efforts to eliminate the entry of contaminated groundwater into the basement of a neighboring home have been completed. Recent samples collected from the adjacent private residence did not reveal any site related contamination.

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Count: 9 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
UTICA	1001212305	BARNES RD. TIRE FIRE	CORNER BARNES AVE. & DOUSHARM	13502	SEMS-ARCHIVE
UTICA	S100159044	NORSTAR BANK	COURT ST		NY LTANKS, NY Spills
UTICA	S108146611	WESTINGHOUSE ELECTRIC (UTICA)	GENESEE AND WURTZ STREETS		NY HSWDS
UTICA	1003863533	WESTINGHOUSE ELECTRIC TRANSFORMER	GENESEE ST	13501	SEMS-ARCHIVE
UTICA	S113492643	MATT PETROLEUM	LELAND AVENUE	13502	NY SHWS
UTICA	1000137069	NEW YORK EMULSIONS TAR PRODUCTS	WASHINGTON ST.	13501	SEMS
UTICA	S110043678	NEW YORK EMULSIONS TAR PRODUCTS	WASHINGTON STREET	13502	NY SHWS, NY ENG CONTROLS, NY INST CONTROL
UTICA	S105586398	NM - UTICA HARBOR POINT MGP	WASHINGTON STREET	13502	NY SHWS
WHITESBORO	S100131278	UTICA CASKET	RT 69 ORISKANY BLVD		NY LTANKS

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/13/2015
Date Data Arrived at EDR: 01/06/2016
Date Made Active in Reports: 05/20/2016
Number of Days to Update: 135

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/22/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

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SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 04/05/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 10

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/22/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2015
Date Data Arrived at EDR: 05/29/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 13

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/12/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/28/2016
Date Data Arrived at EDR: 03/30/2016
Date Made Active in Reports: 05/20/2016
Number of Days to Update: 51

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/28/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

State- and tribal - equivalent CERCLIS

SHWS: Inactive Hazardous Waste Disposal Sites in New York State

Referred to as the State Superfund Program, the Inactive Hazardous Waste Disposal Site Remedial Program is the cleanup program for inactive hazardous waste sites and now includes hazardous substance sites

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Annually

VAPOR REOPENED: Vapor Intrustion Legacy Site List

New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

Date of Government Version: 08/01/2015
Date Data Arrived at EDR: 11/19/2015
Date Made Active in Reports: 12/10/2015
Number of Days to Update: 21

Source: Department of Environmenal Conservation
Telephone: 518-402-9814
Last EDR Contact: 05/20/2016
Next Scheduled EDR Contact: 08/29/2016
Data Release Frequency: Varies

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: Facility Register

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 64

Source: Department of Environmental Conservation
Telephone: 518-457-2051
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Semi-Annually

State and tribal leaking storage tank lists

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/13/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 118

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 12/11/2015
Date Data Arrived at EDR: 02/19/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 105

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/26/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/27/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 02/17/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 02/12/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 112

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LTANKS: Spills Information Database

Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/12/2016
Number of Days to Update: 54

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 05/19/2016
Next Scheduled EDR Contact: 08/29/2016
Data Release Frequency: Varies

HIST LTANKS: Listing of Leaking Storage Tanks

A listing of leaking underground and aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills. In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY LTANKS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Varies

UST: Petroleum Bulk Storage (PBS) Database

Facilities that have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: No Update Planned

CBS UST: Chemical Bulk Storage Database

Facilities that store regulated hazardous substances in underground tanks of any size

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 10/24/2005
Next Scheduled EDR Contact: 01/23/2006
Data Release Frequency: No Update Planned

MOSF UST: Major Oil Storage Facilities Database

Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CBS: Chemical Bulk Storage Site Listing
These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

MOSF: Major Oil Storage Facility Site Listing
These facilities may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

AST: Petroleum Bulk Storage
Registered Aboveground Storage Tanks.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: No Update Planned

CBS AST: Chemical Bulk Storage Database
Facilities that store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

MOSF AST: Major Oil Storage Facilities Database
Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/05/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 35

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/26/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Semi-Annually

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/25/2016
Date Data Arrived at EDR: 04/27/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 37

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 01/26/2016
Date Data Arrived at EDR: 02/05/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 119

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/23/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 65

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 12/03/2015
Date Data Arrived at EDR: 02/04/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 120

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Semi-Annually

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/05/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 52

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/27/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

TANKS: Storage Tank Faciliy Listing

This database contains records of facilities that are or have been regulated under Bulk Storage Program. Tank information for these facilities may not be releasable by the state agency.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 03/31/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 20

Source: Department of Environmental Conservation
Telephone: 518-402-9543
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Quarterly

State and tribal institutional control / engineering control registries

ENV RES DECL: Environmental Restrictive Declarations

The Environmental Restrictive Declarations (ERD) listed were recorded in connection with a zoning action against the noted Tax Blocks and Tax Lots, or portion thereof, and are available in the property records on file at the Office of the City Register for Bronx, Kings, New York and Queens counties or at the Richmond County Clerk's office. They contain environmental requirements with respect to hazardous materials, air quality and/or noise in accordance with Section 11-15 of this Resolution.

Date of Government Version: 02/04/2016
Date Data Arrived at EDR: 03/24/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 27

Source: New York City Department of City Planning
Telephone: 212-720-3300
Last EDR Contact: 06/21/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

RES DECL: Restrictive Declarations Listing

A restrictive declaration is a covenant running with the land which binds the present and future owners of the property. As a condition of certain special permits, the City Planning Commission may require an applicant to sign and record a restrictive declaration that places specified conditions on the future use and development of the property. Certain restrictive declarations are indicated by a D on zoning maps.

Date of Government Version: 11/18/2010
Date Data Arrived at EDR: 06/30/2014
Date Made Active in Reports: 07/21/2014
Number of Days to Update: 21

Source: NYC Department of City Planning
Telephone: 212-720-3401
Last EDR Contact: 06/24/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

ENG CONTROLS: Registry of Engineering Controls

Environmental Remediation sites that have engineering controls in place.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

INST CONTROL: Registry of Institutional Controls

Environmental Remediation sites that have institutional controls in place.

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Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Agreements

New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9711
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Semi-Annually

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Brownfields Site List

A Brownfield is any real property where redevelopment or re-use may be complicated by the presence or potential presence of a hazardous waste, petroleum, pollutant, or contaminant.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9764
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Semi-Annually

ERP: Environmental Restoration Program Listing

In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a $200 million Environmental Restoration or Brownfields Fund as part of the $1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/21/2016
Date Data Arrived at EDR: 03/22/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: Registered Recycling Facility List

A listing of recycling facilities.

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 64

Source: Department of Environmental Conservation
Telephone: 518-402-8705
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Semi-Annually

SWTIRE: Registered Waste Tire Storage & Facility List

A listing of facilities registered to accept waste tires.

Date of Government Version: 08/01/2006
Date Data Arrived at EDR: 11/15/2006
Date Made Active in Reports: 11/30/2006
Number of Days to Update: 15

Source: Department of Environmental Conservation
Telephone: 518-402-8694
Last EDR Contact: 01/15/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 08/05/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/20/2016
Next Scheduled EDR Contact: 10/07/2016
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Remove Watermark Wondershare PDFelement

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/04/2016
Date Data Arrived at EDR: 06/03/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 40

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/31/2016
Next Scheduled EDR Contact: 06/13/2016
Data Release Frequency: No Update Planned

DEL SHWS: Delisted Registry Sites

A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/07/2016
Number of Days to Update: 49

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Annually

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/04/2016
Date Data Arrived at EDR: 06/03/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 40

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/31/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

HIST UST: Historical Petroleum Bulk Storage Database

These facilities have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. It is no longer updated due to the sensitive nature of the information involved. See UST for more current data.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2006
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: Varies

HIST AST: Historical Petroleum Bulk Storage Database

These facilities have petroleum storage capabilities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. No longer updated due to the sensitive nature of the information involved. See AST for more current data.

Remove Watermark Wondershare PDFelement

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2006
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Spill Liens Information

Lien information from the Oil Spill Fund.

Date of Government Version: 02/08/2016
Date Data Arrived at EDR: 02/10/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 41

Source: Office of the State Comptroller
Telephone: 518-474-9034
Last EDR Contact: 08/08/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/02/2015
Number of Days to Update: 68

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/28/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

SPILLS: Spills Information Database

Data collected on spills reported to NYSDEC as required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

Date of Government Version: 05/17/2016
Date Data Arrived at EDR: 05/19/2016
Date Made Active in Reports: 07/12/2016
Number of Days to Update: 54

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 05/19/2016
Next Scheduled EDR Contact: 08/29/2016
Data Release Frequency: Varies

HIST SPILLS: SPILLS Database

This database contains records of chemical and petroleum spill incidents. Under State law, petroleum and hazardous chemical spills that can impact the waters of the state must be reported by the spiller (and, in some cases, by anyone who has knowledge of the spills). In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY SPILLS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 12/14/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/12/2013
Number of Days to Update: 40

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS 80: SPILLS80 data from FirstSearch

Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

Date of Government Version: 11/02/2010
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 34

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 06/30/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 06/10/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Remove Watermark Wondershare PDFelement

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/15/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/01/2015
Date Data Arrived at EDR: 09/03/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/08/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Remove Watermark Wondershare PDFelement

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/24/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 133

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/24/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/25/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/07/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2015
Date Data Arrived at EDR: 08/26/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/25/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Remove Watermark Wondershare PDFelement

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 08/12/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 33

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 01/23/2015
Date Data Arrived at EDR: 02/06/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 12/05/2016
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/17/2016
Next Scheduled EDR Contact: 12/05/2016
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Remove Watermark Wondershare PDFelement

Date of Government Version: 03/07/2016
Date Data Arrived at EDR: 03/18/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 28

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 09/05/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/09/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/10/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 07/29/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2015
Date Data Arrived at EDR: 07/09/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/07/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Remove Watermark Wondershare PDFelement

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/02/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/02/2015
Number of Days to Update: 46

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/24/2015
Date Made Active in Reports: 09/30/2015
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/27/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/15/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/11/2016
Date Data Arrived at EDR: 03/15/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 80

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/26/2016
Next Scheduled EDR Contact: 11/21/2016
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Remove Watermark Wondershare PDFelement

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/23/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/08/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 69

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 69

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/10/2016
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/09/2016
Date Data Arrived at EDR: 03/02/2016
Date Made Active in Reports: 04/15/2016
Number of Days to Update: 44

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/02/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Remove Watermark Wondershare PDFelement

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 06/03/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 06/03/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/20/2015
Date Data Arrived at EDR: 09/09/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 55

Source: EPA
Telephone: (212) 637-3000
Last EDR Contact: 06/08/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 03/01/2016
Date Data Arrived at EDR: 03/03/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/12/2016
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2015
Date Data Arrived at EDR: 01/29/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 67

Source: Department of Defense
Telephone: 571-373-0407
Last EDR Contact: 06/20/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

AIRS: Air Emissions Data

Point source emissions inventory data.

Date of Government Version: 01/25/2016
Date Data Arrived at EDR: 02/16/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8452
Last EDR Contact: 07/25/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: Annually

COAL ASH: Coal Ash Disposal Site Listing

A listing of coal ash disposal site locations.

Remove Watermark Wondershare PDFelement

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/15/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 63

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

DRYCLEANERS: Registered Drycleaners

A listing of all registered drycleaning facilities.

Date of Government Version: 03/25/2016
Date Data Arrived at EDR: 04/12/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 66

Source: Department of Environmental Conservation
Telephone: 518-402-8403
Last EDR Contact: 06/13/2016
Next Scheduled EDR Contact: 09/26/2016
Data Release Frequency: Varies

E DESIGNATION: E DESIGNATION SITE LISTING

The (E (Environmental)) designation would ensure that sampling and remediation take place on the subject properties, and would avoid any significant impacts related to hazardous materials at these locations. The (E) designations would require that the fee owner of the sites conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designations also include a mandatory construction-related health and safety plan which must be approved by NYCDEP.

Date of Government Version: 03/14/2016
Date Data Arrived at EDR: 03/24/2016
Date Made Active in Reports: 04/20/2016
Number of Days to Update: 27

Source: New York City Department of City Planning
Telephone: 718-595-6658
Last EDR Contact: 06/21/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial assurance information.

Date of Government Version: 04/06/2016
Date Data Arrived at EDR: 04/08/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 84

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 07/01/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Quarterly

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for hazardous waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 12/01/2015
Date Data Arrived at EDR: 12/29/2015
Date Made Active in Reports: 02/11/2016
Number of Days to Update: 44

Source: Department of Environmental Conservation
Telephone: 518-402-8712
Last EDR Contact: 08/15/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: Varies

HSWDS: Hazardous Substance Waste Disposal Site Inventory

The list includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-Registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity. The last version of the study inventory is frozen in time. The sites on the study will not automatically be made Superfund sites, rather each site will be further evaluated for listing on the Registry. So overtime they will be added to the registry or not.

Remove Watermark Wondershare PDFelement

Date of Government Version: 01/01/2003
Date Data Arrived at EDR: 10/20/2006
Date Made Active in Reports: 11/30/2006
Number of Days to Update: 41

Source: Department of Environmental Conservation
Telephone: 518-402-9564
Last EDR Contact: 05/26/2009
Next Scheduled EDR Contact: 08/24/2009
Data Release Frequency: No Update Planned

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 05/01/2016
Date Data Arrived at EDR: 05/06/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 42

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/03/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Annually

SPDES: State Pollutant Discharge Elimination System

New York State has a state program which has been approved by the United States Environmental Protection Agency for the control of wastewater and stormwater discharges in accordance with the Clean Water Act. Under New York State law the program is known as the State Pollutant Discharge Elimination System (SPDES) and is broader in scope than that required by the Clean Water Act in that it controls point source discharges to groundwaters as well as surface waters.

Date of Government Version: 05/03/2016
Date Data Arrived at EDR: 05/10/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 38

Source: Department of Environmental Conservation
Telephone: 518-402-8233
Last EDR Contact: 08/08/2016
Next Scheduled EDR Contact: 11/07/2016
Data Release Frequency: No Update Planned

UIC: Underground Injection Control Wells

A listing of enhanced oil recovery underground injection wells.

Date of Government Version: 06/06/2016
Date Data Arrived at EDR: 06/08/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 23

Source: Department of Environmental Conservation
Telephone: 518-402-8056
Last EDR Contact: 06/08/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/20/2015
Date Data Arrived at EDR: 09/23/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 103

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/22/2016
Next Scheduled EDR Contact: 10/03/2016
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/24/2016
Date Data Arrived at EDR: 05/25/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 49

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/25/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Conservation in New York.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: Department of Environmental Conservation
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Conservation in New York.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/10/2014
Number of Days to Update: 193

Source: Department of Environmental Conservation
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

CORTLAND COUNTY:

Cortland County Storage Tank Listing

A listing of aboveground storage tank sites located in Cortland County.

Date of Government Version: 05/18/2016
Date Data Arrived at EDR: 05/24/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 38

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Quarterly

Cortland County Storage Tank Listing

A listing of underground storage tank sites located in Cortland County.

Date of Government Version: 05/18/2016
Date Data Arrived at EDR: 05/24/2016
Date Made Active in Reports: 07/01/2016
Number of Days to Update: 38

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Quarterly

NASSAU COUNTY:

Registered Tank Database

A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 04/22/2016
Date Data Arrived at EDR: 04/26/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 52

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 07/05/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: No Update Planned

Storage Tank Database

A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 03/29/2011
Number of Days to Update: 34

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

Registered Tank Database in Nassau County

A listing of facilities in Nassau County with storage tanks.

Date of Government Version: 04/22/2016
Date Data Arrived at EDR: 04/26/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 52

Source: Nassau County Department of Health
Telephone: 516-227-9691
Last EDR Contact: 07/05/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: Varies

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Registered Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 04/22/2016
Date Data Arrived at EDR: 04/26/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 52

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 07/05/2016
Next Scheduled EDR Contact: 10/17/2016
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 03/29/2011
Number of Days to Update: 34

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

ROCKLAND COUNTY:

Petroleum Bulk Storage Database
A listing of aboveground storage tank sites located in Rockland County.

Date of Government Version: 04/12/2016
Date Data Arrived at EDR: 04/15/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 63

Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 06/06/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

Petroleum Bulk Storage Database
A listing of underground storage tank sites located in Rockland County.

Date of Government Version: 04/12/2016
Date Data Arrived at EDR: 04/15/2016
Date Made Active in Reports: 06/17/2016
Number of Days to Update: 63

Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 06/06/2016
Next Scheduled EDR Contact: 09/19/2016
Data Release Frequency: Quarterly

SUFFOLK COUNTY:

Storage Tank Database
A listing of aboveground storage tank sites located in Suffolk County.

Date of Government Version: 03/03/2015
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/23/2015
Number of Days to Update: 13

Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of underground storage tank sites located in Suffolk County.

Date of Government Version: 03/03/2015
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/23/2015
Number of Days to Update: 13

Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: No Update Planned

WESTCHESTER COUNTY:

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Listing of Storage Tanks
A listing of aboveground storage tank sites located in Westchester County.

Date of Government Version: 02/19/2016
Date Data Arrived at EDR: 02/24/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 27

Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

Listing of Storage Tanks
A listing of underground storage tank sites located in Westchester County.

Date of Government Version: 02/19/2016
Date Data Arrived at EDR: 02/24/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 27

Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 11/14/2016
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/10/2016
Next Scheduled EDR Contact: 11/28/2016
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/17/2015
Date Made Active in Reports: 08/12/2015
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/11/2016
Next Scheduled EDR Contact: 10/24/2016
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/24/2015
Date Made Active in Reports: 08/18/2015
Number of Days to Update: 25

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/18/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/01/2016
Next Scheduled EDR Contact: 09/05/2016
Data Release Frequency: Annually

Remove Watermark Wondershare PDFelement

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VT MANIFEST: Hazardous Waste Manifest Data
Hazardous waste manifest information.

Date of Government Version: 05/02/2016
Date Data Arrived at EDR: 05/24/2016
Date Made Active in Reports: 07/13/2016
Number of Days to Update: 50

Source: Department of Environmental Conservation
Telephone: 802-241-3443
Last EDR Contact: 07/18/2016
Next Scheduled EDR Contact: 10/31/2016
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 50

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/13/2016
Next Scheduled EDR Contact: 09/26/2016
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Daycare Centers: Day Care Providers
Source: Department of Health
Telephone: 212-676-2444

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

MVHS - DOWNTOWN LOCATION
PROPOSED DOWNTOWN LOCATION
UTICA, NY 13502

TARGET PROPERTY COORDINATES

Latitude (North):	43.103526 - 43° 6' 12.69''
Longitude (West):	75.234865 - 75° 14' 5.51''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	480888.2
UTM Y (Meters):	4772123.0
Elevation:	430 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5938355 UTICA EAST, NY
Version Date:	2013
Southwest Map:	5938535 UTICA WEST, NY
Version Date:	2013

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

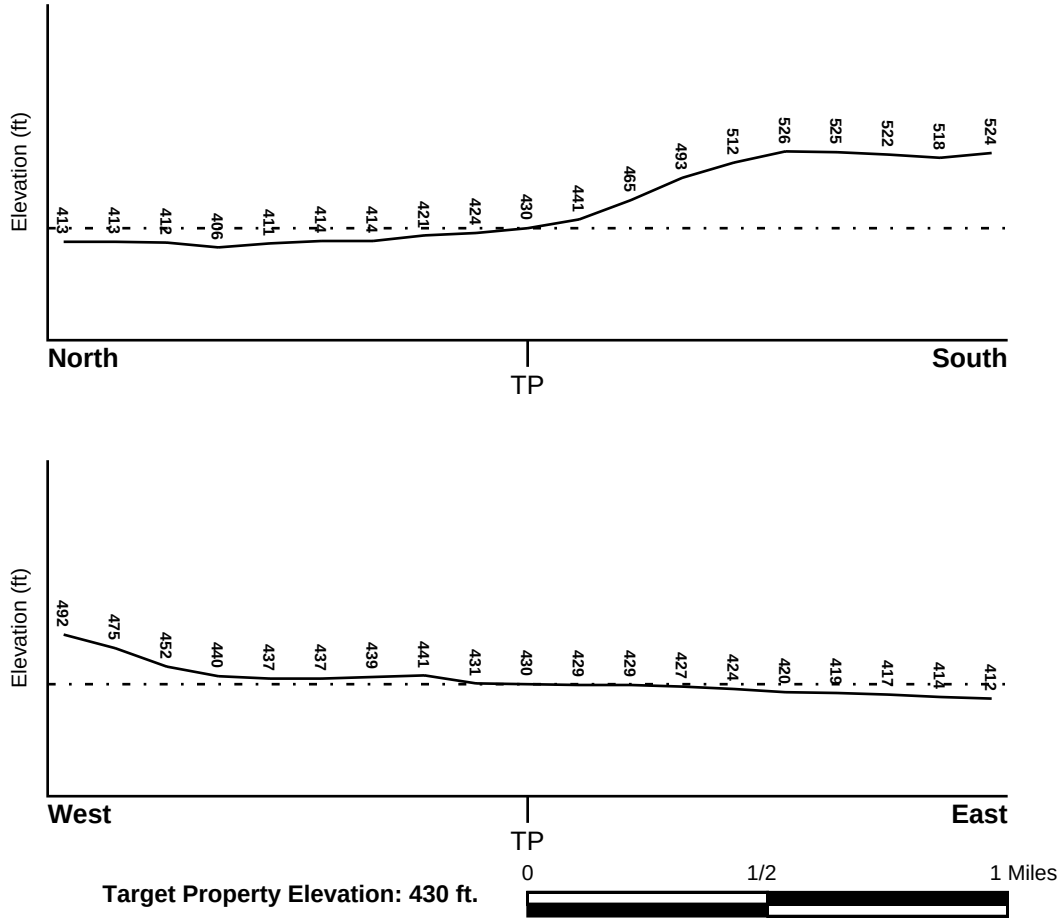
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
ONEIDA, NY	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 3605580003A - FEMA Q3 Flood data

Additional Panels in search area:
3605330022B - FEMA Q3 Flood data
3605580002A - FEMA Q3 Flood data
3605580001A - FEMA Q3 Flood data
3605580004A - FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
UTICA EAST	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Paleozoic
System:	Ordovician
Series:	Middle Ordovician (Mohawkian)
Code:	O2 *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

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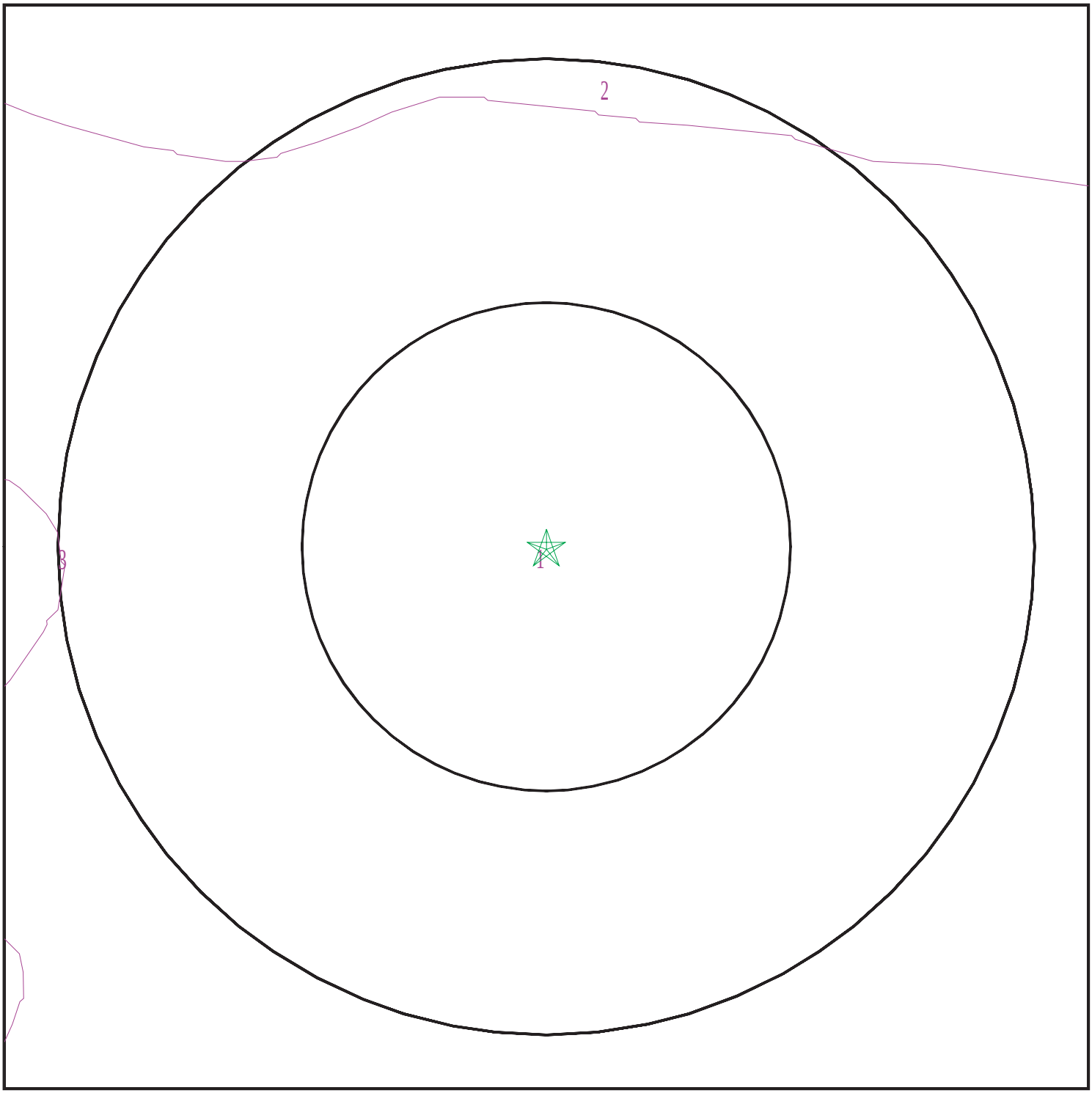
Wondershare PDFelement

SSURGO SOIL MAP - 04703074.2r



Target Property
SSURGO Soil
Water

SITE NAME:	MVHS - Downtown Location	CLIENT:	O Brien & Gere Engineers, Inc.
ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
LAT/LONG:	43.103526 / 75.234865	INQUIRY #:	04703074.2r
		DATE:	August 18, 2016 9:27 am

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: URBAN LAND

Soil Surface Texture:
Hydrologic Group: Not reported

Soil Drainage Class:
Hydric Status: Unknown

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches		Not reported	Not reported	Max: Min:	Max: Min:

Soil Map ID: 2

Soil Component Name: UDORTHENTS, SMOOTHED

Soil Surface Texture:
Hydrologic Group: Not reported

Soil Drainage Class: Moderately well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 137 inches

No Layer Information available.

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 3

Soil Component Name: ALTON

Soil Surface Texture: very gravelly sandy loam

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Well drained

Hydric Status: Unknown

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	24 inches	40 inches	very gravelly sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 7.3 Min: 5.1
2	9 inches	24 inches	very gravelly fine sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 7.3 Min: 5.1
3	0 inches	9 inches	gravelly loam	Not reported	Not reported	Max: 42 Min: 14	Max: 5.5 Min: 4.5
4	40 inches	57 inches	very gravelly sandy loam	Not reported	Not reported	Max: 42 Min: 14	Max: 7.3 Min: 5.1
5	57 inches	72 inches	very gravelly loamy sand	Not reported	Not reported	Max: 141 Min: 42	Max: 7.8 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000871621	0 - 1/8 Mile WSW
2	USGS40000871557	1/8 - 1/4 Mile SW
3	USGS40000871526	1/4 - 1/2 Mile SW
4	USGS40000871612	1/2 - 1 Mile West
A5	USGS40000871839	1/2 - 1 Mile WNW
A6	USGS40000871840	1/2 - 1 Mile WNW
7	USGS40000871869	1/2 - 1 Mile NW
8	USGS40000871814	1/2 - 1 Mile ENE
B9	USGS40000871704	1/2 - 1 Mile East
B10	USGS40000871702	1/2 - 1 Mile East
B11	USGS40000871703	1/2 - 1 Mile East

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

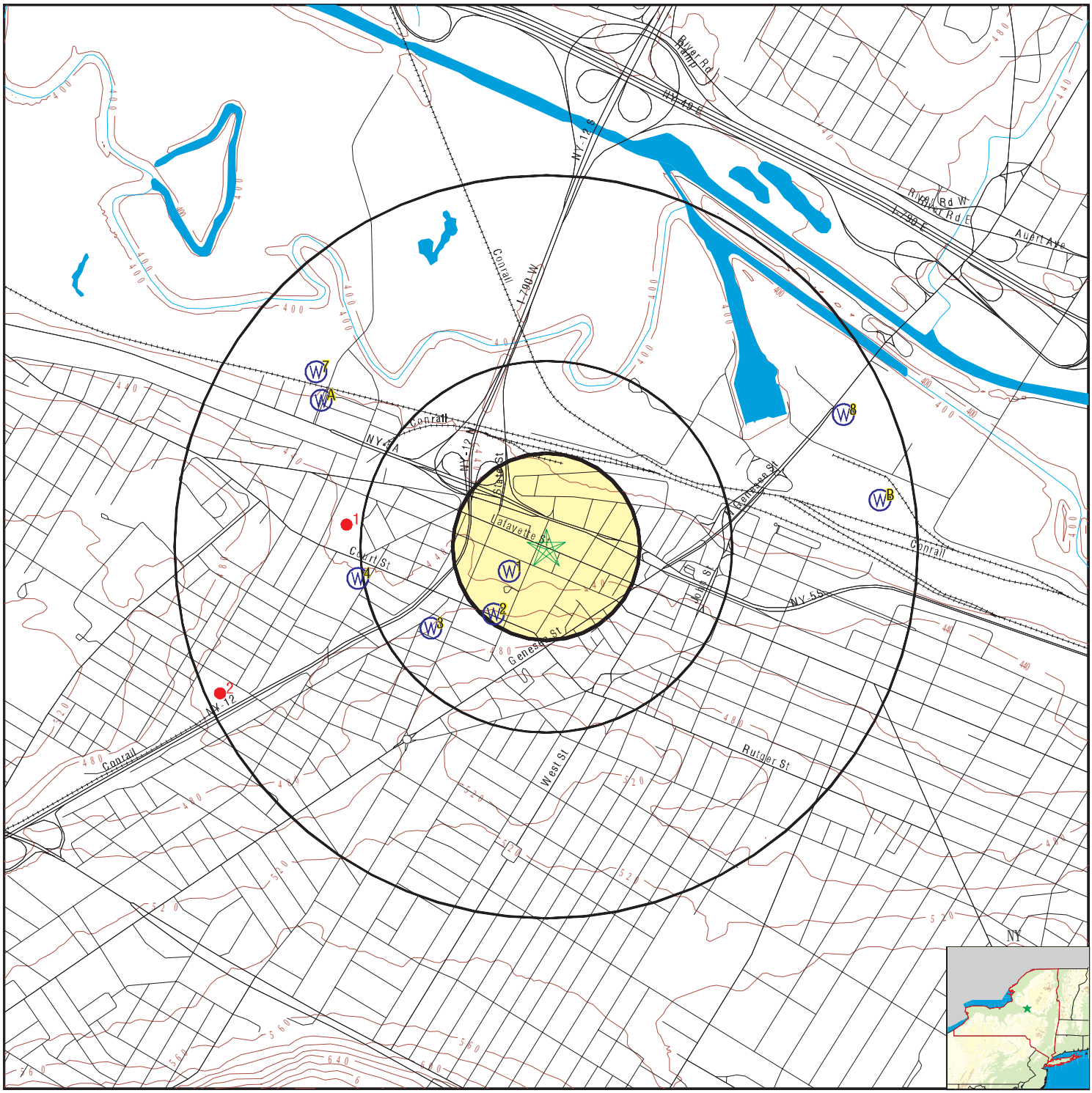
OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	NYOG80000035892	1/2 - 1 Mile West
2	NYOG80000035891	1/2 - 1 Mile WSW

Remove Watermark
Wondershare PDFelement

PHYSICAL SETTING SOURCE MAP - 04703074.2r



- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	MVHS - Downtown Location	CLIENT:	O Brien & Gere Engineers, Inc.
ADDRESS:	Proposed Downtown Location Utica NY 13502	CONTACT:	Chris Dousharm
		INQUIRY #:	04703074.2r
LAT/LONG:	43.103526 / 75.234865	DATE:	August 18, 2016 9:27 am

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
WSW
0 - 1/8 Mile
Higher

FED USGS **USGS40000871621**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430609075141401		
Monloc name:	OE 49		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1025698
Longitude:	-75.2368309	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	460
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand and Gravel		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

2
SW
1/8 - 1/4 Mile
Higher

FED USGS **USGS40000871557**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430603075141701		
Monloc name:	OE 50		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1009031
Longitude:	-75.2376643	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	440
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Utica Shale		

Remove Watermark Wondershare PDFelement

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

3
SW
1/4 - 1/2 Mile
Higher

FED USGS **USGS40000871526**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430601075142901		
Monloc name:	OE 61		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1003475
Longitude:	-75.2409977	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	440
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Utica Shale		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

4
West
1/2 - 1 Mile
Higher

FED USGS **USGS40000871612**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430608075144301		
Monloc name:	OE 10		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.102292
Longitude:	-75.2448867	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Utica Shale		

Remove Watermark Wondershare PDFelement

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	1755
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

A5
WNW **FED USGS** **USGS40000871839**
1/2 - 1 Mile
Lower

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430633075145001		
Monloc name:	OE1443		
Monloc type:	Well: Test hole not completed as a well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1092364
Longitude:	-75.2468314	Sourcemap scale:	62500
Horiz Acc measure:	5	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	415
Vert measure units:	feet	Vertacc measure val:	10
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	61.9
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1931-06-12	9.2	

A6
WNW **FED USGS** **USGS40000871840**
1/2 - 1 Mile
Lower

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430633075145002		
Monloc name:	OE1444		
Monloc type:	Well: Test hole not completed as a well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1092364
Longitude:	-75.2468314	Sourcemap scale:	62500

Remove Watermark Wondershare PDFelement

Horiz Acc measure:	5	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	415
Vert measure units:	feet	Vertacc measure val:	10
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	70.6
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1931-07-28	5.2	

7
NW
1/2 - 1 Mile
Lower

FED USGS **USGS40000871869**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430637075145101		
Monloc name:	OE 14		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1103475
Longitude:	-75.2471092	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand and Gravel		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	104
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

8
ENE
1/2 - 1 Mile
Lower

FED USGS **USGS40000871814**

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430631075131001		
Monloc name:	OE1325		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1086809
Longitude:	-75.2190527	Sourcemap scale:	24000
Horiz Acc measure:	5	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	405
Vert measure units:	feet	Vertacc measure val:	10
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	35
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

B9
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000871704**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430619075130303		
Monloc name:	OE 13		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1053475
Longitude:	-75.2171081	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	103
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

B10
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000871702**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430619075130301		
Monloc name:	OE 11		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1053475
Longitude:	-75.2171081	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	75
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

B11
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000871703**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-430619075130302		
Monloc name:	OE 12		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02020004	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	43.1053475
Longitude:	-75.2171081	Sourcemap scale:	24000
Horiz Acc measure:	10	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	400
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Sand and gravel aquifers (glaciated regions)		
Formation type:	Sand		

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	75
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
West
1/2 - 1 Mile

OIL_GAS **NYOG80000035892**

Api wellno:	31065006960000	Cnty:	65
Hole:	696	Sidetrck:	0
Completion:	0	Well name:	Globe Woolen Works 1
Company na:	Globe Woolen Works	Operator n:	9513
Well type:	DW	Map symbol:	DH
Well statu:	UN	Date statu:	Not Reported
Date permi:	Not Reported	Permit iss:	Not Reported
Date spudd:	1896-01-01 00:00:00	Date total:	Not Reported
Date well :	Not Reported	Date wel00:	Not Reported
Date wel01:	Not Reported	Confid:	No
Town:	Utica	Quad:	Utica East
Quadsec:	A	Producing :	Not Applicable
Producin00:	Not Applicable	Financial :	Not Reported
Slant:	Vertical	County:	Oneida
Region:	6	State leas:	NA
Proposed d:	0	Surface lo:	SURF
Surface 00:	-75.24549		
Surface la:	43.10439		
Bottom hol:	BH		
Bottom h00:	-75.24549		
Bottom h01:	43.10439		
True verti:	1720	Measured d:	1720
Kickoff:	0	Drilleddep:	1720
Elevation:	428	Original w:	NL
Permit fee:	0	Objective :	Not Applicable
Depth fee:	-100	Spacing:	Not Reported
Spacing ac:	Not Reported	Integratio:	Not Reported
Dt hearing:	Not Reported	Dt mod:	2003-01-24 15:54:29.450000000
Link:	http://www.dec.ny.gov/cfmx/extapps/GasOil/search/wells/index.cfm?api=31065006960000		
Site id:	NYOG80000035892		

2
WSW
1/2 - 1 Mile

OIL_GAS **NYOG80000035891**

Api wellno:	31065006950000	Cnty:	65
Hole:	695	Sidetrck:	0
Completion:	0	Well name:	Standard Harvester
Company na:	Standard Harvester	Operator n:	9514
Well type:	DW	Map symbol:	DH
Well statu:	UN	Date statu:	Not Reported
Date permi:	Not Reported	Permit iss:	Not Reported
Date spudd:	1897-01-01 00:00:00	Date total:	Not Reported
Date well :	1897-01-01 00:00:00	Date wel00:	Not Reported
Date wel01:	Not Reported	Confid:	No
Town:	Utica	Quad:	Utica West
Quadsec:	C	Producing :	Not Applicable
Producin00:	Not Applicable	Financial :	Not Reported
Slant:	Vertical	County:	Oneida
Region:	6	State leas:	NA
Proposed d:	0	Surface lo:	SURF
Surface 00:	-75.25222		
Surface la:	43.09781		
Bottom hol:	BH		
Bottom h00:	-75.25222		

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Bottom h01:	43.09781		
True verti:	1370	Measured d:	1370
Kickoff:	0	Drilleddep:	1370
Elevation:	455	Original w:	NL
Permit fee:	0	Objective :	Not Applicable
Depth fee:	-100	Spacing:	Not Reported
Spacing ac:	Not Reported	Integratio:	Not Reported
Dt hearing:	Not Reported	Dt mod:	2003-01-24 15:54:29.450000000
Link:	http://www.dec.ny.gov/cfmx/extapps/GasOil/search/wells/index.cfm?api=31065006950000		
Site id:	NYOG80000035891		

Remove Watermark Wondershare PDFelement

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: NY Radon

Radon Test Results

County	Town	Num Tests	Avg Result	Geo Mean	Max Result
ONEIDA	ANNSVILLE	11	5.77	2.34	31.2
ONEIDA	AUGUSTA	19	4.04	2.44	15.2
ONEIDA	AVA	15	9.59	4.19	40.9
ONEIDA	BOONVILLE	26	3.63	1.77	23.3
ONEIDA	BRIDGEWATER	11	7.75	5.55	24.1
ONEIDA	CAMDEN	24	4.97	3.07	15.7
ONEIDA	DEERFIELD	28	10.45	4.31	87.5
ONEIDA	FLOYD	14	13.71	4.54	107.8
ONEIDA	FORESTPORT	3	1.07	0.76	1.7
ONEIDA	KIRKLAND	130	6.42	3.82	49.3
ONEIDA	LEE	49	12.92	6.83	51.4
ONEIDA	MARCY	63	3.92	2.29	19.3
ONEIDA	MARSHALL	15	4.81	3.51	14.4
ONEIDA	NEW HARTFORD	257	4.45	2.71	40.6
ONEIDA	PARIS	61	8.11	5.22	55.8
ONEIDA	REMSEN	33	4.59	2.99	22.4
ONEIDA	ROME	377	8.37	4.1	102.8
ONEIDA	SANGERFIELD	21	4.35	3.79	13.8
ONEIDA	SHERRILL	58	2.39	1.57	13.2
ONEIDA	STEUBEN	3	13.6	7.9	28.3
ONEIDA	TRENTON	58	7.35	3.54	92.2
ONEIDA	UTICA	467	4.37	2.17	57
ONEIDA	VERNON	53	3.44	2.07	20.2
ONEIDA	VERONA	25	3.26	1.78	22.2
ONEIDA	VIENNA	6	1.17	0.98	2.4
ONEIDA	WESTERN	20	11.43	7.1	30.8
ONEIDA	WESTMORELAND	40	4.03	2.4	24.4
ONEIDA	WHITESTOWN	234	3.46	2.32	25.3

Federal EPA Radon Zone for ONEIDA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for ONEIDA COUNTY, NY

Number of sites tested: 158

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area	1.380 pCi/L	86%	13%	1%
Basement	2.610 pCi/L	69%	27%	4%

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PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

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PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

New York Public Water Wells
Source: New York Department of Health
Telephone: 518-458-6731

OTHER STATE DATABASE INFORMATION

Oil and Gas Well Database
Department of Environmental Conservation
Telephone: 518-402-8072
These files contain records, in the database, of wells that have been drilled.

RADON

State Database: NY Radon
Source: Department of Health
Telephone: 518-402-7556
Radon Test Results

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United State Geological Survey

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PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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MVHS - Downtown Location

Proposed Downtown Location

Utica, NY 13502

Inquiry Number: 4703074.4

August 18, 2016

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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EDR Historical Topo Map Report

08/18/16

Site Name:

MVHS - Downtown Location
Proposed Downtown Location
Utica, NY 13502
EDR Inquiry # 4703074.4

Client Name:

O'Brien & Gere Engineers, Inc.
333 W. Washington Street
Syracuse, NY 13221-0000
Contact: Chris Dousharm

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by O'Brien & Gere Engineers, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# 10062230
Project: MVHS - Downtown Location

Coordinates:

Latitude:	43.103526 43° 6' 13" North
Longitude:	-75.234865 -75° 14' 6" West
UTM Zone:	Zone 18 North
UTM X Meters:	480888.71
UTM Y Meters:	4772338.05
Elevation:	430.08' above sea level

Maps Provided:

2013
1983
1955
1945
1943
1900
1898

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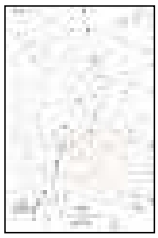
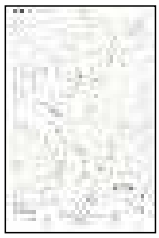
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

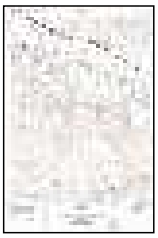
2013 Source Sheets



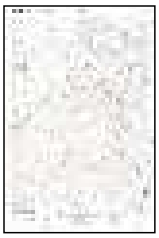
South Trenton
2013
7.5-minute, 24000



Oriskany
2013
7.5-minute, 24000

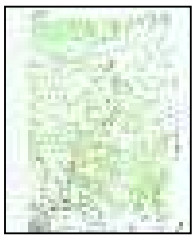


Utica East
2013
7.5-minute, 24000

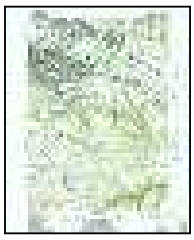


Utica West
2013
7.5-minute, 24000

1983 Source Sheets

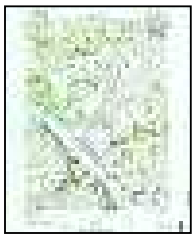


South Trenton
1983
7.5-minute, 24000
Aerial Photo Revised 1974
Edited 1983



Utica East
1983
7.5-minute, 24000
Aerial Photo Revised 1974
Edited 1983

1955 Source Sheets



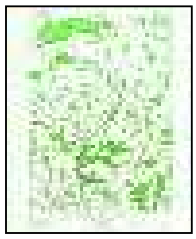
Oriskany
1955
7.5-minute, 24000
Aerial Photo Revised 1941
Edited 1955



Utica West
1955
7.5-minute, 24000
Aerial Photo Revised 1941
Edited 1955



Utica East
1955
7.5-minute, 24000
Aerial Photo Revised 1942

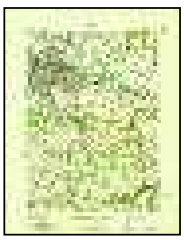


South Trenton
1955
7.5-minute, 24000
Aerial Photo Revised 1942
Edited 1955

1945 Source Sheets



South Trenton
1945
7.5-minute, 31680
Aerial Photo Revised 1942



Utica East
1945
7.5-minute, 31680
Aerial Photo Revised 1942

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Topo Sheet Key

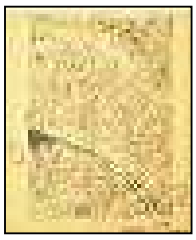
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1943 Source Sheets



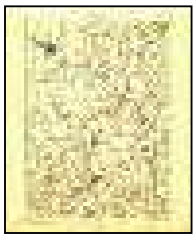
Utica East
1943
7.5-minute, 24000
Aerial Photo Revised 1942

1900 Source Sheets

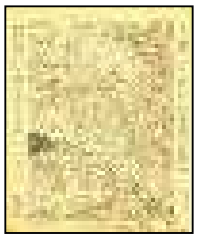


Utica
1900
15-minute, 62500

1898 Source Sheets



Oriskany
1898
15-minute, 62500

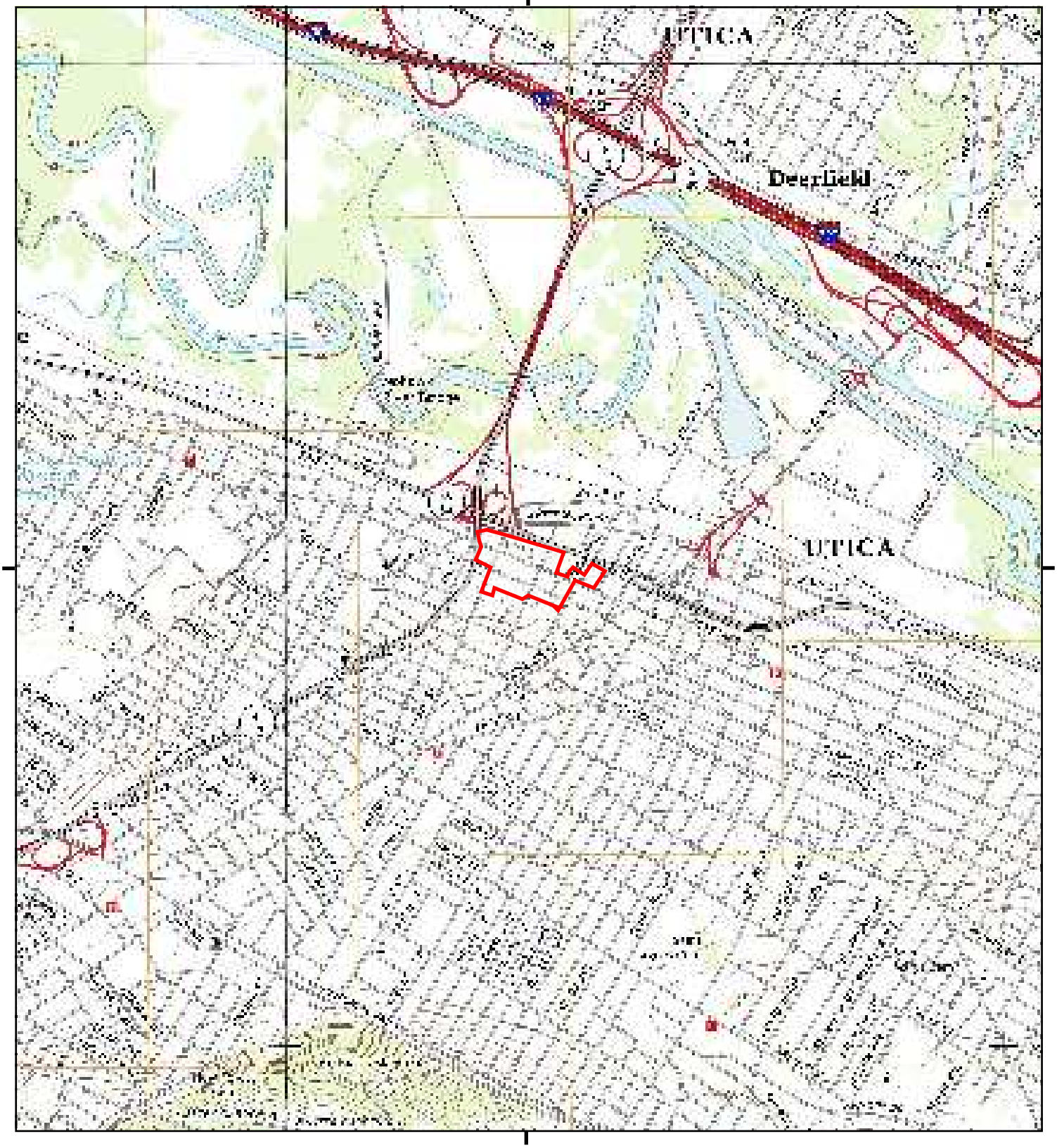


Utica
1898
15-minute, 62500

Remove Watermark
Wondershare PDFelement

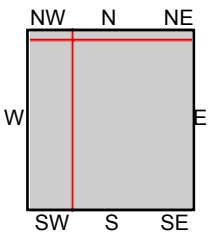
Historical Topo Map

2013



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



TP, Utica East, 2013, 7.5-minute
NE, South Trenton, 2013, 7.5-minute
SW, Utica West, 2013, 7.5-minute
NW, Oriskany, 2013, 7.5-minute

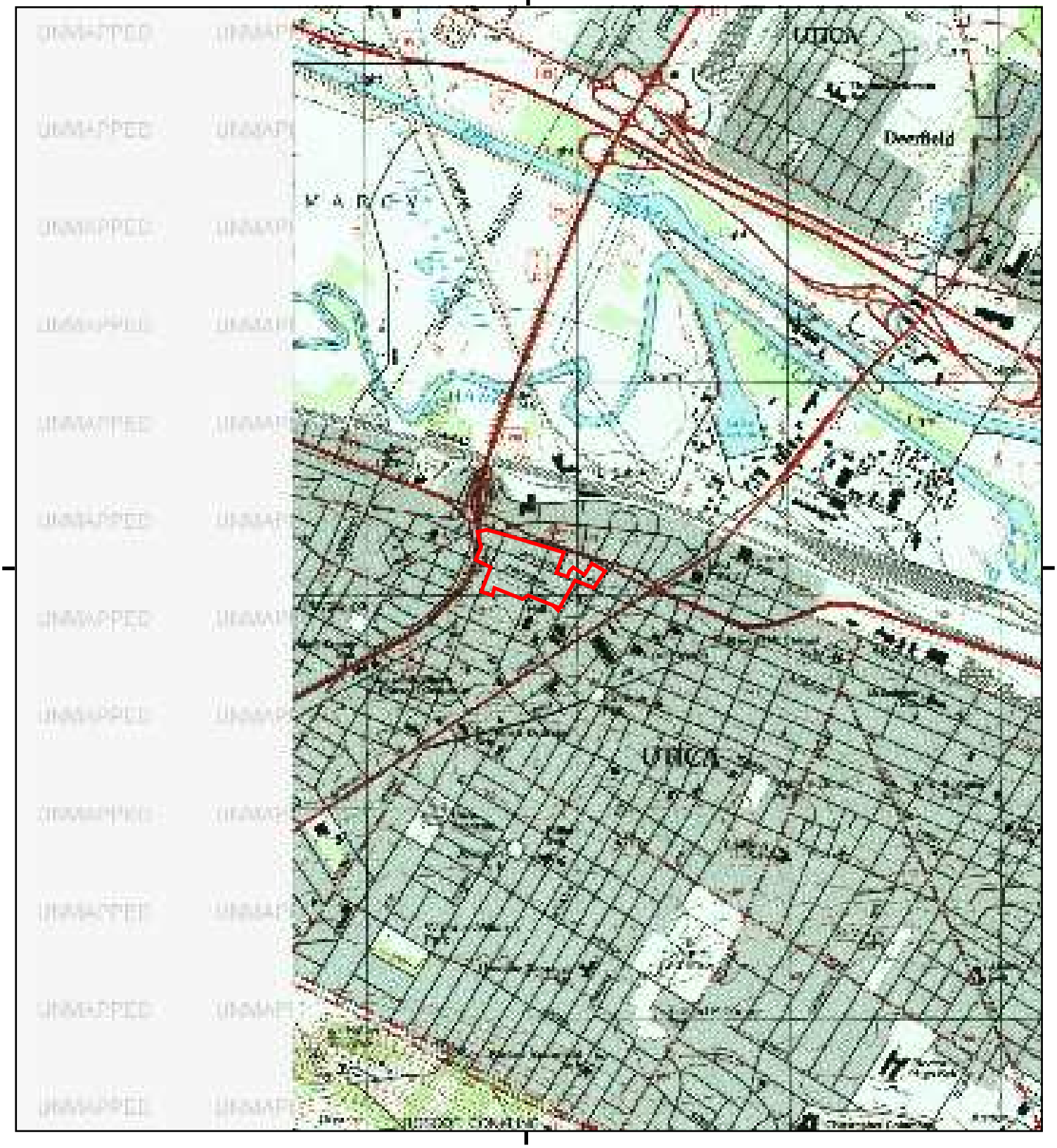
SITE NAME: MVHS - Downtown Location
ADDRESS: Proposed Downtown Location
Utica, NY 13502
CLIENT: O'Brien & Gere Engineers, Inc.

N

Remove Watermark
Wondershare PDFelement

Historical Topo Map

1983



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Utica East, 1983, 7.5-minute
NE, South Trenton, 1983, 7.5-minute

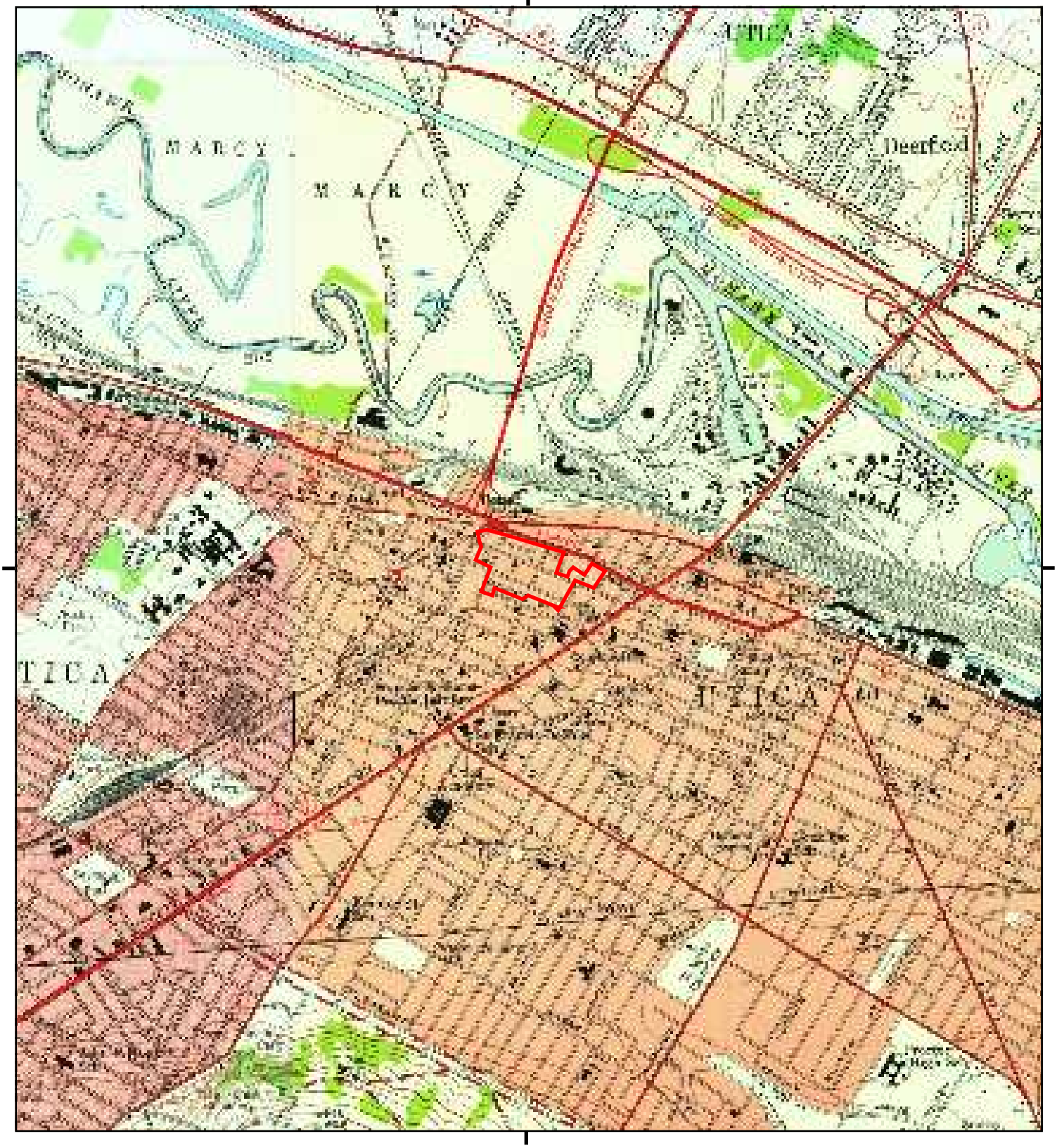
SITE NAME: MVHS - Downtown Location
ADDRESS: Proposed Downtown Location
Utica, NY 13502
CLIENT: O'Brien & Gere Engineers, Inc.

N

Remove Watermark
Wondershare PDFelement

Historical Topo Map

1955



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Utica East, 1955, 7.5-minute
NE, South Trenton, 1955, 7.5-minute
SW, Utica West, 1955, 7.5-minute
NW, Oriskany, 1955, 7.5-minute

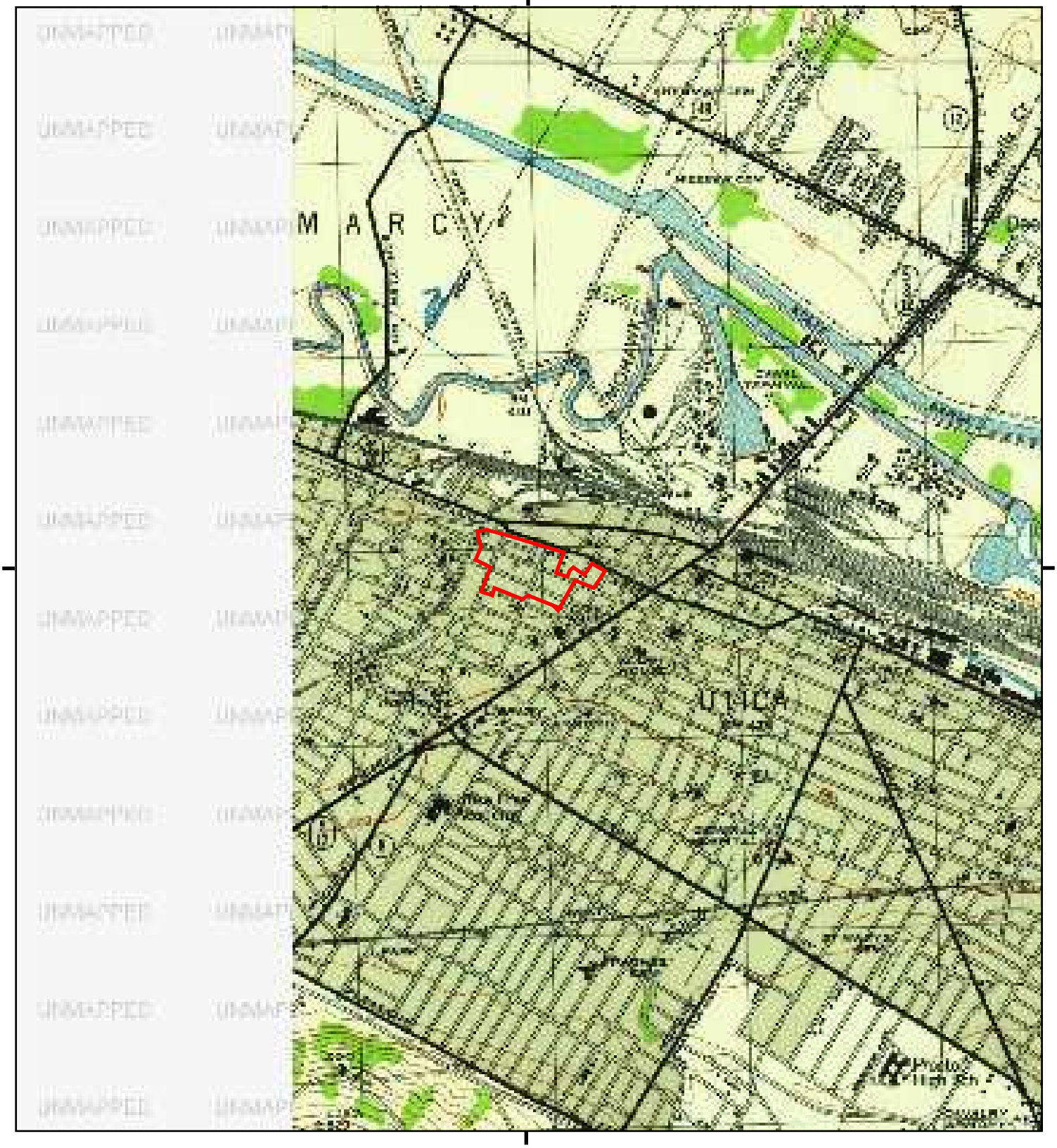
SITE NAME: MVHS - Downtown Location
ADDRESS: Proposed Downtown Location
Utica, NY 13502
CLIENT: O'Brien & Gere Engineers, Inc.

N

Remove Watermark
Wondershare PDFelement

Historical Topo Map

1945



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Utica East, 1945, 7.5-minute
NE, South Trenton, 1945, 7.5-minute

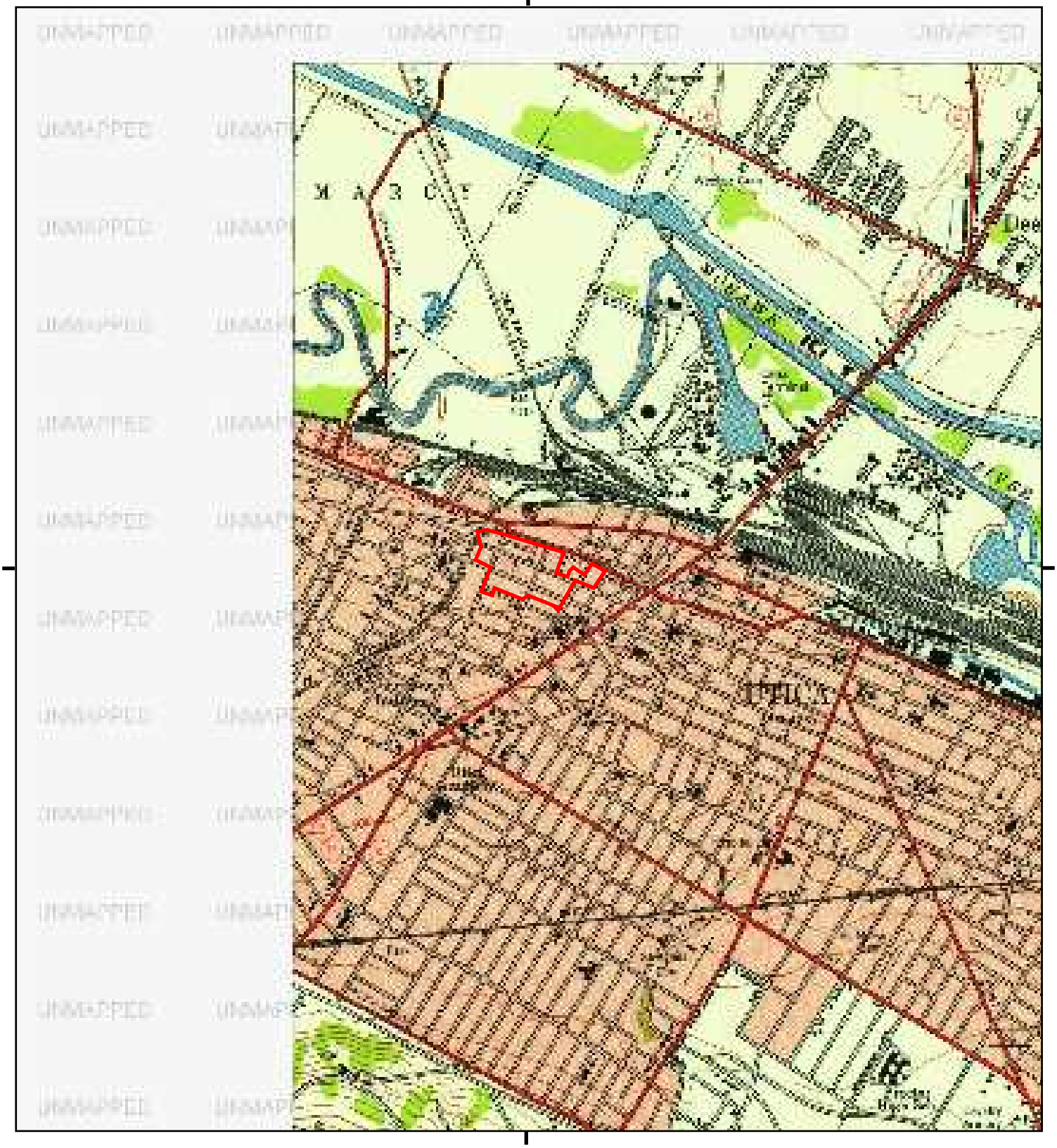
SITE NAME: MVHS - Downtown Location
ADDRESS: Proposed Downtown Location
Utica, NY 13502
CLIENT: O'Brien & Gere Engineers, Inc.

N

Remove Watermark
Wondershare PDFelement

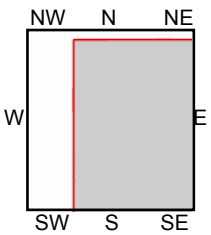
Historical Topo Map

1943



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



TP, Utica East, 1943, 7.5-minute

SITE NAME: MVHS - Downtown Location
ADDRESS: Proposed Downtown Location
Utica, NY 13502
CLIENT: O'Brien & Gere Engineers, Inc.

N

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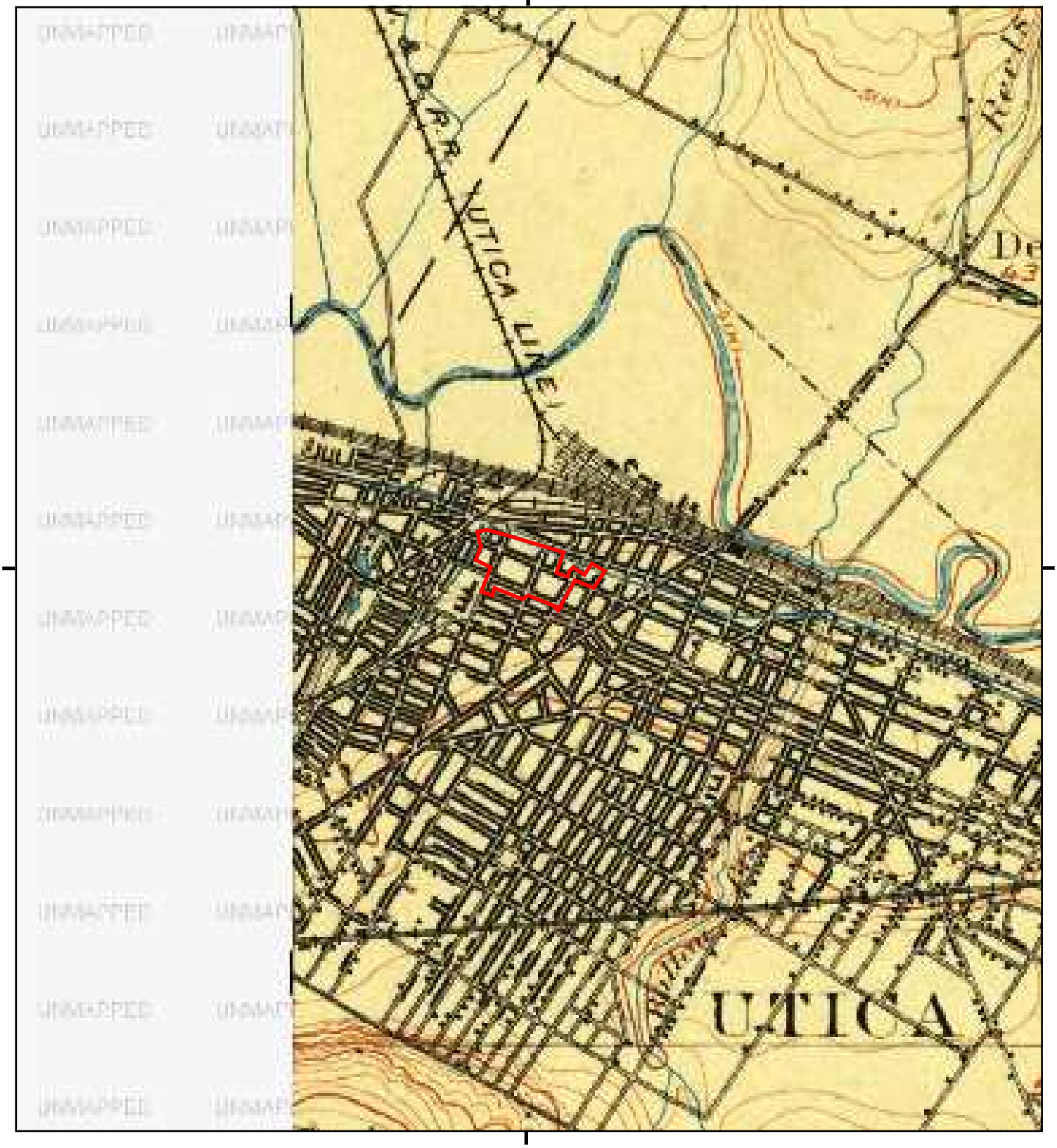
Historical Topo Map

1900



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Utica, 1900, 15-minute

SITE NAME: MVHS - Downtown Location
ADDRESS: Proposed Downtown Location
Utica, NY 13502
CLIENT: O'Brien & Gere Engineers, Inc.

N

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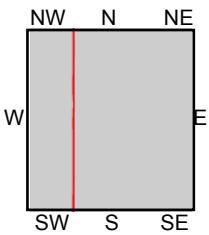
Historical Topo Map

1898



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



TP, Utica, 1898, 15-minute
W, Oriskany, 1898, 15-minute

SITE NAME: MVHS - Downtown Location
ADDRESS: Proposed Downtown Location
Utica, NY 13502
CLIENT: O'Brien & Gere Engineers, Inc.

N

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MVHS - Downtown Location

Proposed Downtown Location

Utica, NY 13502

Inquiry Number: 4703074.9

August 18, 2016

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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EDR Aerial Photo Decade Package

08/18/16

Site Name:

MVHS - Downtown Location
Proposed Downtown Location
Utica, NY 13502
EDR Inquiry # 4703074.9

Client Name:

O'Brien & Gere Engineers, Inc.
333 W. Washington Street
Syracuse, NY 13221-0000
Contact: Chris Dousharm

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Search Results:

Year	Scale	Details	Source
2011	1"=500'	Flight Year: 2011	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2008	1"=500'	Flight Year: 2008	USDA/NAIP
1997	1"=750'	Flight Date: May 02, 1997	USGS
1995	1"=500'	Acquisition Date: May 07, 1995	USGS/DOQQ
1989	1"=500'	Flight Date: April 28, 1989	USGS
1981	1"=500'	Flight Date: May 07, 1981	USGS
1974	1"=500'	Flight Date: April 27, 1974	USGS
1960	1"=500'	Flight Date: May 06, 1960	USGS
1941	1"=500'	Flight Date: May 06, 1941	USGS

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MVHS - Downtown Location
Proposed Downtown Location
Utica, NY 13502

Inquiry Number: 4703074.5
August 22, 2016

The EDR-City Directory Image Report

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	Target Street	Cross Street	Source
2013	☑	☐	Cole Information Services
2008	☑	☐	Cole Information Services
2003	☑	☐	Cole Information Services
1999	☑	☐	Cole Information Services
1995	☑	☐	Cole Information Services
1992	☑	☐	Cole Information Services
1987	☑	☐	Polk's City Directory
1982	☑	☐	Polk's City Directory
1977	☑	☐	Polk's City Directory
1972	☑	☐	Polk's City Directory
1967	☑	☐	Polk's City Directory
1962	☑	☐	Polk's City Directory
1957	☑	☐	Polk's City Directory
1952	☑	☐	Polk's City Directory
1947	☑	☐	Polk's City Directory
1943	☑	☐	Polk's City Directory
1939	☑	☐	Polk's City Directory
1913	☑	☐	Polk's City Directory

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FINDINGS

TARGET PROPERTY STREET

Proposed Downtown Location
Utica, NY 13502

Year	CD Image	Source

COLUMBIA ST

2013	pg A2	Cole Information Services
2008	pg A5	Cole Information Services
2003	pg A9	Cole Information Services
1999	pg A13	Cole Information Services
1995	pg A17	Cole Information Services
1992	pg A20	Cole Information Services
1987	pg A24	Polk's City Directory
1987	pg A25	Polk's City Directory
1982	pg A28	Polk's City Directory
1977	pg A30	Polk's City Directory
1972	pg A33	Polk's City Directory
1967	pg A35	Polk's City Directory
1962	pg A37	Polk's City Directory
1962	pg A38	Polk's City Directory
1957	pg A40	Polk's City Directory
1957	pg A41	Polk's City Directory
1952	pg A43	Polk's City Directory
1947	pg A45	Polk's City Directory
1943	pg A47	Polk's City Directory
1939	pg A49	Polk's City Directory
1913	pg A51	Polk's City Directory
1913	pg A52	Polk's City Directory

LAFAYETTE ST

2013	pg A4	Cole Information Services
2008	pg A8	Cole Information Services
2003	pg A11	Cole Information Services
1999	pg A16	Cole Information Services
1995	pg A19	Cole Information Services

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FINDINGS

Year	***CD Image***	***Source***
1992	pg A22	Cole Information Services
1987	pg A26	Polk's City Directory
1987	pg A27	Polk's City Directory
1982	pg A29	Polk's City Directory
1977	pg A31	Polk's City Directory
1977	pg A32	Polk's City Directory
1972	pg A34	Polk's City Directory
1967	pg A36	Polk's City Directory
1962	pg A39	Polk's City Directory
1957	pg A42	Polk's City Directory
1952	pg A44	Polk's City Directory
1947	pg A46	Polk's City Directory
1943	pg A48	Polk's City Directory
1939	pg A50	Polk's City Directory
1913	pg A53	Polk's City Directory

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FINDINGS

CROSS STREETS

No Cross Streets Identified

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City Directory Images

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Target Street	Cross Street	Source
✓	-	Cole Information Services

COLUMBIA ST 2013

300	BENGEES TAVERN
308	TEASERS II
310	FRANKIE TORCHIA
	KENNETH WILLIAMS
	LANCE WILSON
	RALPH CAZO
320	DATAFLOW REPROGRAPHICS LLC
335	MOHAWK HOSPITAL EQUIPMENT
343	RAYMOND SEAKAN
400	THE SALVATION ARMY
401	COLUMBIA PLACE ASSOCIATES LLC
	HANNIBAL INDUSTRIES INC
	LEARNING DISABILITY ASSOCIATION OF T
409	AT HOME HEALTH CARE INC
	INMAN ROBERTSANDERSON ADVTNG
	INTERPRETER REFERRAL SVCE OF ALBANY
	RCIL
	RESOURCE CENTER FOR INDEPENDENT LIVI
411	OBRIEN JP PLUMBING & HEATING SUPL I
450	BRANDON BASS
452	PETES AUTO PARTS
454	RUTH PERRY
456	NATHANAEL MORRISSEY
460	IGLESIA DEL DIOS ALTISIMO LEVANTANDO
464	SHEAR MAGIC COIFFURES
510	OCCUPANT UNKNOWN
519	BERNARD MULLANEY
	HOMER DOMER
522	BRETT LOJEWSKI
604	JAMES BEALE
	JAMES BUDDLE
	JAMES GUDDLE
	RAY JADWICK
	WILLIAM WILLIS
608	OCCUPANT UNKNOWN
	SURESTOP BRAKE SVCE
609	ENGLER ELECTRIC INC
612	ALLEN HORNER
	ASHLEY LAWRENCE
	KENNETH RITZEL
	MIKE SMITH
	RICHARD FYFE
	RICHARD VANAKEN
620	JILLIAN HUTCHINSON
	JUSTIN DUNN
702	ST GEORGES ROMAN CATHOLIC CHURCH
703	GILBERT LONG
	ROBERT MILLER
709	DEAN ACHEN
711	PAM BELLSTEDT

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

COLUMBIA ST 2013 (Cont'd)

715 JACINCA JENKINS
716 IMPORT AUTOMOBILE SALES
721 DMITRY KORZO
JAMES DEXTER
VLADIMIR ZHUSHMA
728 GARY DELLAPENNA
GRIFFS TAVERN
JAMES PUGH
729 ROBERT PLOURDE
734 JOHN SMITH
TERRANCE DABROWSKI
TODD HUNTERS ETERNAL IMAGES TATTOOS
740 GIULIO MANCUSO
810 POLISH COMM
914 JOANNE JONES
SCOTT FINKLEA
916 MARC EISLAND
917 LISA HITTER
RICHARD MOREL
SHERRY WILLETTE
1015 GENNADY KUKHARCHUK
LILIYA LILYY
PIOTR BOHUSH
1025 PETER HOLMES
1039 SHAHEEN BROS

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

LAFAYETTE ST 2013

102	HOTEL UTICA
201	UNITED WAY
	UTICA MUTUAL INSURANCEERO
220	BINGO HALL
	ENERGY SAVERS PLUS CONTRACTORS
	NORTH COUNTRY BOOKS INCORPORATED
300	BRANDELES H J CORP
	LINCOLN PIPE & SUPL CO INC
301	CLEMENTE NOVELTIES INC
	STUDENT EXPRESS
317	METZLER PRINTING INC
325	DACOBE ENTERPRISES LLC
	KITCHEN DESIGN CENTER
	NULOOK CABINET REFACING
327	EAST GATE ENTERPRISES
	FISHER AUTO PARTS
333	YOUR STORE
418	CITATION SVCES
425	JOHN HOUSE
432	ABC CHEMDRY
	ENHANCE REVOLUTIONARY WOOD RENEWAL
437	OCCUPANT UNKNOWN
440	OCCUPANT UNKNOWN
442	DAVID REDMOND
	MICHAEL RICHARDS
446	U A P ENGINE REBUILDERS INC
508	MICHAEL MAUGERI
509	COMPASSION COALITION INC
601	CNY BUSINESS FORMS & PRINTING
730	ABDELSHAKOUR KHAMIS
	SAMUEL TURBA
731	THEA BOWMAN HOUSE INC
733	GAY HTOO
	KHIN HTWAY
	SREY ROS
734	DUDA WOODWORKING & CHAIR HOSPITAL
736	ANDREA PERRY
	BARBARA HOWARD
	GRANT BUMBOLO
	VERNON MILLER
739	OCCUPANT UNKNOWN
740	JONATHAN DELANEY
741	JUAN IRIZARRY
745	BOSCAR ELECTRIC

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

COLUMBIA ST 2008

308	TEASERS
309	ENJOY THE SHOW MANAGEMENT INC
310	JEFFREY MOORE
	LANCE WILSON
	MICAELLA QUINONES
318	RUSSELL T RHOADES & CO INC
335	MOHAWK HOSPITAL EQUIPMENT INC
343	RAYMOND SEAKAN
360	SEAKAN NORM TV & APPLIANCES INC
401	AFFINITY MEDICAL COMMUNICATIONS
	AIDS COMMUNITY RESOURCES
	COLUMBIA PLACE ASSOCIATES LLC
	HANNIBAL INDUSTRIES INC
	JUSTICE CENTER OF ONEIDA COUNTY INC
	LEAGUE OF WOMEN VOTERS
	LEARNING DISABILITY ASSN OF THE MOHA
	US CARE SYSTEMS INC
	VOLUNTR CNTRTHE MHWK VALLEY
409	INMAN ROBERTS ANDERSON ADVTNG
	INTERPRETER REFERRAL SERVICE OF ALBA
411	OBRIEN J P PLUMBING & HEATING
430	ALL PEST INC
436	DAVID EDDY
	VICTORIA KNAPP
452	BARRY SCOTT AGENCY
454	KATIE BERGE
	N TURRA
	PAUL VANNORT
	ROBERT PHILLIPS
	RUTH PERRY
456	BETHANN VOELKER
464	SHEAR MAGIC COIFFURES
500	DOGHOUSE THE
510	OCCUPANT UNKNOWN
519	BERNARD MULLANEY
	GEORGE PAUL
	HOMER DOMER
	ROBERT REYNOLDS
	TINA MOORE
604	ESTELLA SOUTHWOOD
605	PATRICIA RICHARDSON
608	OCCUPANT UNKNOWN
	SURE STOP BRAKE SERVICE
609	ENGLER ELECTRIC INC
612	ALLEN HORNER
	ASHLEY LAWRENCE
	EBAE SHAMBLEY
	JENNIFER REED
	KENNETH RITZEL
	L WILLIAMS

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

COLUMBIA ST 2008 (Cont'd)

612	MIKE SMITH
	RICHARD FYFE
614	ELWOODS COFFEEHOUSE & ROAD SHOW
620	JEFFREY REILLY
	JILLIAN HUTCHINSON
702	SYRACUSE ROMAN CATHLIC DICS
703	OCCUPANT UNKNOWN
	ROBERT MILLER
709	DEAN ACHEN
711	BRENT HUNNEYMAN
713	OCCUPANT UNKNOWN
716	ZYLKAS AUTO SALES
717	DENNIS HALL
719	EMPIRE HOME IMPROVEMENTS INC
720	OCCUPANT UNKNOWN
721	DMITRY KORZO
728	GRIFFS
	JOHN HASTINGS
	ROBERT LASHER
	ROCCO KNOWLES
	THOMAS HELLIGAS
729	ROBERT PLOURDE
731	MICHAEL QUINN PLUMBING
734	ANGEL FELICIANO
	CLAY WOODS
	DOMINIC CRUZ
	JULIA MUHA
	KENNETH RITZEL
	MARIA SANTIAGO
	MARIA YUIGY
	MARIE SAGOT
	RACALE WILLIAMS
	SPENCER SPELLS
740	GIULIO MANCUSO
810	POLISH COMMUNITY INC
914	ANTONIO RIOS
	CINNAMON MORONEY
	D EBERLE
	IRENE CHESLER
	JOANNE JONES
	LYNN KELLY
	M TSCHANTRE
916	MARC EISLAND
917	KIM BERG
	LISA HITTER
	SHERI WILLETTE
919	MARGARET OLIVER
	PEARL ROUSSEAU
	SARAH EELCONTE
	TODD TRUMAN

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

COLUMBIA ST 2008 (Cont'd)

1015	TATYANA ISAYKINA
1021	UEC PROTECTIVE SYSTEMS INC
1025	BEN DREIDEL
1039	SHAHEEN BROTHERS
1041	HARLEY HANDZEL

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

LAFAYETTE ST 2008

301	CLEMENTE FUND RAISING
	LIGHT UP HOLIDAYS INC
	STUDENT EXPRESS
317	METZLER PRINTING CO INC
325	KITCHEN DESIGN CENTER
327	EAST GATE ENTERPRISES INC
	GOLDEN SUN REALTY CORP
333	YOUR STORE
400	THE SALVATION ARMY
418	CITATION SERVICES
425	SAINT GEORGE ROMAN CATHOLIC CHURCH
427	RICHARD ONEILL
432	ABC CHEM DRY
	NATURAL THERAPEUTIC CARE
	R J D ENDEAVORS INC
	RJD ENDEBERS
437	MICHAEL RICHARDS
440	OCCUPANT UNKNOWN
442	DAVID REDMOND
446	U A P ENGINE REBUILDERS INC
509	COMPASSION COALITION INC
601	CENTRAL NEW YORK BUSINESS SYSTEMS IN
730	ANGIJAD SARAJLWIA
	ATIF CUTURIC
	DAFINA DAKIC
	WILLIAMS KNOWLES
731	THEA BOWMAN HOUSE INC
733	PAUL YIN
	PUTHINA UNG
734	DUDA WOODWORKING
736	BECKY LYNCH
	JOSEPH UMIDY
739	OCCUPANT UNKNOWN
740	JONATHAN DELANEY
741	JUAN IRIZARRY
745	BOSCAR ELECTRIC CO INC

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

COLUMBIA ST 2003

109	RESOURCE CTR FOR INDPNDNT LVNG
234	RIVECCAS DELUXE FLOOR CVG CO
310	C DOHERTY
	ELY PIPER
	S MOYER
	TEASERS
320	KAYSER G A & SONS INC
	OCCUPANT UNKNOWN
	RUSSELL RHOADES REPROGRAPHICS
335	OCCUPANT UNKNOWN
	STELIZABETH HEALTH SPRT SRVC
360	OCCUPANT UNKNOWN
	SEAKAN NORM TV & APLNCS INC
366	OCCUPANT UNKNOWN
400	OCCUPANT UNKNOWN
401	AIDS COMMUNITY RESOURCES CTR
	FAMILY SRVC OF THE MHWK VLY
	RESOURCES AIDS COMMUNITY
	US CARE LLC
	VOLUNTEER CTR OF THE MHWK VLY
409	HANNIBAL INDUSTRIES INC
	ONEIDA COUNTY DEMOCRATIC CMT
	RESOURCE CTR FOR INDPNDNT LVNG
	ROBERTS INMAN ADVTN
411	JP OBRIEN PLUMBING & HEATING
	OBREIN J P PLMBNG & HTNG SPLY INC
430	ALL PEST INC
	OCCUPANT UNKNOWN
452	SCOTT BARRY INSURANCE
454	KATIE BERGE
	RUTH PERRY
458	PAULA RUNYON
464	SHEAR MAGIC COIFFURES
472	OCCUPANT UNKNOWN
500	COLUMBIA RESTAURANT
519	BERNARD MULLANEY
	TINA MOORE
521	JUAN WOO
600	TOM DEGRISTINA
604	ESTELLA SOUTHWOOD
608	PETES AUTO PARTS
	SURE STOP BRAKE SERVICE
609	ENGLER ELECTRIC INC
612	LAMONTE BROWN
	SHARESE MURRAY
	WALTER ZYSK
613	ALFRED BARBATO
614	WALTER KAR
702	BAUER DONALD J REV
	DONALD J HEBERT

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COLUMBIA ST 2003 (Cont'd)

702	ST JOSEPH & ST PTRCK PRSH OFC
703	CHARLENE BROWN
709	DEAN ACHEN
711	CARL OVERACKER
715	Y NAUGHTON
716	OCCUPANT UNKNOWN
	ZYLKAS AUTO RADIATOR HOSPITAL
717	JESS HALL
719	EMPIRE HOME IMPROVEMNTS INC
721	CHRISTOPHER PEARSON
728	GRIFFS
	MARK CORBETT
	ROBERT PHILLIPS
	THOMAS HELLIGAS
729	ROBERT PLOURDE
	SHAWN ORTIS
731	OCCUPANT UNKNOWN
	QUINN MICHAEL & SON PLUMBING
734	ANTHONY BUCHANAN
	KATHLEEN BURPOE
	LARUE GOLER
	LATONYA MOODY
	SHERRY NIR
	WALTER MOORE
810	OCCUPANT UNKNOWN
	POLISH COMMUNITY CLUB
914	D EBERLE
	GILBERT BRINSON
916	OCCUPANT UNKNOWN
919	OCCUPANT UNKNOWN
920	CLEANCO
	SMB CONSTRUCTION
	TAYLOR FLOOR SERVICES
1000	STAR WHITE
1012	ANA CARMONA
1021	OCCUPANT UNKNOWN
	UEC PROTECTIVE SYSTEMS
1025	BENJAMIN DREIDEL
1039	OCCUPANT UNKNOWN
	SHAHEEN BROTHERS
1041	LANA TURNER

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LAFAYETTE ST 2003

220 BINGO HALL
300 HJ BRANDELES CORP
LINCOLN PIPE & SUPPLY CO
OCCUPANT UNKNOWN
301 CLEMENTE FUND RAISING
CLEMENTE NOVELTIES INC
OCCUPANT UNKNOWN
STUDENT EXPRESS
312 METZLER PRINTING CO
316 OCCUPANT UNKNOWN
STILLMAN COLLEGE
317 OCCUPANT UNKNOWN
320 CLEAN MACHINE AUTO SALES
324 CLEAN CAR CONNECTIONS INC
OCCUPANT UNKNOWN
325 CUSTOM DESIGNS
FILIPEK STNLY J CNSLTNG ENGNR
ROSSI PETE ASSOCS
THOMAS ROSSI
327 EAST GATE ENTERPRISES INC
GOLDEN SUN REALTY
332 OCCUPANT UNKNOWN
UTICA PLUMBING SUPPLY CORP
333 WILLISM CORRIGAN
YOUR STORE
400 OCCUPANT UNKNOWN
THE SLVTN ARMY UTICA ADULT RHB
418 CITATION SVCES
OCCUPANT UNKNOWN
424 CITATION SERVICES
425 OCCUPANT UNKNOWN
ST GRGS ROMAN CTHLC CHRCH
432 CHEM DRY LC SWELLS
EASTWOODS CHEM DRY
MTCHLR CHEM DRY CRPT & UPHLSTR
NATURAL THERAPEUTIC CARE
RALPH DESTEFANIS
437 MICHAEL RICHARDS
440 OCCUPANT UNKNOWN
442 DAVID REDMOND
444 UAP ENGINE REBUILDERS INC
446 OCCUPANT UNKNOWN
502 JOHN CASTRONOVO
509 COMPASSION COALITION INC
MAGNUM CONSTRUCTION SVCES INC
OCCUPANT UNKNOWN
U HAUL CO
601 CENTRAL NEW YORK BUSINESS SYST
CNY BUSINESS FORMS
RICHARD HANCE

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Target Street	Cross Street	Source
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LAFAYETTE ST 2003 (Cont'd)

706 ENGEL ELECTRIC CO
724 KUPIEC BUILDING MOVERS
731 BOWMAN THEA
THEA BOWMAN HOUSE INC
734 DUDA WOODWORKING
OCCUPANT UNKNOWN
736 JOSEPH UMIDY
L BROWN
ROBERT WILLIAMS
TELEASHIA HARRIS
740 JONATHAN DELANEY
741 JOSEPH GEORGE
VINCENTS LIMOUSINE SERVICE
745 OCCUPANT UNKNOWN

Remove Watermark Wondershare PDFelement

COLUMBIA ST 1999

208	SHEAR MAGIC COIFFURES
214	ROUSTABOUT THE
218	K SMITH
234	RIVECCAS FLOOR COVERING INCORPORATED
300	BENGEES RESTRNT
	CLUB ELEGANT
308	ENJOY THE SHOW MANAGEMENT INCORPORATED
	PALACE BANQUET FACILITIES THE
	TEASERS
310	KEVIN SCHRADER
320	KAYSER G A & SONS INCORPORATED
326	LOUIS ABRAHAM
	P ZAJAC
335	MOHAWK HOSPITAL EQUIP INCORPORATED
	STELIZABETH HEALTH SUPPORT SERVICES INCORPORATED
360	SEAKAN NORM TV & APLNCS INCORPORATED
400	SALVATION ARMY
401	AIDS COALITION MID N Y
	COMPUTER & BUSINESS INCORPORATED
	FAMILY SERVICES OF THE MOHAWK VALLEY INCORPORATED
	JUNIOR LEAGUE OF GREATER UTICA INCORPORATED
	LEAGUE OF WOMEN VOTERS
	LEARNING DISABILITY ASSOCIATION OF THE MOHAWK VALLEY
	MID N Y AIDS COALITION
	OCCUPANT UNKNOWN
	TRAVELERS AID OF UTICA
	US CARE LLC
	VOLUNTEER CENTER OF THE MOHAWK VALLEY
409	HANNIBAL INDUSTRIES INCORPORATED
	HANNIBAL INDUSTRIES INCORPORATED CORPORATE
	INMAN ROBERTS ANDERSON ADVTNG
	INTERPRETER REFERRAL SVCE OF ALBANY
	ONEIDA COUNTY DEMOCRATIC COMMITTEE
	PRE PAID LEGAL INDEPENDENT ASSOCIATE
	RBS TECHNOLOGY & RESOURCE NETWORK INCORPORATED
	REDEEMER LUTHERAN CHURCH
	RESOURCE CENTER FOR INDEPENDENT LIVING INCORPORATED
411	OBRIEN J P PLUMBING & HEATING SUPPLY INCORPORATED
430	OCCUPANT UNKNOWN
432	KEITH STERLING
434	BURROWS WILLIAM F INS
	WINNICKI LANCE S REAL ESTATE INS
440	OCCUPANT UNKNOWN
452	TRACY ADAMS DISCOUNT PHOTO SUPPLY
454	LOUIS RICE
	RUTH PERRY
458	A CENTOLELLA
	CHANCEYS VINTAGE & NOSTALGIC CLOTHES
	GARRETT INGRAHAM
	R RAABE

Remove Watermark Wondershare PDFelement

COLUMBIA ST 1999 (Cont'd)

458	VIRGO BAT & LEO PHROGS PLACE
460	BARRY SCOTT AGENCY INCORPORATED
462	SCOTT BARRY AGENCY INCORPORATED
464	LILYS BEAUTY SALON
472	M & L ELECTRIC COMPANY INCORPORATED
500	COLUMBIA RESTAURANT
510	MECCO INCORPORATED
519	BERNARD MULLANEY
608	PETES AUTO PARTS
	SURE STOP BRAKE SVCE
609	ENGLER ELECTRIC INCORPORATED
610	BARBARA DEMING
612	BELA GALAMBOS
	FRANK SZEPIETOWSKI
	KELLEY RUSHLOW
613	ALFRED BARBATO
614	COLUMBIA MEN & LADIES TAILORING
	OCCUPANT UNKNOWN
618	COOPERATIVE EXTENSION FARM HOME & 4 H CENTER
	COUNTRY EMPORIUM FURNITURE & ACCESSORIES INCORPORATED
	COVAR FURNITURE REFINISHING & SALES
	OCCUPANT UNKNOWN
703	OCCUPANT UNKNOWN
709	DEAN ACHEN
711	OCCUPANT UNKNOWN
713	OCCUPANT UNKNOWN
715	OCCUPANT UNKNOWN
716	WALTER ZYLKA
	ZYLKAS AUTO RADIATOR HOSPITAL
720	OCCUPANT UNKNOWN
	S L AUTOMOTIVE
721	BERND SPERFELD
	KATRINA MAEDER
	TONY VALERIANO
728	GRIFFS
729	FRANCES PLOURDE
731	QUINN MICHAEL & SON PLUMBING
732	CORTLIN MINOR
734	COBBLESTONE CONSTRUCTION
	JOSEPH SWEET
	M ZARZUELA
	N PASCALLI
810	POLISH COMMUNITY CLUB
916	LAWRENCE RESTAURANT EQUIPMENT
917	OCCUPANT UNKNOWN
919	ROBERT DELANEY
920	SMB CONSTRUCTION
	TAYLOR CREEK REALTY INCORPORATED
923	TAYLOR FLOOR SERVICES
1000	WHITE STAR TAXI INCORPORATED

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
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COLUMBIA ST 1999 (Cont'd)

1021	UEC PROTECTIVE SYSTEMS
1025	B DREIDEL
1033	OCCUPANT UNKNOWN
1039	SHAHEEN BROTHERS SHOES
1041	ANNA ULRICH

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

LAFAYETTE ST 1999

205 POOR MANS TAVERN
220 BINGO HALL
LAWRENCE SUPPLY
241 OCCUPANT UNKNOWN
300 BRANDELES H J CORPORATION
LINCOLN PIPE & SUPPLY COMPANY INCORPORATED
301 CLEMENTE FUND RAISING
CLEMENTE NOVELTIES INCORPORATED
317 INSTAT METZLER PRINTING
METZLER PRINTING INCORPORATED
320 CLEAN MACHINE AUTO SALES
324 CLEAN CAR CONNECTIONS INCORPORATED
325 CUSTOM DESIGNS LIGHTING SHOWROOM
FILIPEK STANLEY J CONSULTING ENGINEER
ROSSI PETE ASSOCIATES
327 EAST GATE ENTERPRISES INCORPORATED
FISHER AUTO PARTS
FISHER AUTO PARTS OFFICE
GOLDEN SUN REALTY
332 UTICA PLUMBING SUPPLY CORPORATION
333 WILLIAM CORRIGAN
YOUR STORE
418 DESIGN CONCEPT UNLIMITED
425 ROMAN CATHOLIC CHURCH ST GEORGES
432 ABC CHEM DRY
ABC CHEM DRY II
CHEM DRY ABC
EASTWOODS CHEM DRY
MUTCHLERS CHEM DRY CARPET & UPHOLSTERY CLEANING
RALPH DESTEFANIS
437 JOSETTE BETTANY
S SILVERNAIL
STEPHEN FIELDS
442 DAVID REDMOND
446 U A P ENGINE REBUILDERS INCORPORATED
509 MAGNUM CONSTRUCTION SVCES INCORPORATED
RIC DISTRIBUTORS
U HAUL COMPANY
U HAUL COMPANY INDEPENDENT DEALERS
601 CNY BUSINESS FORMS AND PRINTING
605 LAFAYETTE TAVERN
706 ENGEL ELECTRIC COMPANY
730 PHYLLIS WILLIAMS
731 THEA BOWMAN HOUSE INCORPORATED
733 OCCUPANT UNKNOWN
734 DUDA WOODWORKING
736 OCCUPANT UNKNOWN
739 OCCUPANT UNKNOWN
741 STAR LITE LIMOUSINE SERVICE
745 BOSCAR SIGN COMPANY

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

COLUMBIA ST 1995

208 SHEAR MAGIC COIFFURES
210 RIVECCA BINGO HALL
214 ROUSTABOUT THE
218 MILLER TV SVCE
224 SALON ELEGANCE
234 DE LUXE FLOOR COVERING CO INC
RIVECCA'S DE LUXE FLOOR COVERING
300 BENGEE'S RESTRNT
301 UTICA PAINT CO INC-UTICA STORE
304 AJ'S FLOOR COVERING OUTLET
308 ENJOY THE SHOW MANAGEMENT INC
TEASERS
320 KAYSER G A & SONS INC
326 ABRAHAM, LOUIS
334 T'S COLUMBIA STREET LIQUORS
335 MOHAWK HOSPITAL EQUIP INC
336 DESANTIS COLUMBIA ST MKT
360 SEAKAN, NORM TV & APLNCS INC
400 SALVATION ARMY-THRIFT STORE
401 AIDS COALITION MID N Y
COMPEER PROGRAM
FAMILY SVCES OF GREATER UTICA INC
JUNIOR LEAGUE OF GREATER UTICA INC
LEAGUE OF WOMEN VOTERS
MID N Y AIDS COALITION
TRAVELERS AID OF UTICA
VOLUNTARY ACTION CENTER OF GREATER UTICA
409 INMAN ROBERTS-ANDERSON ADVTNG
INTERPRETER REFERRAL SVCE OF ALBANY
RESOURCE CENTER FOR INDEPENDENT LIVING INC
411 O'BRIEN J P PLUMBING & HEATING SUPL INC
434 BURROWS, WILLIAM F, INS
WINNICKI INSURANCE AGENCY
WINNICKI, LANCE S, RL EST INS
452 TRACY-ADAMS DISCOUNT PHOTO SUPPLY-DOWNTOWN STORE
454 FAUTEUX, D C
LUCIANO, JOSEPH, JR
PERRY, RUTH
458 CHANCEY'S VINTAGE CLOTHES
460 BARRY SCOTT AGENCY INC
462 SCOTT BARRY AGENCY INC
464 LILY'S BEAUTY SALON
472 M & L ELECTRIC CO INC
500 COLUMBIA RESTAURANT
GAY, DALE M
LANTZY, S
510 METAL ELECTRONIC CUTTING COMPANY INC
METAL-MORPHOSIS
600 PENSERO'S RESTRNT & BAR
604 MYSLINSKI FUNERAL HOME INC

Remove Watermark Wondershare PDFelement

COLUMBIA ST 1995 (Cont'd)

604	MYSLINSKI, THOMAS R, FUNRL DIRECTOR
607	WIRELESS CABLE
608	PETE'S AUTO PARTS
	SURE-STOP BRAKE SVCE
609	ENGLER ELECTRIC INC
610	DEMING, BARBARA
612	HEBERT, ALBERT G
	JAWORSKI, STEPHEN
	SZEPIETOWSKI, FRANK
	WIARS, ERIC
614	COLUMBIA MEN & LADIES TAILORING
701	D'AVIGNON, MICHELLE
702	MULLIN, GEORGE REV
	ST JOSEPH & ST PATRICK CHURCH, RECTORY
703	STONE, ROBERT
709	ACHEN, DEAN
711	JEFFRIES, ROXANNE
713	THOMAS, CHERLENE
720	NORTHLAND TECHNOLOGIES INC
721	A-A DISCOUNT AUTO GLASS
	ZYLKA, WALTER
728	GRIFF'S
	HOBIN, KENNETH, JR
729	PLOURDE, ROBERT, JR
	PLOURDE, ROBT E
731	QUINN MICHAEL & SON PLUMBING
734	BUNGER, JASON A
	BURPOE, KATHLEEN
	JULIAN, GUY M
810	POLISH COMMUNITY CLUB
914	BROWN, THOMAS
	CARTER, KEVIN
916	LAWRENCE RESTAURANT EQUIPMENT & SUPPLIES
917	VANDERHOFF, JOANN
919	CURRY, CONSTANCE
920	GRAPHIC IMPRESSIONS
	SMB CONSTR
1000	WHITE STAR TAXI INC
1014	CARBONE, FRANK
1021	UEC PROTECTIVE SYSTEMS
1025	DREIDEL, BENJAMIN J
1039	SHAHEEN BROS, SHOES
1041	ULRICH, ANNA M

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

LAFAYETTE ST 1995

1	DINO'S GOLD & SILVER EXCH
2	BALL'S CARD SHOP
3	DINO'S GOLD & SILVER EXCH
102	LORETTO ADULT RESIDENCE
205	POOR MAN'S TAVERN
220	BINGO HALL
300	BRANDELES H J CORP
	LINCOLN PIPE & SUPL CO INC
301	CLEMENTE FUND RAISING
	CLEMENTE NOVELTIES INC
316	CANFIELD'S RADIATOR SHOP
317	INSTAT METZLER PRINTING
	METZLER PRINTING INC
324	CLEAN CAR CONNECTIONS
325	CUSTOM DESIGNS
	CUSTOM DESIGNS KITCHEN & BATH
	FILIPEK STANLEY J CONSULTING ENGINEER
	ROSSI THOMAS
327	EAST GATE ENTERPRISES INC
	FISHER AUTO PARTS
	GOLDEN SUN REALTY
332	UTICA PLUMBING SUPL CORP
333	CORRIGAN, WILLIAM L
	YOUR STORE
425	ROMAN CATHOLIC CHURCH ST GEORGES
	ST GEORGE'S ROMAN CATHOLIC CHURCH, RECTORY
432	H L & H EAGLE
	HOWARD LIGAS & HILL INC, ARCHITECTURAL BLDG PRODS
437	BAMFORD, ROBERT
	DZIURA, E J
	JONES, MICHAEL A
	REDMOND, DAVID
446	U A P ENGINE REBUILDERS INC
509	MAGNUM CONSTR SVCES INC
	RIC ELECTRICAL DSTRBTRS
601	CNY BUSINESS FORMS AND PRINTING
605	LAFAYETTE TAVERN
724	KUPIEC, EDWARD J
	KUPIEC, ROBERT J
730	SIMPSON, WARREN
	WILLIAMS, P
731	AGAPE HOUSE
733	SULLIVAN, MICHAEL C
734	DUDA WOODWORKING
737	MARKS, THOMAS
740	DELANEY, JONATHAN
741	SIRINGO, MARY M
	STAR LITE LIMOUSINE SVCE
745	BOSCAR ELECTRIC CO INC

Remove Watermark Wondershare PDFelement

COLUMBIA ST 1992

208	SHEAR MAGIC COIFFURES
210	RIVECCA BINGO HALL
212	FUNCTIONAL SOLUTIONS INC
214	ROUSTABOUT THE
218	MILLER TV SVCE
224	SALON ELEGANCE
234	DE LUXE FLOOR COVERING CO INC
	RIVECCA'S DE LUXE FLOOR COVERING
300	BENGEE'S RESTRNT
301	UTICA PAINT CO INC-UTICA STORE
308	DOLLHOUSE THE
310	MAC CORMACK, DAVID
312	MOREHOUSE APPLIANCES-TELEVISIONS
320	KAYSER'S BEAUTY SUPL
326	FOTO FAIR
	HOOVER, D
334	T'S LIQUORS
335	MOHAWK HOSPITAL EQUIP INC
336	DESANTIS COLUMBIA ST MKT
360	SEAKAN, NORM TV & APLNCS INC
401	FAMILY SVCES OF GREATER UTICA INC
	MEALS ON WHEELS
	MONTANY ERWIN L ASSOCS
	TEAM OUTREACH PROGRAM
	TRAVELERS AID OF UTICA
	VISITING NURSE HOME SVCE INC
409	INMAN ROBERTS-ANDERSON ADVTNG
	RESOURCE CENTER FOR INDEPENDENT LIVING INC
411	O'BRIEN J P PLUMBING & HEATING SUPL INC
418	SHEPARD PAINT & WALL PAPER CO
434	BURROWS, WILLIAM F, INS
	WINNICKI INSURANCE AGENCY
	WINNICKI, LANCE S, RL EST INS
452	CRUZE, CHESTER C
	TRACY ADAMS INC, PHOTO SUPLS-DOWNTOWN STORE
454	FAUTEUX, D C
	PERRY, RUTH
462	BARRY SCOTT AGENCY INC
	SCOTT BARRY AGENCY INC
464	LILY'S BEAUTY SALON
472	M & L ELECTRIC CO INC
500	COLUMBIA RESTRNT THE
	FAZEKAS, FRANK S, JR
	MOORE, RICHARD
524	JACZYNSKI, SCOTT D
600	PENSERO'S RESTRNT & BAR
604	MYSLINSKI FUNERAL HOME INC
	MYSLINSKI, THOMAS R, FUNRL DIRECTOR
607	ABC CHEM-DRY
	CHEM-DRY ABC

Remove Watermark Wondershare PDFelement

COLUMBIA ST 1992 (Cont'd)

608 SURE-STOP BRAKE SVCE
609 ENGLER ELECTRIC INC
610 DEMING, BARBARA
612 HEBERT, ALBERT G
SZEPIETOWSKI, FRANK
WIARS, ERIC
WORKMAN, BRUCE S
614 COLUMBIA MEN & LADIES TAILORING
701 COPPOLA, DONNA
702 KANDRAC, ANTONE
ST JOSEPH & ST PATRICK CHURCH, RECTORY
709 ACHEN, S A
711 AUTHENTIC FURNITURE REFINISHING BY WENDY
SYKES, IRENE
720 CAR-CRAFT COLLISION
NORTHLAND TECHNOLOGIES INC
721 A-A DISCOUNT AUTO GLASS
ZYLKA, WALTER
728 GRIFF'S
729 HAJEC, MARY M
PLOURDE, ROBT E
SMITH, MARK L
731 QUINN MICHAEL & SON PLUMBING
734 BRISSON, W
CUSTOM DESIGNS KITCHEN & BATH
DI NARDO, G
LOGALBO, TINA
810 POLISH COMMUNITY CLUB
914 BROWN, THOMAS
CARTER, KEVIN
915 CARTER, EUGENE
917 VANDERHOFF, JOANN
919 CURRY, CONSTANCE
920 BETTER BRANDS RESTAURANT SUPPLY
1000 GUILLAUME, SEWARD J
WHITE STAR TAXI INC
1014 CARBONE, FRANK
1021 UEC PROTECTIVE SYSTEMS
1025 DREIDEL, BENJAMIN J
KRYWONOS, ANDREY
1039 SHAHEEN BROS, SHOES
1041 SYCHTYSZ, HEIDI
ULRICH, ANNA M

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Target Street	Cross Street	Source
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LAFAYETTE ST 1992

2	BALL'S CARD SHOP
3	UTICA GOLD & SILVER EXCH
8	DOWNTOWN WIG SHOP
10	CHINA STAR
102	LORETTO ADULT RESIDENCE
119	FOOD BANK
123	RASCAL'S TAVERN
200	MR RED'S DOWNTOWN RESTRNT
205	POOR MAN'S TAVERN
	TOMMY'S TAVERN
220	BINGO HALL
	SOWICH REALTY INC
300	BRANDELES H J CORP
	LINCOLN PIPE & SUPL CO INC
301	CLEMENTE FUND RAISING
	CLEMENTE NOVELTIES INC
316	CANFIELD'S RADIATOR SHOP
317	INSTAT METZLER PRINTING
	METZLER PRINTING CO INC
324	CLEAN CAR CONNECTIONS
325	CASATELLI ELECTRIC INC
327	GENUINE AUTO PARTS
	GOLDEN SUN REALTY
332	UTICA PLUMBING SUPL CORP
333	CORRIGAN, WILLIAM L
	YOUR STORE
400	SALVATION ARMY-CALLS FOR TRUCK
	SALVATION ARMY-MEN'S SOCIAL SVCE CENTER
	SALVATION ARMY-THRIFT STORE
416	PETRONIO RESTORATION SUPPLY HOUSE INC
	PETRONIO, THOMAS L, CARPENTRY CONTR
	PETRONIO, THOMAS, CARPENTRY
422	422 LA FAYETTE ST BUILDING INDEPENDENT STORAGE
	UTICA PRINTING & MAILING
424	ARKAY ASSOCIATES
	DUC SYSTEMS
	GRAPHICS OF UTICA
	PAPER TIGER GRAPHICS
	SKY- FEST COMMITTEE
425	ST GEORGE'S ROMAN CATHOLIC CHURCH, RECTORY
	ZWAHL, EUGENE
432	H L & H EAGLE
	HOWARD LIGAS & HILL INC, ARCHITECTURAL BLDG PRODS
	WOOD WINDOW WORKSHOP
437	ALDEN, JOHN
	LEONA INFORMATION SYSTEMS
	REDMOND, DAVID
446	U A P ENGINE REBUILDERS INC
509	MAGNUM CONSTR SVCES INC
	RIC ELECTRICAL DSTRBTRS

Remove Watermark Wondershare PDFelement

Target Street	Cross Street	Source
✓	-	Cole Information Services

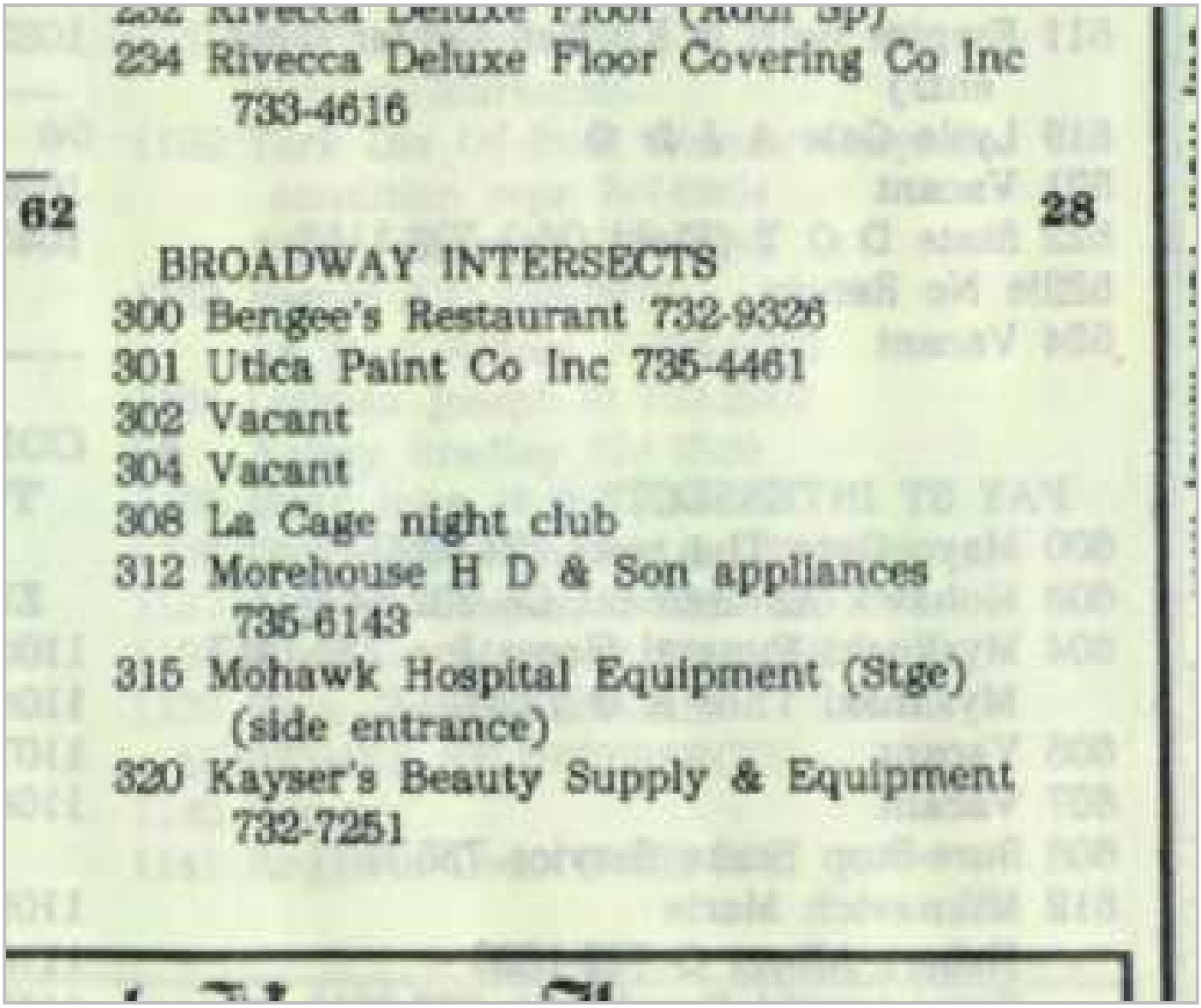
LAFAYETTE ST 1992 (Cont'd)

601	CHOCOLATE PIX INC
724	KUPIEC, EDWARD J
728	BROWN, BILLY
730	KNOWLES, P
	SIMPSON, WARREN
731	AGAPE HOUSE
733	SULLIVAN, MICHAEL C
734	DUDA WOODWORKING
740	DELANEY, JONATHAN
741	SIRINGO, MARY M
	STAR LITE LIMOUSINE SVCE
745	BOSCAR ELECTRIC CO INC

Target Street	Cross Street	Source
✓	-	Polk's City Directory

Remove Watermark Wondershare PDFelement

COLUMBIA ST 1987



234 Rivecca Deluxe Floor Covering Co Inc
733-4616

62 28

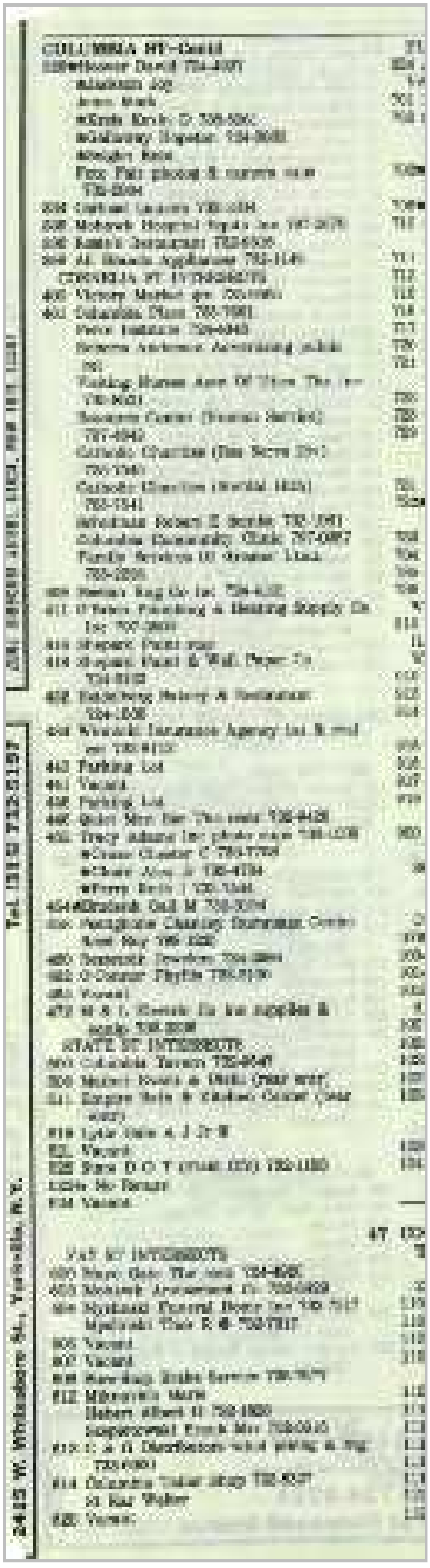
BROADWAY INTERSECTS

300 Bengee's Restaurant 732-9328
301 Utica Paint Co Inc 735-4461
302 Vacant
304 Vacant
308 La Cage night club
312 Morehouse H D & Son appliances
735-6143
315 Mohawk Hospital Equipment (Stge)
(side entrance)
320 Kayser's Beauty Supply & Equipment
732-7251

Target Street	Cross Street	Source
✓	-	Polk's City Directory

Remove Watermark Wondershare PDFelement

COLUMBIA ST 1987



Target Street	Cross Street	Source
✓	-	Polk's City Directory

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LAFAYETTE ST 1987

BROADWAY INTERSECTS
300 Brandeles H J Corp 733-7565
301 Clemente Novelties 432-4145
308 Daniel's Moving & Storage 732-3226
311 Parking Lot
SAYRE AL BEGINS
314 Parking Lot
316 Canfield & Sons auto radiator repr 735-4588
317 Metzler Printing Co Inc 732-1912
PINE ENDS
320 Vacant
322 Clean Car Connection car reconditioners 724-7892
324 Genuine Auto (Stge)
326 Genuine Auto stge
327 Genuine Auto Parts Corp whol 797-2255
332 Utica Plumbing Supply div of howland pump 735-9655
333 Your Store theatrical sups 733-3542
Wilcor International sch sups 733-3542
CORNELIA ST INTERSECTS
400 Salvation Army Men's Social Service Center 735-6458

Target Street	Cross Street	Source
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LAFAYETTE ST 1987

3 Salvation Army Adult Rehabilitation
E Center 735-6458
414 Vacant
417 Victory Super Market (Addl Sp)
CARTON AV BEGINS
418 Riecker Wholesale Foods Inc whol restr & bkry foods 732-5805
419 Victory Market (Garage)
422 Utica Printing & Mailing 724-0314
424 Graphics Of Utica graphic arts 797-4868
Duc Systems Inc prntg equip 733-0491
425 Saint George's Rectory 732-4803
Zwahl Eugene Rev 732-4803
427 Saint George's Roman Catholic Church
435 Brandeles H J stge
437 Dziura Edw J 735-4084
440 Thompson Kath M @ 735-3705
442 Sierak Sadie @
444 United Automotive (Addl Sp)
446 United Automotive Parts 735-6404
448 United Automotive Parts
STATE ST INTERSECTS
500 Beacon Body Shop (Parking Lot)
509 Mather Evans & Diehl Co Inc elec mtrs dlrs 724-6165
510 R E B Wrecking Co 724-2372
514 Vacant

Target Street	Cross Street	Source
✓	-	Polk's City Directory

COLUMBIA ST 1982



Target Street	Cross Street	Source
✓	-	Polk's City Directory

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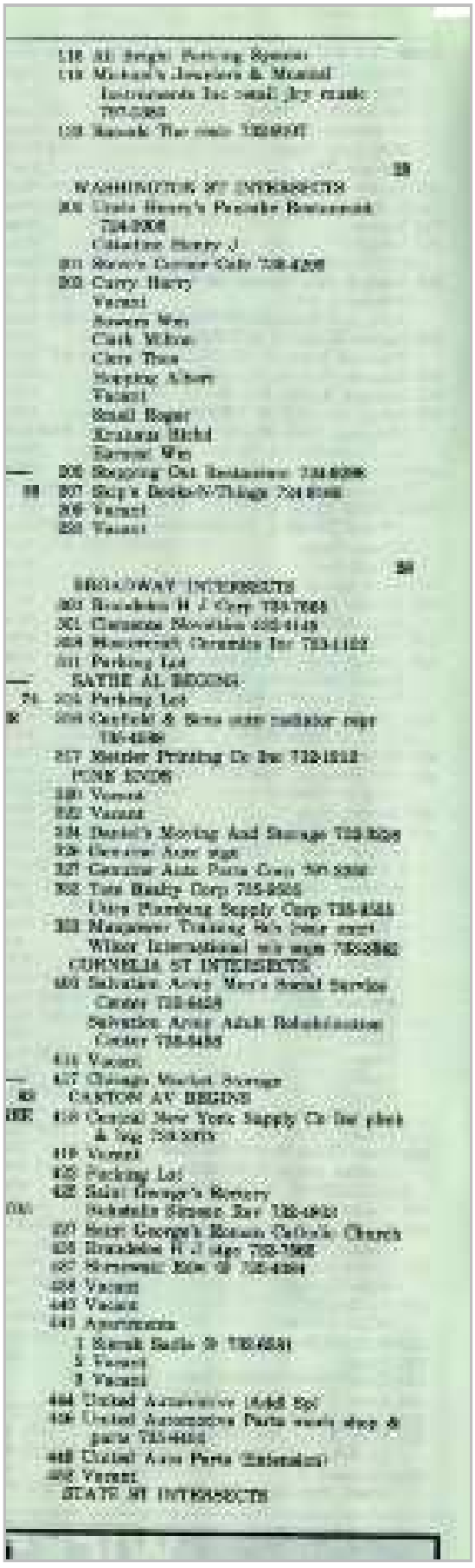
LAFAYETTE ST 1982



118 All Bright Parking System
118 Michael's Jewelers & Musical Instruments Inc retail jlry music 797-[illegible]
[illegible] Rapids The [illegible]

[illegible]

WASHINGTON ST INTERSECTS

[illegible] Uncle Henry's Pancake Restaurant 724-[illegible]
Catalina Henry J
[illegible] Steve's Corner Cafe 738-[illegible]
[illegible] Curry Harry
Vacant
Bowers Wm
Clark Milton
Clare Thos
Hopping Albert
Vacant
Small Roger
Krahaus Richd
Earnest Wm
[illegible] Stopping Out Restaurant 724-[illegible]
[illegible] Skip's Books-N-Things 724-[illegible]
[illegible] Vacant
[illegible] Vacant

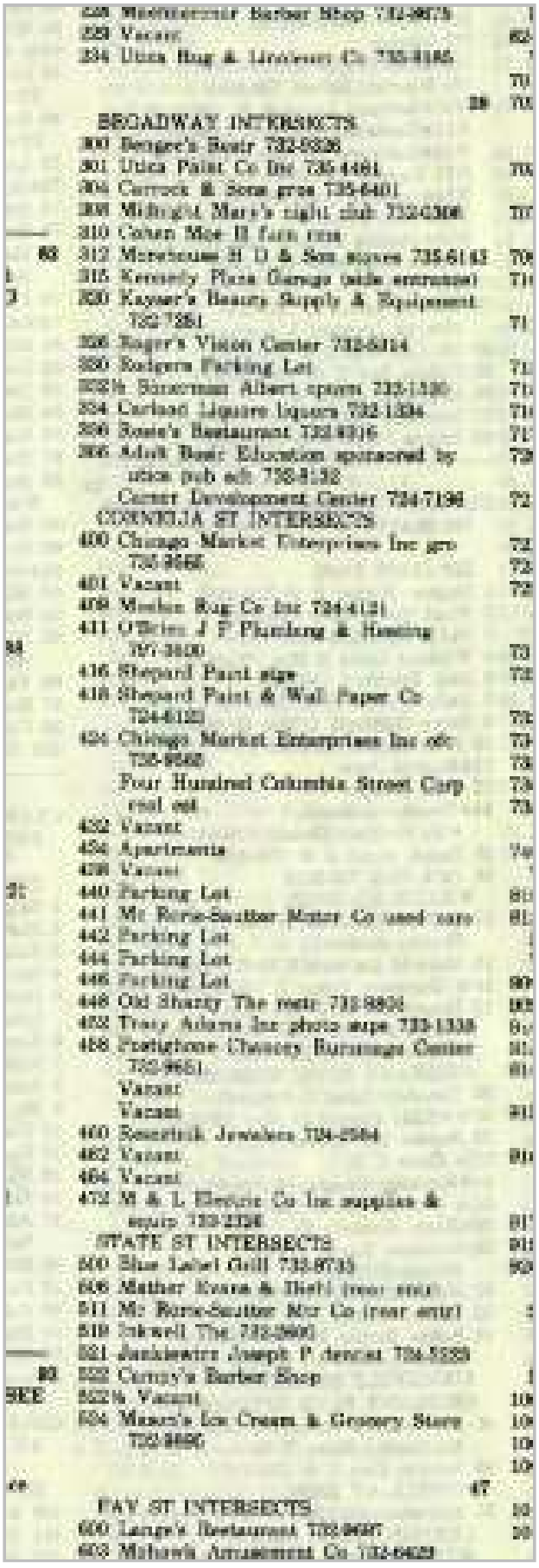
[illegible]

BROADWAY INTERSECTS

[illegible] Brandeis H J Corp 733-[illegible]
[illegible] Clemence Novelties [illegible]
[illegible] Blomerrath Ceramics Inc 733-[illegible]
[illegible] Parking Lot
SAYRE AL BEGINS
[illegible] Parking Lot
[illegible] Canfield & Sons auto radiator repr 735-[illegible]
[illegible] Metzler Printing Co Inc 732-[illegible]
PINE ENDS
[illegible] Vacant
[illegible] Vacant
[illegible] Daniel's Moving And Storage 733-[illegible]
[illegible] Genuine Auto [illegible]
[illegible] Genuine Auto Parts Corp 737-[illegible]
[illegible] Tate Realty Corp 735-[illegible]
Ultra Plumbing Supply Corp 735-[illegible]
[illegible] Manpower Training Sys [illegible]
Wilcox International [illegible] 735-[illegible]
CORNELIA ST INTERSECTS
[illegible] Salvation Army Men's Social Service Center 735-[illegible]
Salvation Army Adult Rehabilitation Center 735-[illegible]
[illegible] Vacant
[illegible] Chicago Market Storage
CANTON AV BEGINS
[illegible] Central New York Supply Co Inc [illegible] & [illegible] 735-[illegible]
[illegible] Vacant
[illegible] Parking Lot
[illegible] Saint George's Rectory
Schatzle Simeon Rev 732-[illegible]
[illegible] Saint George's Roman Catholic Church
[illegible] Brandeis H J [illegible] 732-[illegible]
[illegible] Hornewald Edw [illegible] 732-[illegible]
[illegible] Vacant
[illegible] Vacant
[illegible] Apartments
1 Sierak Sadie [illegible] 732-[illegible]
2 Vacant
3 Vacant
[illegible] United Automotive [illegible]
[illegible] United Automotive Parts [illegible] & parts 735-[illegible]
[illegible] United Auto Parts (Extension)
[illegible] Vacant
STATE ST INTERSECTS

Target Street	Cross Street	Source
✓	-	Polk's City Directory

Remove Watermark Wondershare PDFelement



COLUMBIA ST 1977

228 Moehnemeier Barber Shop 732-9875
229 Vacant
234 Utica Rug & Linoleum Co 735-8185

BROADWAY INTERSECTS
300 Bengee's Bestr 732-9326
301 Utica Paint Co Inc 735-4481
304 Carrock & Sons gros 735-6401
308 Midnight Mary's night club 732-0306
310 Cohen Moe H furn rms
312 Morehouse H D & Son stoves 735-6143
315 Kennedy Plaza Garage (side entrance)
320 Kayser's Beauty Supply & Equipment 732-7281
326 Roger's Vision Center 732-5314
330 Rodgers Parking Lot
332½ Bonerman Albert opium 732-1530
334 Carload Liquors liquors 732-1334
336 Rosie's Restaurant 732-9316
366 Adult Basic Education sponsored by utica pub sch 732-8132
Corner Development Center 724-7196

CORNELIA ST INTERSECTS
400 Chicago Market Enterprises Inc gro 735-9565
401 Vacant
409 Moslem Rug Co Inc 724-4121
411 O'Brien J F Plumbing & Heating 797-3600
416 Shepard Paint sigs
418 Shepard Paint & Wall Paper Co 724-6123
424 Chicago Market Enterprises Inc ofc 735-9565
Four Hundred Columbia Street Corp real est
432 Vacant
434 Apartments
438 Vacant
440 Parking Lot
441 Mc Rorie-Sautter Motor Co used cars
442 Parking Lot
444 Parking Lot
446 Parking Lot
448 Old Shanty The restr 732-9803
452 Tracy Adams Inc photo supp 733-1338
458 Postighone Chancey Burnings Center 732-9651
Vacant
Vacant
460 Rosenfeld Jewelers 724-2584
462 Vacant
464 Vacant
472 M & L Electric Co Inc supplies & equip 732-2326

STATE ST INTERSECTS
500 Blue Label Grill 732-9735
506 Mather Evans & Diehl (rear entr)
511 Mc Rorie-Sautter Mtr Co (rear entr)
519 Inkwell The 732-2600
521 Jankiewicz Joseph P dentist 724-5225
522 Campy's Barber Shop
522½ Vacant
524 Mason's Ice Cream & Grocery Store 732-9695

FAY ST INTERSECTS
600 Lange's Restaurant 732-9697
603 Mohawk Amusement Co 732-6429

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LAFAYETTE ST 1977



207 Washington Street News
209 No Return
220 Vacant
231 Benson Chevrolet (Stge)

28

BROADWAY INTERSECTS

55 300 Fred Girard Cheverolet Inc
301 Girard Fred Chevrolet Inc autos
797-0070
307 Storage
308 Mastercraft Ceramics Inc 733-1102
311 Parking Lot

SAYRE AL BEGINS

74 314 Parking Lot
DR 316 Canfield & Sons auto radiator repr
735-4588
317 Metzler Printing Co Inc 732-1912

PINE ENDS

320 Jo Italian Kitchen
Vacant
326 Rock's Tire & Battery Inc (Stge)
324 Parking Lot
327 Genuine Auto Parts Corp 797-2255
332 Tate Realty Corp 735-9555
Utica Plumbing Supply Corp 735-9555
333 Manpower Training Sch (rear entr)

CORNELIA ST INTERSECTS

400 Salvation Army Men's Soc Serv Cntr-
Fam Thrift Str 735-6458
414 Steates & Miller Inc 732-1018
417 Chicago Market Storage

CARTON AV BEGINS

418 Central New York Supply Co Inc plmb
& htg 733-2375
83 419 Vacant
ESEE 422 Parking Lot
424 Vacant
425 Saint George's Rectory
Rukatalis Simeon Rev 732-4803
389 427 Saint George's R C Church

728 K
730 V
731 S
733 A
J
H
734 T
736 O
W
V
737 A
1
2★
3
4
5★
6★
739 S
W
740 V
WH
741 K
B
745 P
WI

LAM
LIN

ZIP
900 B
901 M
902★
903 V
904 K
905 M
906 K
907 C
908 F

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LAFAYETTE ST 1977



005 432 Vacant
434 Vacant
435 Brandeles H J Corp oil burner
733-7585
436 Vacant
436½ Vacant
437★Murdock Agnes ®
438★Pelaw Geo
440 Thompson Kath Mrs ® 735-3705
441 Vacant
Apartments
1 Vacant
2 Vacant
3★Soblewski John
s 4★Nowak Richd
5★Zadonowicz Chester
6★Lachacse Thos
443 Vacant
444 Vacant
445 Vacant
446 United Automotive Parts mach shop &
parts 735-6404
447 Vacant
ict 448 Vacant
452 Communications Equipment Co Inc
732-3332
STATE ST INTERSECTS
500 Phil's Auto Sales 733-7155
501 Vacant
509 Mather Evans & Diehl Co Inc elec
mtrs dlrs & repr 724-6165
540 Vacant

47

FAY ST BEGINS
601 Midway Industrial Supply Inc 797-6660
29 605 Golden Glove Lounge 724-9042
Bialek Lottie Mrs ® 735-8279
VARICK ST INTERSECTS
706 Saint Joseph's Church Parking Lot
712★Ryan Geo 735-2163
716 Vacant (716-720-722)
724 Kupiec Building Movers 733-0315
Kupiec Edw J ® 733-0315
Vacant
728 Kupiec Eliz Mrs ® 733-4040
730 Vacant
731 Saint Clara's Convent 797-0748
733 Allen Henry A
28 Jones John J 733-5403

Target Street	Cross Street	Source
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COLUMBIA ST 1972



COLUMBIA ST—Contd

MADISON LA INTERSECTS

WASHINGTON ST INTERSECTS

BROADWAY INTERSECTS

CORNELIA ST INTERSECTS

STATE ST INTERSECTS

THE MATT FUNERAL SERVI

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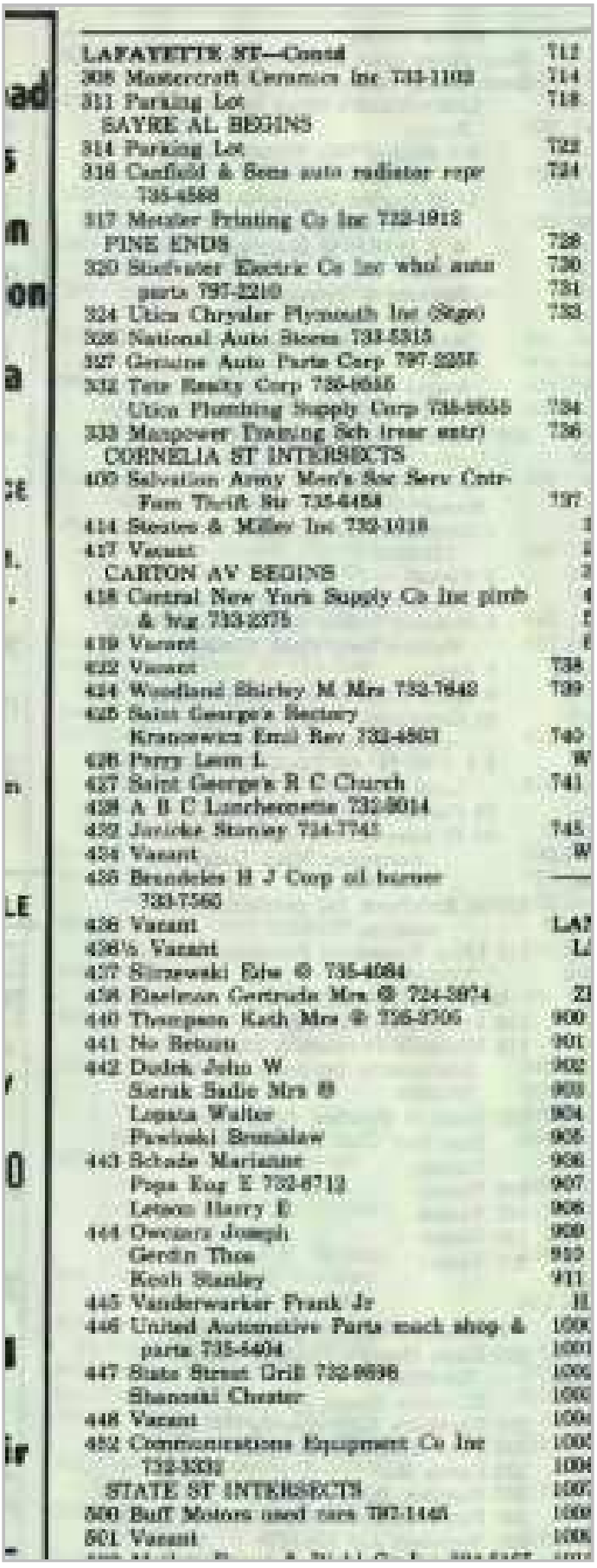

LAFAYETTE ST 1972

LAFAYETTE ST—Contd	712
308 Mastercraft Ceramics Inc 733-1102	714
311 Parking Lot	718
SAYRE AL BEGINS	
314 Parking Lot	722
316 Canfield & Sons auto radiator repr 735-4588	724
317 Metzler Printing Co Inc 732-1912	
PINE ENDS	728
320 Stiefvater Electric Co Inc whol auto parts 797-2210	730
	731
324 Utica Chrysler Plymouth Inc (Stge)	733
326 National Auto Stores 733-5315	
327 Genuine Auto Parts Corp 797-2255	
332 Tate Realty Corp 735-9555	
Utica Plumbing Supply Corp 735-9555	734
333 Manpower Training Sch (rear entr)	736
CORNELIA ST INTERSECTS	
400 Salvation Army Men's Soc Serv Cntr-Fam Thrift Str 735-6458	737
414 Steutes & Miller Inc 732-1018	1
417 Vacant	2
CARTON AV BEGINS	3
418 Central New York Supply Co Inc plmb & htg 733-2375	4
	5
419 Vacant	6
422 Vacant	738
424 Woodland Shirley M Mrs 732-7642	739
425 Saint George's Rectory	
Krancewicz Emil Rev 732-4803	740
426 Perry Leon L	W
427 Saint George's R C Church	741
428 A B C Luncheonette 732-9014	
432 Jovicke Stanley 724-7741	745
434 Vacant	W
435 Brundeles H J Corp oil burner 733-7565	——
436 Vacant	LA
436½ Vacant	L
437 Sirzewski Edw @ 735-4084	
438 Eiselman Gertrude Mrs @ 724-3974	Z
440 Thompson Kath Mrs @ 725-2706	900
441 No Return	901
442 Dudek John W	902
Sierak Sadie Mrs @	903
Lopata Walter	904
Pawloski Bronislaw	905
443 Schade Marianne	906
Popa Eug E 732-8712	907
Letson Harry E	908
444 Owczarz Joseph	909
Gerdin Thos	910
Keoh Stanley	911
445 Vanderwarker Frank Jr	H
446 United Automotive Parts mach shop & parts 735-6404	1000
	1001
447 State Street Grill 732-9698	1002
Shanoski Chester	1003
448 Vacant	1004
452 Communications Equipment Co Inc 732-3332	1005
	1006
STATE ST INTERSECTS	1007
500 Buff Motors used cars 797-1445	1008
501 Vacant	1009

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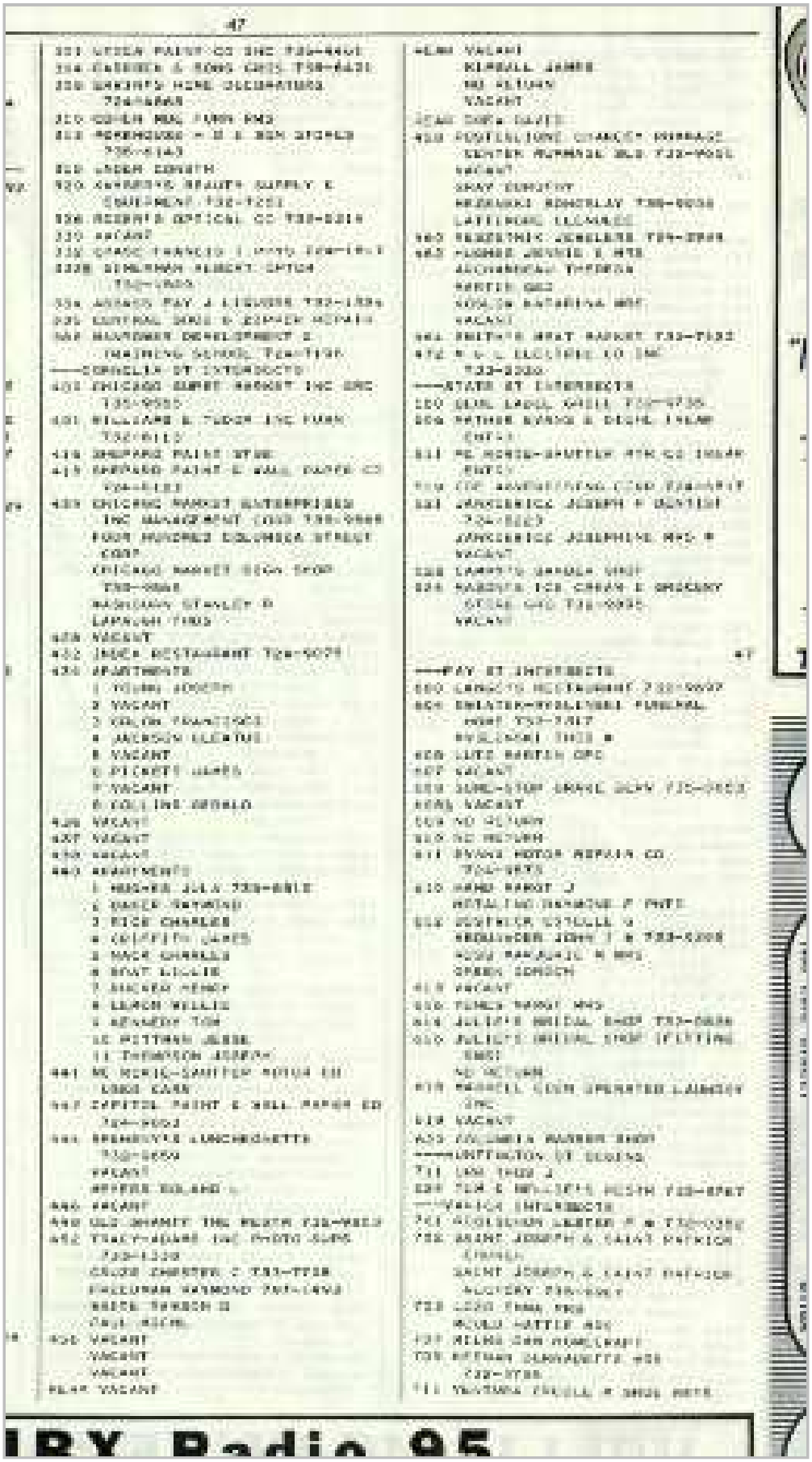
COLUMBIA ST 1967



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COLUMBIA ST 1962



307 Charles The furnished rooms
RE2-0604
Thomas Florence M Mrs
307½ Vacant
308 Erwin's Home Decorators ®
RA4-4358
309 Gentile John M antiques
310 Arnold Susan Mrs furnished rooms
® RE5-4164
Arnold John RE5-4164
313-315 Morehouse H D & Son ® stoves
RE5-6143
315 Vacant
320 Austin's Dept Store RE2-9579
321 P&M Heating Co RE5-6140
322 Koby's Used Furn RE5-9232
323 Maennerchor [illegible] RE2-9603
Utica Maennerchor Auxiliary
Utica Maennerchor Ladies Chorus
Utica Maennerchor Men's Chorus
Scharg Carl Society
Maennerchor Barber Shop
324 Philipson's Bernie Army & Navy Store RE2-4481
325 Genesee Paint & Glass Co Inc
RE2-1141
326 Rogers Optical Co RE2-6314
327 Dillon's Restr RE2-9635
327½ Reynolds Apartments
Apartments:
2G Stevens Harold S
2J Brazier Ralph
2K Vacant
2L Blair Chas A
3G Bray Fannie Mrs
3H Oliver Alberta Mrs
3J Sheton Eug G
3K Porter Eloise Mrs
3M Vacant
Street continued
329 Acme Wall Paper & Paint Co
RE2-3345
330 Apartments
2A Chase Francis T phys RA4-1817
2B Green Jessie
2C Vacant
2D Simerman Albert optom RE2-1520
2E Brady Vincent A RE5-6792
3A Carter Carrie Mrs
3B Morrison Chas J
3C Felder Avery E
3D Solomon Gloria Mrs
Cornelia crosses
400 Chicago Super Mkt Inc RA4-1187
Four Hundred Columbia Street Corp ®
401 Williams E Tudor Inc furn
RE2-3187
409 Joseph & Fuiss Inc men's clo mfrs
RE2-1654
411 Guffen Mtr Auto Land Inc used cars SW7-0800
416 Case Richd N
Hayes Carrie B
418 Shepard Paint & Wall Paper Co Inc
RA4-6123
420 Vacant

Target Street	Cross Street	Source
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COLUMBIA ST 1962



COLUMBIA—Contd
421 Geffen Formula Liqrs Inc RE3-4641
424 Wildhack Fred J grc RE2-9811
Wildhack Ethel B Mrs RE3-7907
Washburn Stanley R
Ross Timothy T RE3-3958
LaPaugh Thos
Purnell Anthony RE3-4837
426 Wildhack's Luncheonette RE2-7597
428 St Vincent de Paul Salvage Shop
used clo and furn RE3-3629
Barber Raymond V
431 Geffen Mtrs Inc E SW7-0830
432 Kurwiel Jos P watchmkr RE2-3197
434 **Apartments**
1 England Hansen Mrs
2 No return
3 Santiago Alex RE2-3817
4 Jones Ethel Mrs
5 Nelson Rebecca M Mrs
6 Gray Dorothy Mrs
7 Jefferson Margt
8 Howard Sylvia Mrs
Street continued
436 Cohen's Furn RE2-0924
437 Geffen Realty Corp SW7-0800
438 Cleris Barber Shop
Cauld Joan M Mrs
440 **Apartments**
1 Vacant
2 Jones Ulysses
3 Rice Chas
4 Vacant
5 Hughes Julia Mrs
7 Rocker Henry
8 Young Lukamae Mrs RE2-1849
9 Vacant
10 Vacant
11 Baker Raymond
Street continued
442 Capitol Paint & Wall Paper Co
RA4-1653
444 Bradley's Luncheonette
RE2-1858
Lodge Matilda H Mrs RE3-1809
Meyers Roland L
446 Vacant
448 Old Bounty The resale RE2-9810
452 Tracy-Adams Inc photo sup
RE3-1338
Tracy Chas F
454 Cruse Eleanor C RE3-7708
Chase DeForest
Harvey Claude P RE2-3187
456 Ray Russell J asst forn
Worley Jos
Henry Christine
Woods Mavis L
Simon Wm L
rear Young Isaac RE3-6370
Lane Sol RE3-5451
458 Shirley's Coffee Shop RE2-9738
458½ Lyday Fun Mrs S grc RA4-3061
Young Ethel L Mrs RA4-7306
Mazanski Jaroslav
460 Rezeznik Jules RA4-2094
462 Ehrenzeuis Arvida A RA4-0532

TUCCI SALES & SERVICE

Target Street	Cross Street	Source
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LAFAYETTE ST 1962

LAFAYETTE—Contd
320-322 Stiefvater Elec Co Inc auto parts SW7-2210
323 Berger Harris Inc
324 Three Hundred-Twenty Four Lafayette Realties Inc @ SW7-1700
Heinman Harry Inc adv SW7-1700
326 National Auto Stores RE3-5315
327 Genuine Auto Parts Corp @ SW7-2255
332 Tate Realty Corp @ RE5-8555
Utica Plumbing Sup Corp RE5-8555
333 Berger Harris Inc
Cornelia crosses
400 Salvation Army Social Serv Center & Family Thrift Store RE2-1218
Mummey Dale
407 Parking Lot
414-18 Steates & Miller @ uphol RE2-1018
417 Lawrence A & Sons Inc whol gro
Carton av begins
418 Central N Y Sup Co Inc @ RE3-2375
419 Seldin's Chas & Dyers Inc RA4-8144
424 Chinine Anthony barber
Woodland Shirley M Mrs RE3-7643
425 Lithuanian Hall
Krancewicz Emil Rev RE3-4803
426 Perry Leon L RE3-5255
427 StGeorge's R C Church
428 A B C Luncheonette RA4-9800
430 Vacant
433 Janicki Stanley @
434 Martin Emma Mrs RE5-9811
435 Brandeles H J Corp @ plmbs RE5-7588
436 Vacant
436½ Vacant
437 Shirazewski Mary Mrs @ RE5-4084
438 Eiselman Gertrude Mrs @ RA4-3974
440 Thompson Kath Cook Mrs @ RE5-3703
441 Horton Myrtle Mrs RE5-6261
Tamburro Jas RA4-3079
Petrowski Stanley
442 Dudek John
Owczarz Joe
Rodwell Ronald
Sierak Sadie Mrs @ RA4-8550
Butler Russell
Marchand Earl
443 Harvey Edna A Mrs RE2-2888
O'Neil Jennie B Mrs RE2-7851
Gobryelski John
444 Wasilewski Jos
Kresa Stella Mrs RE3-4523
445 Kalburn Sam
Curtis Esther E Mrs
Pipas Bernard
446 United Automotive Parts RE5-0338
447 State Street Grill RE2-9590
448 Vacant
452 Peck John Tire Co RA4-5010
State crosses
501 Bouie Sinclair Gas Sta RE3-9234
503-11 Mather Evans & Diehl Co Inc elec mtrs RA4-8185
510 Lafayette Auto Top Shop @ RA4-6541
514 Ed's Body & Fender Repr RE2-0942

47

Fay begins
601 Dapson's Exp
Griffith & Williams Inc moving RE5-4453
606 Vacant
607 Vacant
Varick crosses
705 Coscomb Geo W
706 Pasiakonis Anna A @ RA4-5504
707 Reynolds Geo @ RE5-5520
708 Vacant
709 Walchusky Peter D @ SW7-1681
710 Vacant
712 Jacobsen Lee Etta Mrs RE2-3549
714 Eilers Safe Shop locksmiths RA4-2630
Eilers Peter
715 StAloysius Young Men's Benevolent Society Inc
718 Quadraro Carmen J RE5-3701
Rossi Michl @
722 Krancewicz Anthony @
Laskowski Phillip RA4-5506
724 Kupiec Edw J @ RE2-0315
726 Kupiec Eliz Mrs @ RE2-4049
730 Vacant
731 StClare's Convent SW7-0748
733 Hall Willie A RA4-7405
Escridge John E @ RE2-2750
Rundles Chas RE5-6638
Molock Elwood R RE5-7100
736 White Mary Mrs RE2-8765
Baldwin Emery RE3-2709
Hays Mary Mrs RA4-3325
Ewaskie Michl @
Thomann Edna M RE3-1757
737 **Apartments**
1 Smith Lillian M RE2-4364
2 Riddell Mary Mrs
3 Super John
4 Ellis Donald A RE5-7989
5 Chesebro Daisy A
Street continued
738 Szymczak Edw R RE3-0965
Wentka Andrew @ RE5-3709
740 Hewett Bella Mrs @ RE5-9764
Christensen Niels
Whitesboro crosses
741 Groat Margt Mrs @
Kelsey Wm J @ RE5-5115
Brohl Jos P
Wiley begins

54

LAMB—From 1850 Bennett to Lincoln av, wd 11

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COLUMBIA ST 1957



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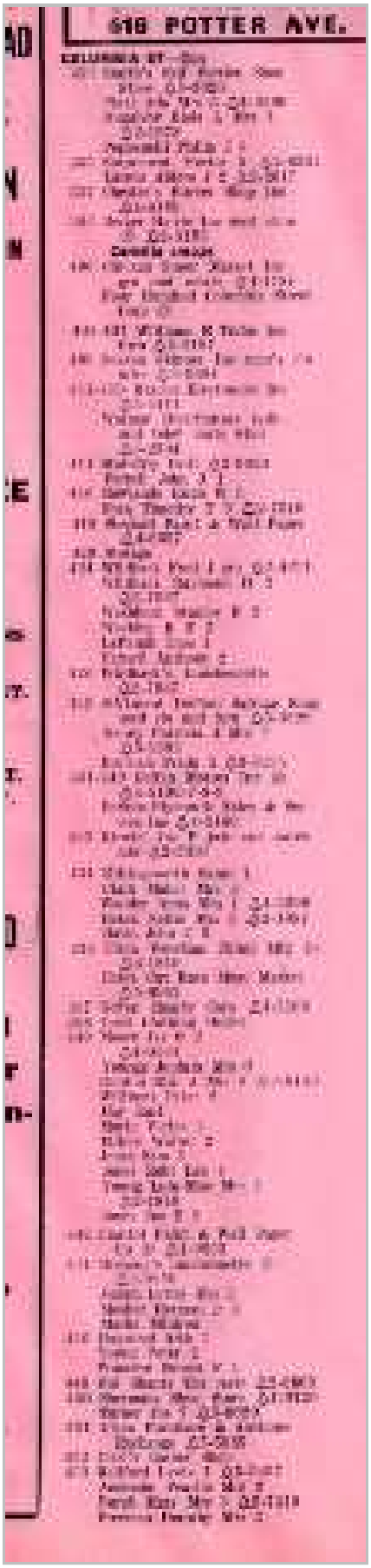
COLUMBIA ST 1957



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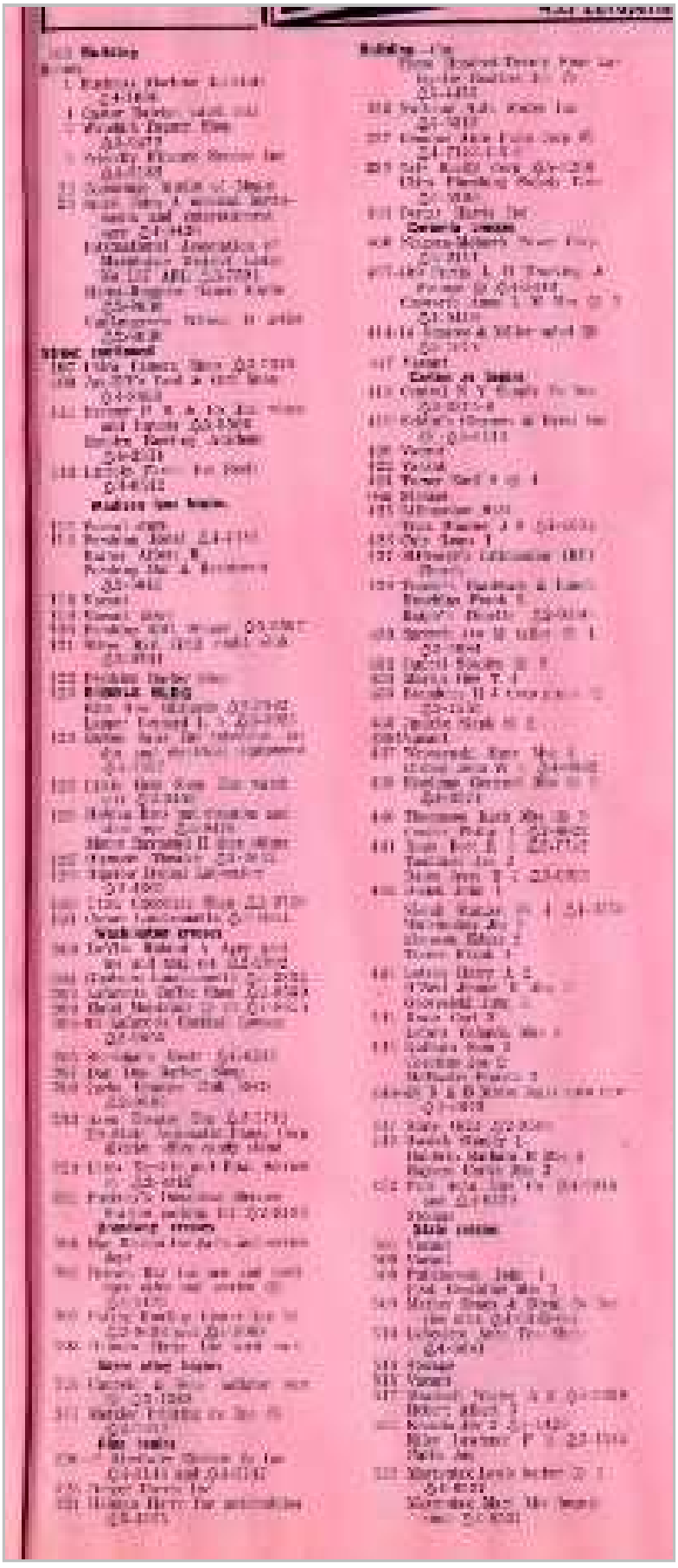
LAFAYETTE ST 1957



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COLUMBIA ST 1952



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LAFAYETTE ST 1952



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COLUMBIA ST 1947



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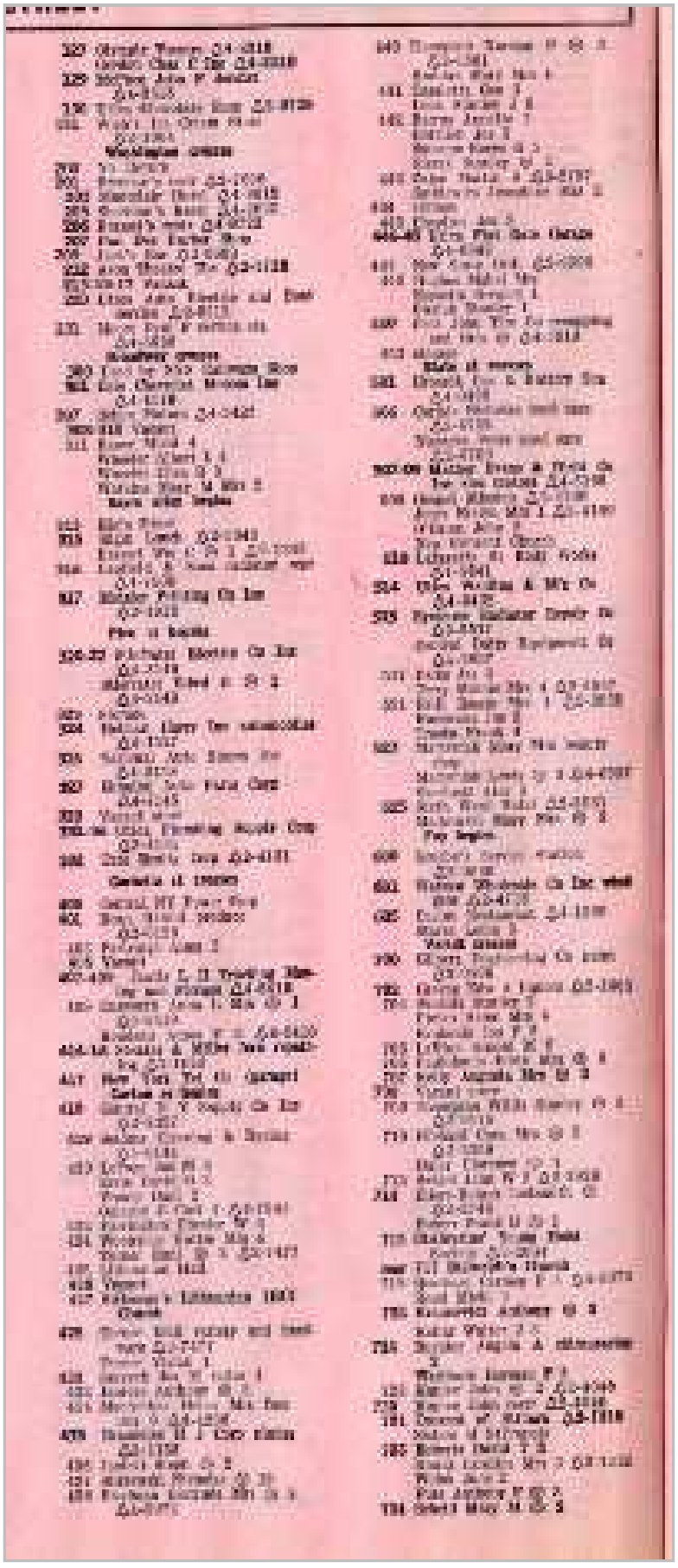
LAFAYETTE ST 1947



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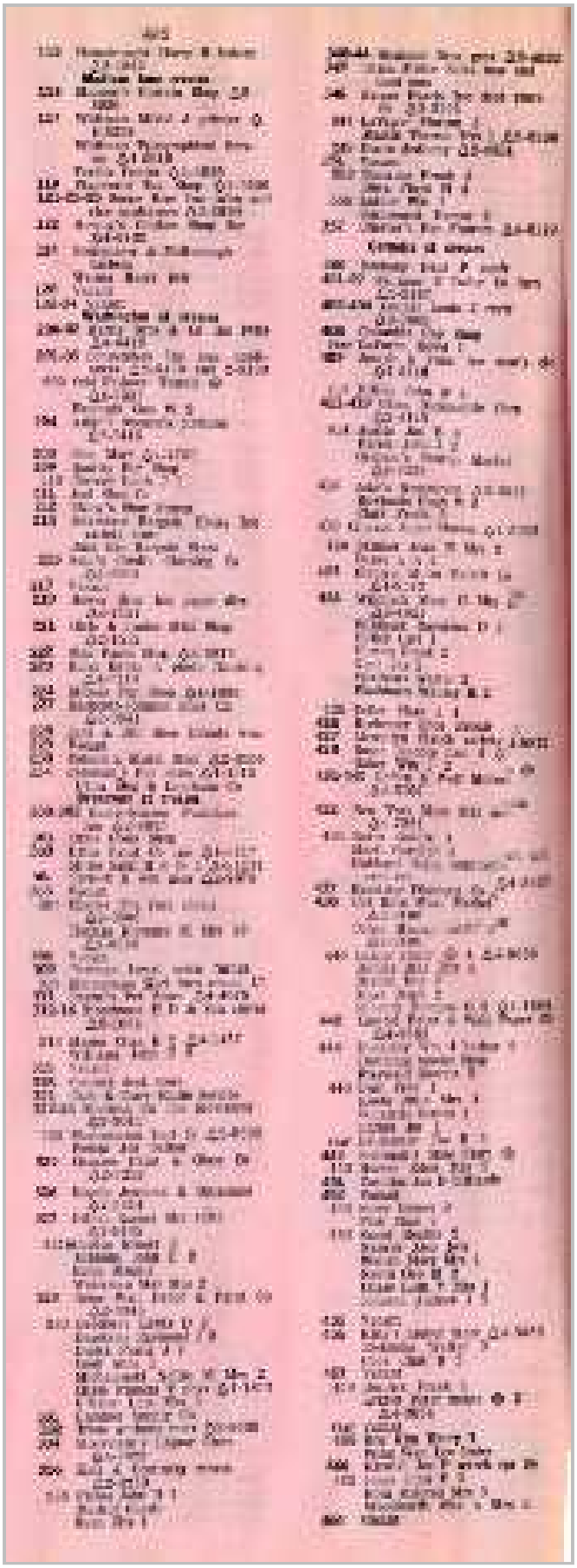
COLUMBIA ST 1943



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COLUMBIA ST 1939



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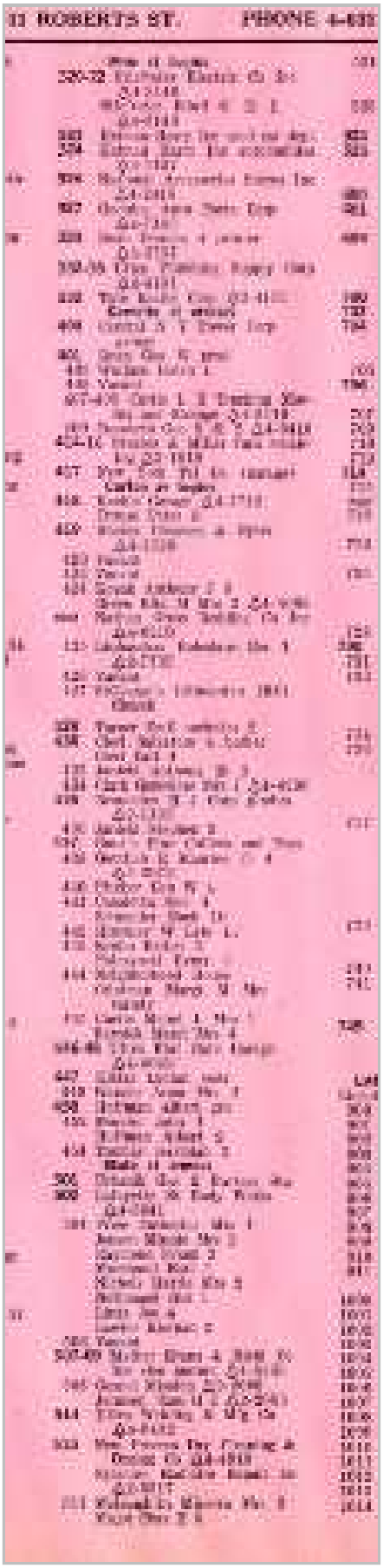
LAFAYETTE ST 1939



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COLUMBIA ST 1913

215 Mrs. Linda Fish.
215 Mrs. Louise Boyer.
215 Mrs. Rose Callahan.
215-217 Parker & Co.
219 Bowes Bros.
221 Alfred H. Day.
221 Frances Kaiser.
223 Alexander J. Shaw.
223 William E. Cullen.
223½ Kowalska & Infusino.
222-224 The Waldorf Shoe Store.
225-227 Vacant.
225 Mansbach & McNulty.
226 Ida K. Tiffany.
226 Amanda White.
226 Samuel H. Beckwith.
227 Joseph W. Freshman.
228 Leahy Laundry (Branch Office)
228 Nelson A. Burrill.
230 Jacob Joseph.
231 John Chengoles.
231 Frank C. Stein.
232 Mary D. Charles.
232 Frederick Salari.
234 Mary D. White.

Broadway Crosses.

301-303 John J. Collins & Sons.
305 Gorton Wall Paper Store.
306 Barn.
308 H. Gschwind & Sons.
309 William F. Schultz.
309 Charles McDonald.
309 Charles McCluskey.
309 Vacant.
310 Mrs. Annie Owens.
310 Dell Hogan.
310 Frank Harrington.
310 Welcome L. Gott.
310 Marion Morgan.
311 Fink Bros.
312 William Harrison.
313 Nettie L. Griswold.
313 James C. Blake.
314 Nettie L. Griswold.
314 Katherine Burke.
315 W. C. Rounds.

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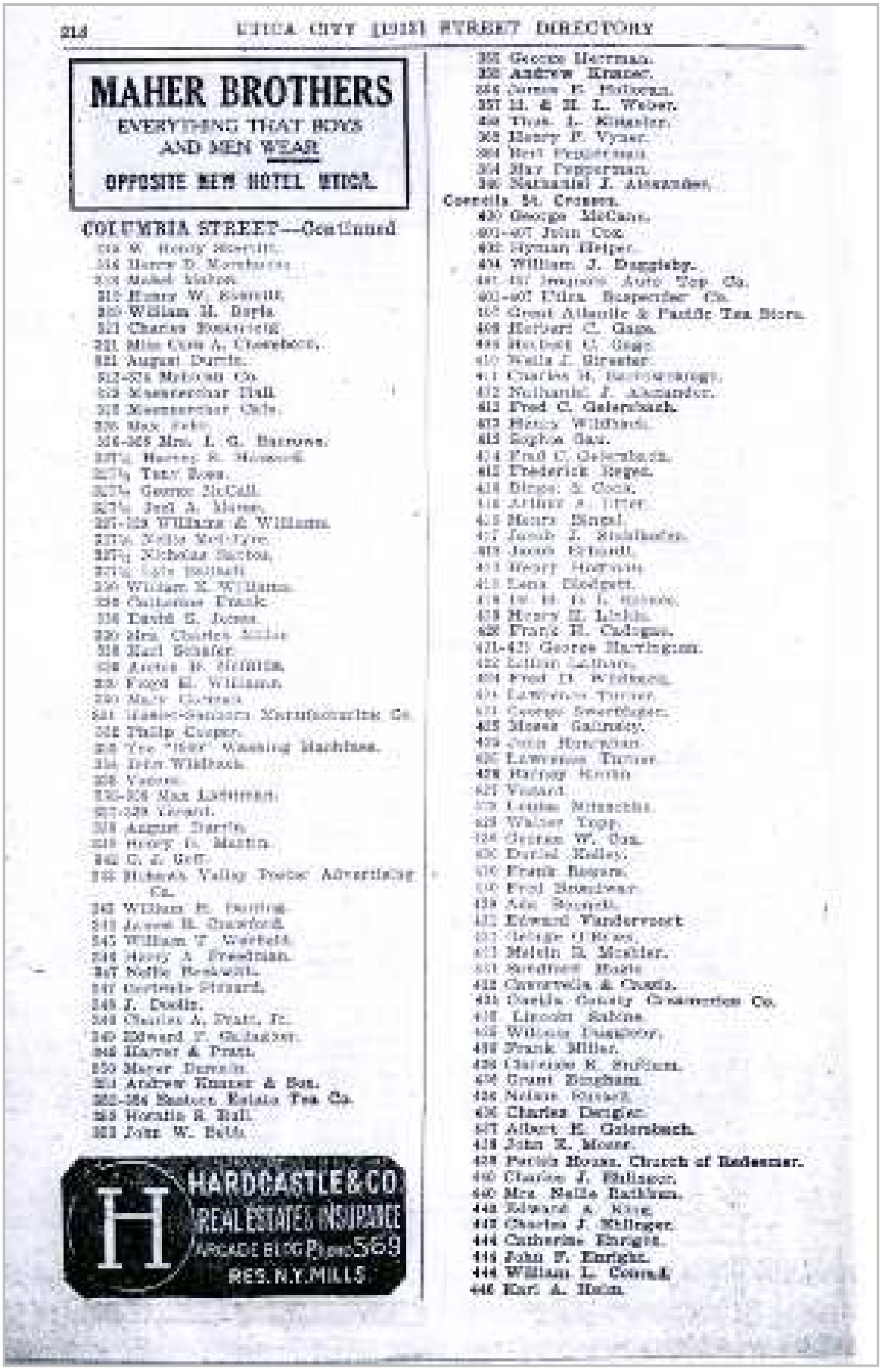
COLUMBIA ST 1913



218 UTICA CITY [1913] STREET DIRECTORY

MAHER BROTHERS
EVERYTHING THAT BOYS AND MEN WEAR
OPPOSITE NEW HOTEL UTICA

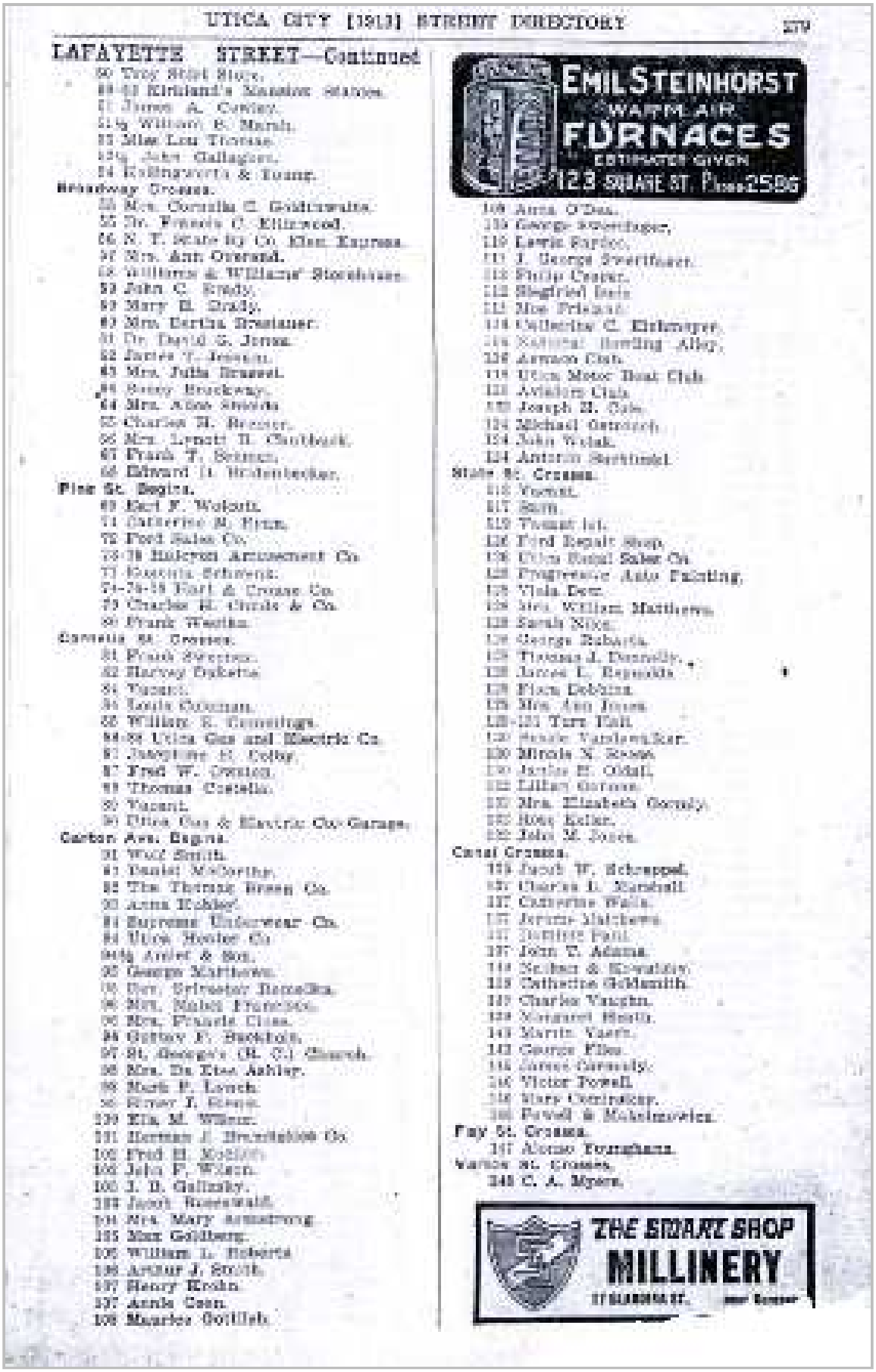
COLUMBIA STREET—Continued

315 W. Henry Merritt
316 Harry D. Mowbray
316½ Mabel Hilton
317 Henry W. Everitt
318 William H. Davis
321 Charles Dominick
321 Miss Cora A. Crosthwait
321 August Durrin
322-324 Mylroad Co.
323 Masonic Hall
323 Masonic Club
326 Max Fehr
326-328 Mrs. I. G. Barrows
327½ Harvey R. Maxwell
327½ Tracy Rose
327½ George McCall
327½ Joel A. Mayer
327-329 Williams & Williams
327½ Nelle McGlyn
327½ Nicholas Barbos
327½ Lyle Bullard
329 William E. Williams
330 Catherine Frank
330 David E. Jones
330 Mrs. Charles Miller
330 Karl Schafer
330 Arthur H. Griffith
330 Floyd E. Williams
330 Mary Gorman
331 Easter-Sanborn Manufacturing Co.
332 Philip Cooper
333 The "1900" Washing Machine
334 John Wildrick
335 Vacant
335-337 Max Lehrman
337-339 Vacant
338 August Durrin
339 Henry G. Martin
342 C. J. Gott
343 Mohawk Valley Poster Advertising Co.
343 William E. Darling
344 James B. Crawford
345 William T. Warfield
346 Harry A. Freedman
347 Nelle Benedict
347 Gertrude Strand
348 J. Dodis
348 Charles A. Pratt, Jr.
349 Edward F. Gallagher
349 Harter & Pratt
350 Mayer Durrin
351 Andrew Knauer & Son
352-354 Eastern Estate Tea Co.
353 Horatio S. Ball
353 John W. Bells
355 George Herman
356 Andrew Knauer
356 James F. Holleran
357 H. & H. L. Weber
360 Thos. L. Kinsler
363 Henry F. Vyner
364 Bert Pepperman
364 May Pepperman
366 Nathaniel J. Alexander
Cornelia St. Crosses
400 George McCann
401-407 John Cox
402 Hyman Heiger
404 William J. Daggleby
407-417 Imperial Auto Top Co.
405-407 Utica Respeedler Co.
405 Great Atlantic & Pacific Tea Store
408 Herbert C. Gage
408 Herbert C. Gage
410 Wells J. Streeter
411 Charles H. Butterfield
412 Nathaniel J. Alexander
412 Fred C. Galerbach
412 Henry Wildrick
413 Sophia Gaul
414 Fred C. Galerbach
415 Frederick Engel
416 Diego S. Cook
416 Arthur A. Little
417 Henry Engel
417 Jacob J. Stahlhofer
419 Jacob Erhardt
419 Henry Hermann
419 Lena Blodgett
419 Mr. & Mrs. C. L. Gibson
420 Henry H. Lipkin
420 Frank R. Cadogan
421-423 George Harrington
422 Lillian Latham
424 Fred D. Wildrick
424 Lawrence Turner
424 George Swarthinger
425 Moses Gallusky
426 John Hampton
426 Lawrence Turner
428 Harvey Kevin
427 Vacant
428 Louis Minacchia
428 Walter Topp
428 Orrin W. Cox
430 David Kelley
430 Frank Rogers
430 Fred Broadway
430 Ada Sproull
432 Edward Vanderveort
432 Helga O Rees
433 Melvin R. Mosher
433 Bradford Hoyt
433 Cassavella & Chapla
434 Oneida County Creamery Co.
435 Lincoln Salone
435 William Dingmore
436 Frank Miller
436 Clarence E. Sullivan
436 Grant Bingham
436 Nelson Russell
436 Charles Dengler
437 Albert E. Galerbach
438 John E. Moore
438 Parish House, Church of Redeemer
440 Charles J. Hallagor
440 Mrs. Nellie Rathbun
442 Edward A. King
442 Charles J. Kellogg
444 Catherine Enright
444 John F. Enright
444 William L. Conrad
446 Karl A. Helm

HARDCASTLE & CO
REAL ESTATE & INSURANCE
ARCADE BLDG Phone 569
RES. N.Y. MILLS

Target Street	Cross Street	Source
✓	-	Polk's City Directory

LAFAYETTE ST 1913



UTICA CITY [1913] STREET DIRECTORY 1079

LAFAYETTE STREET—Continued

90 Troy Steel Rings.
89-91 Kirkland's Mansion station.
[illegible] James A. Conley.
[illegible] William E. Marsh.
[illegible] Miss Lou Thomas.
[illegible] John Gallagher.
[illegible] Hollingsworth & Young.

Broadway Crosses.

55 Mrs. Cornelia C. Goldsmith.
55 Dr. Francis C. Ellingwood.
56 N. T. State Ry Co. Elec. Express.
57 Mrs. Ann Overend.
58 Williams & Williams' Storehouse.
59 John C. Brady.
59 Mary B. Brady.
60 Mrs. Bertha Brenauer.
61 Dr. David S. Jones.
62 James T. Jones.
63 Mrs. Julia Brassel.
64 Rosy Brockway.
64 Mrs. Alice Sinnott.
65 Charles H. Brenner.
66 Mrs. Lenett B. Chatfield.
67 Frank T. Bettner.
68 Edward D. Hedenberker.

Pine St. Begins.

69 Earl F. Wolcott.
71 Catherine M. Finn.
72 Ford Sales Co.
73-75 Halcyon Amusement Co.
77 Rosetta Schwenk.
77-79-81 Earl & Crouse Co.
79 Charles H. Child & Co.
80 Frank Westin.

Genesee St. Crosses.

81 Frank Sweeton.
82 Harvey Dykstra.
84 Vacant.
86 Louis Gutman.
88 William E. Cummings.
88-89 Utica Gas and Electric Co.
87 Josephine E. Colby.
87 Fred W. Owston.
89 Thomas Costello.
90 Vacant.
90 Utica Gas & Electric Co. Garage.

Carbon Ave. Begins.

91 Wolf Smith.
91 Daniel McCarthy.
93 The Thomas Green Co.
93 Anna Kohler.
94 Supreme Underwear Co.
94 Utica Hosiery Co.
94½ Ardet & Son.
95 George Matthews.
96 Rev. Sylvester Ramella.
96 Mrs. Mabel Francois.
96 Mrs. Francis Cline.
96 Gurney E. Beckwith.
97 St. George's (R. C.) Church.
98 Mrs. Da Ette Ashley.
98 Mark P. Lynch.
98 Elmer I. Rapp.
100 Ella M. Wilcox.
101 Herman J. Brandstadt Co.
102 Fred H. Mellen.
102 John F. Wilcox.
103 J. B. Gallasky.
103 Jacob Rosenwald.
104 Mrs. Mary Armstrong.
105 Max Goldberg.
106 William L. Roberts.
106 Arthur J. Smith.
107 Henry Krahn.
107 Annie Coen.
108 Maurice Gottlieb.

EMIL STEINHORST
WARM AIR
FURNACES
ESTIMATES GIVEN
123 GENESEE ST. Phone 2586

108 Anna O'Dea.
109 George Swearinger.
110 Lewis Parker.
111 J. George Swerdfeger.
112 Philip Center.
112 Siegfried Beis.
112 Mae Friedel.
114 Catherine C. Eichmeyer.
116 National Bowling Alley.
116 Arnaon Club.
118 Utica Motor Boat Club.
120 Aviators Club.
122 Joseph H. Cole.
124 Michael Gemrich.
124 John Wolak.
124 Antonia Serbinski.

State St. Crosses.

[illegible] Vacant.
[illegible] Smith.
[illegible] Thomas Ist.
126 Ford Repair Shop.
126 Utica Rental Sales Co.
128 Progressive Auto Painting.
128 Viola Dew.
128 Mrs. William Matthews.
128 Sarah Nice.
128 George Roberts.
128 Thomas J. Donnelly.
128 James L. Reynolds.
128 Flora Dobbins.
128 Mrs. Ann Jones.
128-130 Turn Hall.
130 Jessie VanLewiker.
130 Minnie N. Brown.
130 Jacob H. Odell.
132 Lillian Gerow.
132 Mrs. Elizabeth Gormly.
132 Rose Keller.
132 John M. Jones.

Canal Crosses.

[illegible] Jacob W. Schrappel.
[illegible] Charles L. Marshall.
137 Catherine Walls.
137 Jerome Matthews.
137 Dominic Pati.
137 John T. Adams.
138 Neiker & Kowalsky.
138 Catherine McMenith.
140 Charles Vaughn.
140 Margaret Heath.
140 Martin Vaark.
142 George Files.
144 James Carmody.
146 Victor Powell.
146 Mary Ostrander.
146 Powell & Mikolajewicz.

Fay St. Crosses.

147 Alonzo Tompkins.

Varick St. Crosses.

148 C. A. Myers.

THE SQUARE SHOP
MILLINERY
27 GENESEE ST.

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Prior Phase I ESA (401-407, 409 Columbia Street)

GEOSCIENCE TECHNICAL SERVICES, INC.
Box 172, Clinton, NY 13323
(315) 853-7039

PHASE I ENVIRONMENTAL ASSESSMENT
401-407 AND 409 COLUMBIA STREET
UTICA, NEW YORK

prepared for

Adirondack Bank
185 Genesee Street
Utica, New York

February 4, 2002

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Wondershare PDFelement

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1.0 INTRODUCTION

This report presents the results of a phase I environmental assessment performed by Geoscience Technical Services Inc. on property at 401-407 and 409 Columbia Street in Utica, New York. The site contains two connected buildings owned by the Resource Center for Independent Living (RCIL) and occupied by that group and tenants. The property is identified as Oneida County tax map 318.41-2-39 and 318.41-2-40.

Elements of the assessment included a site inspection, discussions with local officials and individuals, research at the municipal and county levels, evaluation of site history, and examination of State and US EPA documents. It updates an earlier assessment performed on 401-407 Columbia Street by Geoscience Technical Services in 1994.

2.0 BACKGROUND

The property is located at the southwest corner of the intersection between Columbia and Cornelia Streets in the downtown section of Utica (Figure 1). In composite, the two lots have a square configuration with an area of 1.17 acres (Figure 2). Frontage includes 225 feet on Columbia and 212 feet on Cornelia.

The building at 401-407 Columbia is a four story brick structure with a full basement. Dimensions are 98 by 148 feet yielding a footprint of 14,504 square feet. The first through third floors are used as offices. The fourth floor is partly leased and the remainder is an unfinished area used for storage. The basement is also unfinished.

The 409 Columbia Street building, which houses the main office of RCIL, is a one story pre-engineered metal building on a concrete slab. It has basic dimensions of 98 by 144 feet with one corner missing resulting in a floor area of 13,904 square feet.

In the late 1800's, the property contained part of the Theodore Pomeroy & Son oil cloth factory. Those buildings were removed by 1899. The present building at 401-407 Columbia was constructed by 1907 and used over the years for a furniture store, clothing factory, light manufacturing, and offices.

Initially residences and later commercial buildings occupied the 409 Columbia lot. The buildings contained part of the clothing factory and also auto sales and service operations. They were replaced in 1971 by the present building. That building was occupied from 1971 to 1990 by a rug company.

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The neighborhood contains commercial, residential, and municipal buildings. A large mill building on the west side of State Street is occupied by Brodock Press and a machine company. The Utica City Hall lies one block to the east on Kennedy Plaza. Automotive operations are located on Lafayette and Oriskany Streets to the south. The nearest gas station is a Mobil/Nice & Easy at Court and State.

3.0 UTILITIES AND STORAGE TANKS

The buildings have municipal water and sewer service. There is one catch basin in the rear parking lot which we assume is connected with the City storm sewer system.

Heating of both buildings takes place with natural gas which is piped in.

Fuel oil and coal were used to heat the 401-407 Columbia Street building in the past. An above-ground tank with an estimated capacity of 1,100 gallons is located in the basement near the former furnace. The tank was cut open and is filled with sand or concrete.

These elements of electrical systems pertinent to environmental assessments are transformers and capacitors which may contain dielectric fluid with polychlorinated biphenyls (PCB's). No transformers were observed on the property. The ballasts of fluorescent lights, which are present in both buildings, have small capacitors that are assumed to contain PCB's unless labeled otherwise. These do not constitute a soil or ground water contamination threat, but unlabeled ballasts must be treated as a hazardous waste when disposed.

4.0 SITE INSPECTION

The site inspection took place on January 24, 2002. Site photographs taken that day are shown in Appendix A.

4.1 401-407 Columbia Street Building

description At the time of our inspection, this building was occupied as follows:

first floor - RCIL
second floor - Family Services and AIDS Community Services
third floor - Voluntary Action Center, U.S. Care, and RCIL
fourth floor - Computer & Business Inc. and RCIL storage

The first through third floors are laid out for offices, exemplified by the first floor plan shown in Figure 3. In general, each floor has a square hall with offices on the interior and exterior. There is one elevator and two staircases. Finish materials include vinyl and carpet flooring, sheetrock walls, and drop tile ceilings.

That part of the fourth floor occupied by Computer & Business is finished as offices. The remainder, including two large rooms, is unfinished and used by RCIL for storage of furniture, computers, and files. This area has a wood floor, masonite walls, and the original wood and metal ceiling.

The unfinished basement is divided into four sections, each elongate in the north-south direction. The east section contains the new and old furnaces, the decommissioned oil tank, and utility entrances. The other sections are used for miscellaneous storage and a cooling unit is located in the west section.

chemicals Other than cleaners, the only chemical items observed were located in the basement. These included two dozen 1 to 5 gallon containers of paint in a metal cabinet; and fourteen pint to 5 gallon containers of paint and 1 gallon of thinner elsewhere. The containers were intact and there was no staining on the floor.

asbestos-containing materials About 115 linear feet of overhead pipe were covered with asbestos insulation at the time of our 1994 assessment. This was removed during renovations conducted subsequently and we observed no asbestos insulation in January 2002.

Vinyl flooring and drop ceiling tiles, which are present in the finished sections of the building, may contain an admixture of asbestos if they were installed prior to the mid-1980's. Installation dates are uncertain and probably varied. Vinyl flooring and drop ceiling tiles are categorized as non-friable materials which would not release asbestos fibers to the air unless disturbed. Disturbance could result from remodeling or removal.

lead paint Based on the building age, lead paint could be present on interior surfaces predating 1978. Many of the older surfaces have been replaced during remodeling, but some probably remain. We observed paint to be in a good condition.

4.2 409 Columbia Street Building

The interior of 409 Columbia Street contains the main RCIL offices and is laid out as shown in Figure 3. In addition to offices, rooms include the lobby, a library, a conference room, a kitchen, the AUS activities room, and rest rooms. Finish materials include carpeted and vinyl flooring, sheetrock walls, and drop tile ceilings.

chemicals The only chemical-type items observed were located in the kitchen

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closet and included 30 to 40 pint to gallon containers of cleaners, ammonia, and bleach used for maintenance.

asbestos-containing material and lead paint ACIL completely remodeled the building interior in 1991 shortly after acquisition. This infers that asbestos-containing materials and lead paint would not be present.

4.3 Grounds

Grounds include a paved parking lot in the rear of the buildings bordered by a strip of landscaping, and a courtyard to the west of number 409. One catch basin and a sewer manhole were present in the parking lot pavement. The ground surface was wet which prevented identification of oil staining.

We observed no fill pipes, fill ports, or vent pipes for underground tanks outside the buildings. No solid waste was present.

Immediately adjacent properties include a parking lot for the Kennedy Plaza Apartments to the south and O'Brien Plumbing & Heating Supply to the west. The Salvation Army Thrift Store and Shepard Paint & Wallpaper are located to the north across Columbia Street. A large building occupied by Mohawk Valley Hospital Equipment lies to the east across Cornelia.

5.0 MUNICIPAL RESEARCH

Tax Assessor Documents in the Utica Tax Assessor's office included the property description as summarized in Section 2.

County Clerk Land records in the County Clerk's office show the following chains of ownership for the parcels.

401-409 Columbia Street

1994 to present - Resource Center for Independent Living
1993 to 1994 - Savings Bank of Utica
1989 to 1993 - Nancy Jones
1987 to 1989 - Savings Bank of Utica
1983 to 1987 - Mohawk International
1982 - Robert Cardillo
1977 to 1982 - Charles Gaetano and Gaetano Realty Corp.
1942 to 1977 - Tudor Williams Realty Company

409 Columbia Street

1990 to present - Resource Center for Independent Living

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1972 to 1990 - Kymark Realty Corp.
1971 to 1972 - Meelan Rug Company
owner prior to 1971 - Utica Urban Renewal Agency

Codes Enforcement The Codes Enforcement files for the property included the following:

401-407 Columbia Street

- permits, inspection reports, and CO's for remodeling conducted in 1989 and 1994-1995.
- a 7/21/93 hazardous materials report for former tenant Electromark listing 55 gallon containers of ethyl acetate, acetone, nitrocellulose, anhydrol solvent, and hexane.
- 1987 tenant complaints about poor air quality and an indoor air survey performed by Galson Technical Services.

409 Columbia Street

- permit to erect a steel Butler building for a retail rug company issued in 1971.
- permits, inspection reports, and CO's for a 25 by 90 foot addition and RCIL remodeling in 1990 and 1991.

Fire Department The following calls for issues other than alarm malfunctions and smoke detectors were made to 401-407 and 409 Columbia Street by the Utica Fire Department during the past two decades:

2/18/86 - odor of cleaning fluid
6/10/96 - odor of smoke
12/28/88 - odor of stain
12/14/91 - roof blown off #409
1/20/94 - exhaust fumes
3/18/96 - gasoline leak (presumably from a car, possibly on the street)

6.0 SITE HISTORY

Information used to reconstruct the history of 401-407 and 409 Columbia Street includes deeds and other municipal information; 1874 and 1907 Oneida County atlases; Sanborn Insurance maps from 1884, 1888, 1899, 1925, and 1950; Utica city directories; and aerial photographs taken in 1957, 1977, and 1984. Copies of the Sanborn maps and photos are included in Appendix B.

Uses of the properties based on these sources of information are summarized as follows:

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401-407 Columbia Street parcel

1874 to late 1880's - occupied by Thomas Pomeroy & Son oil cloth factory. Oil, paint, varnish, and lead were stored on-site. Operations included painting, varnishing, printing, sizing, rubbing, and coating.

1899 - parcel vacant except for a small hand laundry at the corner.

1907 - present building constructed, labeled J. Cox.

1925 - building shown as 3 stories at street level; clothing factory on the 3rd and 4th floors.

1935 to 1970 - primary building occupant Williams & Tudor Furniture. At times, the upper floors were occupied by a clothing factory. A restaurant and confectioner were also briefly present.

1970 to early 1980's - building vacant

1983 to 1987 - Mohawk International, later called Electromark manufactured tools and equipment for etching of metal in part of the building. Their operation is further discussed in Section 3.1. The remainder of the building was partly used for offices.

1987 to present - the building was used exclusively for offices during this period. RCIL became the owner in 1994.

409 Columbia Street parcel

late 1850's to early 1900's - occupied by residences.

first half of 20th century - north section occupied by a large building extending to the west. The building contained an auto sales & service operation on the ground floor and a clothing factory on three upper floors. The rear section, coinciding with the present parking lot, was occupied by another building with an auto sales & service facility.

prior to 1970 - former buildings removed.

1970 to 1990 - present building constructed and occupied by Moolan Rug Company.

1990 to present - interior remodeled and occupied by RCIL.

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Due to the passage of time, there is no specific information on the storage, use, and disposal of chemicals and petroleum products used by the oil cloth factory and auto sales & service operations.

7.0 REVIEW OF STATE AND FEDERAL INFORMATION

7.1 Geologic Setting

The U.S. Geological Survey topographic map shows that the property is located on the lower flank of a hill sloping gently north towards the Mohawk River (Figure 1).

Surficial sediments are mapped as lacustrine sand deposited in a lake which occupied the Mohawk Valley during retreat of the last continental glacier (Cadwell and Dineen, 1987). Bedrock, which is buried beneath the sand, consists of the sedimentary Utica shale (Fisher, Isachsen, and Richard, 1970).

The property lies over a productive ground water aquifer extending along the Mohawk valley (Buglosi, Trudell, and Casey, 1988). The area has municipal water service. Based on a 1982 atlas, there are no community water supply sources within a one mile radius.

7.2 Environmental Information

The following state and federal documents were searched for references to 401-407 and 409 Columbia Street and nearby properties.

<u>NYS DEC documents</u>
inventory of inactive hazardous waste sites
spill list, 1990 to present
inventory of bulk petroleum storage tanks
list of leaking underground storage tanks (developed from the spill list)
locations of solid waste landfills

<u>US EPA documents</u>
RECRIS (inventory of hazardous waste generators, transport, storage, & disposal facilities; and facilities subject to corrective action)
CERCLIS (overall federal inventory of hazardous waste sites)
National Priorities List (Superfund sites)

One reference was found to the subject property, namely an NYS DEC spill incident report dated 2/13/87. The incident concerned chemical drums left in the

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easement when Electromark moved to another location. This incident is discussed in detail in Section 8.1.

The remainder of Section 7.2 concerns the environmental condition of nearby properties.

hazardous waste sites. Five inactive hazardous waste sites are listed by NYS DEC within one mile:

Bossert Manufacturing Corp. - 0.83 miles northwest
Mohawk Valley Oil - 0.66 miles northeast
Monarch Chemical Co. - 0.69 miles northeast
New York Emulsion Tar Products - 0.64 miles northeast
Niagara Mohawk Harbor Point property - 0.80 miles northeast

Of these, all but Monarch Chemical Co. are listed by US EPA in the CERCLIS which is an overall federal inventory of known and suspected hazardous waste sites. Also in the CERCLIS are:

421-423 Broad Street - 0.86 miles east
Utica Harbor - 0.68 miles northeast

There are no sites on US EPA's National Priority List (Superfund clean-ups) within a mile.

hazardous waste generators. A total of twenty operations within a quarter mile are registered for hazardous waste activity under US EPA's RCRA program. The closest are:

Brodock Press, 714 State Street
Fisher Auto Parts, 327 Lafayette Street
Mather, Evans & Dishico Inc., 509 Lafayette Street
Metzler Printing, 317 Lafayette Street
Miguel's Body Shop, 320 Lafayette Street Rear
Nice & Easy #8, 501 Court Street
UAP Engine Rebuilders, 446 Lafayette Street
Utica Printing & Mailing, 422 Lafayette Street
Victory Markets, 400 Columbia Street

Registrants are required to manage, store, transport, and dispose of hazardous waste in accordance with state and federal regulations.

spills. The NYS DEC spill inventory, which extends back to the late 1970's, documents thirty-nine incidents within an approximate quarter mile radius. These are

listed in Table 1. One was the 2/13/97 incident at the subject property discussed further in Section 8.1. The remainder dominantly involved releases of petroleum products and were distributed as follows:

Columbia Street - 4 incidents
Court Street - 6 incidents
Genesee Street - 15 incidents
Kennedy Plaza - 1 incident
Lafayette Street - 1 incident
Oriskany Street - 6 incidents
State Street - 1 incident

The Columbia Street incidents occurred at the OTB facility (#232, two incidents), the Daily Double Cafe, and along the street (leak from a moving vehicle).

registered petroleum storage tanks. Bulk petroleum storage tanks have been registered with NYS DEC by the following operations within an approximate one block area.

Empire Bath & Kitchen, 500 State Street
Globe Mill Joint Venture, 721 & 811 Court Street
H. J. Brandeles Corp., 300 Lafayette Street
Nice & Easy #8, 501 Court Street
The Salvation Army, 400 Lafayette Street
Utica City Hall, 1 Kennedy Plaza

Registration is required if the cumulative capacity of above-ground and underground petroleum tanks, whether active or inactive (removed), exceeds 1,100 gallons. Some registered tanks have been removed.

chemical bulk storage tanks and major petroleum storage facilities. No chemical bulk storage tanks or major petroleum storage facilities are located within a quarter mile from the subject property.

8.0 RECENT ENVIRONMENTAL ISSUES

8.1 NYS DEC Spill Incident #867005

Electromark, which was a tenant at 401-407 Columbia Street from 1953 to 1986, used a variety of chemicals, some flammable, in connection with their manufacturing of hardware and equipment for etching of metals. An NYS DEC report dated 9/3/86 stated that Electromark was operating as a small quantity generator of hazardous waste. The inspection found no violations of New York State hazardous

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waste regulations.

Electromark moved to a new location at the end of 1985. An NYS DEC spill report dated 2/18/87 stated that 25 to 30 drums had been left in the basement of the building, some with contents which had spilled to the floor and entered cracks. Tenants were complaining about odors. The spill unit closed the incident on 2/18/87 and referred the matter to other branches of NYS DEC.

NYS DEC issued a fine to Electromark on 3/3/87 for not properly marking drums with flammable contents as hazardous waste.

Harry Warner of NYS DEC made a follow-up inspection documented in a letter dated 4/1/87. He stated that all drums, including those with hazardous waste, had been removed. When at the site, he did not notice any odor and observed no spilled materials on the floor. Mr. Warner opined that the problem was the result of an industry sharing a building with tenants that are not used to industrial conditions. This appears to have concluded the matter.

Documents pertaining to Electromark and the drums are contained in Appendix C.

8.2 Indoor Air Quality at 401-407 Columbia Street

Tenant concerns about building air quality first surfaced in early 1987 at the time of the Electromark incident. Galson Technical Services was engaged to conduct an air quality survey and evaluate the building ventilation system. Recommendations included providing more outdoor air, increasing the humidity, and creating positive pressure to keep fumes out of offices. The drums were subsequently removed. It is not certain whether additional measures were taken at that time.

In mid-1994, Eisenbach Engineering conducted a limited air quality study in the building for RCIL after employee complaints about stale or stagnant air. Results for the first, second, and third floors showed nothing out of the ordinary for temperature, carbon dioxide, and humidity. Humidity was somewhat high on the first floor and carbon dioxide was slightly elevated on the second floor.

Another air quality survey was performed in March 1996 by CNA Insurance Companies, responding to a lawsuit from an employee alleging health impacts from poor air. Monitoring included dust, hydrocarbons, formaldehyde, carbon dioxide, and carbon monoxide. Results showed one of six carbon dioxide levels elevated and a somewhat low humidity. Other monitoring parameters were within acceptable limits. Some white powder was observed on the basement floor and walls, and bird guano was present in an old elevator shaft.

While the survey data showed no air quality problems which could lead to sickness, certain recommendations were made by CNA and implemented by ROL. Actions included:

- eliminating the white powder in the basement with bleach.
- securing the old elevator shaft and treating bird guano with bleach.
- adjusting the air handling system to increase humidity.
- cleaning a possible growth on a moist steel plate with bleach.

There have been no indoor air quality issues since these actions were taken in 1996.

Texts from the Eisenbach and CNA reports are respectively contained in Appendices D and E.

9.0 CONCLUSIONS

This phase I assessment has identified three significant environmental issues at 401-407 and 409 Columbia Street: past land use, the Electromark drum incident, and indoor air quality.

Past land use An oil cloth factory which occupied the 401-407 Columbia Street parcel during the late 1800's stored and used oil, paint, varnish, and lead. During the first half of the 20th century, the 409 Columbia Street parcel contained car sales and service facilities which would have stored and used automotive fluids and also generated waste oil and used anti-freeze. There is no information on past storage, management, and disposal practices for the substances in question. It has now been about 50 years since the automotive operations were active and over 100 years since the oil cloth factory was present. Any petroleum-based contaminants released to the subsurface would have undergone considerable degradation and dispersion over the years. At this point, it would be difficult to distinguish latent contaminants originating from past land use from those released in the numerous documented spill incidents which have occurred in the area. Thirty-five incidents are documented in the past 20 years within a quarter mile of the property, including some involving leaking underground tanks. Others undoubtedly occurred before NYS DEC began keeping records. It is likely that ground water has undergone regional degradation in the downtown Utica area and differentiation of specific sources may be problematic.

Electromark drum incident Electromark left 25 to 30 drums in the basement at 401-407 Columbia Street when they departed in late 1986, including three containing hazardous waste classified as such on the basis of flammability. The NYS DEC spill report states that there was some leakage and fluid had infiltrated cracks in the concrete. The drums were subsequently removed. A follow-up inspection by NYS

DEC documented the removal and noted no evidence for spillage. The report suggested that the incident may have been exacerbated by the proximity of office workers to an industrial operation.

Indoor air quality: The Electromark incident triggered employee complaints about poor indoor air quality at 401-407 Columbia Street in 1987. Galson Technical Services evaluated the ventilation system and recommended upgrading. Removal of the drums appears to have addressed that round of complaints. The issue resurfaced in the mid-1990's when an employee sued RCIL claiming health impacts from poor air quality. Eisenbach Engineering conducted a limited air quality study in 1994 and CNA Insurance Companies performed more comprehensive monitoring in 1996. Neither group documented any significant problems. CNA recommended steps to eliminate bird guano in an old elevator shaft, increase humidity, and eliminate potential biological growth. These were implemented by RCIL and the air quality issue has not resurfaced.

Two issues of lesser significance concern 401-407 Columbia Street. They include the possible presence of an asbestos admixture in older vinyl flooring and drop ceiling tiles, and possible lead paint on surfaces pre-dating 1978. These phenomena are common to most older buildings in urban areas. Asbestos insulation was removed from overhead pipes in the basement as part of remodeling conducted in 1994.

The above comments are based on a site inspection and information accumulated during this environmental assessment. Geoscience Technical Services, Inc. can not be held responsible for any latent environmental problems which may subsequently be discovered during any detailed site investigations.

10.0 REFERENCES CITED

Bugliosi, E. F., R. A. Trudell, and G. D. Casey, 1988, Potential yields of wells in unconsolidated aquifers in upstate New York, Hudson-Mohawk sheet: U.S. Geological Survey, Water Resources Investigations Report 87-4122.

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Mold Report (409 Columbia Street)

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Wondershare PDFelement

Disaster Services, LLC
Mr. Dean Tuccilarone
20 Jordan Rd
New Hartford, NY 13413 USA
(315) 797-1128

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Approved by:

Dates of Analysis:
MoldReport Spore Trap: 11-27-2014

Technical Manager
Ariunaa Jabral

Service SOPs:
MoldReport Spore Trap (SM-NY-S-1010)†

†AIHA-LAP, LLC accredited service, Lab ID #122005

All samples were received in acceptable condition unless noted in the Report Comments section in the body of the report. Due to the nature of the analyses performed, field blank correction of results is not applied. The results relate only to the items tested. The Limit of Detection is the product of a raw count of 1 and 100 divided by the percent read. The analytical sensitivity (sensitivity) is the product of the Limit of Detection and 1000 divided by the sample volume.

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Client: Disaster Services, LLC
Contact: Mr. Dean Tetarenne
Project: 409 Columbia St.

Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

MoldREPORT
EMLab P & K
3000 Lincoln Drive East, Suite A, Marlton, NJ 08053
(856) 871-1984 Fax (856) 489-4085

Table of Contents

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1. Detailed Results of Sample Analysis - Laboratory results from the samples collected at the site.

2. Understanding Your Sample Analysis Results - Detailed summary of how to understand the analytical results from the air samples and/or surface samples including interpretive guidelines.

3. Important Information, Terms and Conditions - General information to help you understand and interpret your MoldREPORT™, including important terms, conditions and applicable legal provision relating to this report.

4. Scope and Limitations - Important information regarding the scope of the MoldREPORT™ system, and limitations
of mold inspection, air sampling, and surface sampling.

5. Glossary - Definitions and descriptions of frequently used terms and commonly found mold.

6. References and Resources - Literature, websites, and other materials that can provide more in-depth information about mold and indoor air quality.

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Client: Disaster Services, LLC
Contact: Mr. Dan Toscianna
Project: 409 Columbia St

Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

MoldREPORT
EMLab P & K
3000 Lincoln Drive East, Suite A, Marlton, NJ 08053
(856) 571-1984 Fax (856) 489-4083

Summary of Sample Analysis Results

Do not take any action based on the results of this report until you have read the entire report.

Air Sample Summary:

The MoldSCORE™ was in the MODERATE range for the following area(s): 2. A moderate MoldSCORE™ means that the results are inconclusive, and suggests that a more detailed inspection by a trained professional may make sense if there are any other reasons to believe that mold growth could be a problem in this room.

The MoldSCORE™ was in the LOW range for the following area(s): 1. A low MoldSCORE™ indicates the air sample did not detect, relative to the outside air, the presence of indoor mold growth in this room at the time of sampling.

Please see the sections titled "Detailed Results of the Air Sample Analysis" and "Understanding Your Air Sample Analysis Results" for important additional information.

Location	MoldSCORE™				Exposure Level					
	Lower <100	200	Higher >200	Mold Score	Lower <200	100	50	Higher >200	Location spores/m3	Outside spores/m3
1: Floor 3 Consumer * see p. 4 for details				145					1,150	2,289
2: Floor CSS Director * see p. 5 for details				185					3,210	2,289

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Date of Receipt: 11-05-2014
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Detailed Results of the Air Sample Analysis

Location Lab ID-version‡: 5858664-1	Overall Mold Source Assessment* (Exhibited spore magnitude trend)				Overall Exposure Level (Summation of Log units)					
	Lower		Higher	Mold Score	Lower		Higher	Location spores/m³	Location spores	Outside spores/m³	Outside spores
1 Floor 3 Consumer	<10	100	500	345				1,150	13	2,389	28

Indicators of Mold Growth Indoors

	Indoor Mold Source Assessment* (Exhibited spore magnitude trend)				Indoor Exposure Level (Summation of Log units)					
	Lower		Higher	Mold Score	Lower		Higher	Location spores/m³	Location spores	Outside spores/m³	Outside spores
A) Penicillium/Aspergillus types**	<10	100	500	100				<22	0	<22	0
B) Chaetomium species spores				345				<10	0	<22	0
C) Stachybotrys				200				<10	0	2,200	25
D) "Marker" spore types***†				100				<22	0	<22	0
Markers* with MoldSCORE™ > 100 (maximum of Low Level): None											
E) "Other" spore types***†,††				100				<22	0	68	1
Others* with MoldSCORE™ > 120 (maximum of Low Level): None											

Other Sample Information

Sample Quality & Viability

	Good	Fair	Poor
Location	X		
Outside	X		

Other "normal shipping" spores

Expected spore (Highly soluble location spores)									
Lower		Higher	Location spores/m³	Location spores	Outside spores/m³	Outside spores
<200	1K	10K	<22	0	<22	0

	Location	Outside
Sample volume (liters)	45	45

Comments

Location: None
Outside: None

* Ranges are scaled from zero to eight. A MoldSCORE™ rating of 1-50 is low and indicates a low probability of spores originating inside. A MoldSCORE™ rating of 250 or higher is a high probability that the spores originated inside. A MoldSCORE™ between 50 and 250 is inconclusive. Reference: Field of Indoor Fungi, pp.xxx, EMLab P&K MoldSCORE™ analysis is NOT intended for evaluating samples that are taken to confirm remediation. Using the MoldSCORE™ analysis on these samples will lead to misleading results.

** The spores of Penicillium and Aspergillus species and some environmental Paecilomyces species are visually indistinguishable by conventional microscopy. They are usually differentiated by culturing the spores and observing the colonies that grow. The Penicillium/Aspergillus reported in the sample may be any of the species in the category and not necessarily a species that is found indoors. Aspergillus.

*** The spores reported in this category could be any of different mold types. As a result, the mold type represented by the spores in the "outside" sample may be different than the mold types represented by the spores in the inside sample.

**** Ascospores, Conidia, Basidiospores, and hyphae are the most common general types of fungal spores identified by spore trap analysis. Some are plant pathogens and others are only found on decaying plants. Particular genera, species, or groups of fungi may be associated with water damage, but many are also commonly found outdoors. However, some genera, the spores of which look alike under the microscope, usually grow outside. Because the identification of spores is not always exact, these spore types are included in the "other" spore type category. Other problems may exist that the spores are stale, old, or degraded.

† A "Poisson" statistical analysis is used to determine if the difference between the Outside and Inside counts is significant. The Poisson analysis is performed at the 95% confidence interval. The "Poisson Significant Difference" is calculated by the equation: 1.96 x square root of the Outside count. If the Inside count minus the Outside count is greater than the Poisson Significant Difference, then the Inside count is significantly higher than the Outside count.

†† Spores identified as "Other" are not included in the Total Spore Count. The Total Spore Count is used to calculate the Spore Concentration. The Spore Concentration is divided by the Air Factor to obtain the Spores/m³ result. The Limit of Detection for analytical sensitivity is the Spore Concentration for 1 spore found in the sample.

‡ The Lab ID-version is an internal laboratory tracking number.

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Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

Detailed Results of the Air Sample Analysis

Location Lab ID-version#: 5858685-1	Overall Mold Source Assessment (Indicated spores originated inside)				Overall Exposure Level (Skewed to worst)							
	Lower		Higher	Most Spores	Lower		Higher		Location		Outside	
2: Floor CSS Director	<1/3	1/3	3/3		<50%	1X	10X	>50%	spores/m³	count	spores/m³	count
				185					3,210	40	2,289	28

Indicators of Mold Growth Indoors

	Indicator Mold Source Assessment (Indicates spores originated inside)				In-Situ Exposure Level (Skewed to worst case)							
	Lower		Higher	Most Spores	Lower		Higher		Location		Outside	
	<1/3	1/3	3/3		<50%	1X	10X	>50%	spores/m³	count	spores/m³	count
A) Penicillium/Aspergillus spores*				130					< 22	0	< 22	0
B) Cladosporium species spores				185					1,400	16	< 22	0
C) Basidiospores				130					1,700	19	2,200	25
D) 'Market' spore type**				135					22	1	< 22	0
Skewed* with MoldSCORE™ = 10 (maximum of 10 used) Observation												
E) 'Other' spore type***, ****				109					66	3	66	3
Other* with MoldSCORE™ = 10 (maximum of 10 used) Ingoscyrta Smuts, Periconia, Myxomycetes												

Other Sample Information

Sample clarity & visibility

	Good	Variable	Poor
Location	X		
Outside	X		

Other "normal trapping" spores

Exposure Level (Highly influenced by Penicillium)							
Lower		Higher		Location		Outside	
<50%	1X	10X	>50%	spores/m³	count	spores/m³	count
				22	1	< 22	0

Sample volume (liters)	Location	Outside
	45	45

Comments

Location	None
Outside	None

* Based on a scale from 1 (low) to 10 (high), a MoldSCORE™ rating of 10 indicates a statistical confidence of greater than 95% that the spores originated from inside the structure. A MoldSCORE™ rating of 1 indicates that the spores originated outside the structure. A MoldSCORE™ between 1 and 10 indicates a proportional likelihood of indoor fungal growth. EMLab P&K's MoldSCORE™ analysis is NOT intended to replace the services of a certified mold inspector. For more information regarding the MoldSCORE™ and other terms in the report, please see the Mold Inspection Report Explanation Guide.

** The spores of Penicillium and Aspergillus/Paecilomyces are grouped together because they are difficult to differentiate by spore trap analysis. They cannot be differentiated by spore trap sampling methods. Although some species are very small spores which can be inhaled deeply into the lungs, they cannot be differentiated by spore trap sampling methods. Also some species are very small spores which can be inhaled deeply into the lungs and cause health problems. The Penicillium/Aspergillus/Paecilomyces group is the assumption that the majority of the spores in the category are toxic. Penicillium/Aspergillus

*** The spores reported in this category come from many different types. As a result, overall type cannot be determined by the count for the Location sample and the Outside sample. Therefore, the count spores present only for the sample for the outside sample.

**** The spores of smuts, Periconia, and myxomycetes are not similar and can generally be distinguished by spore trap analysis. Smuts are plant pathogens and are not likely to grow indoors. Periconia is a mold that grows outdoors. However, some species of Periconia can occasionally grow indoors. Because there is a small probability of indoor growth, these spore types are included in the "other" spore category. If the spore count is significantly higher...

[a] "Presence" indicated by "P" stands for Lab ID# while a value greater than 1 indicates a complete microscope count. The result for smuts are calculated by the value of 1.

[b] Count/Total result may be the average of a subset of the analysis. The Total Count/Liter result is calculated by multiplying the average count by the analysis volume divided by 1000.

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Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

MoldREPORT
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Understanding Your Air Sample Analysis Results

Description of the Air MoldREPORT™ Analysis
Mold spores are present in virtually all environments, both indoors and outdoors, with a few notable exceptions such as industrial clean rooms and hospital organ transplant rooms. Generally, in "normal" or "clean" indoor environments, indoor spore levels are lower, on average, than outdoor levels. However, even the most simple rules (such as "inside/outside" ratios) are not always appropriate for determining whether there is a source of mold growth indoors, and may provide false or misleading results. One reason these simple methods do not always work is because both outdoor and indoor spores levels vary widely due to factors such as weather conditions and activity levels within the room. For example, even in a "normal" home, spore levels can be higher than outdoors at certain times, such as after vacuuming (when outdoor indoor levels could be unusually high) or after a heavy snow (when outdoor levels could be unusually low).

MoldREPORT™ is designed and intended to provide an easily understood report for residential home inspections to help in the assessment of mold growth in the living areas sampled. MoldREPORT™ relies on non-invasive and non-destructive tests, so it cannot guarantee that hidden mold problems will be detected and reported. MoldREPORT™ results apply only to the rooms or areas tested, at the time of sampling. Factors taken into consideration include, but are not limited to, the distribution of spore types, absolute levels inside and outside, relative levels inside and outside, the range and variation of spore levels that normally occur outside, and the types of spores present.

Providing you with a helpful, understandable and top quality interpretation requires special expertise. EMLab P&K recognizes this and has taken the following steps to provide the best possible interpretation of your air sampling results.

1. Your samples were analyzed by EMLab P&K.

2. We utilize the proprietary MoldREPORT™ analysis system, which was developed by a team including leading professionals in the indoor air quality (IAQ) industry.

MoldSCORE™
The MoldSCORE™ indicates the likelihood, based upon the air sample laboratory data, that there is unusual or excessive mold growth in the property sampled indoor area(s). It is calculated using EMLab P&K's proprietary MoldREPORT™ system, based upon the indicator scores described in the following paragraphs. When the on-site inspection and sampling are done properly, MoldREPORT™ is less likely to give false results than other, simpler methods of interpretation often employed for routine home inspections, such as ratio analysis. It is important to bear in mind that any analytical method, findings, and interpretation should be used with a degree of caution and common sense. Any decisions related to health should be made in consultation with a medical doctor, and nothing in this report is intended to provide medical advice or indicate whether a medical or safety problem exists.

Descriptions of the indicators:

Quantity and concentration of *Penicillium/Aspergillus* spore types
This score indicates the likelihood that spores of *Penicillium* or *Aspergillus* present in the indoor sample originated from indoor sources. A high score suggests that there is a high probability that *Penicillium* or *Aspergillus* is originating indoors, such as from active mold growth. A low score indicates that the spores present are more likely to have originated from outdoor sources and come inside through doors and windows, carried in on people's clothing, or similar methods. *Penicillium* and *Aspergillus* are among the most common molds found growing indoors and are one of the more commonly found molds outside as well. Their spores are frequently present in both outdoor and indoor air, even in relatively clean, mold-growth-free, indoor environments. Additionally, their levels vary significantly based upon activity levels, dustiness, weather conditions, outside air exchange rates, and other factors.

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Understanding Your Air Sample Analysis Results (continued)

Quantity and concentration of *Cladosporium* spores
This score indicates the likelihood that spores of *Cladosporium* present in the indoor sample originated from indoor sources. A high rating indicates that there is probably a source of *Cladosporium* spores in this location. *Cladosporium* is one of the most commonly found molds outdoors and is also frequently found growing indoors. Even more so than *Penicillium* and *Aspergillus*, spores from *Cladosporium* are generally present in outdoor and indoor air, even in relatively clean, mold-growth-free, indoor environments. Its levels can vary based upon activity levels, weather conditions, distance, outdoor air exchange rates, and other factors.

Quantity and concentration of basidiospores
This score indicates the likelihood that basidiospores present in the indoor sample originated from indoor sources. Basidiospores are extremely common outdoors and originate from fungi in gardens, forests, and woodlands. It is rare for the source of basidiospores to be indoors because basidiospores are produced by a group of fungi that includes mushrooms and other "macrofungi" (and are not technically molds). Their concentrations can be extremely high outdoors during wet conditions such as rain. Nevertheless, in certain conditions basidiospores can be produced indoors, and a high rating indicates that there is probably a source of basidiospores indoors. One reason basidiospores are important is that they can be an indicator of wood decay (e.g. "dry rot"), a condition that can dramatically reduce the structural integrity of a building.

Quantity and concentration of "marker" spore types
This score indicates the likelihood that certain distinctive types of mold present in the indoor sample originated from indoor sources. Certain types of mold are generally found in very low numbers outdoors. Consequently, their presence indoors, even in relatively low numbers compared to *Penicillium*, for example, is often an indication that these molds are originating from growth indoors. When present, these mold types are often the clearest indicator of a mold problem. Note, however, that the absence of marker spore types does not mean that a mold problem does not exist in a house; it just means that if a problem is present, it either involves types of mold that are more commonly found both indoors and outdoors, or that the spores from these molds were not airborne at the time of sampling.

Quantity and concentration of "other" spore types
This score indicates the likelihood that other types of mold present in the indoor sample originated from indoor sources. This score includes a heterogeneous group of genera that are not covered by any of the scores discussed above, and so it is difficult to make generalizations about this group. Molds in the "other" category are generally found outdoors in moderate numbers, and are therefore not considered markers of indoor growth. They are frequently found indoors but at lower numbers compared to *Cladosporium* and *Penicillium/Aspergillus* spores.

Other Sample Information:

Sample clarity and visibility
Air samples collect dirt and debris in addition to mold spores. Higher levels of debris make analysis more difficult, because they obscure the analyst's view of spores and can therefore lead to undercounting of the mold spores present. When sample clarity and visibility is rated "poor", the analytical results should be regarded as minimal and actual counts may be higher than reported.

Other "normal tripping" spores
Some molds do not grow on wet building materials and, consequently, are not usually indicative of building problems or growth on building surfaces. Strict plant pathogens, for example, even if present in high numbers indoors, are not an indication of a building leak or mold growth on a wall or carpet. This section of the report focuses on the exposure level that may be due to these spore types.

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Understanding Your Air Sample Analysis Results (continued)

Sample volume
The "sample volume" indicates the volume of air sampled and is reported in liters. A high volume indicates a greater sensitivity, but is more likely to result in poor sample clarity and visibility. A low volume is more likely to have good sample clarity and visibility, but has less sensitivity.

Comments
This is where analysts can comment on unusual details or add additional information that is not captured by the other areas of the air sampling report.

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Interpretive Guidelines to MoldSCORE™ Levels

MoldSCORE™ Level: LOW
A low MoldSCORE™ indicates the air sample did not detect, relative to the outside air, the presence of improper mold growth in this room at the time of sampling. This result by itself is evidence for, but does not prove, the absence of indoor mold growth in the location sampled.

Mold is a living organism that can grow very rapidly under certain conditions. If any portion of the room tested is, or has been, damp for an extended period since the time of testing, the likelihood of mold growth may have increased substantially since the time of the inspection.

MoldSCORE™ Level: MODERATE
The air sampling MoldSCORE™ indicates the possibility of mold growth indoors. Generally, a MODERATE level means that the results are inconclusive, and suggests that a more careful inspection may make sense if there are any other reasons to believe that mold growth could be a problem in this location. Indoor mold growth is a possibility, but was not confirmed at the area sampled at the time of the inspection. Before such as recent cleaning, HVAC cycles, high winds, rain, or other forms of outdoor conditions could have contributed to a MODERATE result in the absence of indoor mold growth. If mold growth is found, regardless of the magnitude of the growth, it is recommended that the growth be physically removed using appropriate controls and precautions. If mold has been located and removed, it is also important to identify and correct the source of moisture or dampness that allowed the mold to grow. If the affected area becomes moist again, mold growth will occur again. We recommend that you consult a professional if you are not familiar with how to locate and safely remove mold growth or how to identify and correct moisture problems that may exist.

Mold is a living organism that can grow very rapidly under certain conditions. If any portion of the room tested is, or has been, damp for an extended period since the time of testing, the likelihood of mold growth may have increased substantially since the time of the inspection.

MoldSCORE™ Level: HIGH
The air sampling MoldSCORE™ indicated a high likelihood of mold growth in the area tested at the time of the inspection. This result is NOT necessarily an indication that any such mold growth was excessive. If mold growth is found, regardless of the magnitude of the growth, it is recommended that the growth be physically removed using appropriate controls and precautions. If mold has been located and removed, it is also important to identify and correct the source of moisture or dampness that allowed the mold to grow. If the affected area becomes moist again, mold growth will occur again. We recommend that you consult a professional if you are not familiar with how to locate and safely remove mold growth or how to identify and correct moisture problems that may exist.

Health concerns
Notice: This report or any MoldSCORE™ rating is intended to provide medical advice, nor shall it be interpreted as an indication of potential medical or safety problems. If you have concerns or questions relating to your health, please contact your physician for advice.

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Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

Important Information, Terms and Conditions Relating to your MoldREPORT™

The study and understanding of molds is a progressing science. Because different methods of sampling, collection and analysis exist within the indoor air quality industry, different inspectors or analysts may not always agree on the mold concentrations present in a given environment. Additionally, the airborne levels of mold change frequently and by large amounts due to many factors including activity levels, weather, air exchange rates (indoors), and disturbance of growth sites. It is possible for report interpretations and ranges of accuracy to vary since comprehensive, generally accepted industry standards do not currently exist for indoor air quality inspections of mold in residential indoor environments. MoldREPORT™ is intended to provide an analysis based upon samples taken at the site at the time of the inspection. Mold levels can and do change rapidly, especially if future building materials or contents remain wet for more than 24 hours, or if they are wet frequently. MoldREPORT™ is not intended to provide medical or healthcare advice. All allergy or medical-related questions and concerns, including health concerns relating to possible mold exposure, should be directed to a qualified physician. If this report indicates scores that are higher than in typical indoor living spaces relative to the outdoor environment, or indicates any findings that are of concern to you, further evaluation by a trained mold professional or a Certified Industrial Hygienist (CIH) may be advisable.

Warranties, legal disclaimers and limitations
MoldREPORT™ is designed and intended for use only in residential home inspections to help in the assessment of mold growth in the living areas sampled. Our laboratory analysis and report are based on the samples submitted to EMLab P&K. The inspection(s) and sampling should be performed only by a licensed and professional home inspector, environmental mold specialist, industrial hygienist or residential appraiser trained and qualified to conduct mold inspections in residential buildings. Client agrees to these conditions for the on-site project inspection.

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In no event will any EMLab P&K-related party be liable for any special, indirect, incidental, punitive, or consequential damages of any kind regardless of the form of action whether in contract, tort (including negligence), strict product liability or otherwise, arising from or related to the testing services or this report. The aggregate liability of the EMLab P&K-related parties related to or arising from this report, whether under contract law, tort law, warranty or otherwise, shall be limited to direct damages not to exceed the fees actually received by EMLab P&K from the client for the report.

The invalidity or unenforceability, in whole or in part, of any provision, term or condition herein shall not invalidate or otherwise affect the enforceability of the remainder of these provisions, terms and conditions.

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Scope and Limitations of Report and Analysis

The scope of the MoldREPORT™ system is limited to EMLab P&K's proprietary MoldSCORE™ analysis of the air and surface samples taken at the time of the inspection. EMLab P&K cannot be liable, in any form of action, for any items that are not included within the scope of the MoldREPORT™ system.

MoldREPORT™ Inspection Limitations
MoldREPORT™ results are based upon mold air and surface samples. Mold surface samples are useful for confirming and identifying mold growth while air samples measure airborne mold levels.

This report provided by EMLab P&K is based upon the assumption that the information provided by the inspector is true and correct, that a sufficient number of mold and air samples were collected at all the appropriate locations following proper inspection and sampling protocols, and that the mold samples collected represent normal conditions at the site sampled. EMLab P&K is not able to, and cannot, guarantee the skill level or experience of the inspector performing the MoldREPORT™ inspection, nor can it guarantee that the samples have been properly collected at the site or are representative of normal conditions since many factors outside of EMLab P&K's (and the inspector's) control can and do substantially affect mold levels. Consequently, EMLab P&K cannot guarantee the accuracy of the interpretation provided herein. It is the responsibility of the inspector to insure that the mold samples were collected properly. MoldREPORT™ relies on non-invasive and non-destructive tests, so it cannot guarantee that hidden mold problems will be detected and reported. MoldREPORT™ may be apply only to the rooms sampled, not to the entire building or any other rooms. It is the responsibility of the property owner, potential purchaser or other end-user of this report to select a properly trained and qualified inspector.

About Air Sample Sampling and Analysis
EMLab P&K requires at least one outdoor air sample and one indoor air sample in order to make indoor/outdoor comparisons and assessments of airborne mold levels, which are an integral part of the EMLab P&K MoldREPORT™ system. The indoor air samples taken can be representative of the airborne mold present in the area sampled. The analysis and interpretation of these air samples is proprietary and is based upon: relative levels of spores present, quantities and concentration of *Penicillium/Aspergillus* type spores, quantity and concentration of *Cladosporium* spores, quantity and concentration of basidiospores, quantity and concentration of "marker" spore types, quantity and concentration of "other" spore types, and the distribution of mold spore types. Spore identification is performed visually by trained analysts according to industry norms. Using visual identification, most mold spores lack sufficient distinguishing characteristics to allow for species identification, so the MoldREPORT™ analysis is generally performed at the genus level. Currently there are no generally-accepted protocols or regulations regarding air sampling for molds, in large part due to the inability of any single technique to provide a complete analysis of all mold spores and mold growth in an area. Air sampling for MoldREPORT™ can be performed using any standard "spore trap" method, which are also called "non-viable air sampling methods". Because spore traps do not require the germination and growth of the spores before identification. Commonly used spore trap equipment for performing air sampling for mold includes Zefon Air-O-Cell™ Cassettes, Burkard™ samplers, and Allergenco™ samplers.

About Surface Sampling and Analysis
Surface sampling can be useful for differentiating between mold growth and stains, for identifying the type of mold growth present (if present), and, in some cases, identifying signs of mold growth in the vicinity. Although not required, surface sampling can improve the accuracy of the results and interpretation of the inspected environment if sampled correctly. EMLab P&K accepts surface samples in the form of swabs, tapes, or bulks in order to perform a direct examination of a specific location. The MoldREPORT™ analysis system uses the direct examination data in addition to the MoldREPORT™ air sample analysis.

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Contact: Mr. Tom Tuccarone
Project: 409 Columbia St.

Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

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Glossary

Background Debris - Material(s) found on the air sample other than mold spore(s) or mycelia. Examples include skin cells, insect parts, and fibers.

False Positive - A test result that incorrectly indicates mold growth, when in reality there is none. For example, an air sample test result indicating indoor mold growth, when no mold growth is actually present is a "False Positive."

False Negative - A test result that shows no mold growth, when in reality mold growth is present. For example, an air sample test result indicating no indoor mold growth, when mold growth is actually present.

Fungi - A kingdom that includes yeasts, molds, smuts, and mushrooms. Fungi are not animals, plants or bacteria, but their own kingdom.

HVAC - Heating, Ventilation, and Air Conditioning (HVAC) systems are possible reservoirs for mold growth.

IAQ - Indoor Air Quality (IAQ) is the main focus of EMLab P&K and the majority of its customers.

Industrial Hygienist - A professional who monitors exposure to environmental factors that can affect human health. Examples of environmental factors include chemicals, heat, asbestos, noise, radiation, and biological hazards.

Marker Spores - Spore types, such as *Chaetomium* and *Stachybotrys*, that when found indoors, even in moderate numbers are an indication of indoor mold growth.

Note: This glossary is intended to provide general information about commonly occurring molds, and is not intended to be a complete source.

Alternaria:
Distribution: *Alternaria* is one of the most common molds and is abundant worldwide. This genus contains around 40 to 50 different species, only a few of which are commonly found indoors.
How it is spread: *Alternaria* spores are easily dispersed through the air by wind.
Where it is found outdoors: *Alternaria* is common outdoors in soil, dead organic debris, foodstuffs, and textiles. It is also a plant pathogen and is frequently found on dead or weakened plants.
Where it is found indoors: *Alternaria* can grow on a variety of substrates indoors when moisture is present.

Acremonium:
Distribution: *Acremonium* is a common mold, including about 80 to 90 different species.
How it is spread: *Acremonium* produces wet slimy spores and is normally dispersed through water flow or droplets, or by insects. Old dry *Acremonium* spores can sometimes be dispersed through the air by wind.
Where it is found outdoors: *Acremonium* is found in soil, on dead organic material and debris, hay, and foodstuffs.
Where it is found indoors: *Acremonium* can be found anywhere indoors, but requires very wet conditions in order to proliferate. The spores probably require active disturbance for release.

Aspergillus: (see *Paecilomyces/Aspergillus*)

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Glossary (continued)

Basidiospores:
Distribution: Basidiospores are produced by a very large and diverse group of fungi called basidiomycetes, which contains over 1000 different genera. This group includes many well-known mushrooms, such as mushrooms. Basidiospores are often abundant in outdoor air and sometimes in indoor air.
How they are spread: Many types of basidiospores are actively released into the air during periods of high humidity or rain. Once the spores are expelled into the air, they are dispersed easily by wind.
Where they are found outdoors: Basidiomycetes are very common outdoors and can be found in gardens, forests, grasslands, and anywhere there is a substantial amount of dead organic material. They are also found on or near plants and some are known to be plant pathogens.
Where they are found indoors: Basidiospores found indoors typically come from outdoor sources and are carried inside by airflow or on clothing. Certain kinds of basidiomycetes can grow indoors, such as those that cause 'dry rot', which can cause structural damage to wood. Occasionally, other basidiomycetes such as mushrooms can be found indoors, but this is not common. Generally, basodiomycetes require wet conditions for prolonged periods in order to grow indoors.

Stachybotrys / Memnoniella:
Distribution: *Stachybotrys* and *Memnoniella* are two separate genera of molds that are so visually similar that they are commonly discussed together as a group. Both genera include around 30 - 40 different species.
How they are spread: *Stachybotrys / Memnoniella* spores are easily dispersed through the air by wind.
Where they are found outdoors: *Stachybotrys / Memnoniella* type spores are most abundant in tropical or subtropical climates. They can grow in soils, on plant debris and grasses, and are known to be plant pathogens.
Where they are found indoors: *Stachybotrys / Memnoniella* can grow on a variety of cellulose substrates when moisture is present.

Ceratocystis / Ophiostoma:
Distribution: *Ceratocystis / Ophiostoma* are two separate genera of molds that are so visually similar that they are commonly discussed together as a group. These genera contain around 30 to 60 different species.
How they are spread: *Ceratocystis / Ophiostoma* produce wet slimy spores and are commonly dispersed through water flow, droplets, or insects. These spores are rarely identified in air samples.
Where they are found outdoors: *Ceratocystis / Ophiostoma* are very common in commercial lumberyards and forests.
Where they are found indoors *Ceratocystis / Ophiostoma* are abundant on wood framing material in the home, although the spores are rarely found in air samples. This mold is sometimes called "lumber mold".

Chaetomium:
Distribution: *Chaetomium* is a common mold worldwide. This genus contains around 80 - 90 different species.
How it is spread: *Chaetomium* spores are formed inside fruiting bodies. The spores are released by being forced out through a small opening in the fruiting body. The spores are then dispersed by wind, water drops, or insects.
Where it is found outdoors: *Chaetomium* can be found in soil, on various seeds, cellulose substances, dung, woody materials and straw.
Where it is found indoors: *Chaetomium* can grow in a variety of areas indoors, but is usually found on cellulose based or woody materials in the home. It is very common on sheetrock paper that is or has been wet.

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Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

Glossary (continued)

Cladosporium:
Distribution: *Cladosporium* is an abundant mold worldwide and is normally one of the most abundant spore types present in both indoor or outdoor air samples. The genus contains around 20 – 30 different species.
How it is spread: *Cladosporium* produces dry spores that are formed in branching chains. Spores are released by twisting of the spore-bearing hyphae as they dry. Thus, the spores are most abundant in dry weather.
Where it is found outdoors: *Cladosporium* is found in a wide variety of soils, on plant debris, and on dead and decaying plants and leaves. Some species are plant pathogens.
Where it is found indoors: *Cladosporium* can be found anywhere indoors, including textiles, bathroom tiles, wood, moist windowsills, and any wet areas in a home. Some species of *Cladosporium* grow at temperatures near or below 0°C / 32°F and can often be found on refrigerated foodstuffs and even frozen meat.

Curvularia:
Distribution: *Curvularia* is a decomposition fungus and includes approximately 30 different species.
How it is spread: *Curvularia* produces dry spores that are formed in fragile chains and is very easily dispersed through the air by wind.
Where it is found outdoors: *Curvularia* is most common in tropical or subtropical regions. It is found in soil and on debris of tropical plants.
Where it is found indoors: *Curvularia* can be found growing on a variety of substrates indoors.

Epicoccum:
Distribution: *Epicoccum* is a decomposition mold that includes only two species.
How it is spread: *Epicoccum* produces large dry spores that are easily dispersed through the air by wind.
Where it is found outdoors: *Epicoccum* can be found in soils or on plant debris.
Where it is found indoors: *Epicoccum* is commonly found on many different substrates indoors including paper, textiles, and insects.

Memnoniella:
Distribution: *Memnoniella* is a cosmopolitan mold genus that includes approximately five species. It is frequently found in conjunction with *Stachybotrys* species due to its similar ecological preferences.
How it is spread: *Memnoniella* produces dry spores that are easily dispersed through the air by wind.
Where it is found outdoors: *Memnoniella* can be found outdoors in soil, on plant debris or litter, and as pathogens on some types of living plants.
Where it is found indoors: *Memnoniella* can grow on a variety of substrates indoors, but mainly can be found on wet cellulose-based materials, such as wallboard, jute, wicker, straw baskets, paper and other wood by-products.

Paecilomyces:
Distribution: *Paecilomyces* is ubiquitous in nature and includes between 9 and 30 different species, depending on the taxonomic system used. Its spores are visually similar to *Penicillium / Aspergillus* types of spores.
How it is spread: *Paecilomyces* produces dry spores that are easily dispersed through the air by wind.
Where it is found outdoors: *Paecilomyces* is found outdoors in soils and decaying plant matter, composting processes, legumes and cottonseeds. Some species parasitize insects.
Where it is found indoors: *Paecilomyces* can be found on a number of materials indoors. It has been isolated from cane fibers, papers, PVC, timber, optical lenses, leather, photographic paper, cigar tobacco, harvested grapes, bottled fruit, and fruit juice undergoing pasteurization.

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Project: 405 Columbia St

Date of Receipt: 11-05-2014
Date of Report: 11-07-2014

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Glossary (continued)

Penicillium / Aspergillus:
Distribution: *Penicillium / Aspergillus* are two separate genera of molds that are so visually similar that they are commonly discussed together as a group. Together, there are approximately 400 different species of *Penicillium / Aspergillus*.
How it is spread: *Penicillium / Aspergillus* produce dry spore types that are easily dispersed through the air by wind. These fungi serve as a food source for mites, and therefore can be dispersed by mites and various insects as well.
Where it is found outdoors: *Penicillium / Aspergillus* are found in soils, decaying plant debris, compost piles, fruit rot and some petroleum-based fuels.
Where it is found indoors: *Penicillium / Aspergillus* are found throughout the house. They are common in house dust, growing on wallpaper, wallpaper glue, decaying fabrics, wallboard, insect chitin, and behind paint. They have also been isolated from locations in apples, cereal foodstuffs, cheeses, fresh herbs, spices, dry cereals, nuts, onions, and oranges.

Stachybotrys:
Distribution: *Stachybotrys* is ubiquitous in nature. This genus contains about 15 species.
How it is spread: *Stachybotrys* produces wet sticky spores and is commonly dispersed through water flow, droplets, or insect transport, less commonly through the air.
Where it is found outdoors: *Stachybotrys* is found in soils, decaying plant debris, decomposing cellulose, leaf litter and seeds.
Where it is found indoors: *Stachybotrys* is common indoors on wet materials containing cellulose such as wallboard, jute, wicker, straw baskets, and other paper materials.

Torula:
Distribution: *Torula* is a cosmopolitan microfungus and includes approximately eight different species.
How it is spread: *Torula* produces dry spores that are easily dispersed through the air by wind.
Where it is found outdoors: *Torula* is most common in temperate regions and has been isolated from soils, dead hardwood stems, sugar beet roots, groundnuts, and nuts.
Where it is found indoors: *Torula* is common indoors on wet materials containing cellulose, such as wallboard, jute, wicker, straw baskets, and other paper materials.

Ulocladium:
Distribution: *Ulocladium* is ubiquitous in nature and includes approximately nine different species.
How it is spread: *Ulocladium* produces dry spores that are easily dispersed through the air by wind.
Where it is found outdoors: *Ulocladium* is common outdoors in soils, clay, paint, grasses, wood, paper, and textiles.
Where it is found indoors: *Ulocladium* is common indoors on very wet materials containing cellulose such as wallboard, jute, wicker, straw baskets, and other paper materials. *Ulocladium* requires a significant amount of water to flourish.

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Biocontaminants, Harriet Burge, Ph.D. 1995. Lewis Publishers, 2000 Corporate Blvd., N.W., Boca Raton, FL 33431-9868.

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Microbiology, S.G. Gravesen, J.C. Frisvad, & R.A. Samson, published by Munksgaard.

Useful Websites:

www.aqihq.org
American Conference of Governmental Industrial Hygienists - information on IAQ and useful links.

www.aiha.org
American Industrial Hygiene Association - general IAQ information

www.calepa.ca.gov
California Environmental Protection Agency - California IAQ resources

www.emlab.com
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www.epa.gov
Environmental Protection Agency - information regarding prevention and remediation of mold

www.health.state.ny.us
New York State Department of Health - New York state recommendations for IAQ, indoor mold inspections, remediation, and prevention

www.moldreport.com
MoldREPORT™ - online store and other information about MoldREPORT™

www.nih.gov
National Institutes of Health - information regarding environmental health issues, including IAQ

www.niehs.nih.gov
National Institutes of Environmental Health Sciences - information on mold

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Weather	Fog	Rain	Snow	Wind	Other
Level: None	☐	☐	☐	☐	☐
Light	☐	☐	☐	☐	
Moderate	☐	☐	☐	☐	
Heavy	☐	☐	☐	☐	

00128657

CONTACT INFORMATION

Company:	Duster Svc	Address:	20 Jordan Rd
Contact:	D. Tuccinardi	Sample Receipt Notification:	
Phone:	315 797 1128		

PROJECT INFORMATION

Project ID:	409 Columbia St		
Project Description:			
Project City/State:		Sampling Date & Time:	
P.O. #:		Sampled By:	

TURN AROUND TIME CODES (TAT)

STD – Standard (DEFAULT)
ND – Next Business Day
SD – Same Business Day Next
WH – Weekend / Holiday

Rushes accepted after 3 pm or on weekends, will be considered received the next business day. Please call to confirm acceptance of rush analysis work.

REQUESTED SERVICE

(Check applicable boxes)

Report Type: Standard Report / Data Package / Electronic Data Deliverable (EDD)

Turnaround Time: Standard / Three Day Rush / Next Day Rush / Same Day Rush / Weekend / Holiday

Analyses: Asbestos** (Bulk Identification / Point Count / Point Count w/ Stop / Quantification / Prep Only / Positive Stop / Chatfield Prep / Dust Wipe Prep / Soil Composite Prep); Other Requested

Sample ID	Description	Sample Type (Matrix)	TAT (Hours)	Total Volume / Area (cc's or sq ft)	Notes (Preservative, Type of Container)
1	Floor 3 Customer Directional	ST		45 L	
2	" Qas	ST		45 L	
3	Outside Control	ST		45 L	

SAMPLE TYPE CODES

BG – Background**	AC – Above Ceiling	T – Tape	D – Dust
AIR – Ambient	Allergens, Indoor...	SW – Swab	SO – Soil
SAS – Surface Air Sample	P – Potable Water	B – Bulk	
DP – Dumper Plate	NP – Non-Potable Water	O – Other	

RELINQUISHED BY	DATE & TIME	RECEIVED BY	DATE & TIME
			11/5/14 @ 10

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Stormwater Treatment – Vortech Treatment Units

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CONTECH®
ENGINEERED SOLUTIONS

CDS®

Solutions Guide



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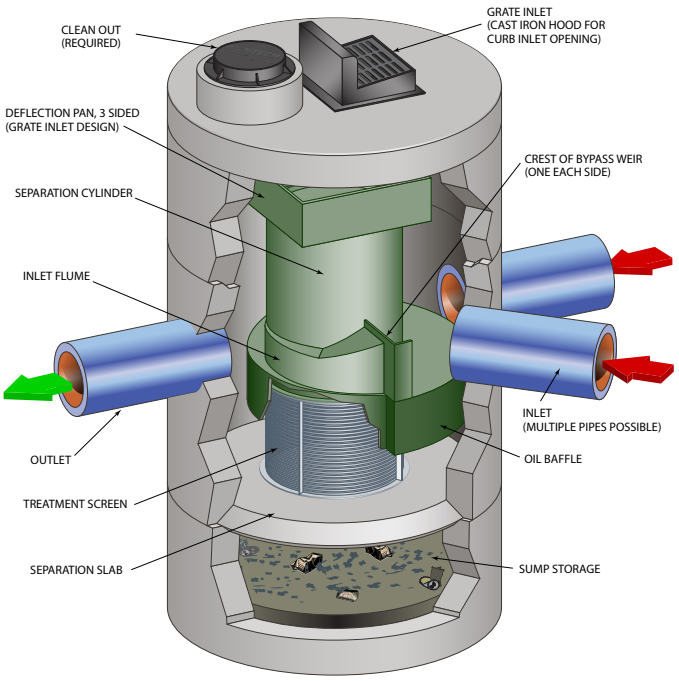
Continuous Deflective Separation - CDS®

Superior Stormwater Trash and Sediment Removal

The CDS is a swirl concentrator hybrid technology that uses continuous deflective separation – a combination of swirl concentration and indirect screening to screen, separate and trap debris, sediment, and hydrocarbons from stormwater runoff. The indirect screening capability of the system allows for 100% removal of floatables and neutrally buoyant material debris 2.4 mm or larger, without binding. CDS retains all captured pollutants, even at high flow rates, and provides easy access for maintenance.

CDS is used to meet trash Total Maximum Daily Load (TMDL) requirements, for stormwater quality control, inlet and outlet pollution control, and as pretreatment for filtration, detention/infiltration, bioretention, rainwater harvesting systems, and a variety of green infrastructure practices.



Learn more about the CDS system at www.ContechES.com/CDS

CDS® Approvals

CDS has been verified by some of the most stringent stormwater technology evaluation organizations in North America, including:

- Washington State Department of Ecology
- New Jersey Department of Environmental Protection
- Canadian Environmental Technology Verification (ETV)
- California Statewide Trash Amendments Full Capture System Certified*

Performance Claim Verified by the Canadian ETV Program

** The CDS System has been certified by the California State Water Resources Control Board as a Full Capture System provided that it is sized to treat the peak flow rate from the region specific 1-year, 1-hour design storm, or the peak flow capacity of the corresponding storm drain, whichever is less.*

CDS® Features & Benefits

Feature	Benefit
1. Captures and retains 100% of floatables and neutrally buoyant debris 2.4 mm or larger	1. Superior pollutant removal
2. Self-cleaning screen	2. Ease of maintenance
3. Isolated storage sump eliminates scour potential	3. Excellent pollutant retention
4. Internal bypass	4. Eliminates the need for additional structures
5. Multiple pipe inlets and 90-180° angles	5. Design flexibility
6. Numerous regulatory approvals	6. Proven performance

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The CDS® Screen

Traditional approaches to trash control typically involve "direct screening" that can easily become clogged, as trash is pinned to the screen as water passes through. Clogged screens can lead to flooding as water backs up.

The design of the CDS screen is fundamentally different. Flow is introduced to the screen face which is louvered so that it is smooth in the downstream direction. The effect created is called "Continuous Deflective Separation." The power of the incoming flow is harnessed to continually shear debris off the screen and to direct trash and sediment toward the center of the separation cylinder.

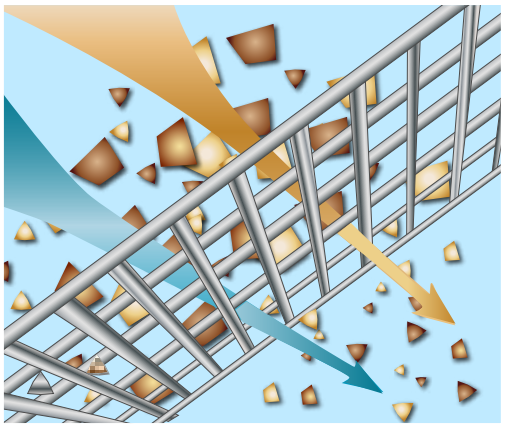


Key Features:

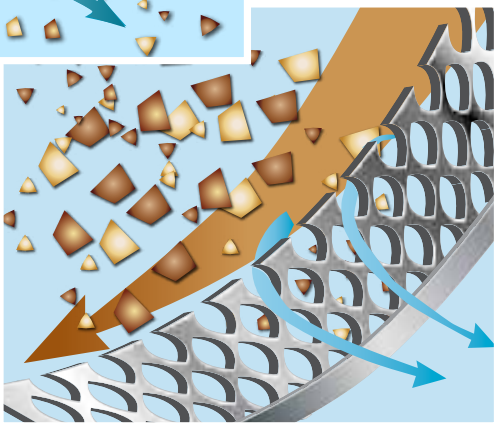
Self-Cleaning Screening Technology

- CDS Screen captures neutrally buoyant materials missed by other separator systems.
- Screen is hydraulically designed to be self-cleaning.
- Runoff entering the separation cylinder must pass through the screen prior to discharge, eliminating potential for scouring previously captured trash at high flow rates.

The CDS Screen – Self-Cleaning Screening Technology ❖ ❖ ❖



Direct Screening – particles that are larger than the aperture size of the screen can cause clogging, resulting in flooding if not maintained frequently.



Continuous Deflective Separation Indirect Screening – water velocities within the swirl chamber continually shear debris off the screen to keep it clean.

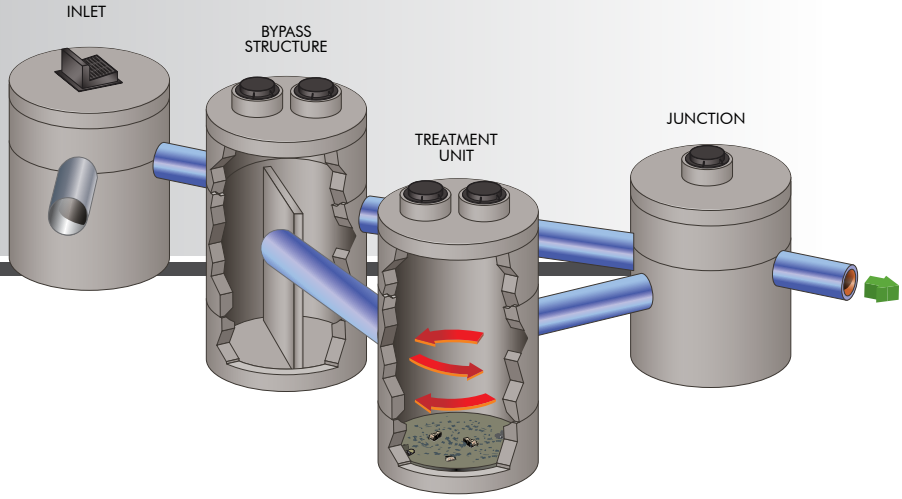
Remove Watermark Wondershare PDFelement

CDS® Configuration - One System that Can Do It All!

The CDS effectively treats stormwater runoff while reducing the number of structures on your site.

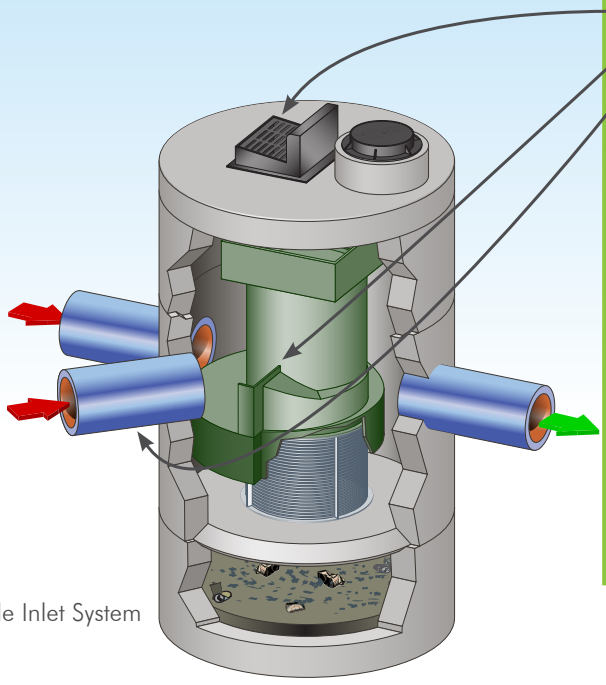
WHY GO THROUGH ALL THIS?

TRADITIONAL STORMWATER TREATMENT SITE DESIGN



ONE SYSTEM CAN DO IT ALL!

- Inline, offline, grate inlet, and drop inlet configurations available
- Internal and external peak bypass options available



CDS® Multiple Inlet System

Save Time, Space, and Money with CDS®

- Grate inlet option available
- Internal bypass weir
- Accepts multiple inlets at a variety of angles
- Advanced hydrodynamic separator
- Captures and retains 100% of floatables and neutrally buoyant debris 2.4 mm or larger
- Indirect screening capability keeps screen from clogging
- Retention of all captured pollutants, even at high flows
- Performance verified by NJCAT, WA Ecology, and ETV Canada

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CDS® Applications

CDS is commonly used in the following stormwater applications:

- Stormwater quality control – trash, debris, sediment, and hydrocarbon removal
- Urban retrofit and redevelopment
- Inlet and outlet protection
- Pretreatment for filtration, detention/infiltration, bioretention, rainwater harvesting systems, and Low Impact Development designs.



CDS provides trash control.



CDS pretreats a bioswale.



CDS pretreats a rainwater harvesting cistern.



CDS standalone system removes trash and sediment.

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CDS® Models and Capacities

	CDS MODEL	Treatment Flow Rates[1]			Estimated Maximum Peak Conveyance Flow[3] (cfs)/(L/s)	Minimum Sump Storage Capacity[4] (yd^3)/(m^3)	Minimum Oil Storage Capacity[4] (gal)/(L)
		75 microns (cfs)/(L/s)	125 microns[2] (cfs)/(L/s)	Trash & Debris (cfs)/(L/s)			
PRECAST	CDS2015-4	0.5 (14.2)	0.7 (19.8)	1.0 (28.3)	10 (283)	0.9 (0.7)	61 (232)
	CDS2015-5	0.5 (14.2)	0.7(19.8)	1.0 (28.3)	10 (283)	1.5 (1.1)	83 (313)
	CDS2020-5	0.7 (19.8)	1.1 (31.2)	1.5 (42.5)	14 (396)	1.5 (1.1)	99 (376)
	CDS2025-5	1.1 (31.2)	1.6 (45.3)	2.2 (62.3)	14 (396)	1.5 (1.1)	116 (439)
	CDS3020-6	1.4 (39.6)	2.0 (56.6)	2.8 (79.3)	20 (566)	2.1 (1.6)	184 (696)
	CDS3025-6	1.7 (48.1)	2.5 (70.8)	3.5 (99.2)	20 (566)	2.1 (1.6)	210 (795)
	CDS3030-6	2.0 (56.6)	3.0 (85.0)	4.2 (118.9)	20 (566)	2.1 (1.6)	236 (895)
	CDS3035-6	2.6 (73.6)	3.8 (106.2)	5.3 (150.0)	20 (566)	2.1 (1.6)	263 (994)
	CDS4030-8	3.1 (87.7)	4.5 (127.4)	6.3 (178.3)	30 (850)	5.6 (4.3)	426 (1612)
	CDS4040-8	4.1 (116.1)	6.0 (169.9)	8.4 (237.8)	30 (850)	5.6 (4.3)	520 (1970)
	CDS4045-8	5.1 (144.4)	7.5 (212.4)	10.5 (297.2)	30 (850)	5.6 (4.3)	568 (2149)
	CDS5640-10	6.1 (172.7)	9.0 (254.9)	12.6 (356.7)	50 (1416)	8.7 (6.7)	758 (2869)
	CDS5653-10	9.5 (268.9)	14.0 (396.5)	19.6 (554.8)	50 (1416)	8.7 (6.7)	965 (3652)
	CDS5668-10	12.9 (365.1)	19.0 (538.1)	26.6 (752.9)	50 (1416)	8.7 (6.7)	1172 (4435)
	CDS5678-10	17.0 (481.2)	25.0 (708.0)	35.0 (990.7)	50 (1416)	8.7 (6.7)	1309 (4956)
	CDS9280-12	27.2 (770.2)	40.0 (1132.7)	56.0 (1585.7)	Offline	16.8 (12.8)	N/A
	CDS9290-12	35.4 (1002.4)	52.0 (1472.5)	72 (2038.8)		16.8 (12.8)	
	CDS92100-12	42.8 (1212.0)	63.0 (1783.9)	88 (2491.9)		16.8 (12.8)	
CAST-IN-PLACE	CDS150134-22	100.7 (2851.5)	148.0 (4190.9)	270 (7645.6)		56.3 (43.0)	
	CDS200164-26	183.6 (5199.0)	270.0 (7645.6)	378.0 (10703.8)		78.7 (60.2)	
	CDS240160-32	204 (5776.6)	300.0 (8495.1)	420.0 (11893.0)		119.1 (91.1)	
	Additional Cast-in-Place models available upon request.						

1. Alternative PSD/D_{50} sizing is available upon request.
2. 125 micron flows are based on the CDS Washington State Department of Ecology approval for 80% removal of a particle size distribution (PSD) having a mean particle size (D_{50}) of 125 microns.
3. Estimated maximum peak conveyance flow is calculated using conservative values and may be exceeded on sites with lower inflow velocities and sufficient head over the weir.
4. Sump and oil capacities can be customized to meet site needs.

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CDS® Maintenance

Systems vary in their maintenance needs, and the selection of a cost-effective and easy-to-access treatment system can mean a huge difference in maintenance expenses for years to come.

A CDS unit is designed to minimize maintenance and make it as easy and inexpensive as possible to keep our systems working properly.



Most CDS units can easily be cleaned in 30 minutes.

Inspection

Inspection is the key to effective maintenance. Pollutant deposition and transport may vary from year to year and site to site. Semi-annual inspections will help ensure that the system is cleaned out at the appropriate time. Inspections should be performed more frequently where site conditions may cause rapid accumulation of pollutants.

Recommendations for CDS Maintenance

The recommended cleanout of solids within the CDS unit's sump should occur at 75% of the sump capacity. Access to the CDS unit is typically achieved through two manhole access covers – one allows inspection and cleanout of the separation chamber and sump, and another allows inspection and cleanout of sediment captured and retained behind the screen. A vacuum truck is recommended for cleanout of the CDS unit and can be easily accomplished in less than 30 minutes for most installations.

DYOHDS™ Tool

Design Your Own Hydrodynamic Separator

Features

- Choose from three HDS technologies - CDS®, Vortechs® and VortSentry® HS
- Site specific questions ensure the selected unit will comply with site constraints
- Unit size based on selected mean particle size and targeted removal percentage
- Localized rainfall data allows for region specific designs
- PDF report includes detailed performance calculations, specification and standard drawing for the unit that was sized



DYO Project design made easy.

Design Your Own (DYO) Hydrodynamic Separator online at www.ContechES.com/dyohds

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Next Steps

Learn more

See our CDS systems in action at **www.ContechES.com/videos**

Connect with Us

We're here to make your job easier – and that includes being able to get in touch with us when you need to. **www.ContechES.com/localresources**

Start a Project

If you are ready to begin a project, visit us at **www.ContechES.com/startaproject**

Contech Engineered Solutions LLC provides site solutions for the civil engineering industry. Contech's portfolio includes bridges, drainage, retaining walls, sanitary sewer, stormwater, erosion control and soil stabilization products.

The product(s) described may be protected by one or more of the following US patents: 5,322,629; 5,624,576; 5,707,527; 5,759,415; 5,788,848; 5,985,157; 6,027,639; 6,350,374; 6,406,218; 6,641,720; 6,511,595; 6,649,048; 6,991,114; 6,998,038; 7,186,058; 7,296,692; 7,297,266 related foreign patents or other patents pending.

CDS is a resgistered trademark or licensed trademark of Contech Engineered Solutions LLC.

CONTECH® ENGINEERED SOLUTIONS

COMPLETE SITE SOLUTIONS



Stormwater Solutions

Helping to satisfy stormwater management requirements on land development projects

- Stormwater Treatment
- Detention/Infiltration
- Rainwater Harvesting
- Biofiltration/Bioretention

Pipe Solutions

Meeting project needs for durability, hydraulics, corrosion resistance, and stiffness

- Corrugated Metal Pipe (CMP)
- Steel Reinforced Polyethylene (SRPE)
- High Density Polyethylene (HDPE)
- Polyvinyl Chloride (PVC)

Structures Solutions

Providing innovative options and support for crossings, culverts, and bridges

- Plate, Precast & Truss bridges
- Hard Armor
- Retaining Walls
- Tunnel Liner Plate

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Utility Will-Serve Letters

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ONEIDA COUNTY DEPARTMENT OF
WATER QUALITY & WATER POLLUTION CONTROL
51 Leland Ave, PO Box 442, Utica, NY 13503-0442
(315) 798-5636 wpc@oegov.org FAX (315) 734-9812

Anthony J. Picente, Jr.
County Executive

Steven P. Devan, P.E.
Commissioner

September 18, 2018

Brian E. Whittaker, P.E.
Project Manager
O'Brien & Gere Engineers, Inc.
101 First St., 4th Floor
Utica, NY 13502

Re: Mohawk Valley Health Systems Integrated Health Campus
Oneida County Water Pollution Control Plant and Interceptor Capacity

Dear Mr. Whittaker:

In response to your letter dated August 30th regarding the capacity of County facilities to accept wastewater flows from Mohawk Valley Health Systems Integrated Health Campus, I offer the following for your consideration.

Current County facilities can accommodate the estimated sanitary sewage design flow of 500 gallons per minute from the proposed healthcare facility. The proposed healthcare facility operations can be supported with no reverse impact on utilities or expansion of existing infrastructure.

Please contact me if you need any further information.

Sincerely,
THE ONEIDA COUNTY DEPARTMENT OF
WATER QUALITY AND WATER POLLUTION CONTROL

Steven P. Devan

Steven P. Devan, P.E.
Commissioner

Cc: Anthony J. Picente Jr. – Oneida County Executive
Al Cannida – Chief of Staff
Peter M. Rayhill, Esq. – County Attorney

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Mohawk Valley Water Authority
One Kennedy Plaza
Utica, NY 13502
Telephone (315) 792-0391
Fax (315) 792-4222
www.mvwa.us

MOHAWK VALLEY WATER AUTHORITY

August 8, 2018

Mr. Brian L. Whittaker, P.E.
Project Manager
ORG
101 First Street, Fourth Floor
Utica NY 13501

Re: Mohawk Valley Health Systems (MVHS) Integrated Health Campus-
MVWA Water Service

Dear Mr. Whittaker:

The Mohawk Valley Water Authority (MVWA) is pleased to submit this letter in support of the MVHS's downtown Utica Project. The MVWA is prepared to meet the water demands of the project as they are described in your letter of August 8, 2018.

In summary, the average water demands of 500 gpm can be met with existing water system delivery capacity and storage reserves. There will be no adverse impact on current capacity or service levels to others. Final Campus configuration will require abandonment and recording of some water mains. Furthermore, fire quantity demands can be supported in terms of water storage capacity however, the required fire flow rates and pressures may require booster pumping dependent on the final design.

Please contact us if you need any further information.

Very truly yours,

Mohawk Valley Water Authority

Richard D. Goodney, P.E.
Director of Engineering

RDS/jm

cc: Patrick J. Becher, MVWA Executive Director

[illegible]

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OBG

THERE'S A WAY

