

Transportation Project Report

Project Scoping Report/Final Design Report

July 2024

Cherry Avenue Extension Multi-Use Path
Project Identification Number (PIN): 1762.46
Town of Bethlehem
Albany County



Department of
Transportation



U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

Milestones

Signatures

Dates

- A. Categorical Exclusion Determination on Behalf of FHWA

This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions.



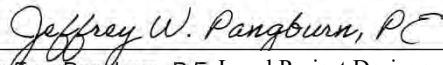
Michael Arthur, PE, Regional Director

09/11/2024

Date

- B. Recommendation for Scope and Design:

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



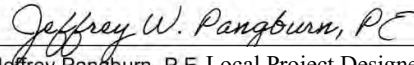
Jeffrey Pangburn, P.E. Local Project Designer

9/11/2024

Date

- C. Public Hearing Certification (Pursuant to 23 USC 128 and 23 CFR 771.111):

A public hearing was not required.



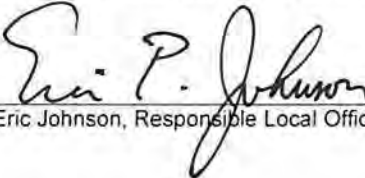
Jeffrey Pangburn, P.E. Local Project Designer

9/11/2024

Date

- D. Local Project Scope and Design:

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



Eric Johnson, Responsible Local Official

9/11/24

Date

List of Preparers

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

Jeffrey Pangburn, PE, Partner, Creighton Manning Engineering

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



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

Table of Contents

Project Approval Sheet i
 List of Preparersii
 Table of Contents iii
 Table of Appendices v

CHAPTER 1 – PROJECT DEVELOPMENT 1-1

1.1. Introduction 1-1
 1.1.1 Project Location 1-1
 1.2 Purpose, Need and Objectives 1-2
 1.2.1 Introduction 1-2
 1.2.2 Project Purpose 1-2
 1.2.3 Project Objectives 1-2
 1.3. Project Alternative(s) 1-2
 1.4 Project Effects 1-3
 1.4.1 Environmental Classification 1-3
 1.4.2 Comparison of Considered Alternatives 1-3
 1.4.3 Anticipated Permits/Coordination/Certifications 1-4
 1.5 Preferred Alternative 1-4
 1.6 Project Schedule and Cost 1-5
 1.7 Public Involvement 1-6

CHAPTER 2 – EXISTING AND PROPOSED CONDITIONS AND CONSIDERATIONS 2-1

2.1 Functional Classification 2-1
 2.2 Planning Considerations 2-1
 2.2.1 Abutting Highway Segments and Future Plans 2-1
 2.2.2 Local Plans for the Project Area 2-1
 2.2.3. Access Control 2-1
 2.3. Traffic Considerations 2-1
 2.3.1 Traffic Volumes 2-1
 2.3.2 Speed Studies 2-2
 2.3.3 Level of Service Analysis 2-2
 2.3.4 Safety and Crash History Analysis 2-4
 2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets) 2-7
 2.4 Structures Data 2-7
 2.4.1 Structures Data 2-7
 2.5 Design Standards 2-7
 2.5.1 Critical Design Elements 2-7
 2.5.2 Other Design Parameters 2-9
 2.5.2 Existing and Proposed Highway/Bridge Plan and Section 2-9
 2.5.3 Nonstandard/Nonconforming Features 2-9
 2.6 Other Infrastructure Considerations 2-9
 2.6.1 Pavement and Shoulder Conditions 2-9
 2.6.2 Right-of-Way 2-9
 2.6.3 Geotechnical 2-10
 2.6.4 Access Management 2-10
 2.6.5 Traffic Control Devices 2-10
 2.6.6 Drainage Systems 2-10
 2.6.7 Utilities and Lighting 2-10
 2.6.8 Guide Railing, Median/Roadside Barriers and Impact Attenuators 2-10
 2.6.9 Intelligent Transportation Systems (ITS) 2-10
 2.6.10 Landscape and Community Enhancement Considerations 2-10
 2.7 Work Zone Safety and Mobility 2-11
 2.7.1 Transportation Management Plan 2-11
 2.7.2 Proposed Work Zone Traffic Control 2-11
 2.8 Additional Considerations 2-11

2.8.1 Constructability Review2-11

2.8.2 Ownership and Maintenance Jurisdiction2-11

2.8.3 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)2-11

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS3-1

3.1 National Environmental Policy Act (NEPA)3-1

3.3 Coordination with Agencies3-1

3.4 Additional Environmental Information.....3-2

3.4.5 Specific Business Impacts3-2

3.4.6 Wetlands3-2

3.4.8 Stormwater Management3-4

3.4.9 General Ecology and Wildlife Resources3-4

3.4.10 Historic and Cultural Resources3-5

3.4.11 Hazardous Waste and Contaminated Materials3-5

3.5 ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION3-6

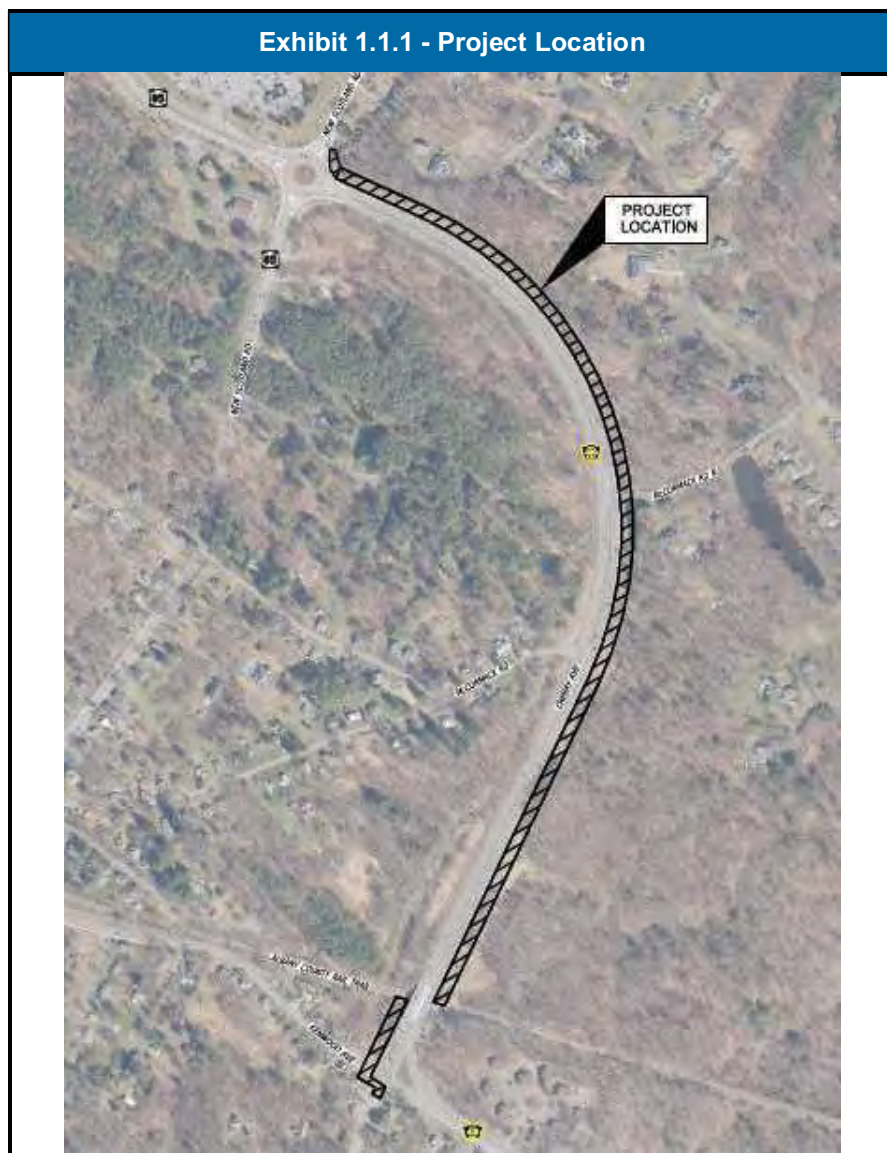
Table of Appendices	
A.	Plans, Profiles & Typical Sections
B.	Environmental Information
C.	Traffic Information
D.	Public Involvement
E.	Miscellaneous

CHAPTER 1 – PROJECT DEVELOPMENT

1.1. Introduction

This report was prepared in accordance with the NYSDOT Project Development Manual, 17 NYCRR (New York Codes, Rules and Regulations) Part 15, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.2), objectives established (1.2.3) to address the needs, and cost-effective alternatives developed (1.3). The construction phase of this project is 80% federal funds and 20% local funds.

1.1.1 Project Location



- A. Route number: NYS Route 140
- B. Route name: Cherry Avenue Extension

- C. SH (state highway) number and official highway description: 92
- D. City/Village/Township: Town of Bethlehem
- E. County: Albany
- F. Length: 4,650 ft
- G. From RM 140 11011011 to RM 140 11011016

1.2 Purpose, Need and Objectives

1.2.1 Introduction

This project was initiated by the Town of Bethlehem to provide a multi-use path which will help enhance the safety and connectivity of pedestrians and bicyclists along the Cherry Avenue Extension corridor. The proposed multi-use path will upgrade and add to the current pedestrian and bicycle network and provide pedestrians and bicyclists safer means of travel. The surrounding area consists of sidewalk networks and the Albany County Helderberg-Hudson Rail Trail. The proposed project will make safe and efficient connections to the existing sidewalks and paths.

1.2.2 Project Purpose

The purpose of this project is to improve the overall pedestrian and bicycle connectivity by constructing a multi-use path along the east side of Cherry Avenue Extension. The new path will provide pedestrians and bicyclists safe connections to the surrounding network.

1.2.3 Project Objectives

The objectives of this project are to:

1. Improve pedestrian and bicycle connectivity and safety by constructing an ADA compliant separated facility.
2. Calm vehicle traffic along the project corridor.

1.3. Project Alternative(s)

Alternatives Under Consideration:

Alternative 1 consists of a 10-foot-wide multi-use asphalt path with a grass maintenance strip of 5 feet wide. This alternative will narrow the existing right shoulder to a standard 5 feet and curbing will be installed along the length of the multi-use path where adjacent to Cherry Avenue Extension. The curbing along Cherry Avenue Extension will be mountable to provide additional space for vehicles to pull over along the roadway during an emergency response. Beginning at Kenwood Avenue, the path is proposed along the west side of Cherry Avenue Extension to the existing Albany County Helderberg-Hudson Rail Trail. The proposed path will then overlap the Albany County Helderberg-Hudson Rail Trail under Cherry Avenue Extension, providing a grade separated way to cross Cherry Avenue Extension. The proposed path will pick up again on the north side of the existing rail trail and continue along the east side of Cherry Avenue Extension until it terminates at the existing roundabout at New Scotland Road. A crosswalk will be provided at McCormack Road North to cross the multi-use path. This alternative meets the project objectives. The existing driveway located along Cherry Avenue will be changed to a shared-use access point and the path will continue along the same alignment.

Intersection improvements consist of a two-stage turn box proposed at the Cherry Avenue Extension northbound approach and a crosswalk with a pedestrian signal is proposed at the Kenwood Avenue eastbound approach. At the Cherry Avenue Extension southbound approach to Kenwood Avenue, a curbed bump out is proposed to eliminate vehicles using the shoulder to make a right turn onto Kenwood Avenue. At McCormack Road North, the existing right turn lane at the Cherry Avenue Extension northbound approach will be removed. Turning vehicles will be able to stop for crossing pedestrians and bicycles between the shoulder of the road and the crosswalk. The southern curbed median at the McCormack Road North. Cherry Avenue Extension intersection will be modified to allow vehicles turning left out of McCormack Road North to queue in the median. At the New Scotland Road roundabout, the

existing sidewalk between the north and east legs of the roundabout will be replaced with a 10-foot-wide asphalt path.

Alternatives Not Found Reasonable:

The No-Build alternative maintains the current roadway condition without pedestrian or bicycle accommodations. This alternative does not meet the project objectives; as such, it is discarded from further consideration. It will however be retained for comparison of the impacts associated with the build alternatives.

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

1.4 Project Effects

1.4.1 Environmental Classification

Exhibit 1.4.1 Environmental Classification Summary			
NEPA Classification	Class II CE	BY	NYSDOT
SEQRA Type:	Unlisted	BY	Town of Bethlehem

1.4.2 Comparison of Considered Alternatives

Exhibit 1.4.2 Comparison of Considered Alternatives		
Category	Alternatives Evaluated	Alternatives Found Not Reasonable
	Preferred Alt. 1	No Build
Environmental Impacts		
Wetlands	Temp: 39 sf. Perm: 22 sf.	None
Cultural Resources (Section 106)	Potential to cause effects on historic properties	None
Section 4(f)	None	None
Endangered/Threatened Species	May Affect, Not Likely to Adversely Affect the Northern Long Eared Bat	None
Noise	None	None
Social Impacts		
Property/Relocations	None	None
Mobility (Pedestrian, bicycle, transit, etc.)	Improved pedestrian and bicycle mobility	None

Exhibit 1.4.2 Comparison of Considered Alternatives		
Category	Alternatives Evaluated	Alternatives Found Not Reasonable
	Preferred Alt. 1	No Build
Environmental Justice	No disproportionate high and adverse effects to minority or low-income populations	No disproportionate high and adverse effects to minority or low-income populations
General Social Groups	Beneficial impacts for disabled (new multi-use and accessible and crossings)	No Effect
Crash Costs	Low	High
Economic and/or Operational Impacts		
Economic Impacts	No negative impact to businesses	No negative impact to businesses
Operation at ETC +10 Cherry/Kenwood Cherry/McCormack N	Delay +5s (a.m.); +12s (p.m.) +7s (a.m.); +3s (p.m.)	Delay +5s (a.m.); +12s (p.m.) +7s (a.m.); +3s (p.m.)
Utilities	Relocation of two light poles	None
Construction Cost	\$1.9M	None

1.4.3 Anticipated Permits/Coordination/Certifications

Exhibit 1.4.3 Anticipated Permits/Certifications/Coordination
<u>Permits</u>
NYS Department of Environmental Conservation (NYSDEC):
<ul style="list-style-type: none"> State Pollutant Discharge Elimination System (SPDES) General Permit
NYS Department of Transportation (NYSDOT)
<ul style="list-style-type: none"> PERM 33 Highway Work Permit
<u>Coordination</u>
NYSDEC (pursuant to the "NYSDEC/NYSDOT Memorandum of Understanding Regarding ECL Articles 15 & 24")
Federal Highway Administration
New York State Historic Preservation Officer (SHPO)
US Fish and Wildlife Service
New York Natural Heritage Program
Municipalities - Town of Bethlehem, Albany County DPW
Metropolitan Planning Organization - Capital Region Transportation Committee

1.5 Preferred Alternative

Alternative 1 has been identified to be the reasonable build alternative that meets the project objectives. A decision to enter final design will not be made until after the environmental determination is made and evaluation of the comments on the draft design approval document and comments received from the public informational meeting has been completed.

The No Build Alternative will be retained for use as a baseline to measure and evaluate impacts that might accrue from the preferred alternative.

1.6 Project Schedule and Cost

Exhibit 1.6.1 - Project Schedule	
Activity	Date Occurred/Tentative
Scope/Design Approval	Spring 2024
Construction Start	Spring 2025
Construction Complete	Fall 2025

Exhibit 1.6.2 Project Costs		
Potential Alternatives		Alt 1
Pavement		\$80,400
Traffic Signals		\$40,000
Earthwork		\$375,000
Curbing and Asphalt Path		\$422,312
Guide Railing		\$45,600
Lighting		\$15,000
Drainage		\$44,000
Signing and Pavement Markings		\$16,000
Landscaping		\$30,236
Environmental		\$5,000
Workzone Traffic Control		\$95,500
Survey Stakeout		\$38,200
Miscellaneous/Incidentals	10%	\$120,725
Field Change	5%	\$66,000
Mobilization	4%	\$55,759
Subtotal in Base Year Dollars		\$1,449,732
Contingency/Risk	10%	\$144,973
Subtotal in Base Year Dollars		\$1,594,705
<i>Cost Data Year and</i>		
<i>Midpoint of Construction Year</i>	2024	2025
Inflationary/Escalation to Midpoint of Construction	3%	\$47,841
Award/Construction Cost		\$1,642,546
QC & Administration of Final Design and Contract	3%	\$49,276
Construction Inspection	15%	\$246,382
ROW		\$0
Total Project Cost		\$1,938,204
Rounded to nearest \$10K		\$1,940,000

1.7 Public Involvement

Exhibit 1.7 Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Public Informational Meeting	December 12, 2023
Resident Breakout Meeting	April 15, 2024
Current Project Letting date	November 29, 2024

A public meeting was held at the Town Hall and a project website was available to the public to review documents and provide comments. The comment period was open from December 12, 2023 to December 31, 2023. Written and electronic public comments were received after the Public Informational Meeting. The comments were reviewed and were evaluated for relevancy to the project scope. A follow up meeting was held at the town hall with residence of McCormack Road. Refer to Appendix D for the project's Public Involvement materials and for related project correspondence.

For additional information or to provide comments, please contact:

Project Contacts:

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

CHAPTER 2 – EXISTING AND PROPOSED CONDITIONS AND CONSIDERATIONS

2.1 Functional Classification

Exhibit 2.1 Classification Data	
Route(s)	Cherry Avenue Extension (NYS Route 140)
Functional Classification	Principal Arterial Other
National Highway System (NHS)	Yes
Designated Truck Access Route	Yes
Qualifying Highway	No
Within 1 mile of a Qualifying Highway	No
Within the 16 ft vertical clearance network	Yes

2.2 Planning Considerations

2.2.1 Abutting Highway Segments and Future Plans

Cherry Avenue Extension consists of a 12-foot shoulder with two 12-foot travel lanes. The northbound and southbound travel lanes are separated by a curbed median that varies in width between 4 feet and 16 feet. The proposed alternative will modify the typical section of the existing roadway by reducing the shoulder width to 5 feet and installing mountable curb along the east side of Cherry Avenue Extension where the multi-use path abuts the roadway.

The Regional Planning Group has confirmed that there are no plans to reconstruct or widen this highway segment, or the adjoining segments, within the next 20 years.

2.2.2 Local Plans for the Project Area

This project is on the approved Capital Region Transportation Committee (2022 – 2023) Transportation Improvement Program (TIP) as TIP Number A626. Project funding has been fully allocated on the TIP. The New York State Department of Transportation project inventory number is 1762.46.

The Town of Bethlehem local comprehensive plan (updated 2022) has been reviewed and this project is consistent with the plan.

2.2.3. Access Control

Access is uncontrolled along Cherry Avenue. This project will not change the existing access control on any of the roadways associated with this project.

2.3. Traffic Considerations

2.3.1 Traffic Volumes

Based on the NYSDOT Design Traffic Forecast Policy, this project has a Design Year of ETC (Estimated Time of Completion) +10. The ETC for this project is 2025. The Capital Region Transportation Committee

(CRTC) provided a background growth rate using the Transportation Council Systematic Transportation Evaluation and Planning (STEP) Model. A background growth rate of 0.20% per year was used to project traffic volumes for the design year at the study intersections. Forecasted ETC (2025) and ETC+10 (2035) traffic volumes are summarized in Exhibit 2.3.1.

Exhibit 2.3.1 Existing and Forecast Traffic Volumes		
Cherry Avenue Extension		
Year	AADT	DHV
Existing (2023)	16,715	1,205
ETC (2025)	16,782	1,210
ETC+10 (2035)	17,121	1,235

Note:
 AADT is the Average Annual Daily Traffic
 ETC is the Estimated Time of Completion
 DHV is the Design Hourly Volume

Turning movement counts were conducted at the Cherry Avenue Extension/McCormack Road North intersection on Wednesday, September 20, 2023 during the evening peak period (4:00 to 6:00 p.m.) and Thursday, September 21, 2023 during the morning peak period (7:00 to 9:00 a.m.). Counts at Cherry Avenue Extension/Kenwood Avenue were conducted on Wednesday, November 29, 2023 from 7:00-9:00 a.m. and 4:00-6:00 pm. In addition, 24-hour volume, classification, and speed data was collected on Cherry Avenue Extension north of Kenwood Avenue on Thursday, September 21, 2023. Forecast no-build design year traffic volumes – The Estimated Time of Completion (ETC) + 10 design year was selected per HDM Chapter 5.

2.3.2 Speed Studies

Exhibit – 2.3.2 Speed Data		
Route	Cherry Avenue Extension	
Existing Speed Limit (mph)	45	
Operating Speed (mph) and Method Used for Measurement	450' North of Kenwood Avenue 66 mph (NB) 53 mph (SB) Automatic Traffic Recorder	350' North of McCormack Rd S 56 mph (NB) 50 mph (SB) Radar

2.3.3 Level of Service Analysis

Level of service and delay were calculated using Trafficware’s Synchro 11 for existing and proposed conditions at the study area intersections and are summarized in the following tables. The proposed conditions include future projected growth rate for the corridor and intersection modifications as detailed in the enclosed plans. The Synchro reports are included in Appendix C. Capacity improvements are not anticipated.

Build analyses were conducted for the study intersections for the ETC (2025) and ETC+10 (2035) design years. The level of service summaries for the ETC and ETC+10 design years for the study intersections below are associated with the removal of the right-turn lane on Cherry Avenue Extension onto McCormack Road North, which begins on the north side of the intersection with McCormack Road.

Lane Configuration

Removal of the northbound right-turn lane at McCormack Road North will contribute to traffic calming along the corridor and to accommodate the 10-foot multi-use path. Cherry Avenue Extension was constructed in the 1970's to bypass the Hamlet of Slingerlands as part of a larger arterial system around the City of Albany. The arterial system to the southwest of the city was never constructed thus leaving Cherry Avenue Extension as a four-lane divided arterial. The right-turn deceleration lanes were also included at McCormack Road and McCormack Road North in anticipation of the larger highway system. This corridor is overdesigned and not appropriate for the current volume, posted speed, or future use of multi-modal transportation.

According to the AASHTO Green Book (2018 Edition), "prohibiting free-flow right-turn movements may help reduce pedestrian-vehicle conflicts and improve operations on roadways in urban areas."¹ This corridor is in an urban area and this project is focused on pedestrian and bicycle accessibility and safety connectivity. Removing the right-turn lane will provide better sight lines for motorists and users of the multi-use path at the McCormack Road North crossing. Removing the turning lane will also increase intersection sight distance for vehicles exiting McCormack Road North as the stop bar will be closer to the northbound travel lanes.

In addition, the AASHTO Green Book (2018 Edition) states that for three-leg intersections, a right-turn lane should be added "where the right-turning movement from the through roadway is substantial."² The Cherry Avenue Extension northbound right-turn movement is 20 vehicles in the peak a.m. hour and 22 vehicles in the peak p.m. hour. This equates to approximately 1.5-3.3% of the northbound hourly volume, which is not substantial, and therefore not warranted. The Green Book also states that the use of right-turn auxiliary lanes "can reduce crash frequency, increase capacity, create better operation conditions for turning vehicles, provided a sheltered storage area for queued vehicles, and reduce speed differentials between through and turning traffic."²

Based on the low right-turn volumes, there is no queueing anticipated in any condition where the right-turn lane is removed. There is adequate capacity on the thru lanes to accommodate a right-turning vehicle. There is also adequate pavement width between the proposed crosswalk and the edge of travel lane to accommodate one turning vehicle stopped for a crossing pedestrian/bicyclist. Having the right-turn vehicles decelerating in the main travel lanes on Cherry Avenue Extension to take a right onto McCormack Road North will encourage motorists to reduce their speed on this corridor further complementing the Complete Streets goals of this project.

Based on the history of the former New York State Department of Transportation arterial plan, the Cherry Avenue Extension corridor is overdesigned by today's standard based on the volumes and land use along the road. The right-turn deceleration lane from Cherry Avenue Extension to McCormack Road is not needed based on capacity, queuing, or crashes. Most importantly, the project goal to include bicycle and pedestrian connectivity on this corridor is a priority, and removing the right-turn lane will encourage prioritization of cyclists and pedestrians crossing this intersection.

¹ AASHTO. "Section 2.6.6 Reducing Pedestrian-Vehicular Conflicts." A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018.

² AASHTO. "Section 9.3.1 Three-Leg Intersections." A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018.

Exhibit 2.3.3.A Intersection Level of Service and Delays (sec)				
Intersection Approach		Existing (2023)	ETC (2025)	ETC+10 (2035)
AM Peak Hour				
Cherry Avenue/McCormack Road N (unsignalized)				
McCormack Road N (WB)	LR	D (32.4)	D (34.0)	E (39.2)
Cherry Avenue (SB)	L	B (13.9)	B (14.0)	B (14.7)
Cherry Avenue/Kenwood Avenue (signalized)				
Kenwood Avenue (EB)	LTR	C (31.2)	C (32.1)	D (37.3)
Kenwood Avenue (WB)	LTR	C (24.0)	C (24.3)	C (26.4)
Cherry Avenue (NB)	L	B (14.6)	B (14.8)	B (15.4)
	TR	C (21.9)	C (22.5)	C (26.0)
Cherry Avenue (SB)	L	D (39.5)	D (40.8)	D (48.1)
	TR	C (31.4)	C (32.0)	C (34.8)
Overall		C (27.5)	C (28.2)	C (32.2)
PM Peak Hour				
Cherry Avenue/McCormack Road N				
McCormack Road N (WB)	LR	C (23.1)	C (23.9)	D (26.1)
Cherry Avenue (SB)	L	A (9.1)	A (9.2)	A (9.3)
Cherry Avenue/Kenwood Avenue				
Kenwood Avenue (EB)	LTR	C (22.2)	C (22.6)	C (26.0)
Kenwood Avenue (WB)	LTR	C (23.1)	C (23.5)	C (26.9)
Cherry Avenue (NB)	L	C (33.9)	C (34.2)	D (37.2)
	TR	B (19.6)	B (19.8)	B (19.2)
Cherry Avenue (SB)	L	D (37.7)	D (39.2)	F (89.0)
	TR	B (15.5)	B (15.7)	B (18.3)
Overall		C (23.1)	C (23.6)	C (34.9)

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound
 L, T, R = Left-Turn, Through, and/or Right Turn movements
 ETC = Estimated Time of Completion
 X (XX) = X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The level of service analysis indicates that all intersection movements currently operate at LOS D or better and continue to do so through ETC+10 conditions with the exception of the Cherry Avenue/McCormack Road North westbound approach which operates at a LOS E during the AM peak hour, and at the Cherry Avenue/Kenwood Avenue southbound approach left turn which operates at a LOS F. The McCormack Road North westbound approach operating at a LOS E in the ETC+10 years is not unusual for a minor street left turn movement. The Kenwood Avenue intersection southbound approach operating at a LOS F can likely be mitigated with signal timing adjustments. Overall, both intersections will operate acceptably during both peak hours. The analysis also indicates that the study intersections will operate similarly to existing conditions after the removal of the right-turn storage lane on Cherry Avenue Extension at McCormack Road N.

2.3.4 Safety and Crash History Analysis

Crash data was used to quantify the number of crashes and identify crash patterns or concentrations on Cherry Avenue between Kenwood Avenue and south of the New Scotland Road roundabout. Crash summaries and details were provided by the NYSDOT CLEAR Crash Data for the three-year period between January 1, 2020, through December 31, 2022. A total of 38 intersection and segment crashes were identified during this period. A crash analysis was performed in accordance with the NYSDOT Highway Design Manual Chapter 5. The crash rates are summarized in Exhibit 2.3.4. A.

Exhibit 2.3.4.A Crash Rate Summary		
Intersection	Crash Rate	Statewide Average Crash Rate
Intersections:	(acc/mev)	(acc/mev)
Cherry Avenue/Kenwood Avenue	0.89	0.53
Cherry Avenue/McCormack Rd South	0.19	0.17
Cherry Avenue/McCormack Rd North	0.15	0.17
Segments:	(acc/mvm)	(acc/mvm)
Cherry Ave from Kenwood Ave to McCormack Rd South	0.81	1.61
Cherry Ave from McCormack Rd N to South of New Scotland Road	1.41	1.61

acc/mvm = accidents per million vehicle miles traveled
acc/mev = accidents per million entering vehicles

The crash rate for the Cherry Avenue Extension/McCormack Road North intersection (green) is below the statewide crash rate for similar facilities while the crash rate at the Cherry Avenue Extension/McCormack Road South intersection (orange) is slightly above the crash rate for a similar facility. The crash rate at the Cherry Avenue/Kenwood Avenue intersection is 1.5 times higher than the statewide crash rate for a similar facility. The segments between Kenwood Avenue and south of the New Scotland Road roundabout are below the statewide average for mainline crashes.

There are no known High Accident Locations (HALs), Safety Deficient Locations (SDL), Priority Investigation Locations (PIL), or Priority Intersection Investigations (PII) in the study area.

The crash severity at the three study area intersections and the segments between them is summarized in Exhibit 2.3.4.B and includes property damage/non-reportable, personal injury, and fatalities.

Exhibit – 2.3.4.B Crash Severity					
Location			Crash Severity		
			Property Damage/ Non-Reportable	Personal Injury	Fatality
Intersection	Cherry Avenue/Kenwood Avenue	Number	12	4	0
		Percentage	75%	25%	-
	Cherry Avenue/McCormack Rd South	Number	2	2	0
		Percentage	50%	50%	-
	Cherry Avenue/McCormack Rd North	Number	3	0	0
		Percentage	100%	-	-
Segment	Cherry Ave from Kenwood Ave to McCormack Rd South	Number	5	0	0
		Percentage	100%	-	-
	Cherry Ave from McCormack Rd N to South of New Scotland Rd	Number	10	0	0
		Percentage	100%	-	-

The table indicates that there were a total of 38 crashes on Cherry Avenue Extension between Kenwood Avenue and south of New Scotland Road. There were 32 cases that resulted in property damage only (PDO) and 6 that resulted in an injury. There were no fatal crashes. The predominate crash types are shown in Exhibit 2.3.4.C:

Exhibit – 2.3.4.C Collision Summary										
Location			Type of Collision							
			Rear End	Sideswipe/ Overtaking	Left Turn	Right Turn	Right-Angle	Animal	Run off Road	Fixed Object
Intersection	Cherry Avenue Extension/Kenwood Avenue	Number	11	0	0	0	3	2	0	0
		Percentage	69%	-	-	-	19%	12%	-	-
	Cherry Avenue Extension/McCormack Rd South	Number	0	1	0	0	1	0	0	2
		Percentage	-	25%	-	-	25%	-	-	50%
	Cherry Avenue Extension/McCormack Rd North	Number	0	0	0	0	0	3	0	0
		Percentage	-	-	-	-	-	100%	-	-
Segment	Cherry Ave Extension from Kenwood Ave to McCormack Rd South	Number	1	0	0	0	0	4	0	0
		Percentage	20%	-	-	-	-	80%	-	-
	Cherry Ave Extension from McCormack Rd N to South of New Scotland Rd	Number	3	4	0	0	0	2	1	0
		Percentage	30%	40%	-	-	-	20%	10%	-

The most frequently occurring types of intersection collisions at Cherry Avenue Extension/Kenwood Avenue were rear end followed by right-angle and crashes as a result of an animal. These crashes were generally associated with following too closely and driver error/inattention. The most frequent type of crash at Cherry Avenue Extension /McCormack Road South is fixed object as a result of slippery pavement. The only type of crash at Cherry Avenue Extension /McCormack Road North was related to an animal.

The most frequent type of segment collision from Kenwood Avenue to McCormack Road South was a crash related to an animal. The most frequent type of segment collision from McCormack Road North to south of the New Scotland Road roundabout was rear end, sideswiping, and overtaking. These crashes were as a result of unsafe lane changes and driver inattention.

A summary of collisions at the study area intersections that have crash rates that are more than 1.5 times the statewide crash rate for similar facilities is as follows:

Cherry Avenue Extension/Kenwood Avenue – There were 11 rear-end collisions at this intersection that were the result of following too closely or driver inattention vehicle. The remaining crashes occurred with an animal or were right angle collisions related to failure to yield to right of way.

The project includes pedestrian and bicycle improvements at the Cherry Avenue Extension /Kenwood Avenue intersection. These improvements include adding a crosswalk to the eastbound approach of Kenwood Avenue Extension and adding a bike box to the northbound approach of Cherry Avenue. Generally, the project goals include traffic calming along Cherry Avenue Extension related to pedestrian and bicycle improvements. This work includes shoulder reduction, installing curbing, adding a mixed-use path, and upgrading signage. The *Post Implementation Evaluation System (PIES) – Reduction Factor Report* provided by NYSDOT, and the *Desktop Reference for Crash Reduction Factors* provided by FHWA indicate that the following improvements proposed at the intersection will reduce accidents by the percent noted:

- Traffic Signal Visibility = 7% reduction (for all types)
- Add/Fix Pedestrian Crossings/Curb Ramps = 37% reduction (for all types)
- Add/Restripe Crosswalks = 21% reduction (for all types)

The crash summary (TE-213) including a collision diagram for the study intersections and segment is included in Appendix C.

2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets)

Pedestrians

Within the project limits exist various provisions for pedestrians such as sidewalks on the south side of Kenwood Avenue, the west side of Cherry Avenue Extension heading south of the project limits, at the New Scotland Road roundabout, and the Albany County Helderberg-Hudson Rail Trail. There are multiple generators of pedestrian traffic including a Market 32, Dunkin’ Donuts, United States Post Office, and several residences. Pedestrian travel is occasional on the existing 12-foot shoulders and adjacent roadside to reach the existing pedestrian facilities. The Capital Projects Complete Streets Checklist (in Appendix C) indicates a need for pedestrian facilities. Pedestrians will be accommodated on a new multi-use path on the east side of the roadway, along with striped crosswalks at street crossings, and a new pedestrian traffic signal at the Kenwood Avenue approach. The path will meet the existing ramps at the New Scotland Road roundabout crosswalk. Signage will be evaluated as part of detailed design to determine if additional crossing improvements are required. The multi-use path and crosswalks will be constructed to meet the ADA-compliant standards for pedestrian facilities in HDM Chapter 18.

Bicyclists

Bicyclists on Cherry Avenue Extension may legally use the 12-foot-wide paved shoulder and share the travel lane with vehicles. There are multiple generators of bicycle traffic including a Market 32, Dunkin’ Donuts, United States Post Office, and several residences, and the existing multi-use path. The proposed alternative would relocate existing bicycle traffic from the shoulders and travel lanes to a new multi-use path on the east side of Cherry Avenue.

Transit

There are currently two CDTA bus stops located at the Market 32 on New Scotland Road and at the intersection of Cherry Avenue with Orchard Street. The proposed multi-use path will provide additional non-vehicular connectivity to the transit stops.

2.4 Structures Data

2.4.1 Structures Data

No work is proposed on the existing bridge and no new bridge is proposed.

2.5 Design Standards

2.5.1 Critical Design Elements

Exhibit 2.5.1 Critical Design Elements for Cherry Avenue Extension (350’ north of Kenwood Avenue to New Scotland Road)			
PIN	1762.46	BIN (if applicable)	N/A
Functional Class:	Urban Principal Arterial - Other	NHS	Non-NHS
Design Class:	Arterial	Context Class:	Suburban
Project Type:	Multi-Use Path Construction	Terrain:	Flat
Design Year AADT:	16,782	Percentage of Trucks:	3%
Truck Access or Qualifying Highway (QH)?	Truck Access Highway	If not a QH, is project within 1 mi of a QH?	No
Existing or Proposed	No	Anticipated level of	High

Exhibit 2.5.1 Critical Design Elements for Cherry Avenue Extension (350' north of Kenwood Avenue to New Scotland Road)				
Bicycle Route?		bicycle activity		
Element	Standard	Existing Condition	Proposed Condition	
1	Design Speed	35 mph min., 55 mph max. HDM Section 2.7.2.4 A	45 mph (posted)	45 mph
2	Lane Width	12 ft. HDM Section 2.7.2.4 B Exhibit 2-4a	12 ft.	12 ft.
3	Shoulder Width	4 ft. – Curbed, Right Shoulder HDM Section 2.7.2.4 C Exhibit 2-4a	12 ft. (uncurbed)	5 ft. (curbed)
4	Horizontal Curve Radius	711 ft. Min (at $e_{max} = 4\%$) HDM Section 2.7.2.4 D Exhibit 2-4a	1442 ft.	1442 ft.
5	Superelevation	$e_{max} = 4\%$ HDM Section 2.6.5 Exhibit 2-1b	4%	4%
6	Stopping Sight Distance (Horizontal and Vertical)	360 ft. Min. HDM Section 2.7.2.4 F Exhibit 2-4a	575 ft.	575 ft.
7	Maximum Grade	6% HDM Section 2.7.2.4 G Exhibit 2-4a	4%	4%
8	Cross Slope	1.5% Min., 2.5% Max. HDM Section 2.7.2.4 H	Normal Crown	Normal Crown
9	Vertical Clearance	14 ft Min. BM Section 2.3.1, Table 2-2	14 ft.	14 ft.
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Design Live Load and NYSDOT Design Permit Vehicle with LRFR 1.2 or higher BM Sections 1.3 and 1.5 NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle HDM Section 19.5.3	N/A	N/A
11	Americans with Disabilities Act Compliance	HDM Chapter 18	No existing pedestrian facilities	Proposed pedestrian facilities will comply with HDM Chapter 18 ²

Notes:

- 1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 45 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.
- 2 Refer to Section 2.3.5 for detailed pedestrian facility information.

2.5.2 Other Design Parameters

Exhibit 2.5.2.A Other Design Parameters			
Element	Parameter	Existing Conditions	Proposed Condition
Drainage Design Storm (path)	5 year	N/A	5 year

Exhibit 2.5.2.B Primary Design Values for Paved Shared-Use Path			
Element	Standard Value	Source ¹	Proposed Value
Design Speed	12 mph (min.), 30 mph (max.)	AASHTO	18 mph
Shared Use Width	10 ft (min.)	AASHTO	10 ft.
Adjacent Graded Width	2 ft (min.)	AASHTO	2 ft.
Maximum Grade	5% (max.)	AASHTO	5%
Cross Slope	2% max.	HDM Chapter 18	2%
Horizontal Curvature	60 ft (min.)	AASHTO	60 ft.
Stopping Sight Distance	118 ft (min.)	AASHTO	> 118 ft.
Horizontal Sight Distance	27 ft (min.)	AASHTO	> 27 ft.
Crest Vertical Curve	56 ft (min.)	AASHTO	> 56 ft.
Horizontal Clearance	2 ft (min.)	AASHTO	2 ft.
Vertical Clearance	10 ft (min.)	AASHTO	> 10 ft.
Bridge Path Width	14 ft min. clear width	BM Table 2-1	N/A
Separation from Roadways	5 ft min. from face of curb or edge of shoulder	AASHTO	5 ft.

1. 2012 AASHTO Guide for the Development of Bicycle Facilities

2.5.2 Existing and Proposed Highway/Bridge Plan and Section

See typical sections and plans located in Appendix A.

2.5.3 Nonstandard/Nonconforming Features

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

2.6 Other Infrastructure Considerations

2.6.1 Pavement and Shoulder Conditions

The pavement along Cherry Avenue Extension has a surface rating that varies from poor condition where surface distress is frequent and severe to a surface rating of good condition where surface distress is starting to show. Cherry Avenue Extension has an International Roughness Index that varies from smooth to very rough. The proposed alternative will narrow the existing shoulder to a standard 5 feet which will remove areas of shoulder that show frequent and severe surface distress. Correcting pavement deficiencies within the project limits is outside of the scope of work.

2.6.2 Right-of-Way

There are no right-of-way takes anticipated as part of this project. All proposed work will occur within the NYSDOT right-of-way.

2.6.3 Geotechnical

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

2.6.4 Access Management

No changes to access management are proposed for this project.

2.6.5 Traffic Control Devices

The intersection of Cherry Avenue Extension and New Scotland Road (NYS Route 85) is controlled by a roundabout that has pedestrian accommodations. The intersection of Cherry Avenue Extension and Kenwood Avenue is controlled by a traffic signal that has some pedestrian accommodations. The proposed alternative will provide an additional pedestrian crossing at the Kenwood Avenue eastbound approach via a new crosswalk, ramps, and pedestrian signal.

2.6.6 Drainage Systems

The existing drainage along the corridor consists of open and closed drainage systems. The existing drainage system appears to be in fair condition and has enough capacity for the additional drainage from the proposed work. Drainage upgrades are proposed along the path that is not adjacent to Cherry Avenue Extension, where an existing driveway and open ditch system is located. Drainage ditches and end sections will be placed to accommodate drainage flow in this area.

2.6.7 Utilities and Lighting

There are existing overhead and underground utilities within the project limits. There are utility relocations anticipated as part of this project.

Exhibit – 2.6.7 Utilities				
Owner	Type	Location/Side	Pole Number	Condition/Conflict
National Grid	Light Pole and Guy Wire	East side of Cherry Avenue Extension and McCormack Road	11-2	Conflict with proposed 10' path
NYSDOT	Light Pole	North and east leg of New Scotland Road roundabout/ Right	N/A	Conflict with proposed 10' path

2.6.8 Guide Railing, Median/Roadside Barriers and Impact Attenuators

This project proposes to replace failed or non-standard guiderail with standard guiderail. The *AASHTO Guide for the Development of Bicycle Facilities* and *NYSDOT Highway Design Manual* reference the need for physical crash-worth barriers to be provided where a multi-use path is located along a road with speeds greater than 45 mph and where a 5-foot maintenance strip is not provided. Given the design and posted speed limit of the road is 45 mph and a 5-foot maintenance strip is provided in addition to a curb separating the shoulder from the maintenance strip, guiderail is not recommended to be installed between the edge of the road and the new multi-use path. See plans in Appendix A for locations or repaired or new guiderail.

2.6.9 Intelligent Transportation Systems (ITS)

No Intelligent Transportation Systems are proposed as part of this project.

2.6.10 Landscape and Community Enhancement Considerations

Between the path and roadway will be a grass maintenance strip of 5 feet. In line with the Town's Comprehensive Plan, street trees may be included in the maintenance strip.

2.7 Work Zone Safety and Mobility

2.7.1 Transportation Management Plan

The Town of Bethlehem has determined the project is not significant per 56 CFR 680.1010. A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) (Work Zone Traffic Control Plan).

2.7.2 Proposed Work Zone Traffic Control

Traffic flow will be always maintained on Cherry Avenue Extension during construction via lane closures and/or shoulder closures. No off-site detours will be required for this project. Routes for emergency vehicles will be maintained and open during construction. The details for the work zone traffic control will be prepared and evaluated during final design.

2.8 Additional Considerations

2.8.1 Constructability Review

A detailed constructability review will occur during final design of the project.

2.8.2 Ownership and Maintenance Jurisdiction

Cherry Avenue Extension is owned and maintained by the New York State Department of Transportation. Within the corridor, any new roadway pavement, pavement markings, curbing, or drainage system will be maintained by the owner. Maintenance of the landscaping, multi-use path, and curb ramps will be the responsibility of the Town of Bethlehem.

2.8.3 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act (SGPIPA). To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. Specifically, the project will:

- Improve conditions for bicyclists and pedestrians;
- Is consistent with state, regional and local plans;
- Include coordination with local and regional stakeholders; and
- Minimize impacts to cultural and natural resources.

The Smart Growth Screening Tool was used to assess the project's consistency and alignment with relevant Smart Growth Criteria; the tool was completed by Creighton Manning Engineering on 10/25/2023. The Smart Growth Screening Tool is included in Appendix E

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

This chapter documents the assessment of social, economic and environmental effects of the Build Alternative. The No Build Alternative assumes no future improvements in the Study Area other than those planned by others and/or implemented as part of routine maintenance. Refer to the Social, Economic and Environmental Resources Checklist (SEERC) included in Appendix B for information on all environmental issues for which the project was screened.

3.1 National Environmental Policy Act (NEPA)

This project is being progressed as a Class II action (Categorical Exclusion) because it does not individually or cumulatively have a significant environmental impact and is excluded from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) as documented in the Federal Environmental Approvals Worksheet (FEAW) and following discussion in this chapter.

Based on the Federal Highway Administration's regulations, the action is a Categorical Exclusion under 23 CFR 771.117(c). Specifically this action meets the description in 23 CFR 771.117(c)(3) described as "Construction of bicycle and pedestrian lanes, paths, and facilities.", meets the conditions of 23 CFR 771.117(e) and does not significantly impact the environment. In accordance with the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions, and as documented in the FEAW in Appendix B, the NYSDOT ON BEHALF OF FHWA will make the NEPA environmental determination.

3.2 State Environmental Quality Review Act (SEQRA) Classification

In accordance with 6 NYCRR, Part 617.5, of the "Official Compilation of Codes, Rules and Regulations of the State of New York", the Town of Bethlehem is the lead State Environmental Quality Review Act (SEQRA) lead agency and has determined that this project qualifies as an Unlisted Action. SEQRA Unlisted projects include all actions not identified as Type I or Type II action. The project is subject to further SEQRA review. A Short EAF is included in Appendix B.

The following Checklist(s) are attached:

- Federal Environmental Approval Worksheet
- Social, Economic and Environmental Resources Checklist
- Capital Projects Complete Streets Checklist

3.3 Coordination with Agencies

3.3.1 NEPA Cooperating and Participating Agencies

The following agencies are Cooperating Agencies in accordance with 23 CFR 771.111(d):

New York State Department of Transportation
 New York State Department of Environmental Conservation
 United States Federal Highway Administration
 United States Fish and Wildlife Service
 United States Army Corps of Engineers
 New York State Office of Parks, Recreation and Historic Preservation
 Albany County Department of Public Works

3.4 Additional Environmental Information

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

3.4.1 Comprehensive Plans and Zoning

The project objectives are consistent with the Town of Bethlehem Comprehensive Plan, revised in 2022. The recommendations in the Comprehensive Plan included pedestrian/bicyclist improvements to the project corridor.

3.4.2 Community Cohesion

The project will not divide neighborhoods, isolate part of a neighborhood, generate new development or otherwise affect community cohesion. The project proposes the addition of a new multi-use path which will improve community cohesion and improve safety.

3.4.3 Impacts to Transportation Options: Transit, Walking, and Bicycling

3.4.3.1 Transit

There will be no impacts to transit in the project area, other than removing bicyclists and pedestrians from the adjacent roadway.

3.4.3.2 Walking

There will be a positive overall impact in the form of the new multi-use path, providing a pedestrian connection throughout the corridor.

3.4.3.3 Bicycling

There will be a positive overall impact in the form of the new multi-use path, providing a bicyclist connection throughout the corridor.

3.4.4 Impacts To Travel Patterns

There will be a positive overall impact in the form of a new multi-use path, which will likely increase pedestrian and bicyclist activity within the corridor.

3.4.5 Specific Business Impacts

Several businesses are located at the northern end of the project corridor. The project proposes the addition of a multi-use path. This will have a positive impact on pedestrian and bicyclist access to the businesses.

3.4.6 Wetlands

3.4.6.1 State Freshwater Wetlands

There are no NYSDEC regulated freshwater wetlands or regulated adjacent areas (100ft) within 500 feet of the project area, as per the NYSDEC Environmental Resource Mapper and confirmed by a site visit on October 27, 2023. No further investigation is required.

3.4.6.2 Federal Jurisdiction Wetlands

A review of the USFWS National Wetlands Inventory indicated that there are federal jurisdictional wetlands present within the project area. Based on a site visit, potential federal jurisdictional wetlands exist on the project site. A wetland delineation was conducted in October 2023, by OSPA Engineering Services, P.C., in accordance with the criteria defined in the 1987 US Army Corps of Engineers Wetland Delineation Manual. Based on the delineation, federal jurisdictional wetlands exist within the project limits as shown in the wetland delineation report in Appendix B. It is anticipated that the proposed project will require impacts to wetlands. Specifically, there will be 39 sf of temporary and 22 sf of permanent wetland impacts to Wetland WI located at the northern end of the project corridor. There is no alternative to construction in wetlands since avoidance is not practicable. However, all practicable measures to minimize impacts to wetlands will be utilized. Mitigation for these impacts is not required, since the impacts are less than 0.1 acres. It is expected that this work will be authorized under Nationwide Permit # 14. The Nationwide Permit and General/Regional Condition requires the Department to provide a pre-construction notification to the USACE and to receive an authorization prior to undertaking the proposed activities. Work will not commence until the permit is acquired, and work will adhere to all permit conditions.

A Blanket Section 401 Water Quality Certification (WQC) applies to this project, since the work required will meet the requirements of Nationwide Permit # 14 and it will comply with the NYSDEC General WQC Conditions.

3.4.7 Surface Waterbodies and Watercourses

As shown in Appendix B the following surface waterbodies and water courses exist in the project area:

Unnamed Stream (Tributary to the Normans Kill)

3.4.7.1 Surface Water Classification Standards

Based upon a review of the NYSDEC GIS data maps for mapped streams, there is one protected stream, Unnamed Stream within the project limits.

A review of the NYSDEC Environmental Resource Mapper (ERM) indicates that the mapped stream has a class and standard of Class C and is not a 303(d) segment.

The best usage of Class C waters is fishing. These waters shall be suitable for fish, shellfish and wildlife propagation and survival. The water quality shall be suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes.

The project is not located within or adjacent to a TMDL Watershed.

3.4.7.2 Stream Bed and Bank Protection

Based on the classification of the Unnamed stream, a NYSDEC Stream Disturbance permit is not required for this project. In addition, no disturbance of the stream is anticipated. Although a Stream Disturbance permit is not required, this project should not diminish the water quality of the unnamed stream. During construction, precautions should be taken to prevent contamination of the waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutants. Promptly after construction, care will be taken to stabilize all disturbed areas.

3.7.6.3 Impacts to Waters of the United States

The project activities do not involve excavation in or the discharge of dredged or fill material into Waters of the U.S. No permits under this Section are anticipated.

3.4.8 Stormwater Management

A SPDES Construction General Permit GP-0-20-001 will be required because the project has more than one acre of soil disturbance. A Stormwater Pollution Prevention Plan (SWPPP) with the appropriate erosion and sediment control measures will be developed prior to commencement of construction activity. Permanent stormwater management practices are not anticipated to be required based on the project type (multi-use trail, only).

3.4.9 General Ecology and Wildlife Resources

3.4.9.1 Endangered and Threatened Species

Following NYSDOT screening protocols, an official species list was created from the U.S. Fish and Wildlife Service's (USFWS) online Information for Planning and Consultation (iPaC) for this project and is included in Appendix B. The project area was also screened using the NYSDEC ERM.

According to U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (iPaC) database, the Northern Long Eared Bat (*Myotis septentrionalis*), a federally listed endangered species, the Tricolored Bat (*Perimyotis subflavus*), a federally proposed endangered species and the Monarch Butterfly (*Danaus plexippus*) a federal candidate species, both have the potential to be located in the project area.

While there is the potential Northern Long Eared Bat habitat, the USFWS iPaC Determination Key indicated that the project may effect, but is not likely to adversely affect Northern Long-eared Bats. Approximately 0.3 acres of trees with a diameter at breast height equal to or greater than 2 inches will be removed. Based on the USFWS Evaluation Key (See Appendix B), it was concluded that the project may affect, but is unlikely to adversely affect the Northern Long-eared Bat as the projects area of impact is directly adjacent to the roadway corridor and tree removal will be conducted during the clearing window of November 1 to March 31.

Since the USFWS iPaC Determination Key indicated that the project may effect, but is not likely to adversely affect Northern Long-eared Bats and approximately 0.3 acres of trees with a diameter at breast height equal to or greater than 2 inches will be removed, it is anticipated that the project may affect, but is unlikely to adversely affect the Tricolored Bat, as well.

The Monarch Butterfly requires the milkweed plant for oviposition and as a larval host plant as part of its life cycle. During the breeding season, monarchs lay their eggs on their obligate milkweed host plant (primarily *Asclepias spp.*). The Monarch Butterfly is currently listed by the USFWS as a candidate species which is not afforded any protection. If the species listing is changed to threatened or endangered, removal of milkweed plants may be limited to October through March to avoid direct impacts to the Monarch Butterflies.

According to the NYSDEC ERM, there are no records of state-listed rare plants or animals within the project area. The mapper also indicates that the project area is not within a Significant Natural Community or Critical Environmental Area.

3.4.9.2 Invasive Species

A review of the existing corridor indicated the presence of Phragmites along the project corridor. Precautions will be taken to prevent the spread of existing and the introduction of new invasive species during project design and construction.

3.4.10 Historic and Cultural Resources

3.4.10.1 National Heritage Areas Program

3.4.10.2 National Historic Preservation Act – Section 106 / State Historic Preservation Act – Section 14.09

No historic properties, listed on or eligible for inclusion on the State or National Register of Historic Places have been identified within the project's area of potential effect on OPRHP's CRIS.

3.4.10.3 Archaeological Resources

The proposed project will not require project activities within previously undisturbed areas that have the potential to contain archeological resources. Thus, a 4(f) evaluation will not be required for archaeological resources. SHPO determined there are "No Historic Properties Affected" by the project. The Opinion of Effect is included in Appendix B.

3.3.10.4 Native American Involvement

The Department will be following the Section 106 Process of the National Historic Preservation Act (36 CFR 800). This ensures compliance with the Archaeological Resources Protection Act.

3.4.11 Hazardous Waste and Contaminated Materials

3.4.11.1 Screening and Site Assessment

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

The Hazardous Waste/Contaminated Materials Site Screening included a review of NYSDEC regulatory data files and a site 'walkover' on October 27, 2023.

No hazardous waste/contaminated materials were identified within or adjacent to the project area during the course of the Hazardous Waste/Contaminated Materials Site Screening. Three documented spills are located in the vicinity of the project area. Two of the spills are closed and all three appear to be relatively minor and unlikely to affect the project area. The potential risk for involvement with documented or undocumented inactive hazardous waste/contaminated materials is low. Additional studies or investigations are not warranted.

3.4.12 Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994, directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and/or low-income populations to the greatest extent practicable and permitted by law.

In accordance with Executive Order 12898, the project was assessed to determine if the project area was within an environmental justice community. According to the NYS Department of Environmental Conservation and the 2020 census data, the project is not within a potential environmental justice area. Therefore, the implementation of the proposed action would not have a disproportionately high and adverse human health and environmental effect on minority or low-income populations. No further Environmental Justice analysis is required. In addition, the new multiuse path will benefit the community by enabling safer pedestrian and bicyclist movement and providing access to businesses within the area without adversely affecting this and adjacent communities.

3.5 ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION

Permits

New York State Department of Environmental Conservation (NYSDEC):

- Section 401 Water Quality Certification
- GP-0-20-001– Stormwater Permit for Construction Activity

Army Corps of Engineers (USACE):

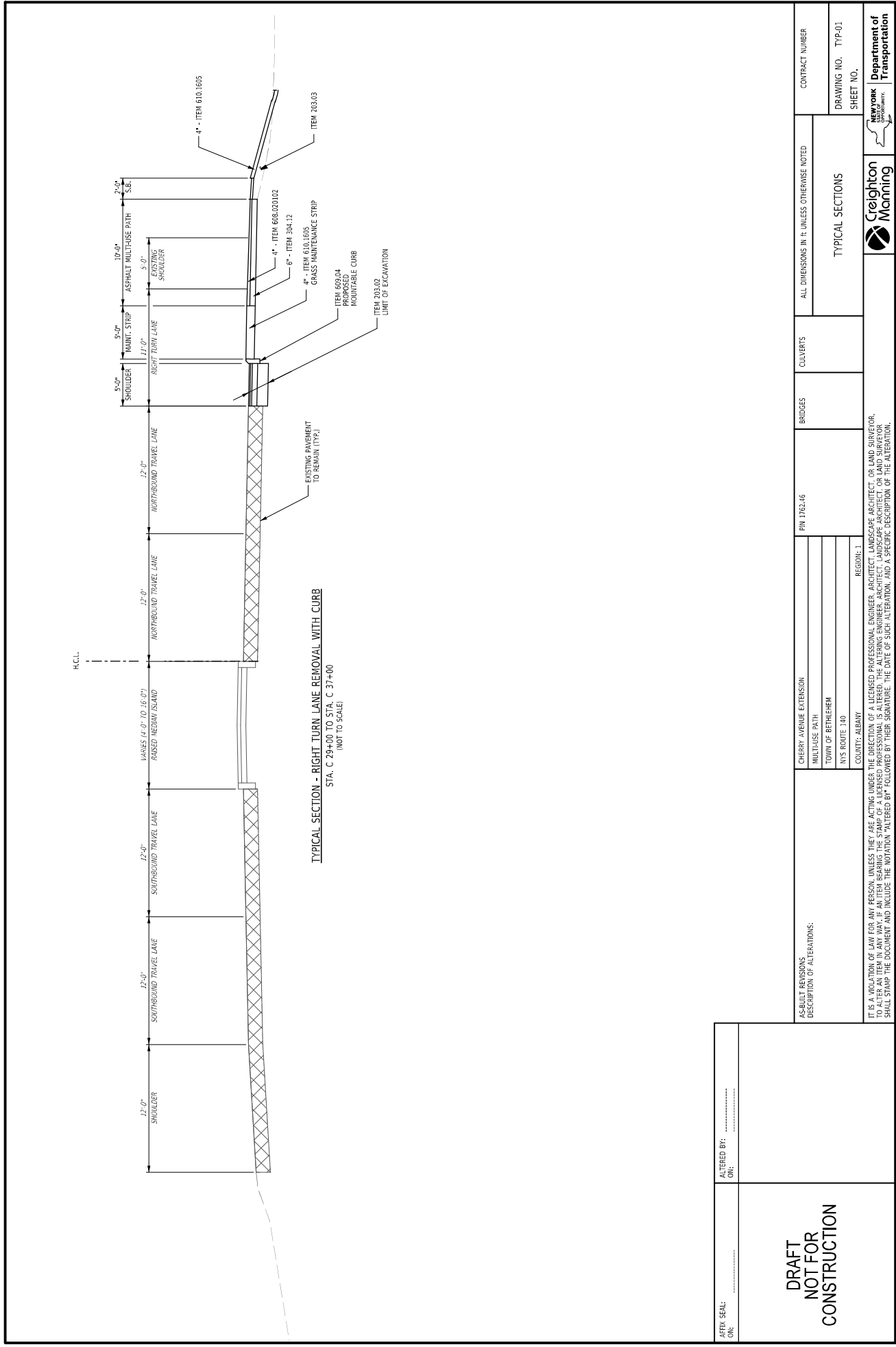
- Section 404 Nationwide Permit # 14

Coordination

- Federal Highway Administration (FHWA)
- New York State Historic Preservation Officer (SHPO)
- U.S. Fish and Wildlife Service (USFWS)
- New York Natural Heritage Program (NYNHP)

APPENDICES

APPENDIX A – MAPS, PLANS, PROFILES & TYPICAL SECTIONS



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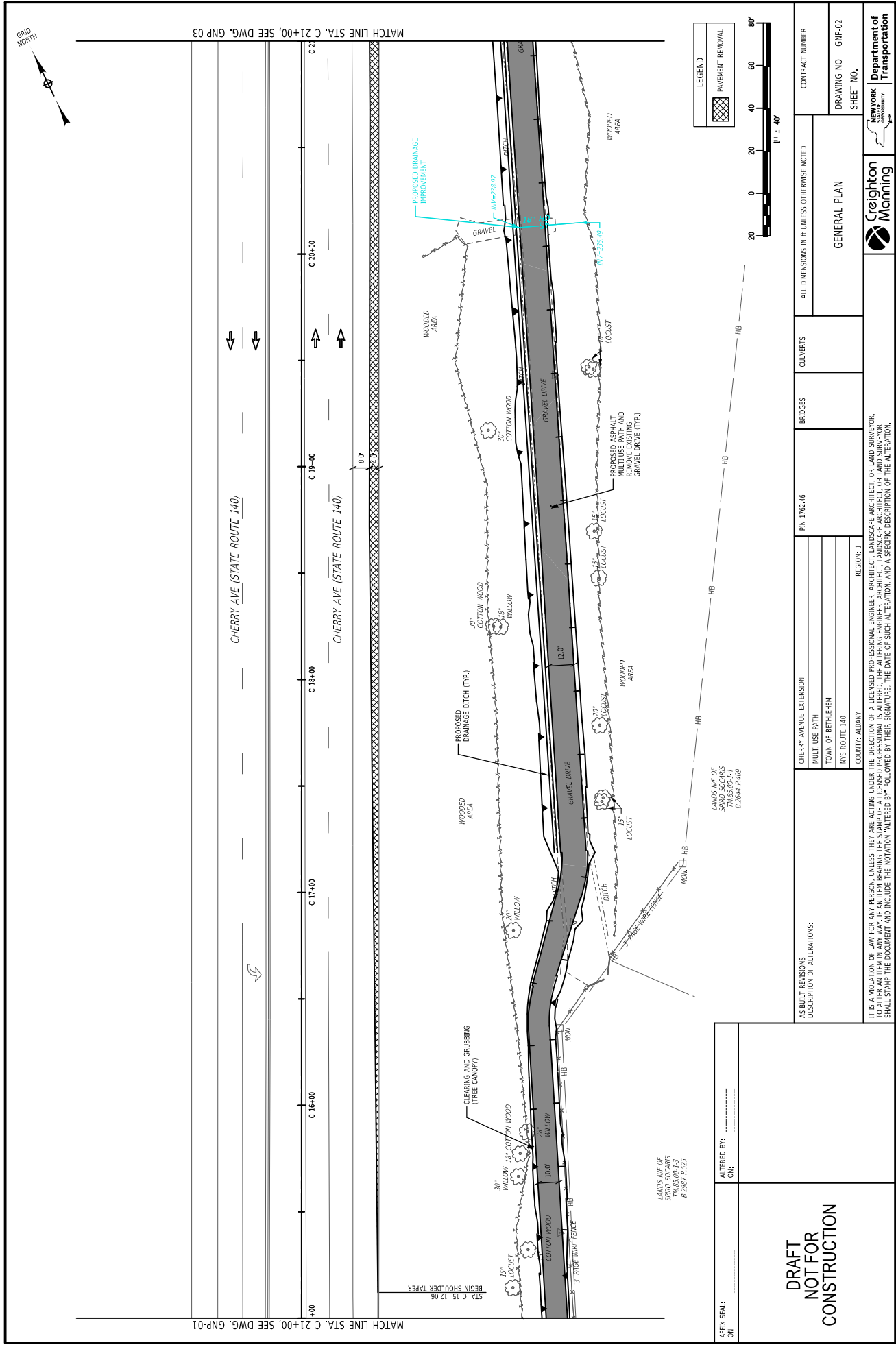
DESIGN SUPERVISOR J. BAUGBURN
 JOB MANAGER S. CARROLL
 DESIGN C.SHERMAN
 CHECK S. CARROLL
 DRAFTING K. DETRICK
 CHECK M. MORRISSEY
 PROJECT MANAGER S. CARROLL

AFFIX SEAL: _____
 ON: _____
 ALTERED BY: _____
 ON: _____

**DRAFT
NOT FOR
CONSTRUCTION**

ALL DIMENSIONS IN: IF UNLESS OTHERWISE NOTED TYPICAL SECTIONS	CONTRACT NUMBER	
	DRAWING NO. TYP-01 SHEET NO.	
ALL DIMENSIONS IN: IF UNLESS OTHERWISE NOTED BRIDGES CULVERTS	PIN 1762.46	
	CHERRY AVENUE EXTENSION MULTILANE PATH TOWN OF BETHLEHEM NY STATE ROUTE 140 COUNTY: ALBANY REGION: 1	
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION ALTERED BY FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.	





MATCH LINE STA. C 21+00, SEE DWG. GNP-01
 MATCH LINE STA. C 21+00, SEE DWG. GNP-03

AS-BUILT REVISIONS
 DESCRIPTION OF ALTERATIONS:
 CHERRY AVENUE EXTENSION
 MULTILANE PATH
 TOWN OF BETHLEHEM
 INVS ROUTE 140
 COUNTY: ALBANY
 REGION: 1
 PIN 1762146
 BRIDGES
 CULVERTS
 GENERAL PLAN
 CONTRACT NUMBER
 DRAWING NO. GNP-02
 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION ALTERED BY FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

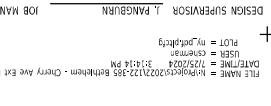
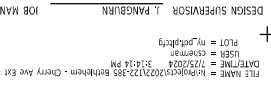
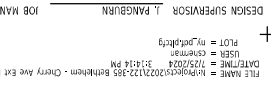
**DRAFT
 NOT FOR
 CONSTRUCTION**

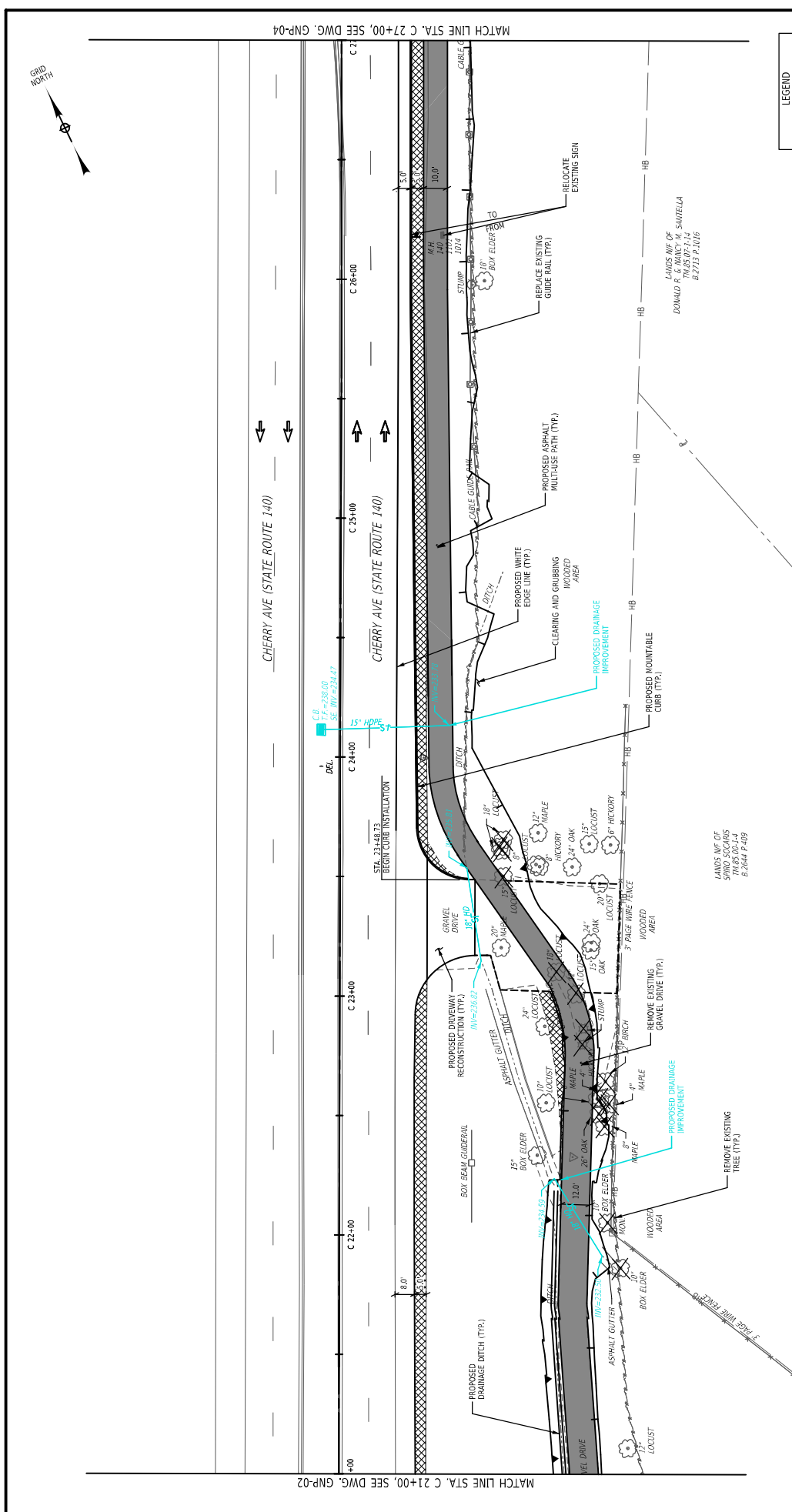
ALTERED BY: _____
 ON: _____

LANDS A/P OF
 574.65 000 3.3
 B.2817 P.325

LANDS A/P OF
 574.65 000 3.4
 B.264 P.409

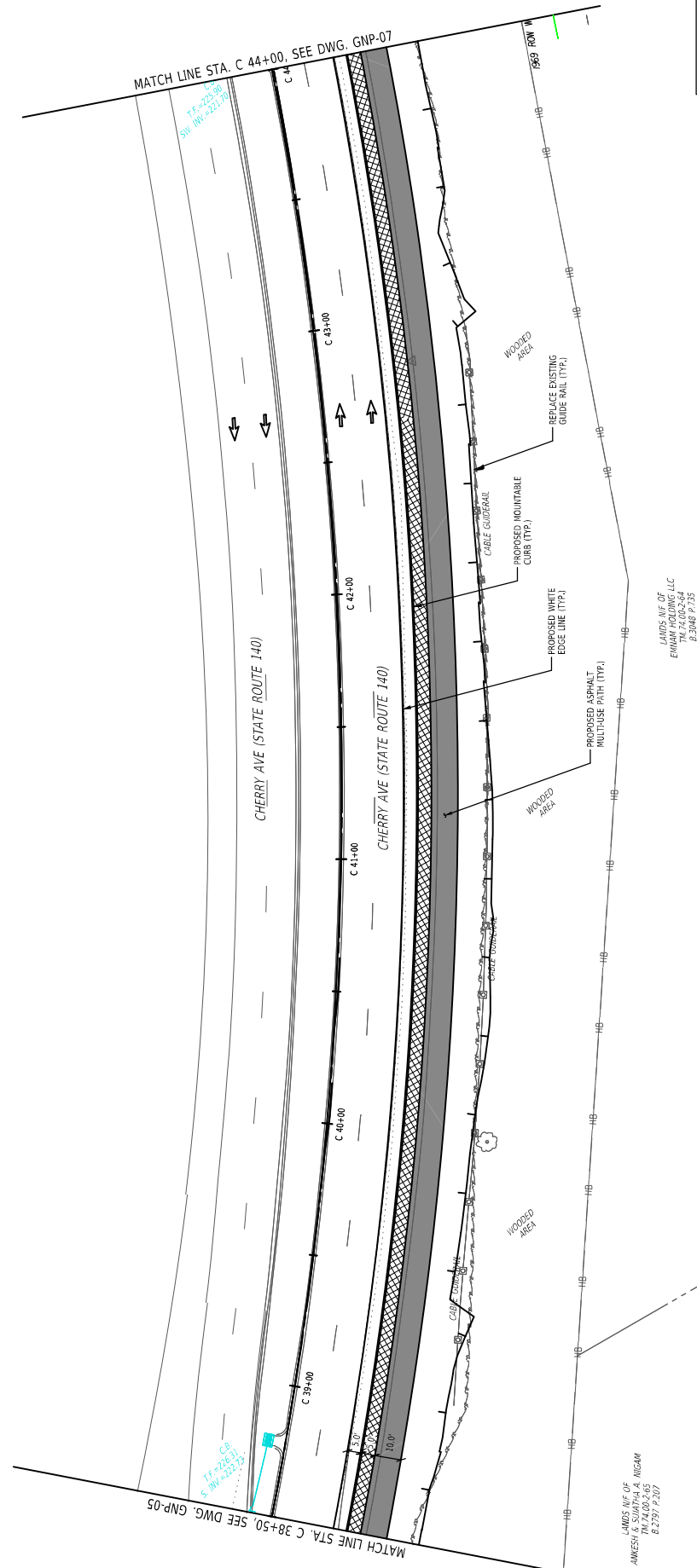
LEGEND
 PAVEMENT REMOVAL





FILE NAME = R:\P\04\2022\1222\035 Bldg\mch\1.03.dgn DATE/TIME = 7/25/2024 3:14:15 PM USER = CHENH PLOT = mch.dwg	DESIGN SUPERVISOR J. BAUNGURN DESIGN C.SHERMAN CHECK S. CARROLL DRAFTING K. DETRICK CHECK M. MORRISSEY PROJECT MANAGER S. CARROLL		MATCH LINE STA. C 21+00, SEE DWG. GNP-02 MATCH LINE STA. C 27+00, SEE DWG. GNP-04	
	AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS: CHERRY AVENUE EXTENSION MULTILANE PATH TOWN OF BETHLEHEM INVS ROUTE 140 COUNTY: ALBANY REGION: 1		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED GENERAL PLAN CONTRACT NUMBER DRAWING NO. GNP-03 SHEET NO.	
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION ALTERED BY FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.		LANDS NO. OF STATE OF N.Y. T. 85S. 00. 1.4 R. 2644 P. 409 LANDS NO. OF STATE OF N.Y. T. 85S. 00. 1.4 R. 2713 P. 1016		
DRAFT NOT FOR CONSTRUCTION		Creighton Manning Department of Transportation		

LEGEND
 PAVEMENT REMOVAL
 P = 40'
 0 20 40 60 80



LEGEND

PAVEMENT REMOVAL

1" = 40'

0 20 40 60 80

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	CHERRY AVENUE EXTENSION MULTIPURPOSE PATH TOWN OF BETHLEHEM INVS ROUTE 140 COUNTY: ALBANY REGION: 1		PIN 176246	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT. UNLESS OTHERWISE NOTED	CONTRACT NUMBER GNP-06
	IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION ALTERED BY FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.						
DRAFT NOT FOR CONSTRUCTION		ALTERED BY: _____ ON: _____		CREIGHTON MANNING 		SHEET NO. GNP-06 Department of Transportation 	

APPENDIX B – ENVIRONMENTAL INFORMATION

Federal Environmental Approval Worksheet

PIN: 1762.46	Completed by: Sarah Carroll	Date Completed: 7/1/2024	FUNDING TYPE: Federal
TITLE/PUBLIC DESCRIPTION: This project proposes the construction of a multi-use path along Cherry Avenue between Kenwood Ave and New Scotland Road in the town of Bethlehem, NY.			NEPA CLASS: Class II: CE
			SEQR TYPE: Unlisted (local projects only)
LOCALITY (Village, Town, City): Bethlehem	COUNTY: Albany	Action Type: Federal Aid Highway Project	Is this a Reevaluation? No

Purpose of this Worksheet:

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

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

Instructions:

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

Step 1A: Unusual Circumstances Threshold Determination –

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

- | | |
|---|---|
| • Significant environmental impacts (23 CFR 771.117(b)) | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Substantial controversy on environmental grounds (23 CFR 771.117(b)) | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (23 CFR 771.117(b)) | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project (23 CFR 771.117(b)) | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Residential or non-residential displacements (FHWA-NY Division identified circumstance ²) | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| • Conversion of a road segment from non-tolling to tolling, or the construction of a new highway or bridge with tolling proposed (FHWA-NY Division identified circumstance) | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |

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

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

Step 1B: Identification of CE action

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

If Yes, proceed to step 2.

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

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

Federal Environmental Approval Worksheet

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

Federal Environmental Approval Worksheet

Project ID Number: 1762.46

Step 2: FHWA environmental actions required prior to CE determination³

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

2.1	Required FHWA Independent environmental determinations	PARCE threshold exceeded ⁴	FHWA independent determination/concurrence required	Date Federal determination/concurrence issued	Resource not present, or present but threshold not exceeded
		A	B	B1	C
	Executive Order (EO) 11990 Protection of Wetlands Individual Finding		<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
	ESA Section 7 Threatened and Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7/22/2024	<input type="checkbox"/>
	Section 106 of National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6/24/2024	<input type="checkbox"/>
	Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)	<input type="checkbox"/>	<input type="checkbox"/>	Date Issued	<input checked="" type="checkbox"/>
2.2	Other FHWA environmental approvals, compliance and/or concurrence required	PARCE threshold exceeded ⁴	Threshold exceeded; FHWA approval, compliance or concurrence required		Resource not present, or present but threshold not exceeded
	EO 11988 Floodplains	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 12898 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	US Army Corps of Engineers Permitting	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Section 6(f) Land and Water Conservation Funds	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Safe Drinking Water Act Section 1424(e)		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Migratory Bird Treaty Act		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	23 CFR 772 Type I Noise abatement		<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.3	Other Environmental Issues requiring FHWA notification	PARCE threshold exceeded ⁴	FHWA notification threshold exceeded		Resource not present, or present but threshold not exceeded
	National Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	US Coast Guard Bridge Permit	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Known hazardous waste site (only EPA National Priority list)		<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Project on or affecting Native American Lands		<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.4	Other Issues Triggering FHWA Approval of Categorical Exclusion	PARCE threshold exceeded ⁴			Resource not present, or present but threshold not exceeded
	Property Acquisition	<input type="checkbox"/>			<input checked="" type="checkbox"/>
	Major Traffic Disruptions	<input type="checkbox"/>			<input checked="" type="checkbox"/>
	Changes in Access Control	<input type="checkbox"/>			<input checked="" type="checkbox"/>

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

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

Federal Environmental Approval Worksheet

Project ID Number: 1762.46

Step 3: Who makes the NEPA CE Determination?

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

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

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

Federal Environmental Approval Worksheet

Project ID Number: 1762.46

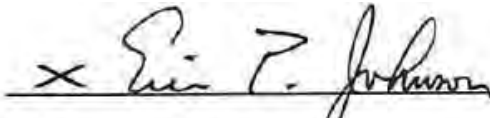
3D	<p>Are there</p> <p><input type="checkbox"/> any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or</p> <p><input type="checkbox"/> any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)?</p> <p><input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

Step 4: Summary and Recommendation

- The project location(s) is located within an area subject to transportation air quality conformity.
 - If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met⁶.
 - Transportation conformity requirements have been met at time of signature.
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by NYSDOT
- The Action meets the conditions of the listed CE at 23 CFR 771.117: c(3) "Construction of bicycle and pedestrian lanes, paths, and facilities."⁷
- All outstanding FHWA environmental approvals will be obtained and are listed here:
- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

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

Project Manager/Designer
(or Responsible Local Official)⁸

X  Date 7/28/24

Print Name and Title:

Eric P. Johnson Town Engineer

Regional Environmental Unit
Supervisor

X  Date 8/28/2024

Print Name and Title:

John L. Hallock Jr., Environmental Specialist 2

Regional Local Project Liaison
(Locally Administered Projects Only)

X  Date 8/28/24

Print Name and Title:

Lorenzo Distefano RLPL

Changes that may have occurred since the preparation of the FEAW which would create the need to review the FEAW again include but are not limited to triggers for reevaluations described in PDM Appendix 11 or any expansion in location or scope of the action for non-FAHP actions. Based on the review of the previously certified FEAW, if the current scope of the

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

Federal Environmental Approval Worksheet

action would change any of the answers to the FEAW and more specifically if any of the determinations within step 2.1 require a new federal determination or concurrence then a new FEAW should be produced and certified.

Social, Economic and Environmental Review Checklist

PIN: 1762.46	PROJECT TITLE: Cherry Avenue Multi-Use Path	
PROJECT DESCRIPTION / SCOPE / LIMITS: This project proposed the construction of a multi-use path along Cherry Avenue between Kenwood Ave and New Scotland Rd.		
MUNICIPALITY(IES): Town of Bethlehem		
COUNTY(IES): Albany County		
NEPA CLASSIFICATION: Class II - Cat Ex		
SEQRA TYPE: Statewide SEQRA - 6 NYCRR Part 617	617 - Unlisted	DATE: 1/3/2024

SOCIAL			
	RESOURCE:	APPLICABLE	COMMENT AND/OR DAD SECTION IN WHICH TOPIC IS DISCUSSED.
1	Land use change?	No	
2	Occurs in an area with regional/local comprehensive and transportation plans?	Yes	See DR Sections 3.4.1.
3	Occurs in an area with planned future development?	No	
4	Effects to neighborhood character?	Yes	See DR Section 3.4.2.
5	Residential or commercial relocations?	No	
6	Effects to transportation options/patterns? (e.g., transit, walking/pedestrian facilities, bicycling and access to schools, recreational areas, places of worship, health care facilities, effects to emergency services; consider elderly and disabled populations)	Yes	See DR Section 3.4.3
7	Will the project divide or isolate portions of a community or impact community resources?	No	
8	Occurs within an area containing minority or low income populations per Environmental Justice EO 12898 definitions/guidance <i>See TEM 4.1.1 App. D</i>	No	See DR Section 3.4.12.
9	Occurs on Tribal Nation Lands/Territories (not 'areas of interest' related to Section 106)	No	
ECONOMIC			
	RESOURCE:	APPLICABLE	COMMENT AND/OR DAD SECTION IN WHICH TOPIC IS DISCUSSED.
10	Effects to local or regional businesses?	No	
11	Is the project in a business district?	Yes	See DR Section 3.4.4.
11A	Will the project divert traffic away from businesses?	No	
11B	Changes to parking and/or deliveries?	No	
11C	Effects to transportation options to access businesses?	Yes	See DR Sections 3.4.5.
12	Changes in access control?	No	
13	Displacement of occupants or acquisition of dwelling or business?	No	
14	Temporary or permanent right-of-way acquisition?	No	

ENVIRONMENTAL				
RESOURCE:		RESOURCE PRESENT	RESOURCE AFFECTED	COMMENT AND/OR DAD SECTION IN WHICH TOPIC IS DISCUSSED.
Water & Land				
15	Wetlands – State: Freshwater (Art. 24) See TEM 4.4.1.11	No	No	
16	Wetlands – Federal EO 11990 may apply See TEM 4.4.1.11	Yes	Yes	See DR Section 3.4.6.
17	Surface waterbodies & watercourses – State or Federal See TEM 4.4.1.11	No	No	
18	Wild, Scenic and/or Recreational Rivers – State or Federal See TEM 4.4.3	No	No	
19	Navigable Waters subject to NYS Protection of Water Program (Article 15), Rivers and Harbors Management Act (Section 10), or US Coast Guard See TEM 4.4.1.11	No	No	
20	Coastal Area or Designated Inland Waterway See TEM 4.4.6	No	No	
21	Coastal Special Management Area(s) (Approved/Pending Local Waterfront Revitalization Program Areas, Significant Coastal Fish and Wildlife Habitats, Scenic Areas of Statewide Significance, or areas with Harbor Management Plans) See TEM 4.4.6	No	No	
22	State Coastal Erosion Hazard Area See TEM 4.4.6	No	No	
23	Federal Coastal Barrier Resource System See TEM 4.4.6	No	No	
24	Over sole source, principal, or primary aquifers; or adjacent to drinking water supply source See EPM 4.4	No	No	
25	SPDES/NPDES permit required See Stormwater page	Yes	Yes	See DR Section 3.4.8.
26	Change of stormwater drainage patterns/outfalls within an MS4 area See Stormwater page	No	No	
27	Flood zones, floodplains, or floodways – EO 11988 and/or 6 NYCRR 502 See TEM 4.4.5	No	No	
28	Section 408 USACE Civil Works Project or NYS Article 16 Flood Control Lands See TEM 4.4.1.11	No	No	
General Ecology & Wildlife Resources				
29	Federal – Threatened & Endangered Species (ESA Section 7) Tree Cutting Proposed: Yes See TEM 4.4.9.3	Yes	Yes	See DR Section 3.4.9. Tree cutting will be conducted during the clearing window of November 1 to March 31.
30	State – Threatened & Endangered Species See TEM 4.4.9.3	No	No	
31	NYSDEC mussel waterbody: Choose an item. See TEM 4.4.9.3	No	No	
32	Identified invasive species (EO 13112) See EPM 4.8	Yes	No	See DR Section 3.4.9.2.
33	Known breeding habitat or nests present (Migratory Bird Treaty Act)	No	No	

Historic Resources & Parkland See TEM 4.4.12 and 4.4.13				
34	Historic and/or cultural resources: Section 106 See TEM 4.4.12 Appendix G	No	No	
35	Parks and/or recreational resources	No	No	
35A	Resources w/ LWCF grants (Section 6(f))	No	No	
35B	Section 1010 – City Urban Park and Recreation Recovery Act	No	No	
36	Any Section 4(f) properties (parks, recreation areas, wildlife and waterfowl refuges, historic sites) See Section 4(f) Policy Paper	No	No	
Farmlands See TEM 4.4.15				
37	Agricultural districts – State	No	No	
38	FPPA soils – Federal	No	No	
Air Quality/Greenhouse Gases (if analysis required check yes) See EPM 1.1				
39	Mobile Source Air Toxics (MSAT)	No	No	
40	Mesoscale: Choose an item.	No	No	
41	Microscale/Hot Spot	No	No	
42	Energy and greenhouse gases	No	No	
Asbestos and Hazardous / Contaminated Materials See TEM 4.4.19 and 4.4.20				
43	Asbestos-containing materials (ACMs)	No	No	
44	Lead-based bridge paint/coatings	No	No	
45	Remediation sites, including National Priority List, Brownfield sites, etc.	No	No	
46	Materials requiring special handling or disposal (e.g., petroleum-based contamination, PCB-contaminated gas mains, treated wood products, polymer concrete slurries, medical/bio wastes, etc.)	No	No	
Other				
47	Noise type per 23 CFR 772/NYS DOT Noise Policy: Choose an item. See TEM 4.4.18	No	No	
48	Critical Environmental Areas See mapper	No	No	
49	Visual Resources See PDM Chapter 3.2.2.2	No	No	
50	Scenic Byways See Scenic Byway page	No	No	
51	Wildlife and Waterfowl Refuges	No	No	
Regional Specific Resources				
52	Adirondack or Catskill Parks or NYS Forest Preserve (only Regions 1, 2, 7 & 9)	No	No	
53	NYC Watershed (only Regions 1, 8 & 9)	No	No	
54	NYC-owned land (only Regions 1, 8 & 9)	No	No	
55	Regional Plans or Programs	No	No	

PREPARED BY: Melanie Osterhout, PE, President

CERTIFICATION:

I certify that the information provided above is true and accurate based on my review.

Regional Environmental Unit Supervisor
or Main Office Environmental Lead

x

Date: 8/28/2024

Print Name and Title:

John L. Hallock Jr., Environmental Specialist 2



December 19, 2023

Chris Sobik
Region 1 Cultural Resource Coordinator
New York State Department of Transportation
50 Wolf Road
Albany, NY 12205

Re: Project: Cherry Avenue Extension Multi-Use Path; Town of Bethlehem, Albany County, PIN 1762.46, CM# 122-385.

Dear Mr. Sobik,

Creighton Manning Engineering, LLP (CM) is under contract with the Town of Bethlehem to provide preliminary and final design services for the above referenced locally administered federally funded safety improvements project. The project objective is to improve pedestrian and bicycle safety and mobility with the installation of an asphalt multi-use path. Please refer to the enclosed location maps, CRIS screening information, area of potential effect figures, and photo log.

The construction work required to complete the project includes the construction of a multi-use path, installation of a new pedestrian signal pole, reconstruction of an existing gravel driveway, narrowing of the existing shoulder, installation of curbing along the northbound right shoulder of Cherry Avenue, improving existing drainage where needed, installation of high visibility crosswalks, and reconstruction of existing sidewalk. Construction work is limited to the east side of the northbound lanes from Kenwood Avenue to New Scotland Road. The depth of excavation will be limited to 1 foot for multi-use path installation, 10 inches for sidewalk installation, 1 foot for pavement removal, 2 feet for driveway removal, 2 feet for curb installation, and 6.5 feet for pedestrian signal poles. Work Zone Traffic Control will consist of temporary shoulder and single lane closures.

No temporary or permanent right-of-way acquisitions will be required.

A query of the State Parks Cultural Resource Information System (CRIS) website shows the proposed project to not be impacting any sensitive cultural resource areas.

Please review this information and provide us with the New York State Department of Transportation's opinion regarding if this project qualifies as a "no adverse effect to historic properties identified" project. If you have any questions or require additional information regarding this request, please do not hesitate to call me at (518) 689-1887 or email me at scarroll@cmellp.com.

Sincerely,

Creighton Manning Engineering, LLP

A handwritten signature in black ink, appearing to read "S. Carroll".

Sarah Carroll, P.E., PTOE
Project Manager

cc. Eric Johnson – Town of Bethlehem

Enclosures:

1. Project Submittal Package Form
2. Project Location Map
3. NYS Cultural Resource Information System (CRIS) Results
4. Draft Design Report – Chapter 3: Historic and Cultural Resources
5. EDR Historical Topographic Maps, Aerial Photos, and City Directory
6. Project Location Photo Log
7. Area of Potential Effect Figures

NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE

Section 106 of the National Historic Preservation Act

For Locally-Administered Federal-Aid Projects

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations. The Sponsor sends the package to the Regional Local Project Liaison (RLPL) for RCRC review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE 11/28/2023 PIN 1762.46 BIN N/A

IDENTIFICATION

Project Name (if any) Cherry Avenue Extension Multi-Use Path

Project Area Boundaries Cherry Avenue between Kenwood Avenue and New Scotland Rd

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County Albany Town/City Bethlehem Village/Hamlet: Delmar

Have you consulted the NYSHPO web site at http://nysparks.state.ny.us to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area? Yes X No

If yes:

- Was the project site wholly or partially included within an identified archaeologically sensitive area? Yes No X
Does the project site involve or is it substantially contiguous to a National Register of Historic Places listed property? Yes No X

*http://nysparks.state.ny.us then select HISTORIC PRESERVATION then Historic Preservation Field Services Bureau then On Line Tools

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION

Project Description - Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

Location Maps - Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

Photos - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

- Buildings/structures more than 50 years old that are located along the property or on adjoining property
Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

LOCAL SPONSOR CONTACT
Name Eric Johnson P.E. Title Town Engineer
Firm/Agency Town of Bethlehem
Address 445 Delaware Avenue City Delmar State NY Zip 12054
Consultant Name & Phone Creighton Manning Engineering, 508-243-8607 E-Mail scarroll@cmellp.com



PROJECT LOCATION

PROJECT LOCATION

CHERRY AVENUE EXTENSION MULTI-USE PATH
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK



3.4.8 Historic and Cultural Resources

3.4.8.1 National Heritage Areas Program

3.4.8.2 National Historic Preservation Act – Section 106 / State Historic Preservation Act – Section 14.09

No historic properties, eligible for inclusion, or listed on the State or National Register of Historic Places have been identified within the project's area of potential effect on OPRHP's CRIS.

3.4.8.3 Archaeological Resources

The proposed project will not require project activities within previously undisturbed areas that have the potential to contain archeological resources. Thus, a 4(f) evaluation will not be required for archaeological resources. A Project Submittal Package (PSP) was submitted to NYSDOT. NYSDOT/SHPO's Opinion of Effect will be included upon receipt.

3.3.8.4 Native American Involvement

The Department will be following the Section 106 Process of the National Historic Preservation Act (36 CFR 800). This ensures compliance with the Archaeological Resources Protection Act.

Cherry Ave Multi-Use Path

Cherry Ave

Delmar, NY 12054

Inquiry Number: 7478831.4

October 24, 2023

EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

10/24/23

Site Name:

Cherry Ave Multi-Use Path
Cherry Ave
Delmar, NY 12054
EDR Inquiry # 7478831.4

Client Name:

OSPA Engineering
800 Route 146, Bldg. 200, Suite 280
Clifton Park, NY 12065
Contact: Julia Sovey



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by OSPA Engineering were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:**Coordinates:**

P.O.#	NA	Latitude:	42.631587 42° 37' 54" North
Project:	Cherry Ave Multi-use Path	Longitude:	-73.851366 -73° 51' 5" West
		UTM Zone:	Zone 18 North
		UTM X Meters:	594181.20
		UTM Y Meters:	4720543.91
		Elevation:	219.57' above sea level

Maps Provided:

2019	1947
2016	1927
2013	1898
1994	1895
1980	1893
1978	
1953, 1954	
1950	

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, LLC. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. This Report is provided on an "AS IS", "AS AVAILABLE" basis. NO WARRANTY EXPRESS OR IMPLIED IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT.

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2019 Source Sheets



Albany
2019
7.5-minute, 24000



Delmar
2019
7.5-minute, 24000



Voorheesville
2019
7.5-minute, 24000



Clarksville
2019
7.5-minute, 24000

2016 Source Sheets



Albany
2016
7.5-minute, 24000



Delmar
2016
7.5-minute, 24000



Voorheesville
2016
7.5-minute, 24000

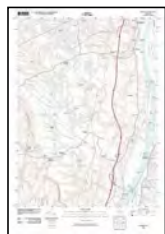


Clarksville
2016
7.5-minute, 24000

2013 Source Sheets



Albany
2013
7.5-minute, 24000



Delmar
2013
7.5-minute, 24000



Voorheesville
2013
7.5-minute, 24000



Clarksville
2013
7.5-minute, 24000

1994 Source Sheets



Albany
1994
7.5-minute, 24000
Aerial Photo Revised 1994

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1980 Source Sheets



Delmar
1980
7.5-minute, 24000
Aerial Photo Revised 1978



Voorheesville
1980
7.5-minute, 24000
Aerial Photo Revised 1978

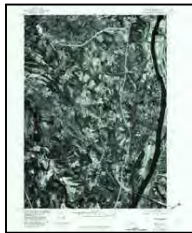


Albany
1980
7.5-minute, 24000
Aerial Photo Revised 1978

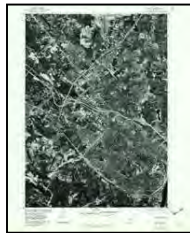


Clarksville
1980
7.5-minute, 24000
Aerial Photo Revised 1978

1978 Source Sheets



Delmar
1978
7.5-minute, 24000



Albany
1978
7.5-minute, 24000
Aerial Photo Revised 1978

1953, 1954 Source Sheets



Clarksville
1953
7.5-minute, 24000
Aerial Photo Revised 1952



Albany
1953
7.5-minute, 24000
Aerial Photo Revised 1952



Delmar
1953
7.5-minute, 24000
Aerial Photo Revised 1952



Voorheesville
1954
7.5-minute, 24000
Aerial Photo Revised 1952

1950 Source Sheets



Albany
1950
15-minute, 62500

Topo Sheet Key

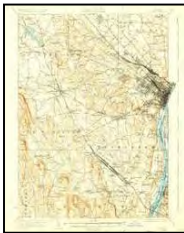
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1947 Source Sheets



Albany
1947
15-minute, 62500

1927 Source Sheets



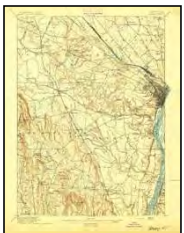
Albany
1927
15-minute, 62500

1898 Source Sheets



Albany
1898
15-minute, 62500

1895 Source Sheets

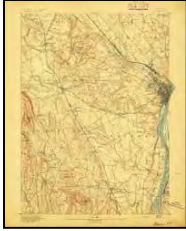


Albany
1895
15-minute, 62500

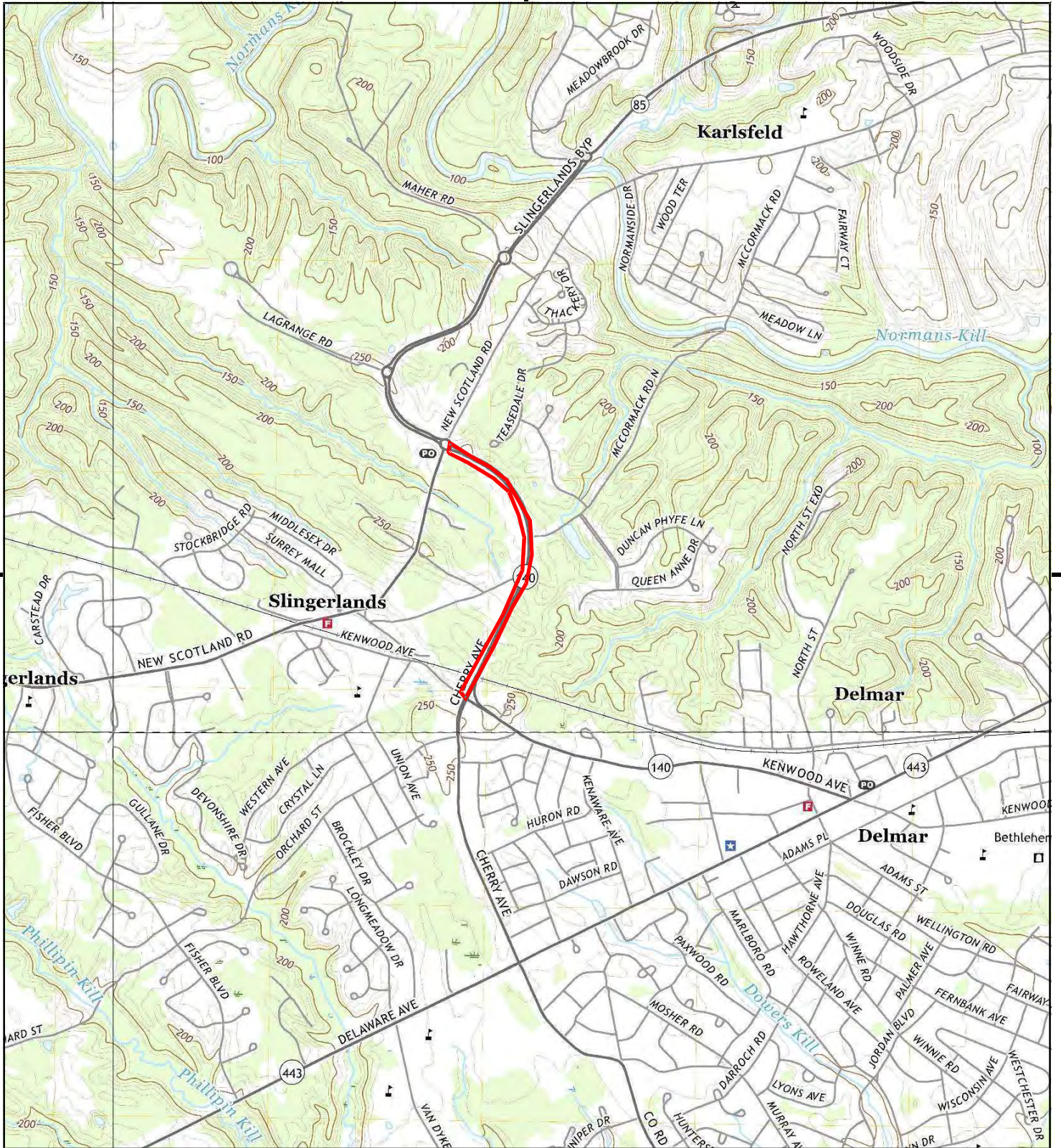
Topo Sheet Key

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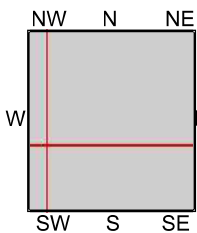
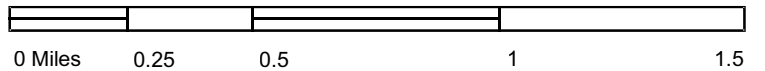
1893 Source Sheets



Albany
1893
15-minute, 62500



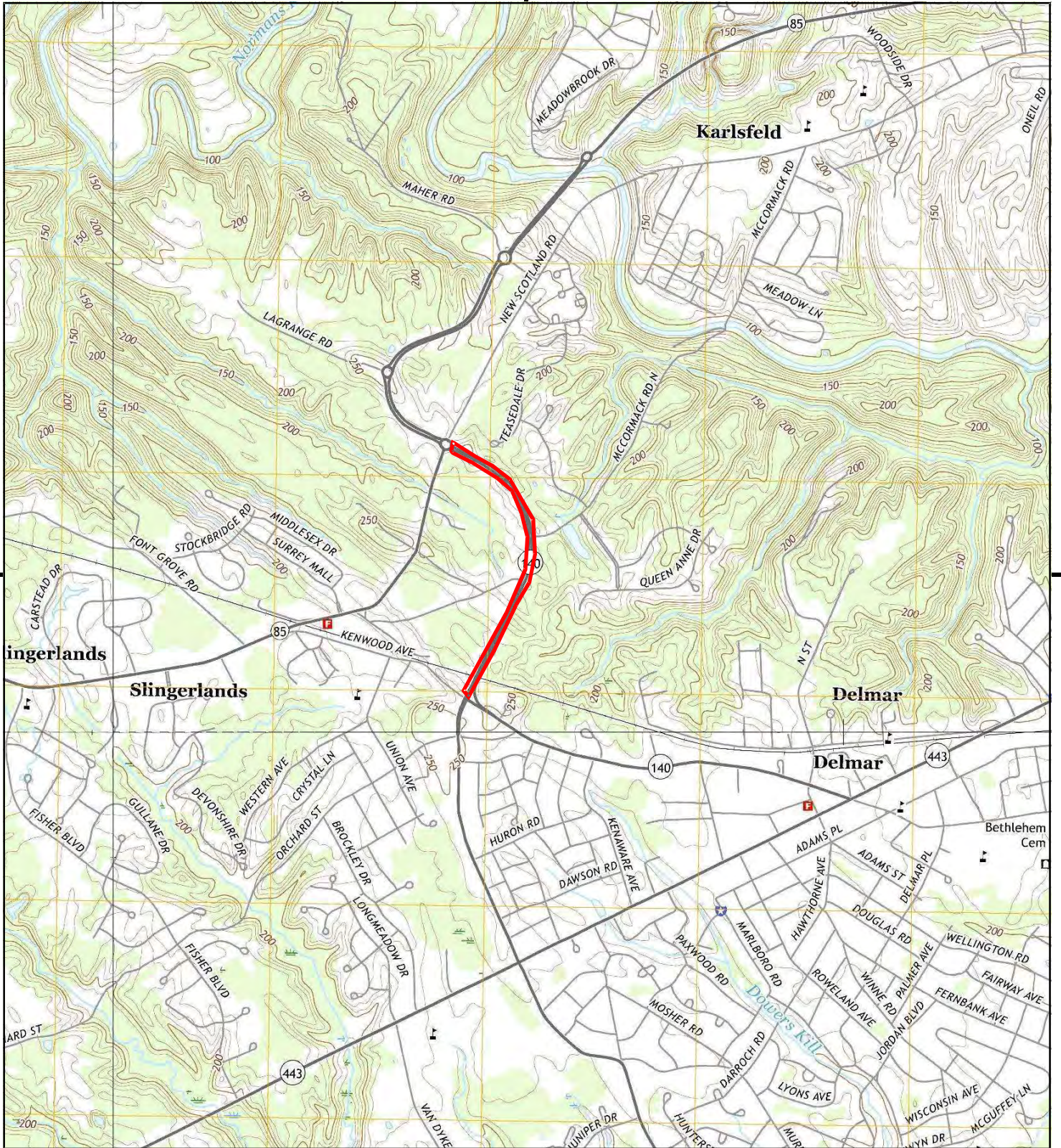
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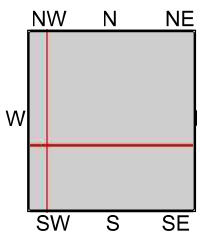
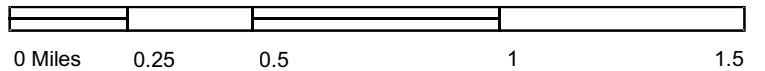
TP, Albany, 2019, 7.5-minute
 S, Delmar, 2019, 7.5-minute
 SW, Clarksville, 2019, 7.5-minute
 NW, Voorheesville, 2019, 7.5-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
 Delmar, NY 12054
CLIENT: OSPA Engineering





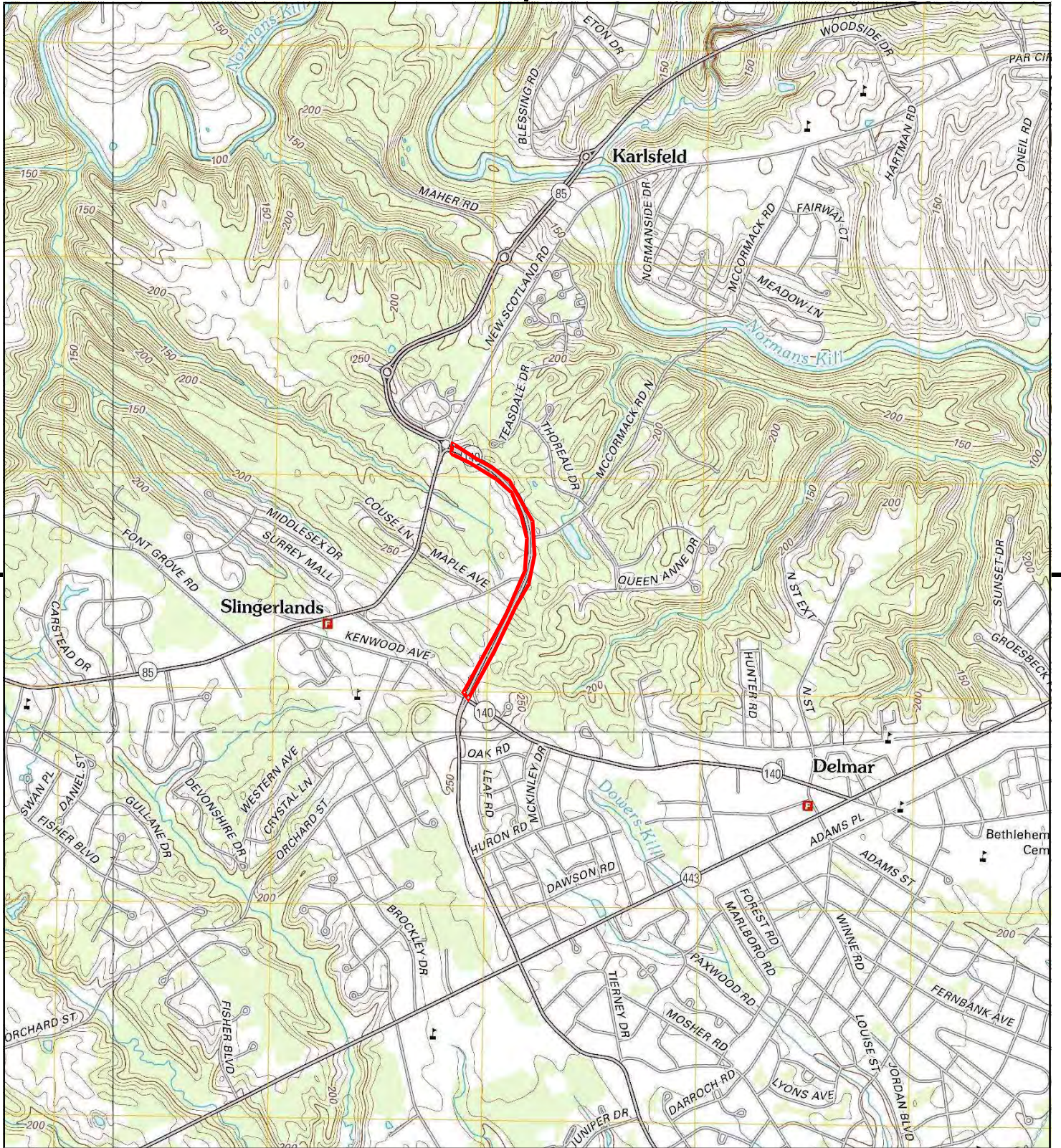
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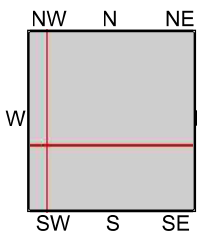
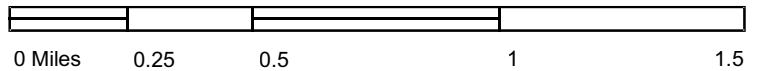
TP, Albany, 2016, 7.5-minute
 S, Delmar, 2016, 7.5-minute
 SW, Clarksville, 2016, 7.5-minute
 NW, Voorheesville, 2016, 7.5-minute

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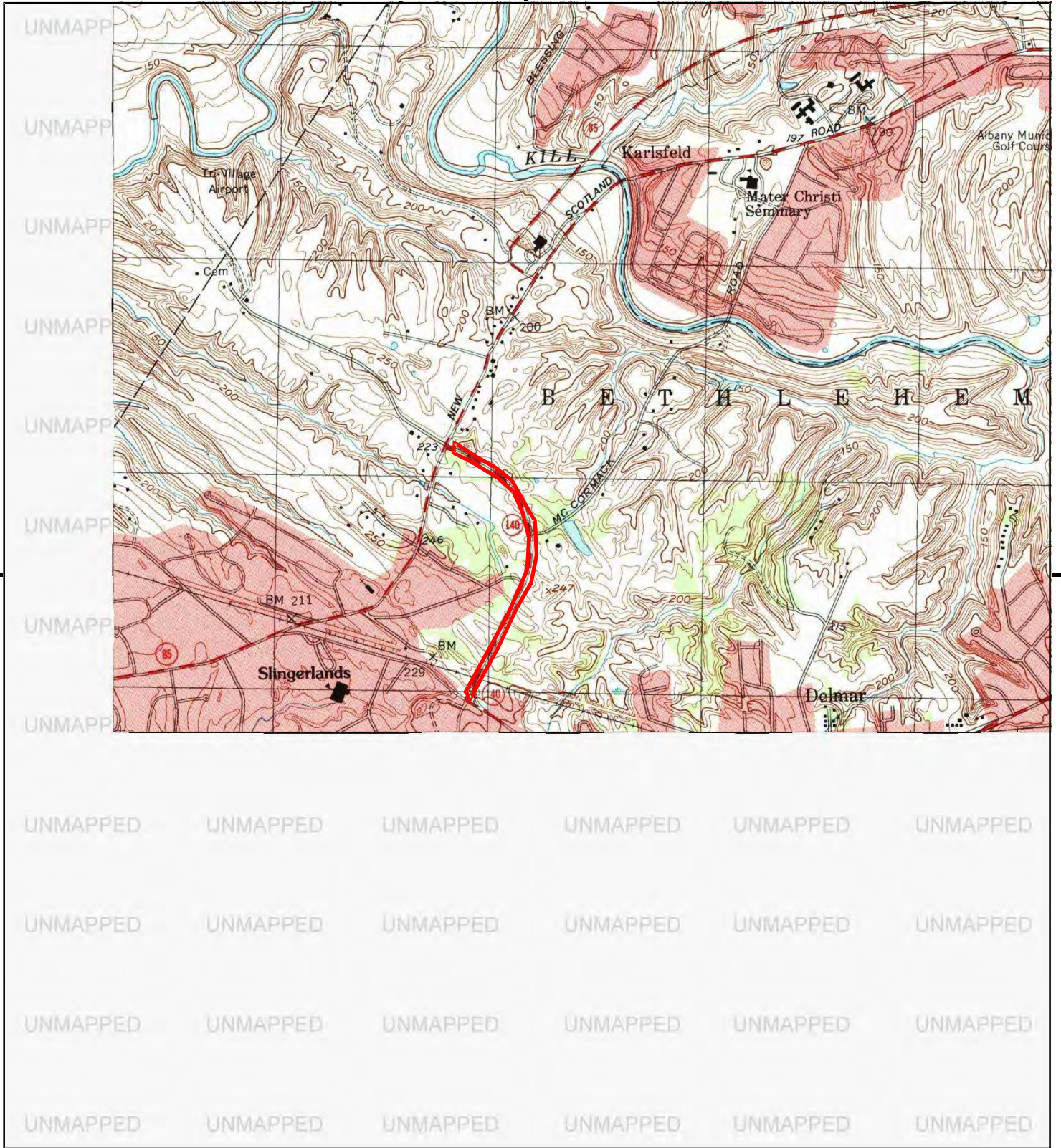
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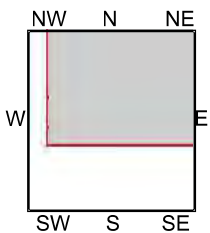
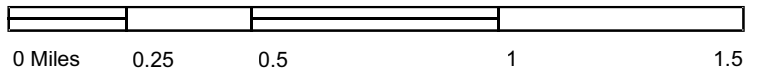
TP, Albany, 2013, 7.5-minute
 S, Delmar, 2013, 7.5-minute
 SW, Clarksville, 2013, 7.5-minute
 NW, Voorheesville, 2013, 7.5-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
 Delmar, NY 12054
CLIENT: OSPA Engineering





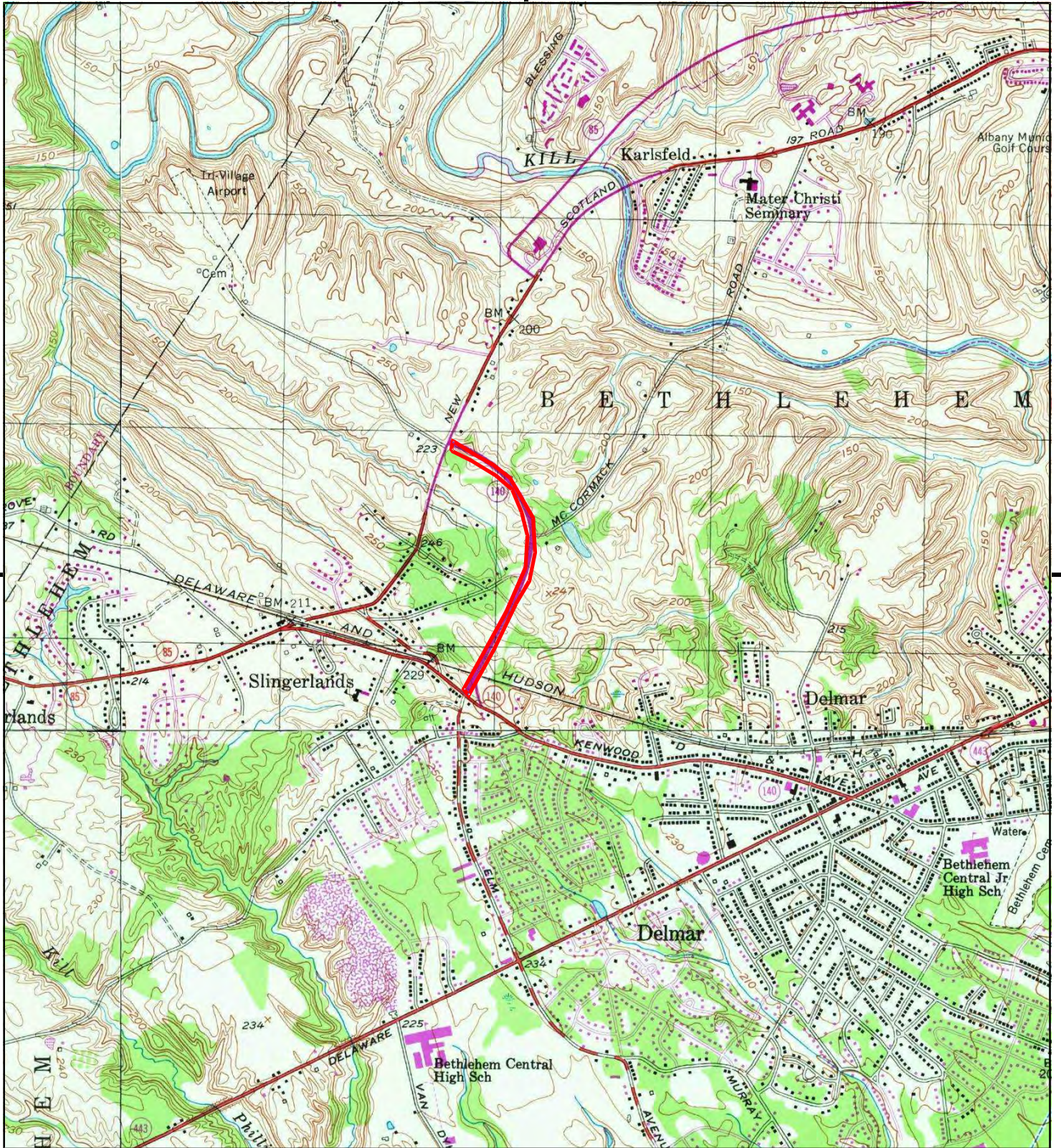
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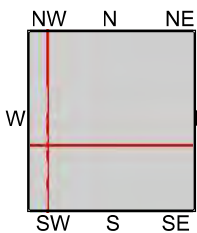
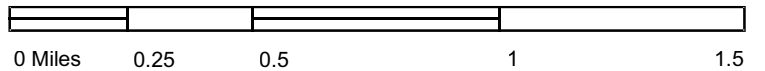
TP, Albany, 1994, 7.5-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
 Delmar, NY 12054
CLIENT: OSPA Engineering





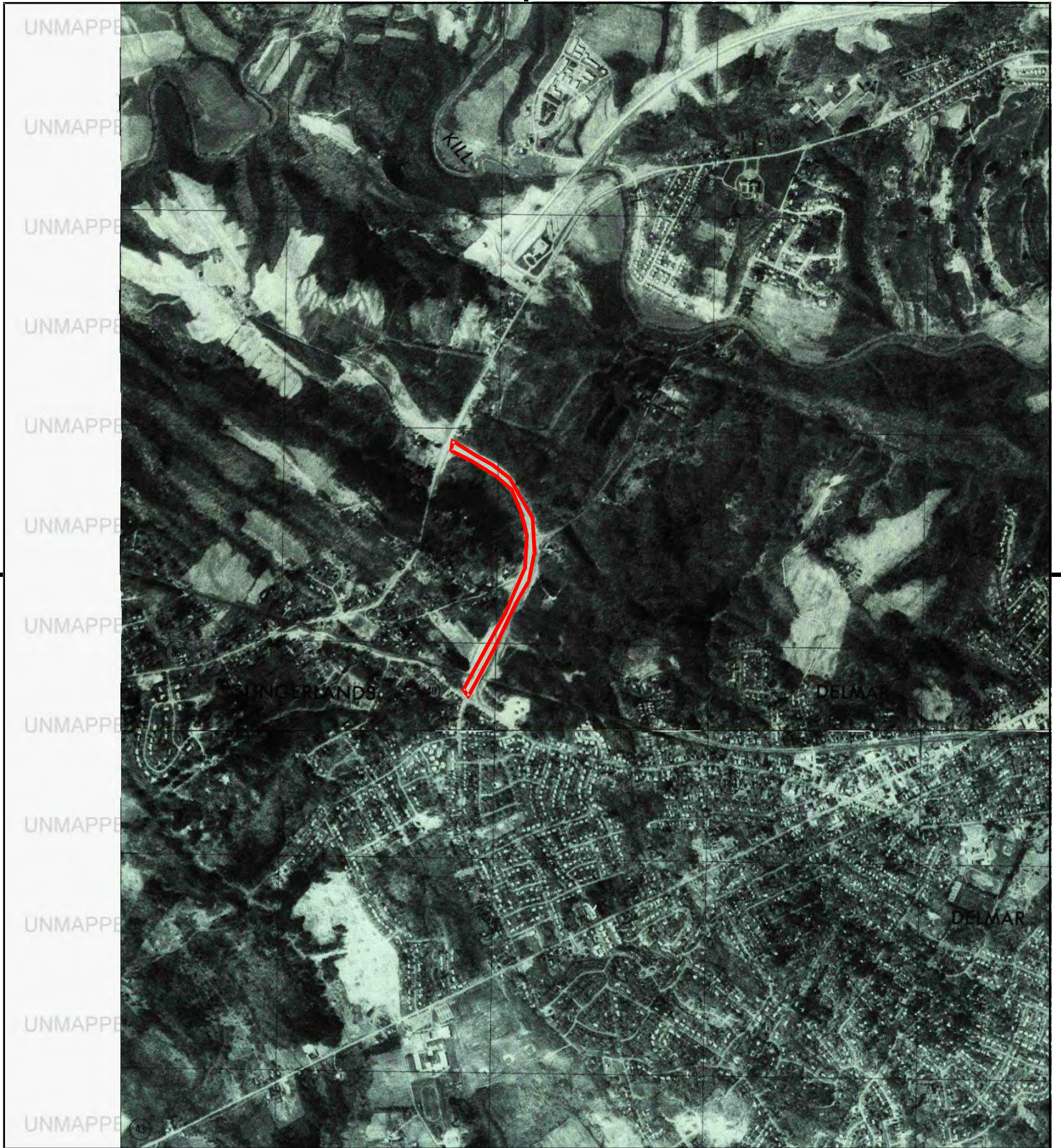
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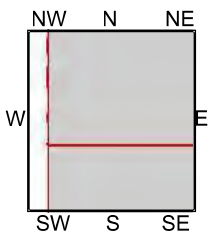
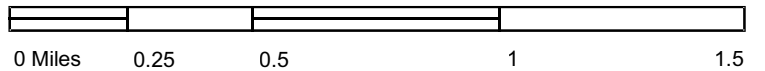
TP, Albany, 1980, 7.5-minute
 S, Delmar, 1980, 7.5-minute
 SW, Clarksville, 1980, 7.5-minute
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SITE NAME: Cherry Ave Multi-Use Path
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 Delmar, NY 12054
CLIENT: OSPA Engineering





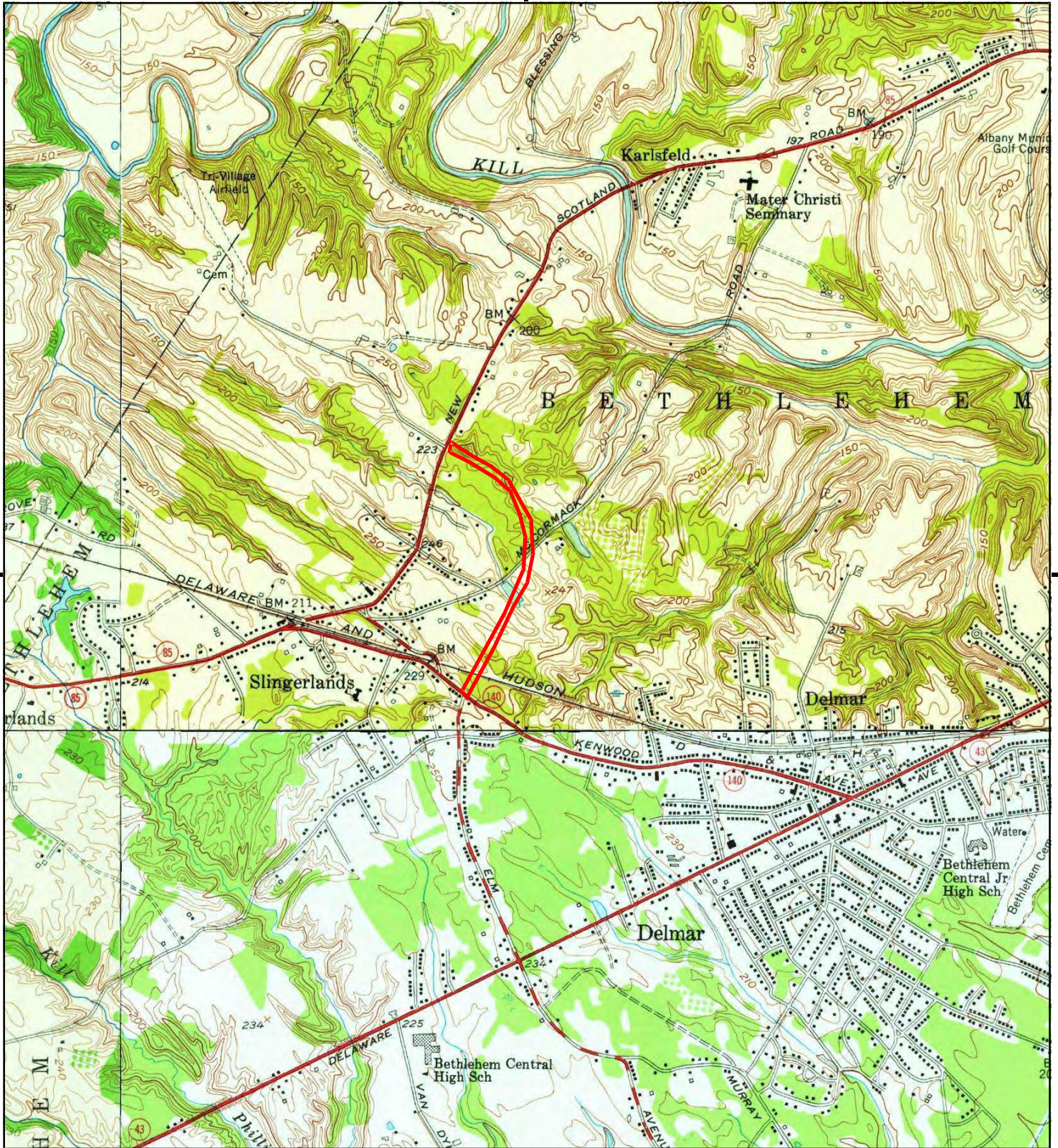
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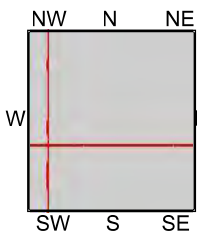
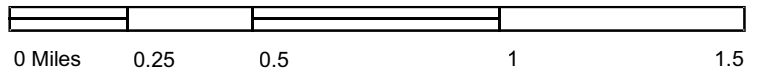
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S, Delmar, 1978, 7.5-minute

SITE NAME: Cherry Ave Multi-Use Path
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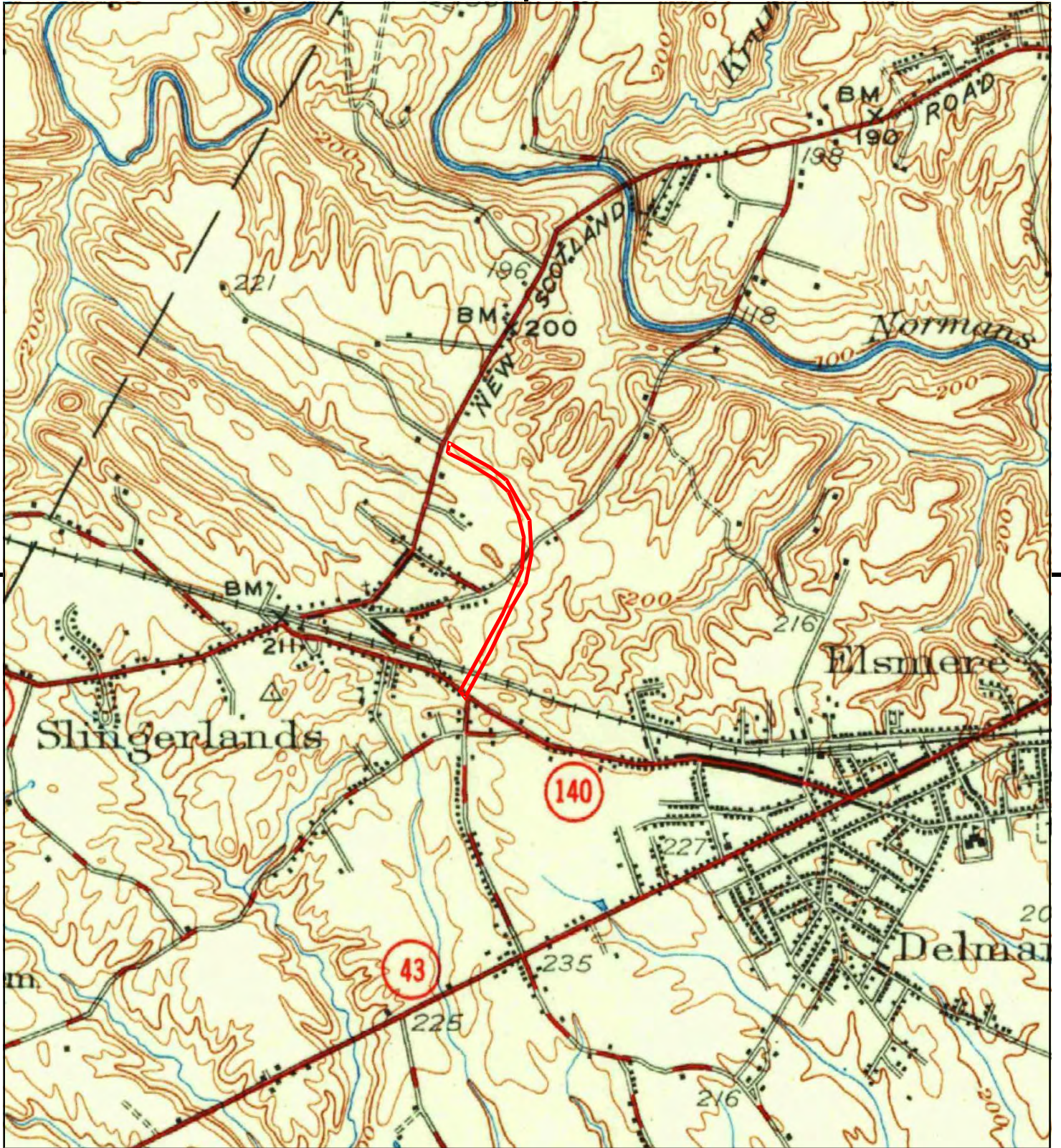
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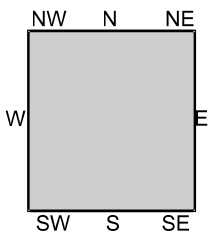
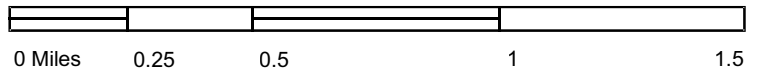
TP, Albany, 1953, 7.5-minute
 S, Delmar, 1953, 7.5-minute
 SW, Clarksville, 1953, 7.5-minute
 NW, Voorheesville, 1954, 7.5-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
 Delmar, NY 12054
CLIENT: OSPA Engineering





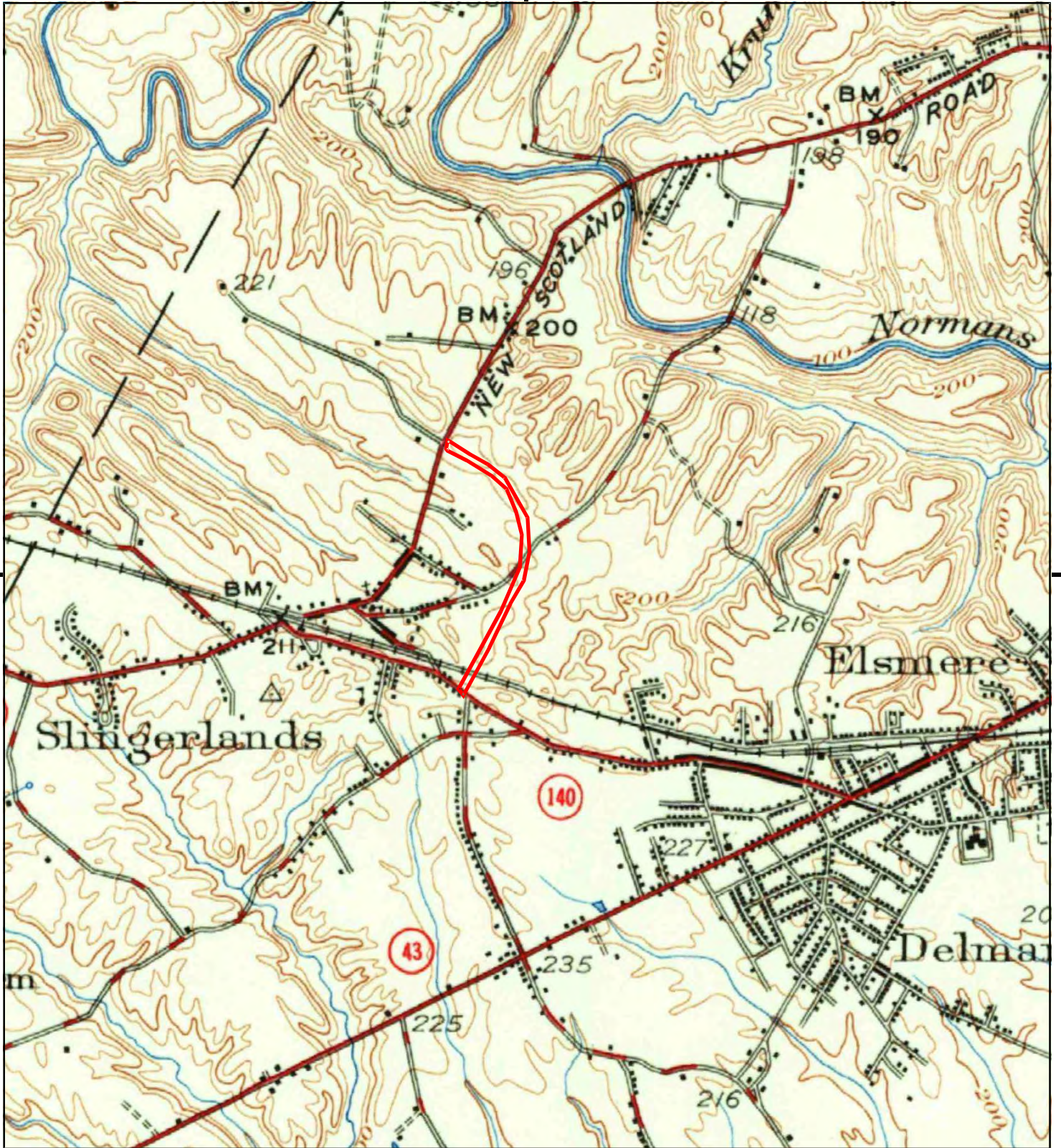
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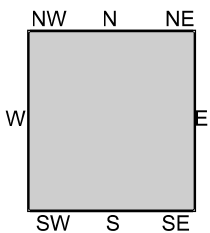
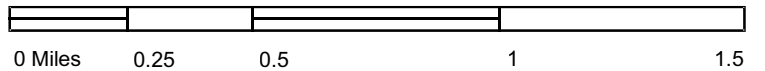
TP, Albany, 1950, 15-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
Delmar, NY 12054
CLIENT: OSPA Engineering





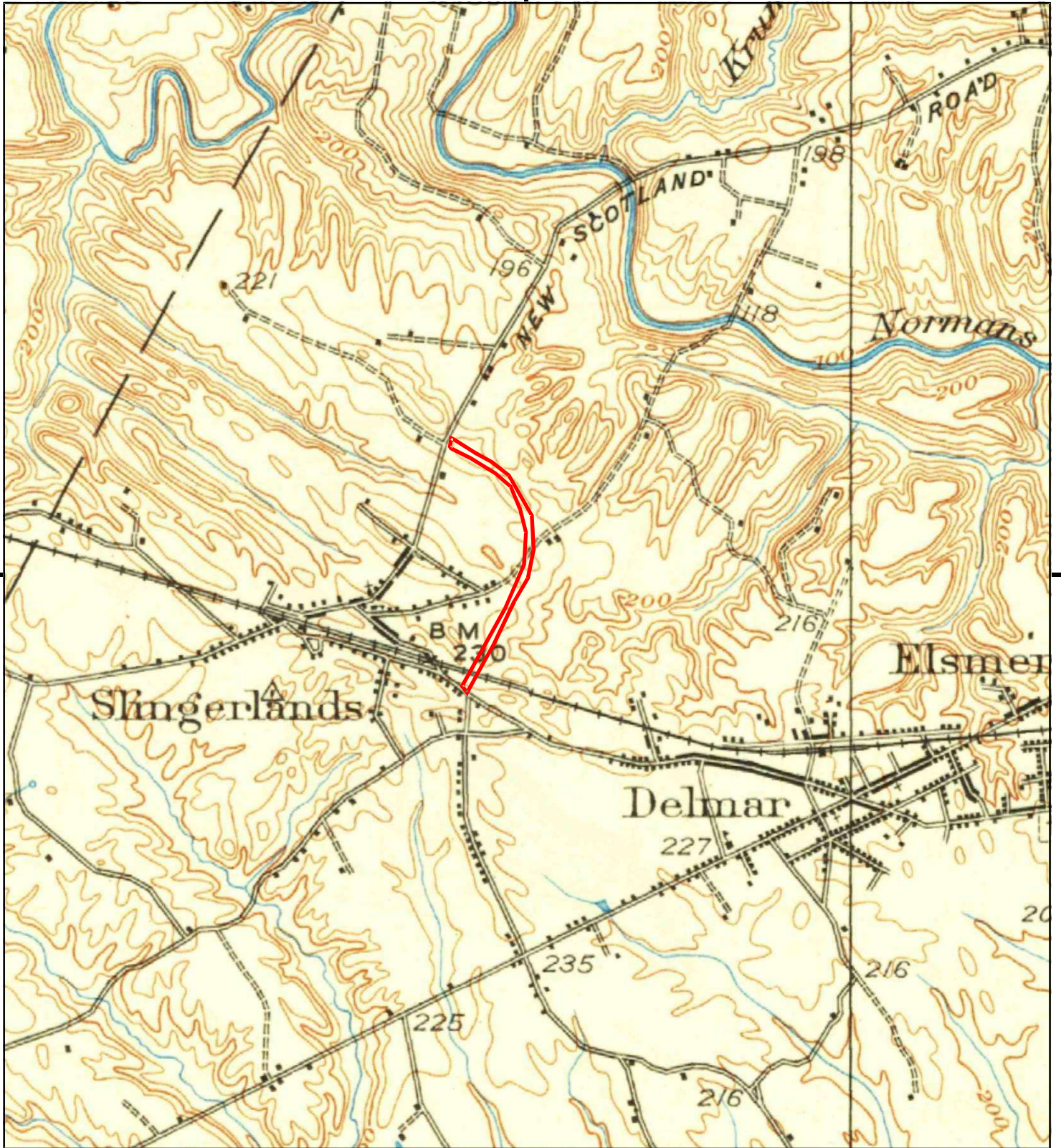
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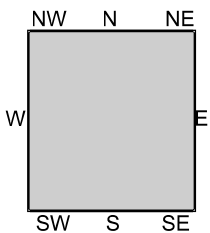
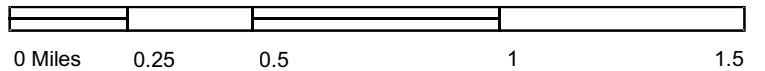
TP, Albany, 1947, 15-minute

SITE NAME: Cherry Ave Multi-Use Path
 ADDRESS: Cherry Ave
 Delmar, NY 12054
 CLIENT: OSPA Engineering





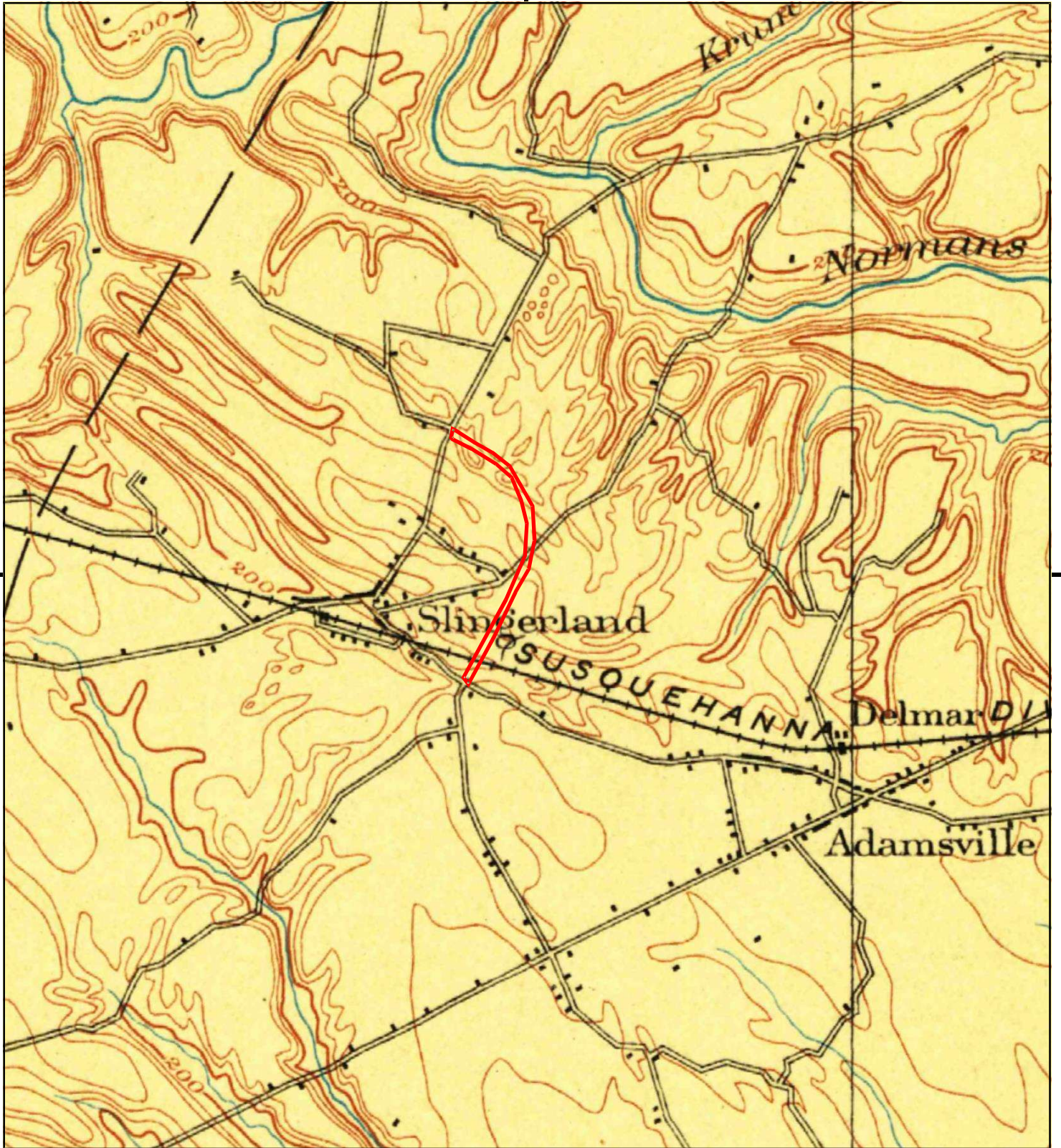
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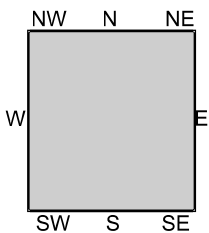
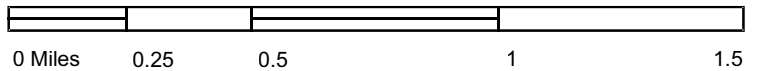
TP, Albany, 1927, 15-minute

SITE NAME: Cherry Ave Multi-Use Path
 ADDRESS: Cherry Ave
 Delmar, NY 12054
 CLIENT: OSPA Engineering





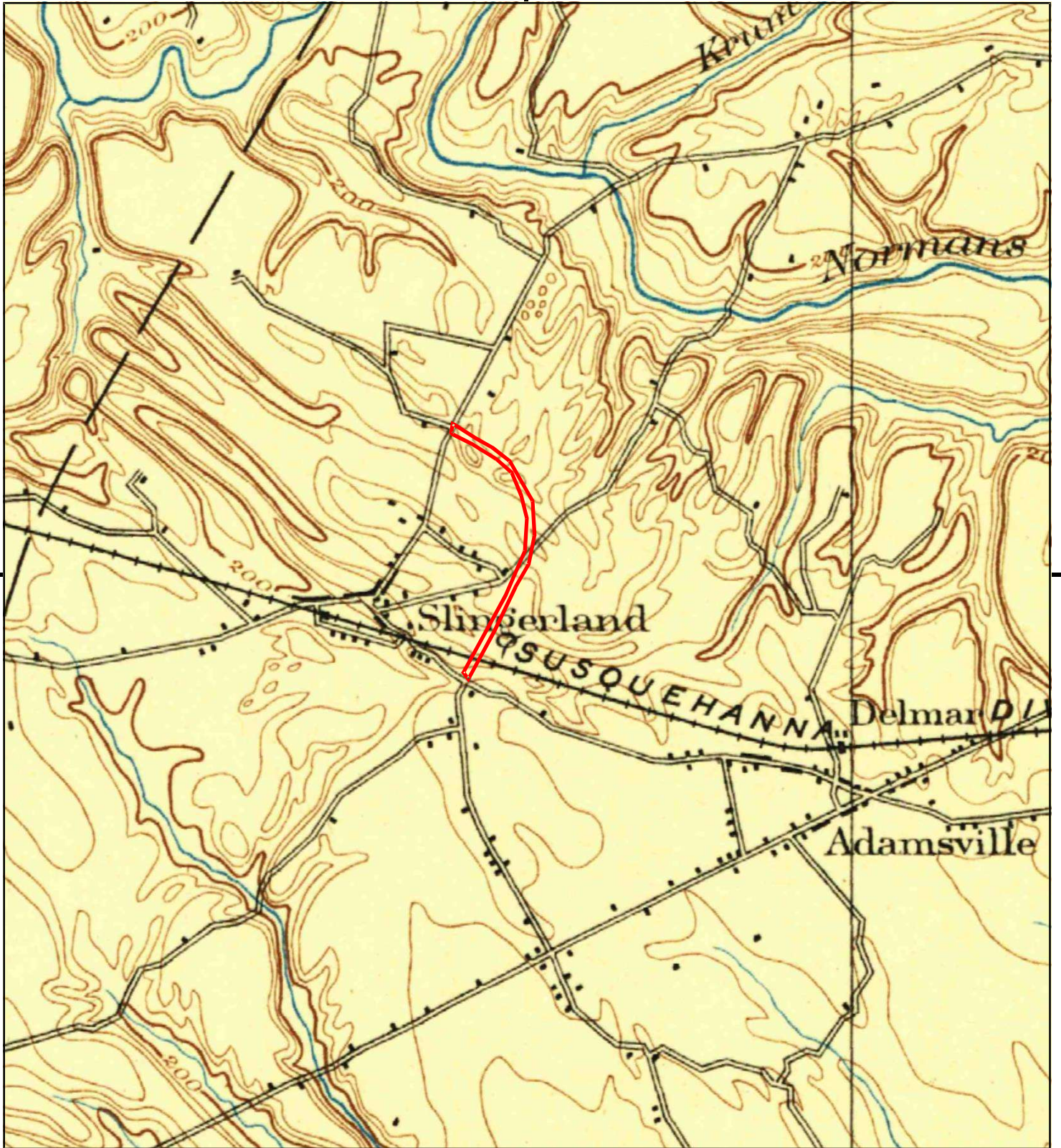
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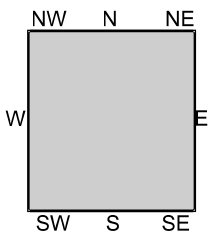
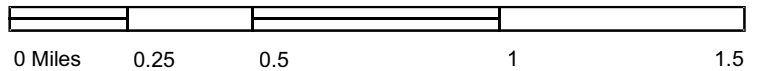
TP, Albany, 1898, 15-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
Delmar, NY 12054
CLIENT: OSPA Engineering





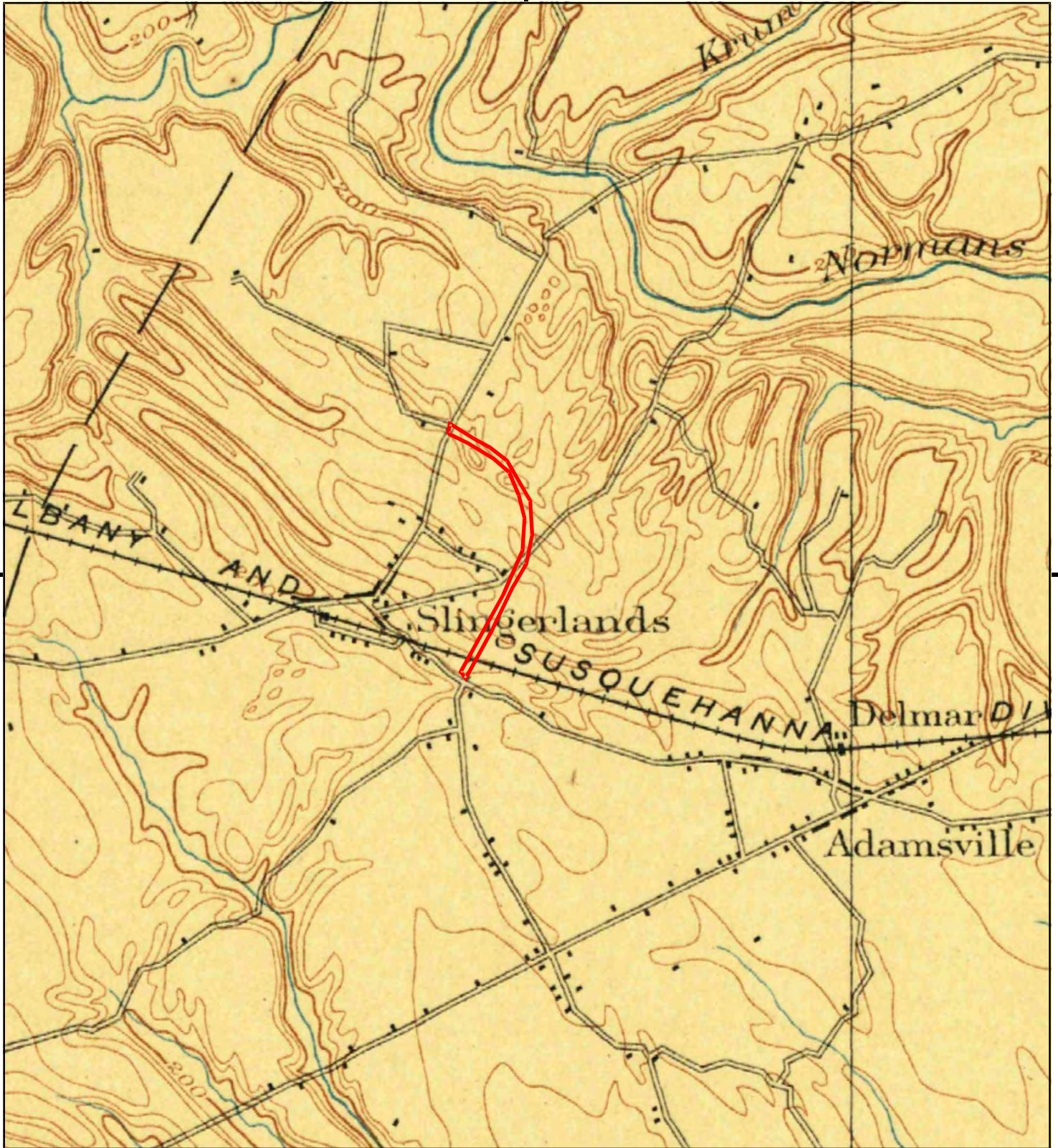
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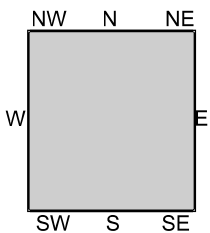
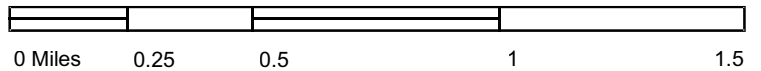
TP, Albany, 1895, 15-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
Delmar, NY 12054
CLIENT: OSPA Engineering





This report includes information from the following map sheet(s).



TP, Albany, 1893, 15-minute

SITE NAME: Cherry Ave Multi-Use Path
ADDRESS: Cherry Ave
Delmar, NY 12054
CLIENT: OSPA Engineering





Cherry Ave Multi-Use Path

Cherry Ave

Delmar, NY 12054

Inquiry Number: 7478831.8

October 25, 2023

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

10/25/23

Site Name:

Cherry Ave Multi-Use Path
Cherry Ave
Delmar, NY 12054
EDR Inquiry # 7478831.8

Client Name:

OSPA Engineering
800 Route 146, Bldg. 200, Suite 280
Clifton Park, NY 12065
Contact: Julia Sovey



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2019	1"=625'	Flight Year: 2019	USDA/NAIP
2015	1"=625'	Flight Year: 2015	USDA/NAIP
2011	1"=625'	Flight Year: 2011	USDA/NAIP
2006	1"=625'	Flight Year: 2006	USDA/NAIP
1995	1"=625'	Acquisition Date: May 07, 1995	USGS/DOQQ
1987	1"=625'	Flight Date: April 27, 1987	USDA
1985	1"=625'	Flight Date: March 16, 1985	USDA
1977	1"=625'	Flight Date: April 17, 1977	USDA
1973	1"=625'	Flight Date: June 16, 1973	USGS
1960	1"=625'	Flight Date: May 01, 1960	USGS
1952	1"=625'	Flight Date: May 28, 1952	USDA

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INQUIRY #: 7478831.8

YEAR: 2019

— = 625'





INQUIRY #: 7478831.8

YEAR: 2015

— = 625'





INQUIRY #: 7478831.8

YEAR: 2011

— = 625'





INQUIRY #: 7478831.8

YEAR: 2006

— = 625'





INQUIRY #: 7478831.8

YEAR: 1995

— = 625'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



INQUIRY #: 7478831.8

YEAR: 1987

— = 625'





INQUIRY #: 7478831.8

YEAR: 1985

— = 625'



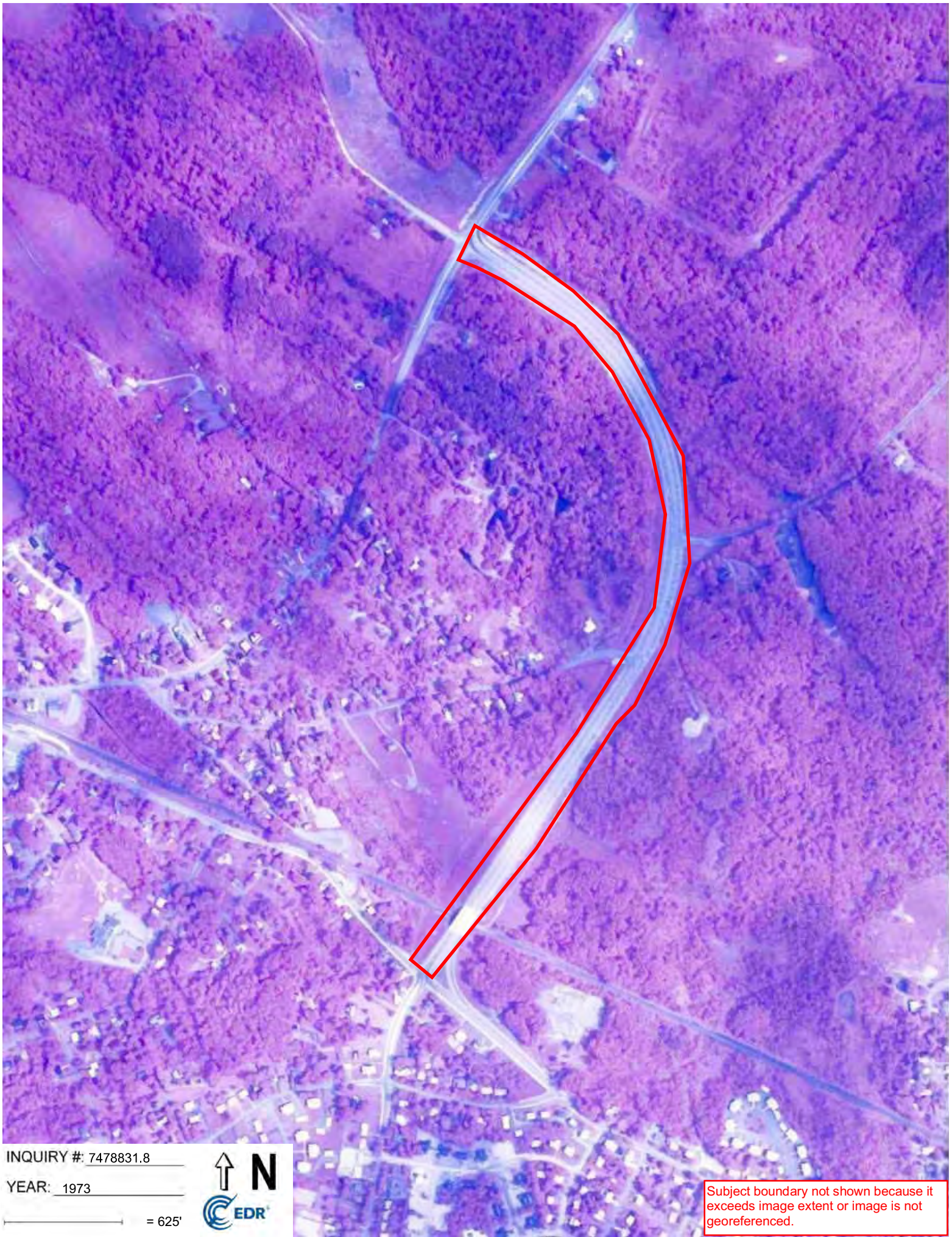


INQUIRY #: 7478831.8

YEAR: 1977

— = 625'





INQUIRY #: 7478831.8

YEAR: 1973

— = 625'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



INQUIRY #: 7478831.8

YEAR: 1960

— = 625'





INQUIRY #: 7478831.8

YEAR: 1952

— = 625'



Cherry Ave Multi-Use Path

Cherry Ave
Delmar, NY 12054

Inquiry Number: 7478831.5

October 27, 2023

The EDR-City Directory Image Report

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available business directory data at approximately five year intervals.

RECORD SOURCES

The EDR City Directory Report accesses a variety of business directory sources, including Haines, InfoUSA, Polk, Cole, Bresser, and Stewart. Listings marked as EDR Digital Archive access Cole and InfoUSA records. The various directory sources enhance and complement each other to provide a more thorough and accurate report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2020	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2017	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Information
2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Information
2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Information
2005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Information
2000	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Information
1995	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Information
1992	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cole Information
1989	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1984	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1979	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1974	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1969	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1965	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory

FINDINGS

TARGET PROPERTY STREET

Cherry Ave
Delmar, NY 12054

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
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CHERRY AVE

2020	pg A2	EDR Digital Archive
2017	pg A6	Cole Information
2014	pg A9	Cole Information
2010	pg A12	Cole Information
2005	pg A15	Cole Information
2000	pg A18	Cole Information
1995	pg A21	Cole Information
1992	pg A22	Cole Information
1989	pg A25	Polk's City Directory
1989	pg A26	Polk's City Directory
1984	pg A27	Polk's City Directory
1984	pg A28	Polk's City Directory
1984	pg A29	Polk's City Directory
1979	pg A30	Polk's City Directory
1979	pg A31	Polk's City Directory
1979	pg A32	Polk's City Directory
1974	pg A33	Polk's City Directory
1974	pg A34	Polk's City Directory
1974	pg A35	Polk's City Directory
1969	pg A36	Polk's City Directory
1969	pg A37	Polk's City Directory
1965	pg A38	Polk's City Directory
1965	pg A39	Polk's City Directory

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images



-

CHERRY AVE 2020

1	ELLEN SERAFINO
13	CHRISTOPHER NORTON
	CYNTHIA GERDES
	KURT GERDES
	LISA NORTON
14	JAMES BENN
	LINDA BENN
15	JEFFERY BACUS
17	QUENTIN WELCH
20	ELIZABETH LEE
	JOSHUA LEE
	MICHAEL BECKMAN
34	HEATHER TOWNE
	SHERRY TOWNE
35	JAMES LANGUTH
	JOSEPH CASTIGLIONE
36	TARA MOFFETT
37	BRENDA ASKEW
	CAITLYN ASKEW
40	DEANNA DUGAN
42	CYNTHIA MACLUTSKY
	DONALD MACLUTSKY
43	SCOTT GRASSI
44	DONALD KERUSKIE
45	BEVERLY TROMBLEY
	RICHARD DIXON
46	ANDREW MCKAY
	COLLEEN CALIFANO
	MICHELLE DIRSCOLL
47	GARY WENDELL
	JOANNE WENDELL
48	JOSEPH DECASTRO
50	CHRISTINE NORVICI
	JOHN NORVICI
	MARY NORVICI
	THERESA NORVICI
51	ELIZABETH MELLETT
	ELIZABETH RYAN
	SCOTT MELLETT
52	CARRIE GENAWAY
	MARILYN STCLAIR
	ROLAND GENAWAY
53	JOANNA LEBEAU
	MARESSA PATTI
	MARIA MILHAM
	MARIA PATTI
	MICHAEL PATTI
57	CLAIRE BURNS
	MAUREEN BURNS
	THOMAS BURNS



-

CHERRY AVE 2020 (Cont'd)

58	MARILYN CURTISS WILLIAM CURTISS
59	JUSTINE DALTON KYLE KOTARY
60	CHRISTINA THOMSON FLORENCE THOMSON JOEL KWIATKOWSKI JOSEPH THOMSON MARIAH THOMSON
61	MARGARET MACRI
62	JACQUELYN KAOUD JUSTIN MURPHY VALERICA OREIFEJ
64	PATRICIA GALLAGHER
67	JESSICA HILDEBRANDT ZACHARY HILDEBRANDT
68	ALESSANDRO TROIANO JESSICA TROIANO
69	ASHLEY EMMONS DEBBIE EBERLE JAIME EBERLE TRENT EMMONS TRENT EVANS
77	CARMEL FOLTAN ROBERT FOLTAN
78	CHARLES RYAN
79	RICHARD MARKUS
82	CRAIG PALLONE SOPHIA PALLONE
83	CATHERINE DAY
85	CASEY BRYANT DIANE SCHENK DOUGLAS SCHENK
86	GEOFFREY GREENE HEATHER BIGELOW
87	GREGORY CHASE JOANNE CHASE
88	MARTIN MARY
91	SHAWN SMITH
92	JOAN LUHRS MARIE SAFFORD
93	JAIME GREENFIELD KRISTINE BACHELDOR
95	CYNTHIA CRUZ IVAN CRUZ JANET SCHRADER NELSON CRUZ
100	MARY MURPHY
101	ALLYSON SHEA AMBER LAKE



-

CHERRY AVE 2020 (Cont'd)

101 AUGUST HEINRICH
BARBARA SCYMANKY
BRUCE BAIRD
BRYAN TORRES
CARMELITA TURNER
CONNIE DUNN
CORY WAYMAN
EDDIE BELL
ELIZABETH DE FRANCESCO
ELIZABETH LEWIS
FRANKLIN ANNA
GREGORY BRADT
HARRY HAGGERTY
JACQUELINE LYONS
JASON FOX
JOAN PETRI
JOHN TURNER
JON TICE
JULIA STONE
LUCAS PAIGO
MATTHEW PALUMBO
PATRICK ARICO
PATRICK MCCABE
ROBERT ANNA
VIRGINIA LONG
YVETTE NORMANDIN
102 PAUL HINES
106 GORDON SIERRA
110 MARGARET SGAMBLORE
PATRICIA WELDON
111 REGINALD LACY
STEVEN LACY
113 JAMES TOUGHER
MEREDITH TOUGHER
114 ANN CLARK
RICHARD CLARK
115 MARY HALTON
WILLIAM PELLETTIER
118 CARA GRASSIE
MARY GRASSIE
121 STEPHANIE LAO
123 KATHLEEN MURRAY
STEVEN MARTINEZ
WILLIAM VANRAVENSWAY
126 JEREMY SEUMAN
LYNDSEY GAFF
PATRICK SELLMAN
WILLIAM SELLMAN
127 RICHARD FILA
129 ANDREW MASINO



-

CHERRY AVE 2020 (Cont'd)

129 CORINNE MASINO
JOSEPHINE LUFT
130 LAUREN O'HARE
MEAGHAN O'HARE
PAUL O'HARE
131 AMERA CECUNJANIN
AMERA CEWNJANIN
BELKISA CECUNJANIN
BOB KING
ESMA CECUNJAMIN
HASAN CECUNJANIN
SEMIR CECUNJANIN
134 YONG YANG
135 JOHN ALFANO
JUDITH POMAKOY
LEATRICE ALFANO
MICHAEL ALFANO
138 MARTIN KERINS
MICHAEL KERINS
141 CAROL LASKY
MEGAN CARPENTER
142 ANN KURDZIOLEK
JOHN KURDZIOLEK
MENACCINI ALDO
143 AMBER ZWACK
CRYSTAL ZWACK
JESSE ZWACK
PHILIP DITONNO
147 DARLENE WHITNEY
JOSEPH WHITNEY
149 JOAN RIVERA
MARK BREWER
WILLIAM SCHRAA
151 PATRICK GARY
SHIRLEY WONG
155 LAURA HOWARD
157 CATHERINE FAZZIO
DOMENICO FAZZIO



-

CHERRY AVE 2017

1	ZELANKO, HILLARY B
13	NORTON, CHRIS J
14	BENN, JAMES K
15	COVEY, IRIS N
	FABBIE, STEPHEN J
17	HILL, CHERYL L
20	BECKMAN, MICHAEL J
27	TITOV, ROBERT
34	TOWNE, SHERRY D
35	RAKER, JOSEPH T
36	MOFFETT, TARA L
37	ASKEW, BRENDA K
39	VINCENT, WILLIAM G
40	FARGIONE, MATTHEW T
42	MACLUTSKY, DONALD W
43	ABDULSATTAR, NOOR
	FRAZIER, KATHRYN E
	HARRIS, MICHAEL C
44	YANDER, MARLON D
45	LOPEZ, FRANCIS M
46	MCKAY, ANDREW
47	WENDELL, GARY O
48	FIORE, DAVID C
50	NORVICI, JOHN J
51	MELLETT, SCOTT E
52	GENAWAY, ROLAND
	SNOW, BRYAN
	STCLAIR, MARILYN E
53	PATTI, MICHAEL G
57	BURNS, THOMAS R
58	MONETTE, THOMAS
59	DALTON, JUSTINE L
60	THOMSON, JOSEPH M
61	MACRI, MARGARET R
62	MURPHY, JUSTIN M
	OREIFEJ, DIKART S
64	GALLAGHER, PATTI
67	HILDEBRANDT, ZACHARY E
68	TROIANO, ALESSANDRO
71	POOLE, ALEXANDRA G
77	FOLTAN, ROBERT S
78	RYAN, MICHAEL J
80	CONNOLLY, JOHN
83	DAY, MARSHALL H
85	SCHENK, DOUGLAS S
87	CHASE, GREG D
91	WALL, DEBRA
92	LUHRS, JOAN M
93	BACHELDOR, KRISTINE L
94	MCMILLEN, WILLIAM P



-

CHERRY AVE 2017 (Cont'd)

95	CRUZ, NELSON H
100	HABERMAN, ROGER C MURPHY, MARY
101	ANNA, FRANKLIN BAIRD, CARESA BROPHY, ALLISON M DEFRANCESCO, JOHN J DONOVAN, LUCAS G DZIGBA, ISAAC Y FISHER, VIRGINIA R FORD, LISA A GIUFFRE, MICHELE G HAGGERTY, HARRY E HANNA, JEANINE HEERE, KATHLEEN T LONG, VIRGINIA T MULLEN, CHRISTINE M NORMANDIN, JOSEPH REDICK, JACQUELINE RUBIN, ARNOLD SHEA, ALLYSON L STONE, JULIA D TURNER, JOHN R WAYMAN, CORY YOUNG, REBECCA
102	HINES, PAUL H
106	ALVAREZ, SARA KELLER, WILLIAM J POLI, PATRICIA B
110	BARENDS, KEN CAMPBELL, KIM
111	LACY, STEVEN J
113	TOUGHER, MEREDITH A
114	CLARK, RICHARD C
115	PELLETTIER, WILLIAM J
118	GRASSIE, CARA A
123	GILES, R J
126	SEUMAN, JEREMY
127	FILA, RICHARD S
129	GALL, LOIS A
130	OHARE, JAMES P
131	CECUNJANIN, HASAN
134	YANG, YONG
135	POMAKOY, JUDY A
138	KERINS, MARTIN J
141	CARPENTER, CAROL L
142	KURDZIOLEK, JOHN M
143	ZWACK, JESSE J
147	WHITNEY, RACHEL
149	BREWER, MARK A



-

CHERRY AVE 2017 (Cont'd)

- 149 KENNEDY, K
LAMBERT, ROBERT D
SCHRAA, WILLIAM C
- 151 GARY, PATRICK
- 155 DELMAR SVCE CONTRS
HOWARD, WILLIAM G
- 157 FAZZIO, DOMENICK



-

CHERRY AVE 2014

1	SERAFINO, ELLEN J
13	GERDES, KURT D
14	BENN, JAMES K
15	COVEY, IRIS N
	FABBIE, STEPHEN J
17	HILL, FRED B
18	WOODSIDE, MIKE
20	BECKMAN, MICHAEL J
27	HAMMOND, CHRIS H
34	TOWNE, RICHARD B
35	RAKER, JOSEPH T
36	MOFFETT, TARA L
37	ASKEW, BRENDA K
39	VINCENT, WILLIAM G
40	FARGIONE, MATTHEW T
42	MACLUTSKY, DONALD W
43	FRAZIER, KATHRYN E
	HARRIS, M
	OCCUPANT UNKNOWN,
44	ECK, MARGARET M
	MARLON, YANDER
	SAN, KAMIL G
	YANDER, MARLON D
45	LOPEZ, FRANCIS M
46	DRISCOLL, MICHELLE B
47	WENDELL, GARY F
48	HALSE, JESSICA A
50	NORVICI, JOHN J
51	NEVERS, PETER F
52	STCLAIR, MARILYN E
53	PATTI, MICHAEL G
57	BURNS, THOMAS R
58	CURTISS, WILLIAM C
59	DALTON, JUSTINE L
60	THOMSON, JOSEPH M
61	MACRI, MARGARET R
62	ABDULLAH, JOSHUA I
	GIURICIN, RUDY R
	HACKETT, ELIZABETH B
64	GALLAGHER, PATRICIA A
67	HILDEBRANDT, ZACHARY E
68	TROIANO, ALESSANDRO
69	SHERMAN, PERRY J
71	OCCUPANT UNKNOWN,
77	FOLTAN, ROBERT S
78	RYAN, MICHAEL J
82	DASCOLI, MICHAEL
83	OCCUPANT UNKNOWN,
84	COONS, THOMAS
85	SCHENK, DOUGLAS S



-

CHERRY AVE 2014 (Cont'd)

87	CHASE, GREG D
92	LUHRS, JOAN M
93	LEYDEN, SEAN
94	MCMILLEN, WILLIAM P
95	CRUZ, NELSON H
100	HABERMAN, ROGER C
	MURPHY, MARY
101	ANDERSON, BARBARA A
	BARKMAN, MARY
	BOWE, RUTH A
	BRADT, GREGORY M
	BROWN, PAMELA
	BUBNACK, THOMAS M
	COOLEY, BARBARA L
	DALY, JAMES M
	DEFRANCESCO, JOHN J
	DOUGLAS, CHRISTOPHER S
	ECUYER, MARLENE E
	FANG, QIANG
	FIORE, DAVID C
	FISHER, VIRGINIA R
	FLAGLER, CHERYL L
	FRAZIER, ROSEMARY F
	GIUFFRE, MICHELE G
	HEDRICK, CAROL M
	JONES, BERNICE R
	LONG, VIRGINIA T
	MOSS, MARY J
	PAIGO, JANET A
	PATTEE, KATHERINE M
	RATHBUN, KATAHERINE A
	SHEA, ALLYSON L
	STEENBUCK, KENNETH E
	STONE, JULIA D
	TURNER, JOHN R
102	HINES, PAUL G
106	ALVAREZ, SARA
	KELLER, WILLIAM J
	OCCUPANT UNKNOWN,
	POLI, PATRICIA B
110	BARENDS, KEN
	CAMPBELL, KIM
111	OCCUPANT UNKNOWN,
113	TOUGHER, MEREDITH A
114	CLARK, RICHARD C
115	HALTON, MARY D
118	GRASSIE, CARA A
121	LAO, STEPHANIE
123	GILES, R J
	VANRAVENSWAY, MICHAEL



-

CHERRY AVE 2014 (Cont'd)

126	SELLMAN, WILLIAM E
127	FILA, RICHARD S
129	GALL, LOIS A
130	OHARE, JAMES P
131	CECUNJANIN, HASAN
134	OCCUPANT UNKNOWN,
135	ALFANO, JOHN
138	OCCUPANT UNKNOWN,
141	CARPENTER, CAROL L
142	OCCUPANT UNKNOWN,
143	OCCUPANT UNKNOWN,
	ZWACK, JESSE J
147	WHITNEY, RACHEL
149	BREWER, MARK A
	DUNN, LATRINA
	LAMBERT, ROBERT D
	MCGRAIL, WESLEY A
	SCHRAA, WILLIAM C
151	GARY, PATRICK
155	DELMAR SERVICE CONTRACTORS
	HOWARD, WILLIAM G
157	FAZZIO, DOMENICK



-

CHERRY AVE 2010

1	SERAFINO, ELLEN J
13	GERDES, KURT D
14	BENN, JAMES K
15	COVEY, ROBERT N
17	HILL, FRED B
18	WOODSIDE, MIKE
20	BECKMAN, MICHAEL J
27	TITOVA, RIMMA R
34	TOWNE, RICHARD B
35	RAKER, JOSEPH T
36	MOFFETT, TARA L
37	ASKEW, BRENDA K
39	VINCENT, WILLIAM G
40	MANILENKO, JENNE
42	MACLUTSKY, DONALD W
43	DREANY, DENISE L
	FRAZIER, PETER J
	HARRIS, RICHARD J
	OCCUPANT UNKNOWN,
44	ECK, MARGARET M
	PARISI, PAUL J
	RAIDER, TOM J
	SAN, KAMIL G
45	LOPEZ, FRANCIS J
46	DIRSCOLL, MICHELLE
47	WENDELL, GARY F
48	PAGINI, ROBERT J
50	NORVICI, JOHN J
51	NEVERS, PETER F
52	STCLAIR, MARILYN E
53	PATTI, MICHAEL G
57	BURNS, THOMAS R
58	WELDON, JOHN A
59	HALE, KEVIN K
60	THOMSON, JOSEPH M
61	C MACRI & SONS PAVING CONTRS
	MACRI, CARL A
62	GIURICIN, RUDY R
	TULLOC, MELANIE
64	GALLAGHER, PATRICIA A
67	DAVIS, THOMAS
68	CALLAHAN, LINE N
69	SHERMAN, PERRY J
71	OCCUPANT UNKNOWN,
77	FOLTAN, ROBERT S
78	RYAN, MICHAEL J
80	BRYCE, JOHN C
82	DASCOLI, MICHAEL D
83	DAY, MARSHALL H
84	COONS, THOMAS



-

CHERRY AVE 2010 (Cont'd)

85	SCHENK, DOUGLAS S
87	CHASE, GREG D
91	PRIOR, DAVID D
92	LUHRS, ARTHUR W
93	OCCUPANT UNKNOWN,
95	CRUZ, NELSON H
100	BALOGH, SARAH M
	MURPHY, MARY
	WEISS, MICHAEL
101	ANDERSON, BARBARA A
	ARICO, PATRICK A
	BARKMAN, MARY
	BARKMAN, THEODORE
	BLABEY, SARAH
	BOWE, JOSEPH M
	BRADT, JIM G
	COOLEY, BARBARA
	DALY, JAMES M
	DEFRANCESCO, JOHN
	ECUYER, ANTHONY R
	FIGLIO, DAVID C
	FISHER, VIRGINIA R
	FLAGLER, CHERYL L
	FOX, JASON R
	GREENBAUM, JOE
	HALL, PAUL G
	HEDRICK, CAROL M
	HERBER, KATHERINE H
	JONES, NELLIE V
	KNAPP, DOLORES M
	MOSS, MARY J
	MURPHY, CLARK
	PARKER, MICHAEL R
	PATTEE, K
	RATHBUN, WILLIAM D
	SAUTES TO GO
	SHEA, ALLYSON L
	STONE, JULIA D
	URSCHEL, DANIEL
	WELLER, ROBERT C
	WIEST, VIRGINIA M
	ZETKA, JAMES R
102	HINES, PAUL G
106	GORDON, LINDA S
	KELLER, WILLIAM J
	OCCUPANT UNKNOWN,
110	OCCUPANT UNKNOWN,
	TRACEY, TOM
111	DIGGS, MARGARET S
113	OCCUPANT UNKNOWN,



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CHERRY AVE 2010 (Cont'd)

114	CLARK, RICHARD C
115	HALTON, DENISE D
118	GRASSIE, CARA A
121	PANKOW, JOHN R
126	SELLMAN, WILLIAM E
127	FILA, RICHARD S
129	GALL, LOIS A
130	OHARE, PAUL D
131	CECUNJANIN, HASAN
134	FOX, SHARI L
135	POMAKOY, JUDY
138	OCCUPANT UNKNOWN,
141	CARPENTER, CAROL L
142	OCCUPANT UNKNOWN,
143	OCCUPANT UNKNOWN, ZWACK, JESSE C
147	WHITNEY, DARLENE A
149	BREWER, MARK A
	LAMBERT, ROBERT D
	PEEK, IBRAHIM
	QUINT, BARBARA D
	SCHRAA, WILLIAM C
151	GARY, PATRICK
155	DELMAR SERVICE CONTRACTORS
	HOWARD, WILLIAM G
157	FAZZIO, SANTINA R
7134	POOLE, ALEXANDRA G



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CHERRY AVE 2005

1	SERAFINO, ELLEN J
13	GERDES, KURT D
14	BENN, JAMES K
15	FABBIE, STEPHEN J
17	HILL, FRED B
18	WOODSIDE, M
20	BECKMAN, MICHAEL J
27	COLLINS, MARYANN
	PERSICO, PAUL G
	TITOVA, RIMMA
34	DANZ, TODD M
35	OCCUPANT UNKNOWN,
36	ESTEY, BARBARA
37	ASKEW, BRENDA K
39	VINCENT, WILLIAM G
40	MANILENKO, JENNE
42	MACLUTSKY, DONALD W
43	CALLAN, JOSEPH B
	FRAZIER, PETER J
	HARRIS, MICHAEL L
	OCCUPANT UNKNOWN,
44	ECK, MARGARET M
	GRAY, PETER A
	PARISI, PAUL J
	RAIDER, TOM J
	THE BRITS
45	LOPEZ, FRANCIS J
46	ECK, DAVID W
47	WENDELL, GARY F
48	DAWSON, JOY
50	NORVID, JOHN
51	RYAN, ELIZABETH A
52	STCLAIR, MARILYN E
53	PATTI, MICHAEL G
57	BURNS, THOMAS R
58	CURTISS, WILLIAM C
59	OCCUPANT UNKNOWN,
60	OCCUPANT UNKNOWN,
61	CARL MACRI STRIPING CO
	MACRI C & SONS PAVING CONTRACTORS IN
	MACRI, CARL J
62	ABDALLAH, ZAID
	CARTER, D
64	OCCUPANT UNKNOWN,
67	DAVIS, THOMAS
68	CALLAHAN, LINE N
71	POOLE, SHARON A
77	FOLTAN, ROBERT S
78	RYAN, MICHAEL J
79	MARKUS, RICHARD C



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CHERRY AVE 2005 (Cont'd)

80	BRYCE, JOHN C
82	DASCOLI, MICHAEL D
83	HOWARD, THOMAS C
84	EGAN, SEAN
85	SCHENK, DOUGLAS P
87	CHASE, GREG D
91	GENTILE, CHRIS A
	MARR, KRISTY
	OSTRANDER, IAN
	PRIOR, DAVID J
	WALL, DEBRA
92	LUHRS, ARTHUR W
93	PAVLICIN, WILLIAM M
95	CRUZ, NELSON H
100	NAG, DILIP K
101	ANDERSON, BARBARA A
	AUSTIN, HOWARD D
	BAIRD, BRUCE C
	BARKMAN, THEODORE J
	BERTRAND, LARRY
	BOWE, JOSEPH M
	BRADT, ELIZABETH L
	BRADT, GREGORY M
	BRADT, JIM G
	BROWN, B
	COX, HELEN K
	DALY, JAMES M
	DURLACHER, GLENN A
	ECUYER, ANTHONY R
	FISHER, VIRGINIA R
	FLAGLER, CHERYL L
	FLANSBURG, LAWRENCE
	FROMMER, MARY E
	GOLDBERG, ROSE
	GREENBAUM, ROBERT I
	HANASIK, EDWARD M
	HART, STEVEN
	HERBER, KATHERINE
	HUNTER, RAYMOND R
	JOHNSON, LESTER T
	KNAPP, DOLORES M
	MAHONEY, NAN
	MULLEN, CHRISTOPHER
	NASNER, ELEANOR H
	PAIGO, JANET A
	PEDERSEN, MARTHA E
	ROLLERI, ALBERT J
	SHEA, ALLYSON L
	STONE, JULIA D
	WELLER, ROBERT C



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CHERRY AVE 2005 (Cont'd)

102	HINES, PAUL G
106	KELLER, WILLIAM J
	OATHOUT, BARRY G
	OCCUPANT UNKNOWN,
110	DALLURA, THOMAS
	OCCUPANT UNKNOWN,
	TRACEY, THOMAS W
111	NOURSE, SHARISE L
114	CLARK, RICHARD C
115	HALTON, DENISE
118	WALKER, CRAIG S
121	PANKOW, JOHN R
123	SHAFFER, MARGARET
126	CECUNJANIN, HASAN
127	FILA, RICHARD S
129	GALL, ERNEST W
130	HILL, ERIC S
131	OCCUPANT UNKNOWN,
134	GENUNG, NANCY A
135	ALFANO, LEATRICE A
138	KERINS, MARTIN J
141	CARPENTER, CAROL L
142	MEAD, DONALD L
143	OCCUPANT UNKNOWN,
	ZWACK, JESSE J
147	WHITNEY, DARLENE A
149	HOULIHAN, JANET
	MCELROY, JIM
	SCHRAA, WILLIAM C
	WEBB, HUNTER E
151	OCCUPANT UNKNOWN,
155	HOWARD, WILLIAM G
157	FAZZIO, CATHERINE A



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CHERRY AVE 2000

1	DUSHEK, C L
9	HIRSCH, MARIA L
13	BEARD, B A
	HOLZMAN, DENNIS
14	KELLY, LINDA
	KIRWAN, PETER
15	COVEY, BARBARA J
	FABBIE, STEPHEN J
17	HILL, FRED B
	PIPS INCORPORATED
18	QUAY, JENNIE M
20	RUSO, KAREN
27	OCCUPANT UNKNOWN,
34	DANE, TODD
35	ANDRESS, KEVIN
36	ESTEY, BARBARA
37	KOSITZKA, MARY
39	VINCENT, WILLIAM G
40	JOHNSON, C P
41	LASKY, CAROL L
42	MACLUTSKY, DONALD
43	FRAZIER, PETER J
	OSBORNE, R
44	GUTMAN, L M
45	BARBERIO, RICHARD
46	ECK, DAVID
47	WENDELL, GARY
48	KUTEY, JOSEPH
50	NORVICI, JOHN
51	OCCUPANT UNKNOWN,
52	SEIDEL, HEATHER
	STCLAIR, M
57	BURNS, THOMAS
58	CURTISS, BRIAN F
59	OCCUPANT UNKNOWN,
61	MACRI CARL STRIPING COMPANY
	MACRI, CARL
62	OCCUPANT UNKNOWN,
64	DUGAN, CHARLES B
67	DAVIS, THOMAS
68	CALLAHAN, JOHN L
69	EBERLE, JAMES
71	POOLE, MARTIN
77	OCCUPANT UNKNOWN,
78	RYAN, MICHAEL
79	MARKUS, RICHARD C
80	BRYCE, KAREN J
82	DASCOLI, MARIO M
83	LURIE, JEFFREY
	ZUBER, EDWARD



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CHERRY AVE 2000 (Cont'd)

84	EGAN SEAN
85	SCHENK, DOUGLAS
87	CHASE, GREG
91	AUGAR, ROGER A
	BARBUTO, JOHN F
	SCHMID, C D
	SCOTT, JASON C
92	OCCUPANT UNKNOWN,
93	OCCUPANT UNKNOWN,
94	MCMILLEN, WALTER
95	CRUZ, NELSON
100	BLAISDELL, K
	ROSS, HEATHER L
	ZALEWSKI, JOSEPH M
101	AM TECHNOLOGY INCORPORATED
	AUSTIN, HOWARD
	BAIRD, BRUCE
	BARTKUS, SARA
	BLAIR, CM
	BRADT, E
	BRITTON, SANFORD
	BROCKBANK, DAVID
	COX, HELEN K
	DEPORTE, JEAN
	DORTIC, E
	ECUYER, ANTHONY R
	FISHER, V
	GALKA, PHILIP J
	GERMANI, D
	GOLDBERG, ROSE
	GRAY, ROB
	HANASIK, EDWARD
	HOLLAWAY, MARLENE E
	HUNTER, RAYMOND R
	JOHNSON, E
	JONES, BERNICE R
	LENHARDT, DENNIS
	NASNER, FRANCIS
	OLSEN, ALFRED
	PAIGO, J
	PRITTY, A E
	PUTNAM, C L
	RATHBUN, WILLIAM
	SHEA, ALLYSON L
	STONE, JULIA D
	TINKEL, MARTIN H
	TRACEY, T
	TSOYREF, ALEX
	VESSELINOV, ELENA
	ZIRPOLI, GARY



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CHERRY AVE 2000 (Cont'd)

102	HINES, P
106	CERONE, JOSEPH KELLER, WILLIAM
110	GAME, K ZOX, ALAN
111	VOETSCH, ARTHUR L
113	RYAN, DANIEL J
114	CLARK, RICHARD C
115	WAGAR, COLLEEN
118	WALKER, CRAIG
121	PANKOW, JOHN
123	FARSTAD, DAVID E
126	ANDERS, M
127	FILA, RICHARD S
129	GALL, ERNEST W
130	HILL, ERIC S
131	OCCUPANT UNKNOWN,
134	MCTAGUE, ADA M
135	ALFANO, L
138	OCCUPANT UNKNOWN,
141	CARPENTER, CAROL
142	MEAD, DONALD L
143	PASCUCCI, MARY ZWICKLBAUER, F J
147	LEWANICK, STEPHEN J
148	OCCUPANT UNKNOWN,
149	EELLS, R KNIGHT, HENRY SCHRAA, WILLIAM TAYLOR, KARI
151	FERRAIOLI, JAMES F
155	DELMAR SVCE CONTRS HOWARD, WILLIAM G
157	FAZZIO, DOMENIC

Target Street

Cross Street

Source



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Cole Information

CHERRY AVE 1995

17	PIPS INC
61	MACRI CARL STRIPING CO
155	DELMAR SVCE CONTRS



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CHERRY AVE 1992

1	DUSHEK, C L
	MOSHER, D E
13	BEARD, B A
	HOLZMAN, DENNIS
14	BRUCE, G ARTHUR
15	GRIFFIN, DAVID
	WILSEY, D
17	HILL, FRED B, III
	PIPS INC
18	QUAY, LLOYD R
27	BEDORE, L
	BOYD, TERRI
	HANNAN, ARTHUR J
34	DANZ, L
35	HEILMANN, WILLIAM
36	ESTEY, DONALD H
37	KOSITZKA, M
39	HEILMANN, JEANNE
40	JOHNSON, C P
42	MACLUTSKY, DONALD & CINDY
43	FRAZIER, PETER J
	GROSSE, C E
44	GUTMAN, L M
	ROTHMUND, ELIZABETH
45	LEONPACHER, B
46	ECK, WALTER, JR
47	WENDELL, GARY & JOANNE
48	STREUBEL, BJORN
50	BOHNET, S J
51	MATACCHIERO, M E
52	ST CLAIR, M
57	HALSDORF, ROY H
58	CURTISS, WILLIAM
61	MACRI CARL STRIPING CO
	MACRI, CARL
62	KOZAK, L R
	SHERIDAN, S J
64	DUGAN, CARL E
67	DAVIS, THOMAS
68	BAGLEY, NANCY
	LA FEVER, STEVEN
69	EBERLE, DEBBIE & JAMES
71	POOLE, S & MARTIN
77	MAY, FRANK, JR
78	RYAN, MICHAEL
79	MARKUS, FRANK
82	D'ASCOLI, MARIO M
83	HOWARD, THOMAS
84	EGAN, SEAN & TERRI
85	LASKY, JERRY



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CHERRY AVE 1992 (Cont'd)

91	RADLEY, H J SAATMAN, J
93	SHEEHAN-KARL, VICTORIA
100	COSIMANO, STEVEN E LA BELLE, LEE
101	ADELMAN, B AUSTIN, HOWARD BUBAR, DAVID BURNS, PAUL BUTLER, J CATALFAMO, JOHN D'ANGELO, K FARRELL, K FIRST CENTURY MINISTERIES FOOTE, CHRISTOPHER & MARJORIE GANDHI, RAJESH R GOLDBERG, ROSE HALE, EDWARD E HANASIK, EDWARD HANSEN, C A HUNTER, RAYMOND R LASS, PETER H OBACH, SCOTT & GAIL OKONIEWSKI, RICHARD ORAYFIG, NAIM S PATTERSON, K PICARD, GEOFFREY M PRITTY, A E PUTNAM, C L ROGERS, R M RUBENSTEIN, P SANDLER, B SCHNITTMAN, MARK D SCHROEDEL, J SHULMAN, ROBERT SLINGERLAND, D E SLOANE, STEVEN G STATHOPOULOS, DIMITRIOS STONE, J DOYLE TONETTI, HECTOR TREFFILETTI, ANN VOCE, DANIEL & CHRISTINE
102	HINES, ORLANDO T
106	CERONE, JOSEPH
110	DEKALB, J
111	ORMSBEE, WINFIELD R
113	PARKER, ELWYN
114	CLARK, RICHARD C
115	BOURGEOIS, R
118	WALKER, CRAIG & DONNA



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CHERRY AVE 1992 (Cont'd)

121	HEHRE, EDWARD
123	EMPIRE TREE SERVICE VANDENBURG, DAVID, JR
126	ANDERS, MARION G
127	CHESEBRO, M E
129	GALL, ERNEST W, JR
130	GREGORY, PETER & NANCY
131	WEBER, HARRY G
134	MC TAGUE, A M
135	ALFANO, L
138	TUCCI, LOUIS A
142	MEAD, DONALD L
143	CAHILL, JOHN M PASCUCCI, MARY
147	MUSE, L
155	HOWARD, WM G
157	FAZZIO, DOMENICK

CHERRY AVE 1989

CHERRY AV (DELMAR)-FROM 808 KENWOOD AV SOUTH TO 838 DELAWARE AV		151
ZIP CODE 12054		
1	Mosher Donna E	439-9798
	Dushek Christine L	439-4384
13	Pier Viola T	439-1183
14	Bruce G Arth	439-2653
15	Griffin David C	
	Rossetti Amelia C Mrs	439-5206
17	Hill Fred B III	439-0383
ORCHARD ST INTERSECTS		
18	Quay Carrie M	439-4506
20	Veltman Shawn H	439-6408
27	Hannan Arth J	439-3468
	★Beddore L	439-1189
	★Boyd Terri	475-1642
34	Danz Leslee E	439-0389
35	Heilmann Johanna C Mrs	439-7878
36	Estey Barbara T Mrs	439-4852
OAK ST BEGINS		
37★	Kostizka Marion M Mrs	439-5989
39	Heilmann Jeanne F Mrs	439-7933
40	Johnson Chester P	439-3549
42	Crounse Frances M	439-9265
43a	Frazier Peter J	439-6585
43b	Maclutsky Donald	439-8640
44	Gutman Louise M Mrs	439-1077
	★Rothmund Wm	439-0044
45	Leonpacher Barbara	439-4109
46	Sunkes Patrick T	439-5220
47	Huntley Cecil R	439-9708
48	West C Richd	439-1081
50	Bohnet S J	439-4541
51	Wagner Russell M	439-1985
52b	Yackel Roberta	439-0660
52a	St Clair Marilyn E	439-8670
53	Patti Michl A	475-1049
57	Halsdorf Roy H genl contr	439-2780
58	Brown J A	439-3921
59	Everingham Mary T Mrs	439-9007
60★	Le Beau Wm	439-2880
61	Macri Carl	439-0563
62★	Wolek Jos	475-1497
	Sheridan Susan J	439-9580
64	Dugan Carl E	439-4557
67★	Hildebrandt Mark	439-4505
68	Lafever Steven M	439-1635
69	Eberle Jas D	439-3593
71★	Poole Martin B	439-2813
77	May Frank	439-1591
78	Ryan Michl J	439-0316
79	Markus Frank	439-1365
80	Bryce John P	439-4613
82	D'Ascoli Mario M	439-9626
83★	Hallstead L	439-4152
83a	Favinger John E	439-8499
83★	Cicccone Steph	439-8822
BETHLEHEM ST BEGINS		
84	Egan Sean	475-1604
85	Lasky Jerome	439-7763
91	Radley Harold J	439-4767
	Carroll Janet	439-5500
93	Sheehan Victoria	439-5278
94	Mc Millen Marie E Mrs	439-1301
95	Anderson Susan L Mrs	439-6517
HURON RD BEGINS		
100a	Tuite Carole E	439-1854
100b★	Porter Diane L	
101	Maple Manor Apartments	439-6295
BUILDING 1		
	1 Doyle J Frances A	
	2 Burns Paul	439-6960
	3 Spencer Marilyn	
	4 Roberts Wm J	439-4599
	5 Vunck Margt M	439-2851
	6 Bell D	
Building 2		
	7 Noyes Martha	439-6258
	8 Vacant	

CHERRY AVE 1989

151

9 Suminski Leon R 439-8992
 10 Carter Marie C 475-1290
 11 Vacant
 12 Mc Cormick Joann E
 13 Goldberg Rose 439-1167
 14 Sandler Eliz 439-5245
 Building 3
 15 Tonetti Hector 439-3589
 16 Tully Frederick V 493-3942
 17 Hurd Bernard Mrs 439-9667
 18 Rubenstein Edna Mrs 439-7278
 19★Stafield D
 20 Dibiase Tina
 Building 4
 21 Rogers Rita M 439-6571
 22 Hanasik Edw B 439-7199
 23 Shulman Robt E 439-1362
 24 Stone J Dayle 439-2713
 25 Frankonis W A 439-1740
 26 Couser Ann Marie 475-1696
 Building 5
 27 Dean-John Hazel V 439-4811
 28 Parker Maria 439-3438
 29★O'Connor Timothy 439-0930
 30★Keith John R 439-5172
 31 Knapp Delores M 439-0520
 32 Klein Charles H 439-6079
 33★Freidman Michl 475-1614
 34★Whiteman A 475-1667
 Building 6
 35 Rosenblum H R
 36 Austin Howard 439-8685
 37 Hunter Raymond R 439-4286
 38 Vacant
 39 Hale Edw E 439-4826
 40 Lass Peter H 439-7252
 41★Catalfano
 102 Hines Orlando T ● 439-6775
 106a Grenier Dorothy D Mrs 439-9642
 106b Cerone Michelle
 110a★Eklond John M 439-6592
 110b Dekalb G Joyce 439-8545
 111 Ormsbee Winfield R ● 439-4862
 113 Parker Elwyn G ● 439-4345
 114 Clark Richd C ● 439-3804
 115 Coonley Ann C Mrs ● 439-2387
 118 Walker Craig B ●
 121 Hehre Florence K ● 439-7398
 KIMBERLY PL BEGINS
 123 Van Denburg Gloria L Mrs ●
 126 O'Connell Jane M ● 439-5702
 127 Chesebro Mary E Mrs ● 439-6289
 129 Gall Ernest W Jr ● 439-3271
 130 Gregory Peter J 439-0215
 131 Weber Mary R Mrs ● 439-4403
 134 Mc Tague Ada M ● 439-3739
 135 Ruckerbauer Anna T Mrs ● 439-5366
 138 Tucci Nina Mrs ● 439-3451
 DAWSON RD BEGINS
 141★Foster Mark 439-2737
 142 Mead Donald L ● 439-6157
 143a Darrone Natalie R 439-3630
 143b Cahill John M 439-3534
 CUSTER RD ENDS
 147 Vacant
 151 Gagnon John L
 155 Howard Wm G ● 439-2147
 157 Fazzio Catherine A ● 439-9176

CHERRY AVE 1984

151

**CHERRY AV dd (DELMAR)—FROM 614
KENWOOD AV TO DELAWARE AV**

ZIP CODE 12159

1 Mosher Donna E © 439-9798

★Dushek Christine L 439-4384

13 Pier Viola © 439-7328

14 Bruce G Arth © 439-2653

15★Griffin David 439-6686

★Rossette James © 439-5206

17 Hill Fred B III 439-0383

ORCHARD ST INTERSECTS

18 Quay Carrie M © 439-4506

20 Domermuth Michl T ©

27 Hannan Arth J © 439-3468

Paige Wayne 439-9112

★Johnson Robt 439-1277

34★Danz Leslie © 439-0389

35 Heilmann Johanna Mrs © 439-7873

36 Estey Barbara Mrs © 439-4852

OAK ST BEGINS

37 Kositzka Walter H © 439-5989

39★Heilmann Jeanne F Mrs 439-7933

40 Johnson Chester P © 439-3549

42 Crounse Frances M 439-9265

43 Frazier Peter J 439-6585

43b Bruch Barbara A

44 Rothmund Wm © 439-0044

Gutman Louise M Mrs 439-1077

CHERRY AVE 1984

45 Czarnecki Jonathan 439-0637
 46 Canistracci Lisa
 47 Huntley Cecil R © 439-9708
 48 West Richard © 439-1081
 50 No Return
 51 Wagner Russell M © 439-1985
 52 Serafino Eleanor G © 439-1256
 Rossi Frank 439-2065
 53*Gutman Paul © 439-1857
 57 Halsdorf Roy H genl contr 439-2780
 58 Vacant
 59 Everingham Mary Mrs © 439-9007
 60 Milham Joanna Mrs © 439-2880
 61 Bussert Marjorie G Mrs 439-3966
 62*Storm Pauline
 *Mc Grail Michael
 64 Dugan Carl E © 439-4557
 67*Amato Peter D © 439-8094
 68*Robideau Le Roy A © 439-7826
 69 Vacant
 71 Thomson Steven A 439-0370
 77 May Frank M © 439-4519
 78 Ryan Michl J © 439-0316
 79 Markus Frank © 439-1365
 80 Bryce John P ©
 82 D'Ascoli Mario M © 439-9626
 83*De Pace Michelle
 Mokrzycki Johanna 439-0524
 BETHLEHEM ST BEGINS
 84 No Return
 85*Laskey Jerome
 91 Radley Harold J © 439-4767
 *Cook Stephen
 93*Schottenham Frances
 94 Mc Millen Walter © 439-1301
 95 Anderson Susan L Mrs © 439-6517
 HURON RD BEGINS
 100a*Twite Carol Lee 439-0455
 100b*Usher Margt A © 439-1498
 101 Maple Manor Apts 439-2302
 BUILDING 1
 1*Doyle J F A 439-6363
 2 Capalle
 3 Rymish
 4 Roberts
 5 Berte
 6 Norton
 Building 2
 7*Noyes W D
 8 Hurd
 9 De Marco
 10 De Paula
 11 Carlson C T Mrs 439-5984
 12 Brandoiv
 13 Goldberg Rose 439-1167
 14 Ferro Francis E 439-7208
 Building 3
 15 Eberlein B
 16 Tully Frederick V 493-3942
 17 Shultz Henry H 439-7370
 18 Rubenstein Edna Mrs 439-7278
 19 Way Dorothy 439-3379
 20 Scott Philip D 439-1465
 Building 4
 21 Rogers R M 439-6571
 22 Hanasik
 23 Shulman Robt 439-1362
 24*Rimmer Paul
 25 Manzi
 26*Luther John
 Building 5
 27 Messinger
 28 Goldberg
 29 Perlman Anná L Mrs 439-6875
 30 Priest Ethel Mrs 439-5172
 31 Knapp D M 439-0520
 32 Klein Charles H 439-6079
 33 Herkert
 Johnson Margt R Mrs 439-9015
 Building 6
 35 Gatgens Wm C 439-1433
 36 Betts Henry L 439-0612
 37 Hunter Raymond R 439-4286
 38 No Return
 39 Hale Edw E 439-4526
 40 Lass Peter 439-7252
 102 Hines Orlando T © 439-6775
 106a Grenier Dorothy Mrs 439-9642
 106b Cerone Joseph 439-0238
 110a No Return
 110b Vacant
 111 Ormabee Winfield © 439-4862
 113 Parker Elwyn © 439-4345
 114 Clark Richd C 439-3804
 115 Coonley Wm H © 439-2387
 118*Walker Craig ©
 121 Hehrs Florence K © 439-7398
 KIMBERLY PL BEGINS
 123 Van Denburg Gloria L Mrs 439-1444
 126 O'Connell
 127 Chesebro Mary E Mrs © 439-6289
 129 Gall Ernest W Jr © 439-3271
 130 Belluff David 439-7592
 131 Weber Harry G © 439-4403
 134 Mc Tague Ada M © 439-3739
 136 Ruckerbauer Anna T Mrs © 439-5368
 138 Tucci Nina Mrs © 438-3461

CHERRY AVE 1984

DAWSON RD BEGINS

141 Pavliga Mary A Mrs 439-7863

142 Mead Donald L © 439-6157

143a★Darrone Natalie

143b Cahill John M 439-3534

CUSTER RD ENDS

147 Savio Francis J © 439-5885

151 Gagnon John L ©

155 Howard Wm G 439-2147

157 Fazio Providence Mrs © 439-9176

CHERRY AVE 1979

151

CHERRY AV (DELMAR)—FROM 614
KENWOOD AV TO DELAWARE AV

ZIP CODE 12159

- 1 Mosher Donna E © 439-9798
 ★Uhl J C 439-9405
 13 Pier Viola © 439-7328
 14 Bruce G Arth © 439-2653
 15 Halsdorf Catherine S 439-2504
 Ochs Rudy H © 439-3308
 17 Hill Fred B III 439-0383
 ORCHARD ST INTERSECTS
 18 Quay Lloyd R © 439-4506
 20 Domermuth Michl T ©
 27 Hannan Arth J © 439-3468
 Paige Wayne 439-9112
 ★Spailowicz Paul J 439-7262
 Klipp Gary 439-7929
 Smith Donna M 439-7937
 34★Gavaletz Robt © 439-1084
 35 Heilmann Wm © 439-7873
 36 Estey Donald H © 439-4852
 37 Kositzka Walter H © 439-5989
 39 Knight Ed K 439-6108
 40 Johnson Chester P © 439-3549
 42 Crouse M Frances © 439-9265
 43 Frazier Peter J 439-6585
 44 Rothmund Wm © 439-0044
 Gutman Joseph C 439-1077
 45 Vacant
 46★Canistracci Lisa
 47 Huntley Cecil R © 439-9708
 48 West Cleon R © 439-1081
 50 Dayton Teresa B Mrs © 439-6248
 51 Wagner Russell M © 439-1985
 52 Serafino Eleanor G © 439-1256
 Rossi Frank 439-2065
 53 Rothmund John © 439-4460
 57 Halsdorf Roy H genl contr 439-2780
 58 Gray James J real est appraiser ©
 439-3722
 59 Everingham Mary Mrs © 439-9007
 60 Milham Charles O © 439-2880
 61 Bussert Marjorie G Mrs 439-3966
 62 Rose Francis 439-9291
 ★Wagner Constance

CHERRY AVE 1979

64 Dugan Carl E © 439-4557
 67 Colyer Florence P Mrs © 439-4574
 68 Culkin
 69*Spencer Ralph © 439-0378
 71 Thomson Steven A 439-0370
 77 May Frank M © 439-4519
 78*Ryan Michl J © 439-0316
 79 Markus Frank © 439-1365
 80 Bryce John P ©
 82 D'Ascoli Mario M © 439-9626
 83*Londoluci David V 439-6886
 *Mokrzycki Johanna
 BETHLEHEM ST BEGINS
 84 Vanderwood Alan R logging 439-5222
 85*Simon Salem J 439-4663
 91 Radley Harold J © 439-4767
 Telaakpoot Diederik 439-0045
 93 Hall Ralph
 94 Mc Millen Walter © 439-1301
 95 Anderson Susan L Mrs © 439-6517
 HURON RD BEGINS
 100a Pangburn David P 439-1485
 100b Tipple Ralph T © 439-5204
 101 Maple Manor Apts 439-2302
 BUILDING 1
 1 Connor
 2 No Return
 3 Davis Mary K 439-4342
 4 Vacant
 5 Dana Irvin M 439-6889
 6 Edsall Leslie 439-2384
 Building 2
 7 Allen
 8 Westgate Kathryn 439-2924
 9 Riegert Marion 439-3481
 10*Trombley Walter E 439-6992
 11 Carlson C T Mrs 439-5984
 12 Penrose J Harry 439-0660
 13*Lynes Michl A 439-5856
 14 Dean Lucy 439-7579
 Building 3
 15 Joel Bert 439-9238
 16 Coon Michl M 439-0324
 17 Shultz Henry H 439-7370
 18 Rubenstein Edna Mrs 439-7278
 19 Way Mildred 439-3379
 20 No Return
 Building 4
 21 Rotello Carol A 439-5803
 22 Costigan Edw J 439-2989
 23 Shulman Robt 439-1362
 24 Carney Jack 439-4181
 25 Larkin Millard G 439-1423
 26 Courtney Mary 439-7861
 Building 5
 27 Laraway Thelma J Mrs 439-7958
 28 Miller John G 439-2329
 29 Perlman Anna L Mrs 439-6875
 30 Priest Ethel Mrs 439-5172
 31 Perez
 32 Klein Charles H 439-6079
 33*Jarvis David B 439-4453
 34 Johnson M R Mrs 439-9015
 Building 6
 35 Williams Isabella 439-4764
 36 Betts Henry L 439-0612
 37 Hunter Raymond R 439-4286
 38 Bray Leonard 439-2846
 39 Sturtevant Leo J 439-0696
 40 Lass Peter 439-7252
 102 Hines Orlando T © 439-6775
 106a Grenier Thos A 439-9642
 106b Hoose Geo L 439-7812
 110a*Levine Maurice 439-9583
 110b*Sutter Steven 439-5963
 111 Ormsbee Winfield © 439-4862
 113 Parker Elwyn G © 439-4345
 114 Clark Richd C 439-3804
 115 Coonley Wm H © 439-2387
 118 Whaley Doris K © 439-5718
 121 Hehre Florence K © 439-7398
 KIMBERLY PL BEGINS
 123 Van Denburg David R bldg contr
 439-1444
 126 Knowles Ernest J © 439-3067

CHERRY AVE 1979

- 127 Chesebro Mary E Mrs © 439-6289
129 Gall Ernest W Jr © 439-3271
130 Cornelius Wayne © 439-9953
131 Weber Harry G © 439-4403
134 Mc Tague A M © 439-3739
135 Ruckerbauer Anton © 439-5366
138 Tucci Nina Mrs © 439-3451

DAWSON RD BEGINS

- 141 Pavliga Mary A Mrs 439-7863
142 Mead Donald L © 439-6157
143a★Abad Lydia
143b Cahill John M 439-3534

CUSTER RD BEGINS

- 147 Savio Francis J © 439-5885
151 Vacant
155 Howard Wm G 439-2147
157 Fazio Providence Mrs © 439-9176

CHERRY AVE 1974

151

CHERRY AV (DELMAR)—FROM 614
KENWOOD AV TO DELAWARE AV

ZIP CODE 12159

1 Lenseth Frances E Mrs © 439-2950
Hamel Galen

13 Pier Ira M © 439-1128

14 Bruce G Arth © 439-2653

17 Hollenbeck Gladys V Mrs 439-2777

ORCHARD ST INTERSECTS

18 Quay Lloyd R © 439-4506

20 Bradt James G © 439-6415

27 Hannan Arth J © 439-3468

Paige Wayne 439-4856

34 Ristau Richd G © 439-1939

35★Heilmann Wm ©

36 Estey Donald © 439-4852

37 Kositzka Walter H © 439-5989

39 Vacant

40 Johnson Chester P © 439-3549

42 Crouse M Frances © 439-9265

44 Rothmund Wm ©

Kilmartin Frances V

45★Lounello Edw © 439-0648

45a Frazier Peter 439-6585

45b★Vechard Kenneth B 439-4619

46 Mac Farland Paul © 439-2027

47 Huntley Cecil R © 439-9708

48 West Leon R © 439-1081

50 Dayton Harvey E © 439-6248

51 Wagner Russell M © 439-1985

52 Serafino Grace © 439-1256

Hartson Brian

53 Rothmund John © 439-4460

57 Halsdorf Roy H genl contr 439-2780

Halsdorf Bertha L Mrs © 439-2780

58 Gray James J real estate © 439-3722

59 Everingham Benjamin H © 439-9007

60 Milham Charles O 439-2880

61 Vacant

Messer Otto © 439-3966

62 Estey Mary E 439-4671

★Uhl Allen

64★Dugan Carl © 439-4557

67 Colyer Florence P Mrs © 439-4574

68★Ricchiuti Grace © 439-3415

71★Sanchez Elby

72 Perry Ralph B

77 May Frank M © 439-4519

78 Kermeth Amy © 439-4805

79 Markus Frank © 439-1365

80 Bryce John P © 439-5045

82 D'Ascoli Michl M © 439-9626

83★Cannella Alexander 439-6561

BETHLEHEM ST BEGINS

84a Whitehead Bros Sand Co sand pits

85 Vacant

91 Radley Harold J © 439-4767

Foot Helen Mrs

CHERRY AVE 1974

93 Pier Mildred Mrs
 94 Mc Millen Walter © 439-1301
 95 Anderson Susan L Mrs ©
 HURON RD BEGINS
 100a Hartmann Mildred 439-7934
 100b★Rangino Joseph P © 439-9219
 101 Maple Manor Apts 439-3775
 BUILDING 1
 1 Quinton M K 439-6004
 2 Vacant
 3 Gans Murray 439-2477
 4★Tice Sarah C Mrs 439-0837
 5 Dana Irvin M 439-6889
 6 Pember Edw H 439-5909
 Building 2
 7 Alliger Dorothy Mrs 439-3258
 8 Hill Robt L 439-4296
 9 Riegert M 439-3481
 10 Lynn Jerald 439-7260
 11 Kruesse Julia Mrs 439-0826
 12 Bower B J 439-3235
 13 Heller Julius J 439-0323
 14★Smuckler Arth 439-1074
 Building 3
 15 Joel Bert 439-9238
 16 Coon Michl M 439-0324
 17 Shultz Henry H 439-1170
 18 Rubenstein Eona Mrs 439-7278
 19 Vacant
 20 Brahm Ann E Mrs 439-6376
 Building 4
 21★Weaver Charles 439-5803
 22 Vacant
 23★Deanty Ruth M 439-7838
 24 Reynolds John 439-4181
 25 Hauf John E 439-4007
 26 Skinner James 439-6428
 Building 5
 27 Jones Dorothy E 439-4069
 Moseman Mary 439-0035
 29 Perlman Anna L Mrs 439-6875
 30 Sheldon Alice N 439-0083
 31★Skelly M 439-2217
 32 Klein Charles H 439-6079
 33★Kiley Gertrude A Mrs 439-3027
 34 Kolonski John 439-6337
 Building 6
 35 Jakatt Steven
 36 Vacant
 37 Hunter Raymond R 439-4286
 38 Bray Leonard 439-2846
 39 Little Frank 439-9560
 40 Pratt John V 439-3147
 102 Hines Orlando T 439-6775
 106a★Ryder C M 439-2650
 106b★Mechaley Michl
 110a No Return
 110b Vacant
 111 Ormsbee Winfield © 439-4862
 113 Parker Elwyn G © 439-4345
 114 Schuster Paul J 439-6320
 115 Coonley Wm H © 439-2387
 118 Stuber Charles ©
 121 Hehre Edw F carp contr © 439-1198
 KIMBERLY PL BEGINS
 123 Guldborg Knud
 126 Knowles Ernest J © 439-3067
 127 Chesebro Mary E Mrs © 439-1231
 129 Gall Ernest W Jr © 439-3271
 130 Cornelius Wayne 439-9953
 131 Weber Harry G © 439-4403
 134 Mc Tague A M © 439-3739
 135 Ruckerbauer Anton © 439-5366
 138 Tucci Nina Mrs © 439-3451
 DAWSON RD BEGINS
 141 Pavliga Michl J
 142 Mead Donald © 439-6157

CHERRY AVE 1974

CHERRY AV (DEL)—Contd

143b★Anderson Martin I 439-0694

CUSTER RD BEGINS

147 Savio Francis J © 439-5885

151 Taylor Lewis O © 439-9062

155★Zonkley Wm H © 439-2387

157 Fazio Providence Mrs © 439-9176

CHERRY AVE 1969

1 LENSETH FRANCES E MRS • HI9-2950
 FRENCH LARRY
 13 PIER C ARTH LANDSCAPE GARDENER
 • 439-1128
 PIER IRA M • HE9-1128
 14 BRUCE G ARTH • 439-4225
 17 HOLLENBECK GLADY V MRS HI9-2777
 18 QUAY LLOYD R • HE9-4506
 20 OAKS DUDLEY M • HE9-1248
 ---ORCHARD ST INTERSECTS
 27 HANNAN ARTH J • 439-3468
 34 RISTAU RICHG G • HE9-1939
 36 ESTEY DONALD • HE9-4825
 37 KOSITZKA WALTER H • 439-5989
 39 VACANT
 40 JOHNSON CHESTER P • HE9-3549
 42 CROUNSE M FRANCES • HE9-9265
 44 CARKNER MINNIE • HE9-2352
 NEWCOMB KENNETH W 439-5626
 45 SCHAFER CHARLES W • 439-9403
 45A MURPHY SAML G
 45B VAN VLEET JEAN MRS
 46 MAC FARLAND PAUL • HE9-2027
 47 HUNTLEY CECIL R • HE9-9708
 48 WEST CLEON R • HE9-1081
 50 DAYTON HARVEY E • 439-6248
 51 WAGNER RUSSELL M • HE9-1985
 52 SERAFINO LOUIS • HE9-1256
 53 ROTHMUND JOHN • HE9-4460
 57 HALSDORF ROY H GENL CONTR
 439-2780
 HALSDORF THEO F • HE9-2780
 58 GRAY JAMES J REAL ESTATE •
 438-3722
 59 EVERINGHAM BENJAMIN H •
 HE9-9007
 60 MILHAM CHARLES D 439-3880
 61 MOSHER ANNA MRS NURSE 439-3966
 MESSER DTTO • HE9-3966
 62 ESTEY MARY 439-4671
 SKOWFOE WM 439-6577
 64 FLORES GERALD • 439-4511
 67 COLYER FLORENCE P MRS •
 HE9-4574
 68 HOFFMAN ALAN C • 439-5775
 71 SIKORA EDW
 77 MAY FRANCIS M • 439-4519
 78 KERMETH AMY • 439-4805
 79 MARKUS FRANK • HE9-1365
 80 BRYCE JOHN P • 439-5045
 82 D'ASCOLI MICHL M • HE9-9626
 83 PRICE EDW 439-6053
 ---BETHLEHEM ST BEGINS
 84 MC MILLEN WM L • HE9-1260
 84A WHITEHEAD BRDS SAND CD SAND
 PITS
 85 MURPHY MICHL J • HE9-3002
 91 RADLEY HARDLD J • HE9-4767
 RICH LOWELL H 439-4861
 93 VACANT
 94 MC MILLEN WALTER • HE9-1301
 95 ANDERSON SUSAN L MRS • HE9-9686
 99 VACANT
 ---HURON RD BEGINS
 100A THOMAS JAMES 439-3285
 100B TENACE MARIE D MRS • HE9-4863
 102 HINES ORLANDO T 439-6775
 106A BIELLING ALICE MRS 439-6033
 106B DIRADD NICKOLAS 439-3685
 107 VAN DEN BURG DAVID R 439-1444
 BAKER PAUL T 439-9534
 110A PRIDR WM 439-6226
 110B GREGORY BENSON JR •
 111 ORMSBEE WINFIELD • 439-4862
 113 PARKER ELWYN G • HE9-4345
 114 LAPHAM G ELLERY 439-3382
 115 COONLEY WM H • HE9-2387
 118 O'CONNELL DANL • 439-9588
 121 HEHRE EDW F CARP CONTR •
 439-1198
 122 EDDINGTON WALTER J • 439-4554
 ---KIMBERLY PL BEGINS
 123 KOLB JANE MRS • HE9-9784
 126 KNOWLES ERNEST J • HE9-3067
 127 CHESEBRD DE WITT • HE9-1231

CHERRY AVE 1969

CHERRY AV (DEL)--Contd

129 GALL ERNEST W • HE9-3271
130 KORNGOLO ROBT D • 439-5939
131 WEBER HARRY G • 439-4403
134 MONTAGUE GEO J • 439-3739
135 RUCKERBAUER ANTON • HE9-5366
138 TUCCI NINA MRS • 439-3451
---DAWSON RD BEGINS
141 LENNOX JAMES A 439-2190
142 MEAD DONALD • 439-6157
---CUSTER RD BEGINS
147 SAVIO FRANCIS J • HE9-5885
151 TAYLOR LEWIS O • 439-9062
155 HOWARD WM G • HE9-2147
157 FAZIO PROVIDENCE MRS •
439-9176

CHERRY AVE 1965

137A

CHERRY AV (Delmar; Slingerlands)–
From 614 Kenwood av to Delaware
av, one number 13 (Sling; P O Del)

1 Lenseth Frances E Mrs ☉
 HE9-2950

13 Pier Ira M ☉
 Pier C Arth landscape gdnr
 HE9-1128

14 Bruce G Arth ☉ 439-4227

17 Hollenbeck Melvin J HE9-2777

18 Quay Lloyd R ☉ HE9-4506

20 Oaks Dudley M ☉ HE9-1248

Orchard crosses

27 Blessing Geo HE9-4516

Hannan Arth J ☉ 439-3468

34 Riston Richd G HE9-1939

36 Estey Donald H ☉ HE9-4852

37 Kositzka Walter H ☉ 439-5989

39 Wiltsey Ralph R HE9-5329

40 Johnson Chester P ☉ HE9-3549

42 Crouse M Frances ☉ HE9-9265

44 Carkner Minnie ☉ HE9-2352

Robbins Zebulon S jr 439-3964

45 Murphy Wm D 439-9608

46 MacFarland Paul ☉ HE9-2027

47 Huntley Cecil R ☉ HE9-9708

48 West Cleon R ☉ HE9-1081

50 Bowman Chas E jr ☉ HE9-9129

51 Wagner Russell M ☉ HE9-1985

52 Serafino Louis ☉ HE9-1256

53 Rothmund John ☉ HE9-4460

57 Halsdorf Roy H contr genl

HE9-2780

Halsdorf Theo F ☉

58 Gray Jas J ☉ real est HE9-3722

59 Everingham Benj H ☉ HE9-9007

60 Campbell Kenneth W 439-2106

61 Messer Otto ☉

Mosher Anna Mrs nurse

HE9-3966

62 Stimmel Pearl Mrs 439-5325

64 Hazelden Irving W ☉ HE9-9263

67 Colyer Florence P ☉ HE9-4574

CHERRY AVE 1965

CHERRY AV (Del; Sling)—Contd

68 Feeney J Robt © HE9-3829

71 Halsdorf Madaline C Mrs ©
HE9-1418

77 Vacant

78 Kermeth Amy © HE9-5176

79 Markus Frank © HE9-1365

80 Bryce John T © 439-5045

82 D'Ascoli Michl M © HE9-9626

83 Taylor Jennie B Mrs © HE9-1104
Powers Rose M Mrs**Bethlehem begins**

84 McMillen Wm L © HE9-1260

84a Whitehead Bros Sand Co sand pit
Ahlgrist Hans ©

85 Murphy Michl J © HE9-3002

91 Rich Lowell H HE9-4681

Radley Harold J © HE9-4767

93 Pier Mildred B Mrs © 439-1103

94 McMillen Walter © HE9-1301

95 Anderson H Martin © HE9-9686

99 Vacant

100a R P Constn Co constr HE9-4430
Peel Robt L ©

100b Tenace Marie D Mrs © HE9-4863

102 Jerry Harold A jr 439-5955

106a Stamas John E HE9-9127

106b Nyllis John C HE9-2764

107 Vacant

110a Haddon Ann Mrs HE9-5807

110b Gambold Frank 439-5016

111 Vacant

113 Parker Elwyn G © HE9-4345

114 Hamburg John R HE9-5934

115 Coonley Wm H © HE9-2387

118 Clark Howard W © 439-4126

121 Hehre Edw F carp contr
HE9-1198

122 Eddington Walter J ©

Kimberly pl begins

123 Kolb Jane Mrs © HE9-9784

126 Knowles Ernest J © HE9-3067

127 Chesebro DeWitt © HE9-1231

129 Gall Ernest W © HE9-3271

130 Vacant

131 Weber Harry G © HE9-4403

134 Motague Geo J © 439-3739

135 Ruckerbauer Anton © HE9-5366

138 Tucci Louis A © HE9-3451

Dawson rd begins

141 Lennox James A © 439-2190

142 DiPietro Thos © HE9-3991

147 Savio Francis J © HE9-5885

151 Taylor Lewis O © 439-9062

155 Howard Wm G © HE9-2147

157 Fazio Dominick © HE9-9176

PROJECT NAME:
 Cherry Avenue Extension Multi-Use Path

PIN 1762.46
CM NO. 122-385


Photo No.: 1	Existing Pedestrian Signal Pole	Approximate Location of Proposed Multi-Use Path
Photo Date: December 8, 2022		
Photographer: CS		
Direction Facing: N		
Description: Cherry Avenue and Kenwood Avenue intersection: West corner facing north.		
	Existing Sidewalk	Existing Signs and Guiderail


Photo No.: 2	Approximate Location of Proposed Multi-Use Path
Photo Date: October 12, 2022	
Photographer: CS	
Direction Facing: N	
Description: Facing the existing Helderberg-Hudson rail trail from Kenwood Avenue.	

PROJECT NAME:

Cherry Avenue Extension Multi-Use Path


PIN 1762.46

CM NO. 122-385

Photo No.: 3	
Photo Date: October 12, 2022	
Photographer: CS	
Direction Facing: E	
Description: Facing the east on the existing Helderberg-Hudson rail trail.	

Existing Bridge
Existing Multi-Use Path

Existing Open Drainage System
Approximate Location of Proposed Multi-Use Path

Photo No.: 4	
Photo Date: December 8, 2022	
Photographer: CS	
Direction Facing: N	
Description: Facing the north from the existing Helderberg-Hudson rail trail.	

Approximate Location of Proposed Multi-Use Path
Existing Fence

Existing Open Drainage System
Existing Multi-Use Path

CLIENT NAME:

Town of Bethlehem

SITE LOCATION:

Bethlehem, NY

PROJECT NAME:
Cherry Avenue Extension Multi-Use Path

PIN 1762.46
CM NO. 122-385


Photo No.: 5	
Photo Date: October 12, 2023	
Photographer: CS	
Direction Facing: S	
Description: Facing the south toward the existing Helderberg-Hudson rail trail.	

Photo No.: 6	
Photo Date: October 12, 2023	
Photographer: CS	
Direction Facing: N	
Description: Facing the north from the existing gravel driveway along Cherry Avenue.	

PROJECT NAME:
Cherry Avenue Extension Multi-Use Path

PIN 1762.46
CM NO. 122-385



Photo No.: 7	Existing Guiderail	Existing Open Drainage System	Proposed Clearing and Grubbing
Photo Date: October 12, 2022			
Photographer: CS			
Direction Facing: N			
Description: Facing the north from the existing gravel driveway along Cherry Avenue.			
	Approximate Location of Proposed Multi-Use Path		Existing Gravel Driveway

Photo No.: 8	Approximate Location of Curb Installation	Existing Signs	Existing Guiderail
Photo Date: October 12, 2022			
Photographer: CS			
Direction Facing: N			
Description: Facing the north from the existing paved shoulder along Cherry Avenue.			
	Approximate Location of Proposed Multi-Use Path		

PROJECT NAME:
Cherry Avenue Extension Multi-Use Path

PIN 1762.49
CM NO. 122-385



Photo No.: 9	
Photo Date: October 12, 2022	
Photographer: CS	
Direction Facing: N	
Description: Facing the south from the existing grass shoulder along Cherry Avenue.	

Photo No.: 10	
Photo Date: October 12, 2023	
Photographer: CS	
Direction Facing: S	
Description: Intersection of Cherry Avenue and McCormack N Road facing the south from the existing paved shoulder.	

PROJECT NAME:

Cherry Avenue Extension Multi-Use Path

PIN 1762.49
CM NO. 122-385


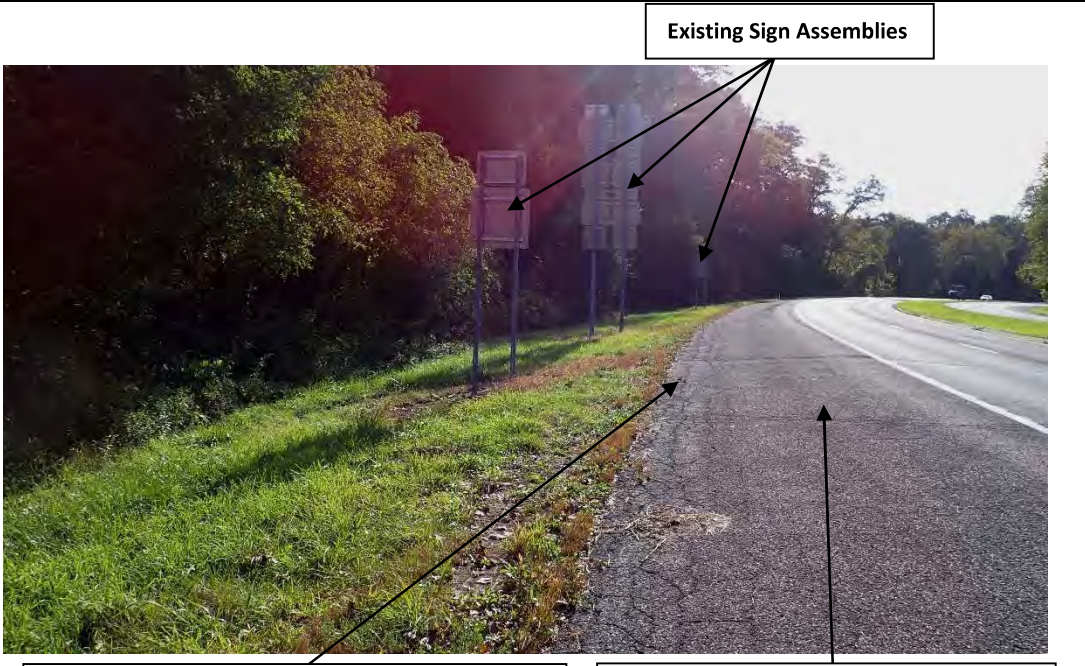
Photo No.: 11	
Photo Date: October 12, 2022	
Photographer: CS	
Direction Facing: S	
Description: Facing the south from the existing paved shoulder along Cherry Avenue.	


Photo No.: 12	
Photo Date: October 12, 2022	
Photographer: CS	
Direction Facing: S	
Description: Facing the south from the existing paved shoulder along Cherry Avenue.	

PROJECT NAME:

Cherry Avenue Extension Multi-Use Path

PIN 1762.46

CM NO. 122-385

Photo No.: 13	
Photo Date: October 12, 2022	
Photographer: CS	
Direction Facing: S	
Description: Facing the south from the existing paved shoulder along Cherry Avenue.	

Existing Signs

Approximate Location of Proposed Multi-Use Path

Approximate Location of Curb Installation

Photo No.: 14	
Photo Date: October 12, 2022	
Photographer: CS	
Direction Facing: SE	
Description: Existing sidewalk between the north and east leg of the roundabout at New Scotland Road.	

Existing Signs

Existing Light Poles

Approximate Location of Proposed Sidewalk

Existing Sidewalk

CLIENT NAME:

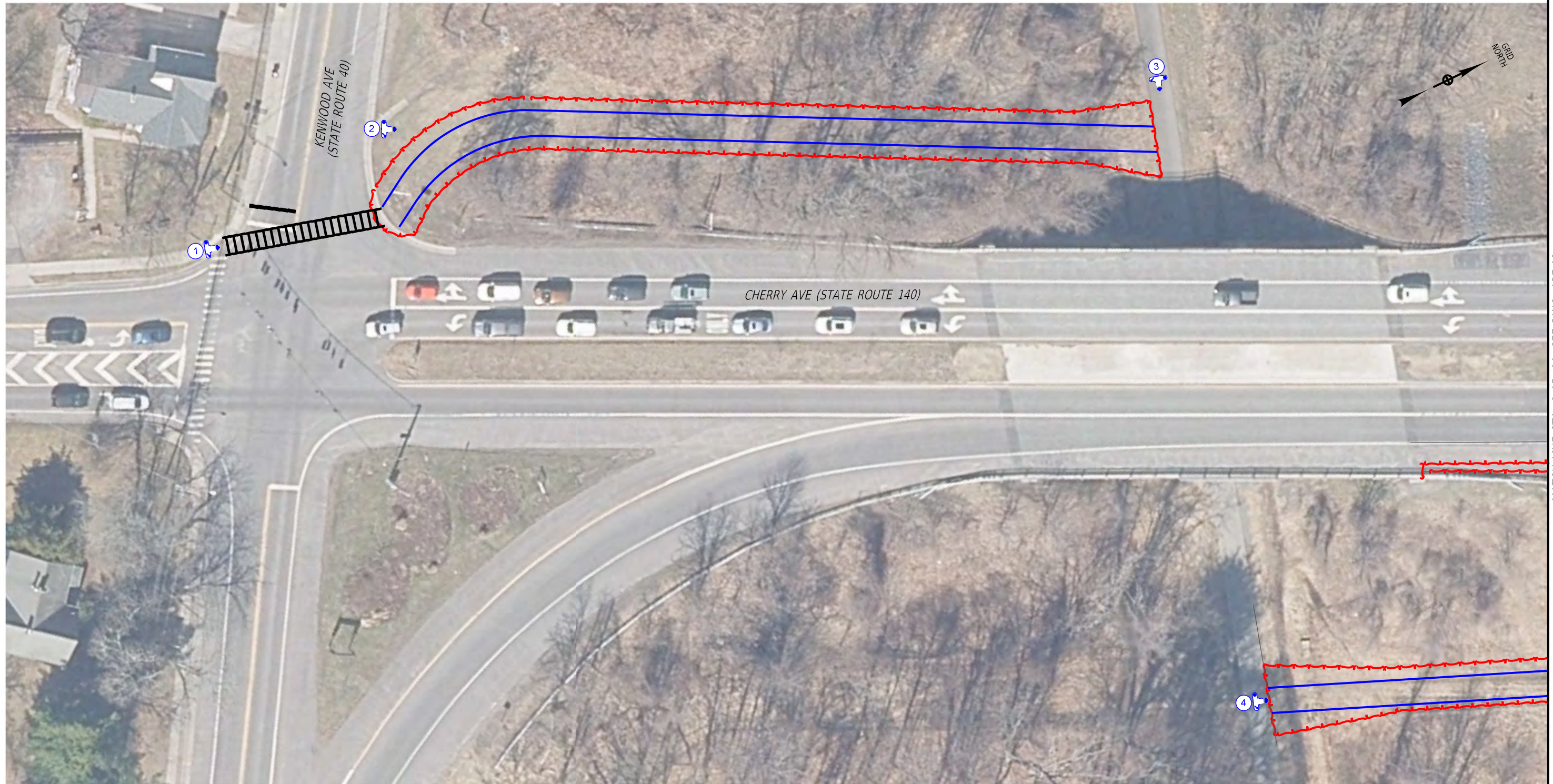
Town of Bethlehem

SITE LOCATION:

Bethlehem, NY

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 DATE/TIME = 11/20/2023 3:11PM
 USER = csherman
 PLOT = \$PLTDRAWSS

DESIGN SUPERVISOR J. PANGBURN JOB MANAGER S. CARROLL DESIGN A. DEPAUL CHECK S. CARROLL DRAFTING K. DETRICK CHECK M. MORRISSEY PROJECT MANAGER S. CARROLL



MATCH LINE STA. C 15+00, SEE DWG. APE-02

AFFIX SEAL: ON:	ALTERED BY: ON:
DRAFT NOT FOR CONSTRUCTION	

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	CHERRY AVENUE EXTENSION	PIN 1762.46	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	MULTI-USE PATH				AREA OF POTENTIAL EFFECT	DRAWING NO. APE-01
	TOWN OF BETHLEHEM					SHEET NO.
	SH 92					
	COUNTY: ALBANY	REGION: 1				

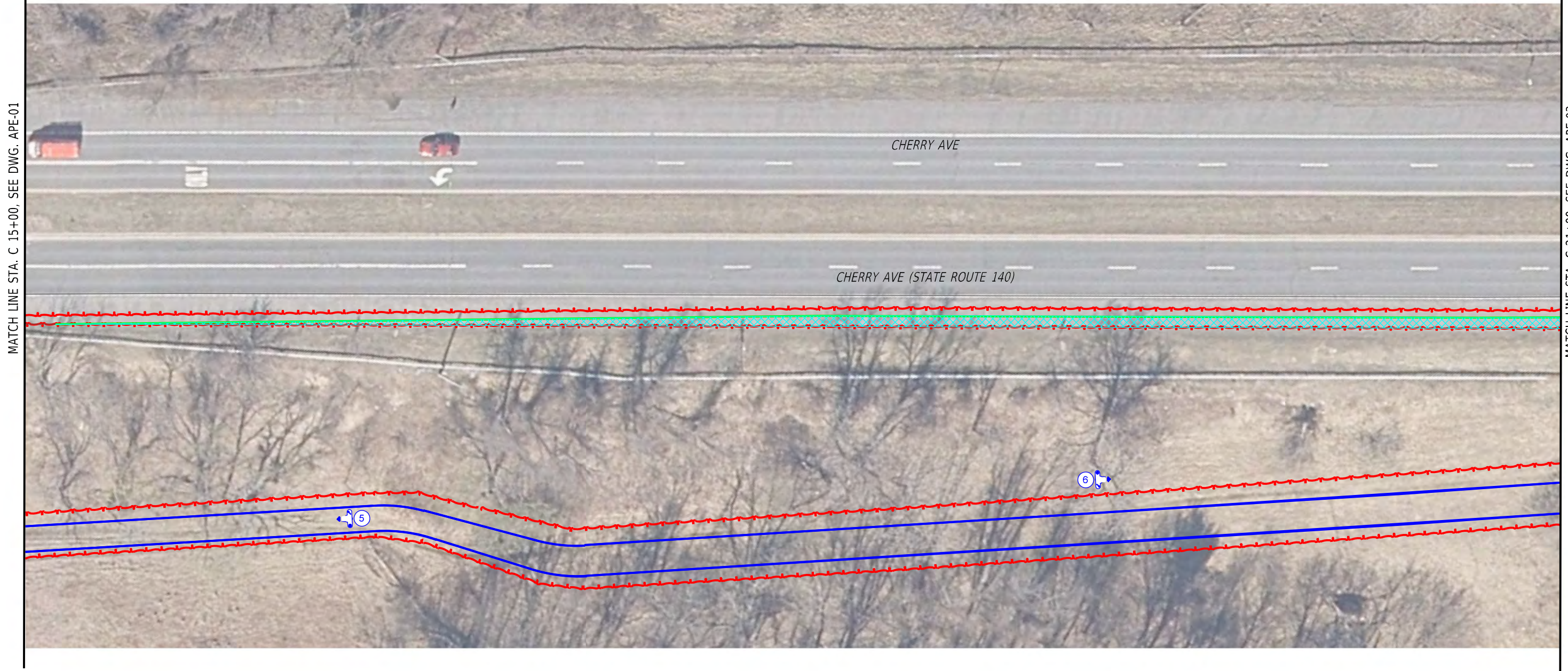
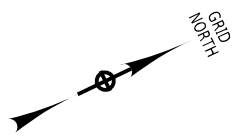
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

LEGEND

- - - AREA OF POTENTIAL EFFECT
- (X) PHOTO LOCATION

FILE NAME = N:\Projects\2023\172-385 Bethlehem - Cherry Ave Ext MUP\Working\CADD\dwg_connect\APE\ait_211762.46_cph_ape_02.dgn
 DATE/TIME = 11/29/2023 3:11PM
 USER = csherman
 PLOT = \$PLTDRVSS

DESIGN SUPERVISOR J. PANGBURN JOB MANAGER S. CARROLL DESIGN A. DEPAUL CHECK S. CARROLL DRAFTING K. DETRICK CHECK M. MORRISSEY PROJECT MANAGER S. CARROLL



AFFIX SEAL: ON:	ALTERED BY: ON:
DRAFT NOT FOR CONSTRUCTION	

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	CHERRY AVENUE EXTENSION	PIN 1762.46	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	MULTI-USE PATH					AREA OF POTENTIAL EFFECT
	TOWN OF BETHLEHEM				SHEET NO.	
	SH 92	COUNTY: ALBANY	REGION: 1			

LEGEND	
	AREA OF POTENTIAL EFFECT
	PHOTO LOCATION

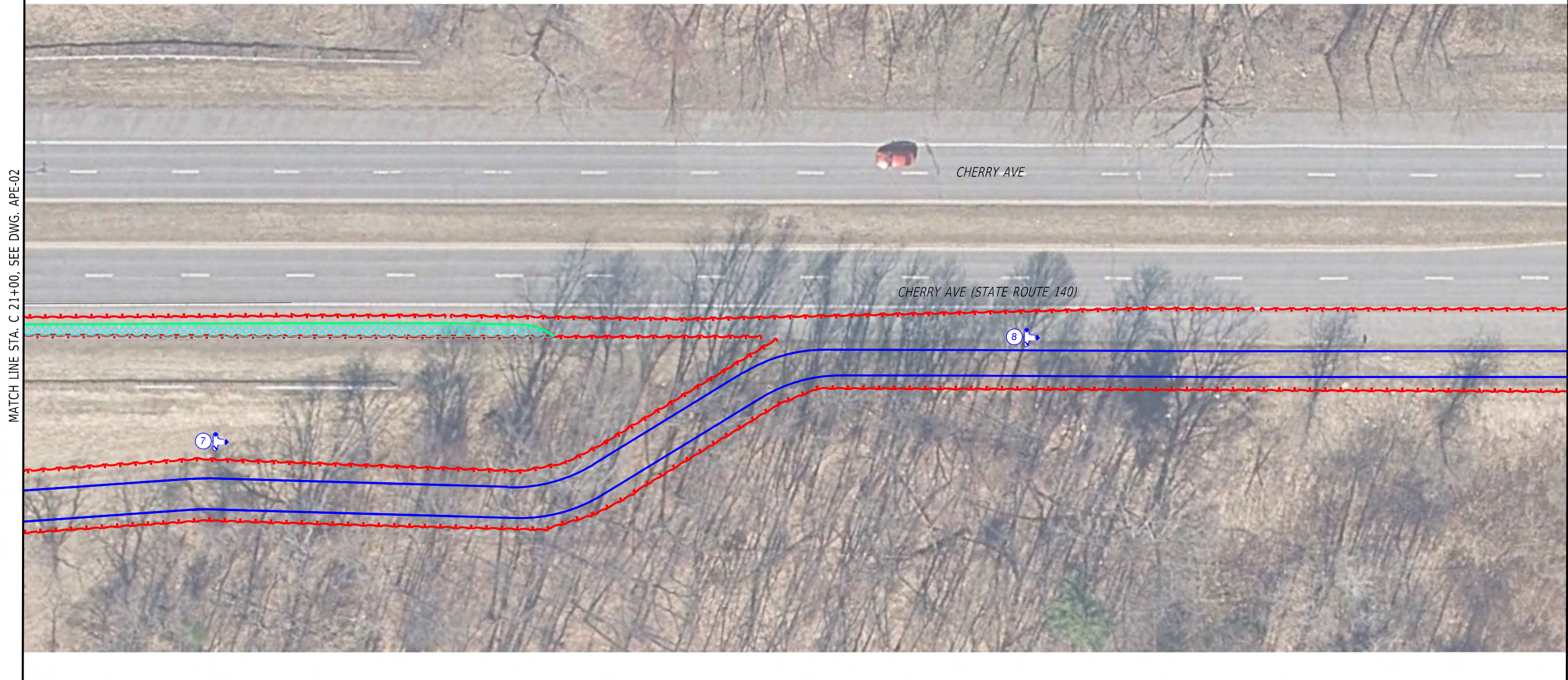
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 USER = csherman
 PLOT = \$PLTDRVSS

DESIGN SUPERVISOR J. PANGBURN JOB MANAGER S. CARROLL DESIGN A. DEPAUL CHECK S. CARROLL DRAFTING K. DETRICK CHECK M. MORRISSEY PROJECT MANAGER S. CARROLL



MATCH LINE STA. C 21+00, SEE DWG. APE-02

MATCH LINE STA. C 27+00, SEE DWG. APE-04

AFFIX SEAL: ON:	ALTERED BY: ON:
DRAFT NOT FOR CONSTRUCTION	

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	CHERRY AVENUE EXTENSION	PIN 1762.46	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	MULTI-USE PATH				AREA OF POTENTIAL EFFECT	DRAWING NO. APE-03
	TOWN OF BETHLEHEM					SHEET NO.
	SH 92					
	COUNTY: ALBANY	REGION: 1				

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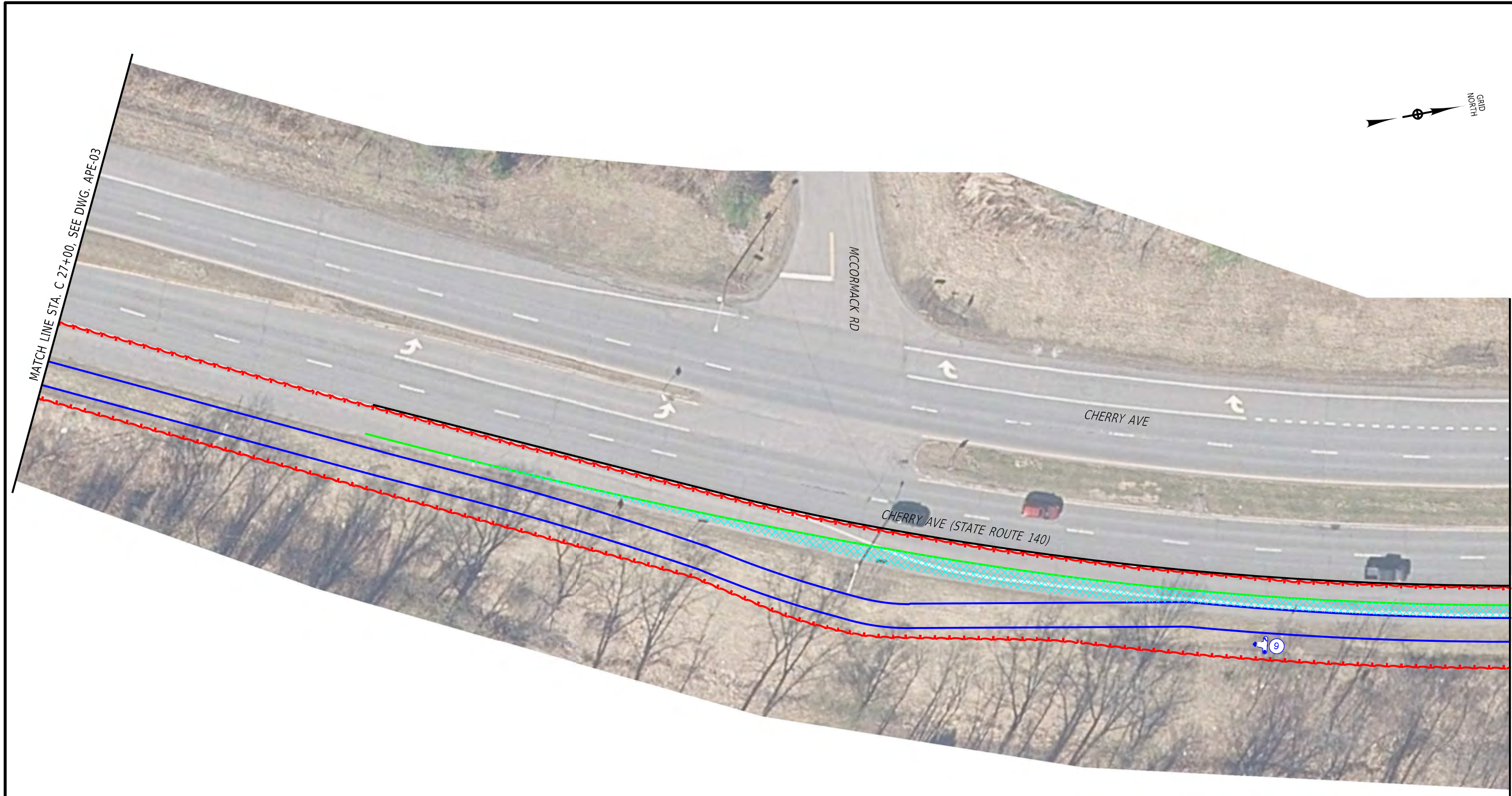
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	PHOTO LOCATION

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1" = 40'

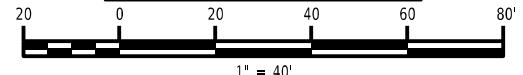


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LEGEND	
	AREA OF POTENTIAL EFFECT
	PHOTO LOCATION



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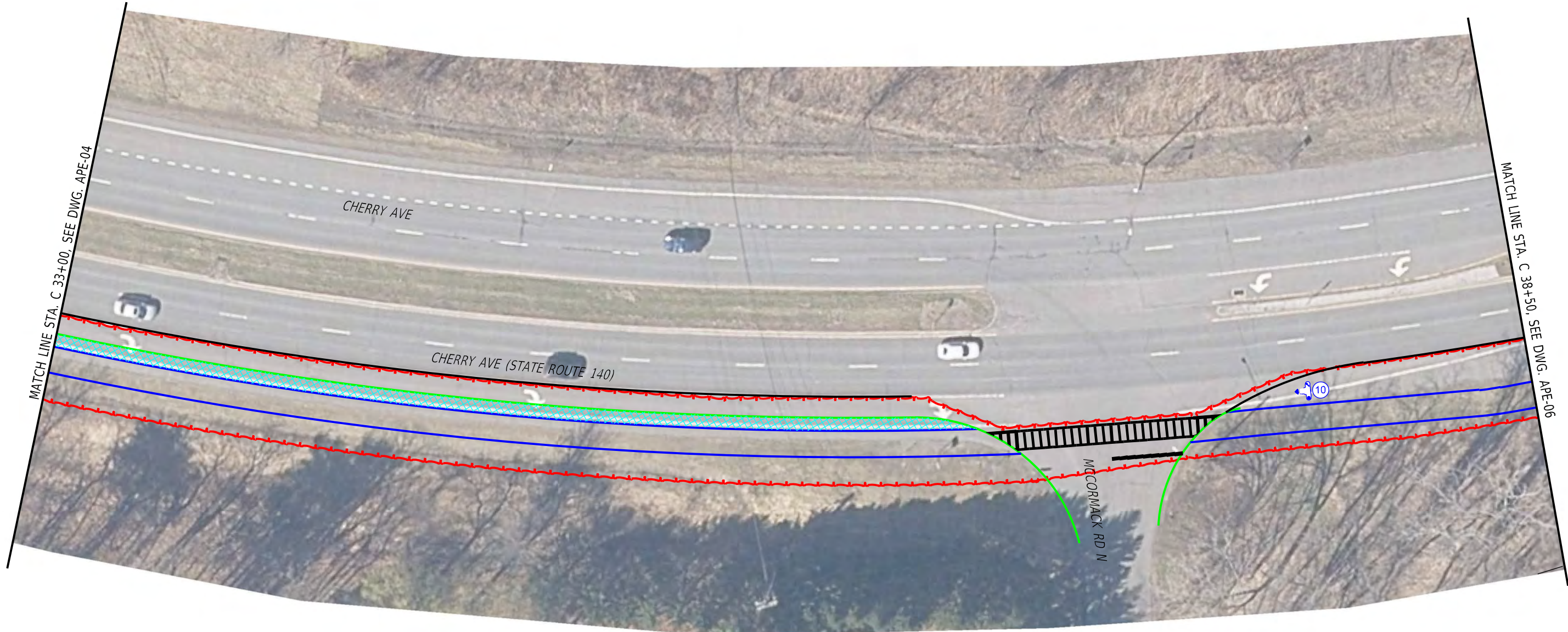
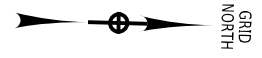
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	MULTI-USE PATH					AREA OF POTENTIAL EFFECT
	TOWN OF BETHLEHEM				SHEET NO.	
	SH 92	COUNTY: ALBANY	REGION: 1			

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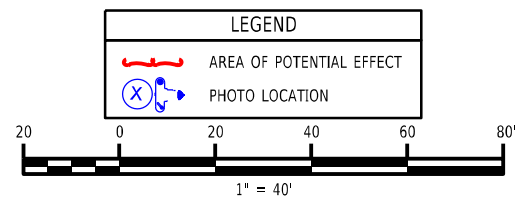


AFFIX SEAL:
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ALTERED BY:
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**DRAFT
NOT FOR
CONSTRUCTION**

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	MULTI-USE PATH					AREA OF POTENTIAL EFFECT
	TOWN OF BETHLEHEM				SHEET NO.	
	SH 92					
COUNTY: ALBANY	REGION: 1					

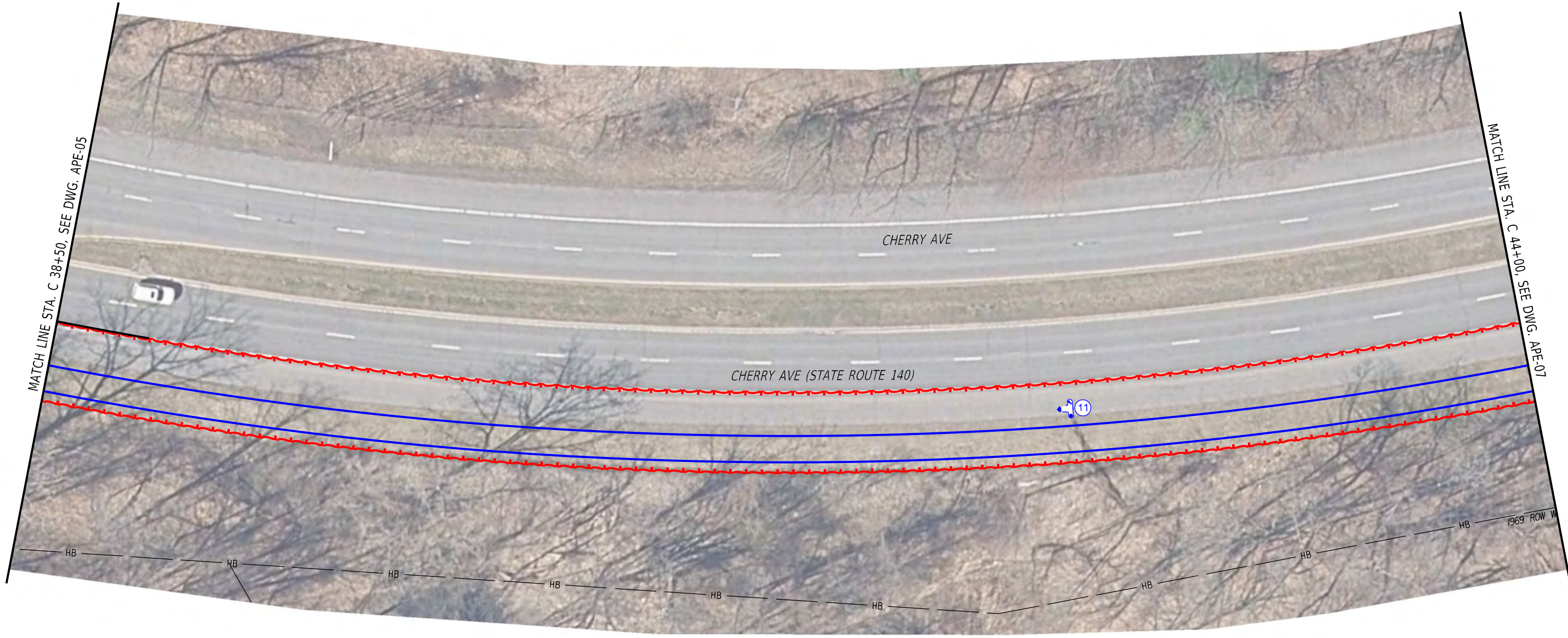


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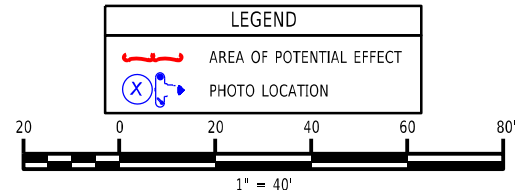
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	MULTI-USE PATH					AREA OF POTENTIAL EFFECT
	TOWN OF BETHLEHEM				AREA OF POTENTIAL EFFECT	
	SH 92	COUNTY: ALBANY	REGION: 1			

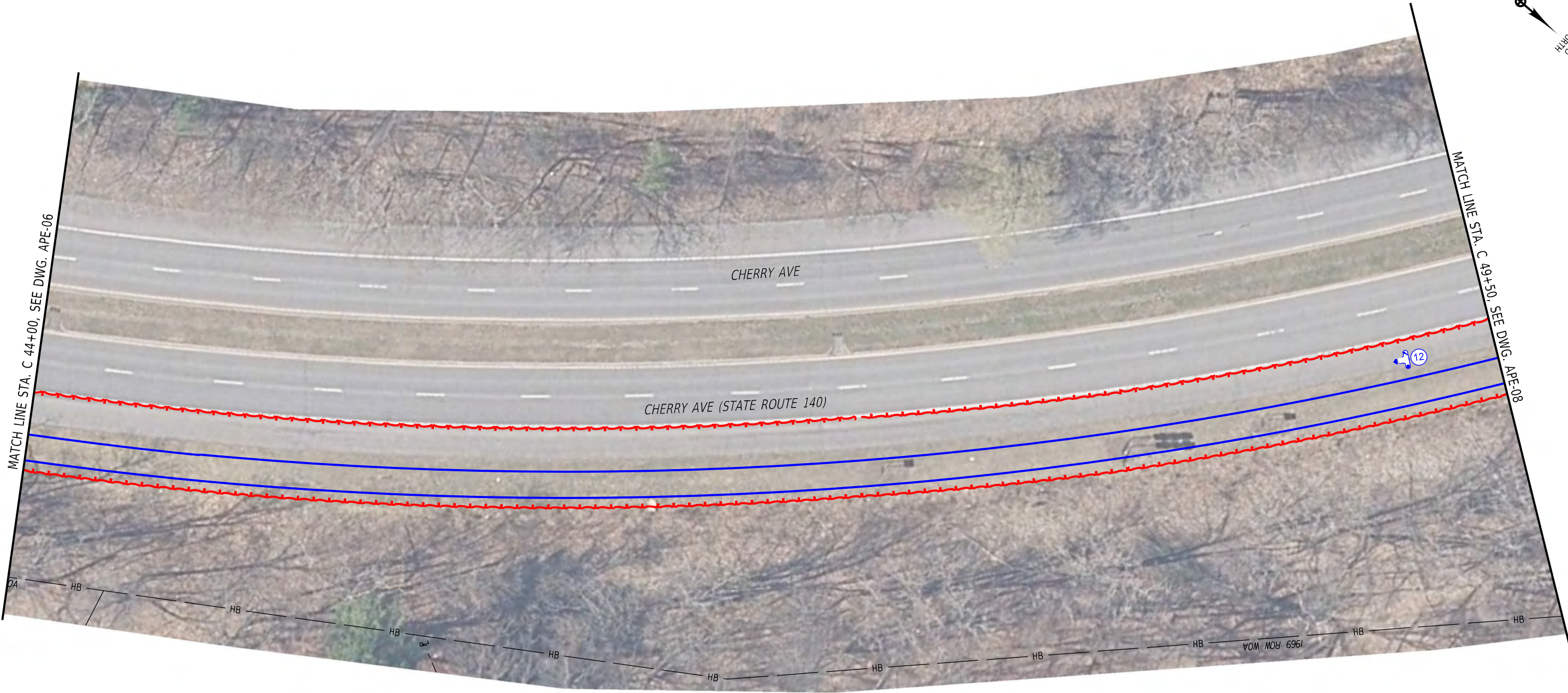


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DRAFT NOT FOR CONSTRUCTION	

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	MULTI-USE PATH					
	TOWN OF BETHLEHEM					
	SH 92					
COUNTY: ALBANY	REGION: 1	AREA OF POTENTIAL EFFECT		DRAWING NO. APE-07 SHEET NO.		

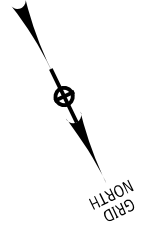
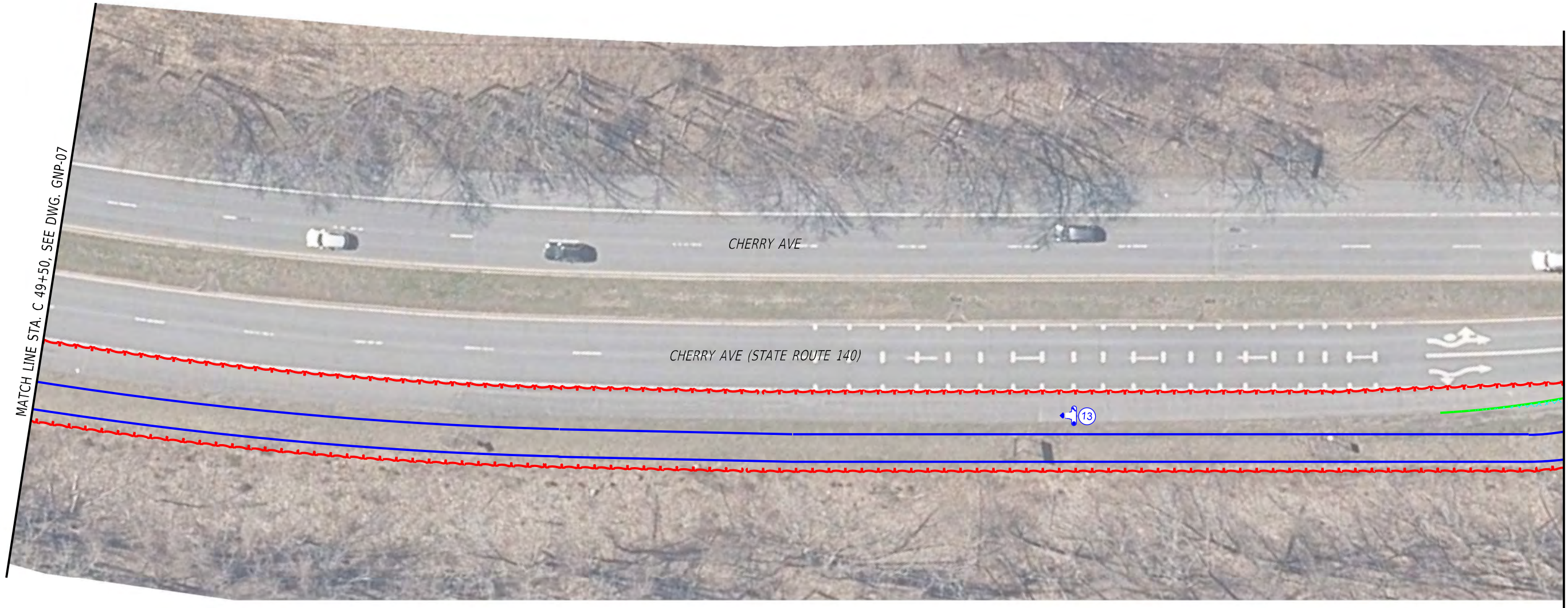
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LEGEND	
	AREA OF POTENTIAL EFFECT
	PHOTO LOCATION

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1" = 40'

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 USER = csherman
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DESIGN SUPERVISOR J. PANGBURN JOB MANAGER S. CARROLL DESIGN A. DEPAUL CHECK S. CARROLL DRAFTING K. DETRICK CHECK M. MORRISSEY PROJECT MANAGER S. CARROLL



AFFIX SEAL: ON:	ALTERED BY: ON:
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	TOWN OF BETHLEHEM							SHEET NO.
	SH 92							
COUNTY: ALBANY	REGION: 1							

LEGEND

AREA OF POTENTIAL EFFECT

PHOTO LOCATION

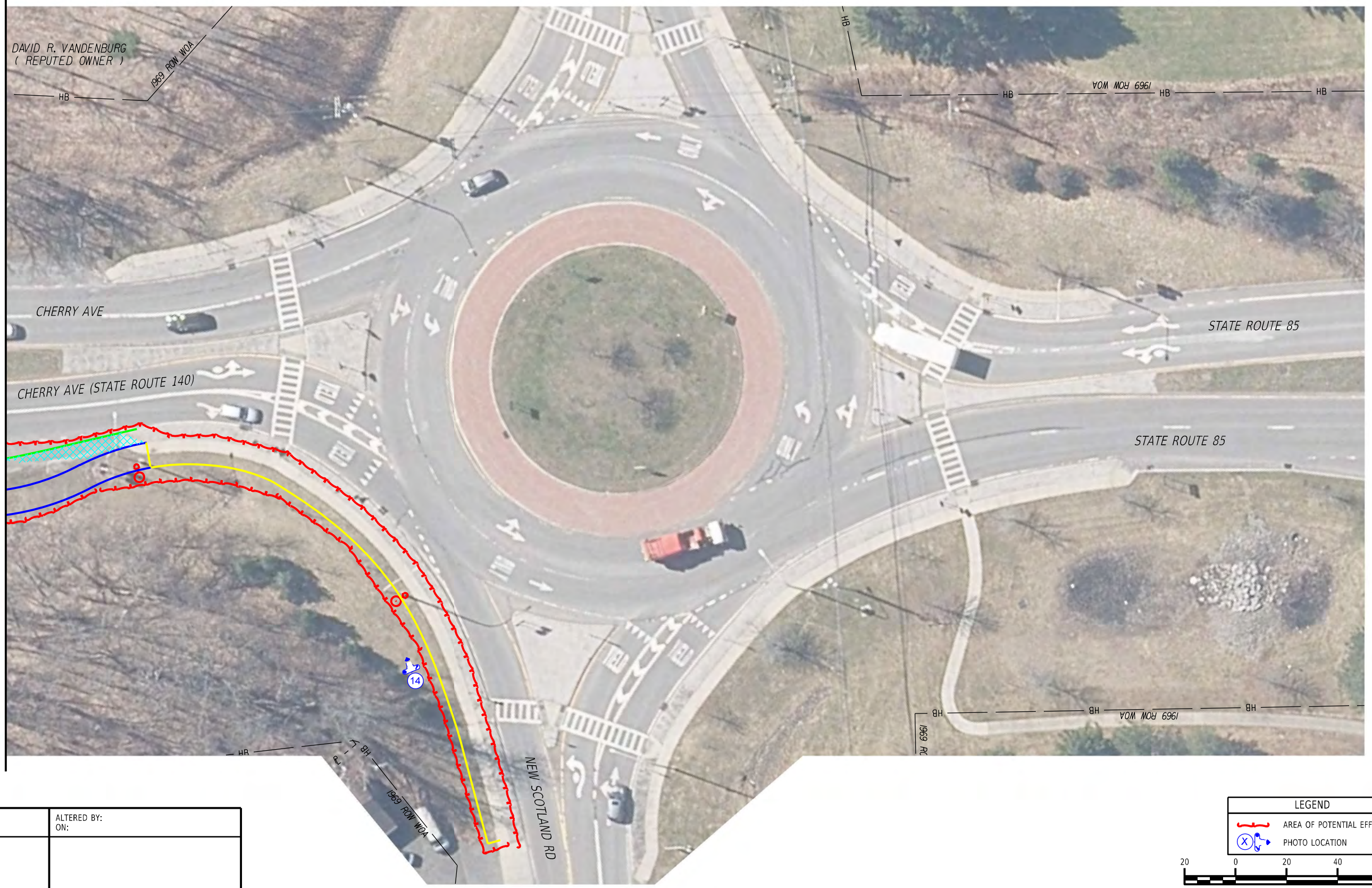
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DESIGN SUPERVISOR J. PANGBURN PROJECT MANAGER S. CARROLL
 JOB MANAGER S. CARROLL CHECK M. MORRISSEY
 DESIGN A. DEPAUL CHECK S. CARROLL
 DRAFTING K. DETRICK
 PROJECT MANAGER S. CARROLL



MATCH LINE STA. C 55+00, SEE DWG. APE-08

AFFIX SEAL: ON:	ALTERED BY: ON:
DRAFT NOT FOR CONSTRUCTION	

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	MULTI-USE PATH				AREA OF POTENTIAL EFFECT	DRAWING NO. APE-09
	TOWN OF BETHLEHEM					SHEET NO.
	SH 92					
	COUNTY: ALBANY	REGION: 1				

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LEGEND

AREA OF POTENTIAL EFFECT
 PHOTO LOCATION

1" = 40'



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

June 24, 2024

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 952
Albany, NY 12207
518-431-4127
NewYork.FHWA@dot.gov

In Reply Refer To:
HEA-NY

Mr. Chris Sobik
Cultural Resource Coordinator
NYSDOT Region 1
50 Wolf Road
Albany, NY 12232

Subject: PIN 1762.46 - Section 106 Consultation
Cherry Avenue Extension Multi-Use Path
Town of Bethlehem, Albany County

Dear Mr. Sobik:

In response to your June 21 request, for our concurrence that the requirements of 36 Code of Federal Regulations (CFR) Part 800 of the National Historic Preservation Act have been met for this project, we have reviewed the submitted materials.


You have concluded that “*No Historic Properties Affected*” on or eligible for inclusion on the National Register of Historic Places by this undertaking and notified the State Historic Preservation Officer (SHPO), the Stockbridge-Munsee Community Band of Mohican Indians, Delaware Tribe and Saint Regis Mohawk Tribe of your finding.

The SHPO offered an opinion on June 10 and concurs with the determination that there will be “*No Historic Properties Affected*” by the proposed undertaking. The Tribal Preservation Officer for the Stockbridge-Munsee Community Band of Mohican Indians responded on May 20 stating that they concurred with NYSDOT’s finding and they have no concerns with the project. The Saint Regis Mohawk Tribe and Delaware Tribe did not respond during the 30-day review period; their concurrence is assumed.

We have reviewed the information provided and concluded that this undertaking has “*No Historic Properties Affected*” for properties on or eligible for inclusion on the National Register of Historic Places. The requirements of 36 CFR Part 800 have been met for this project. If you have any questions, please contact me at (518) 431-8859.

Sincerely,

**JULIA PRINCE
TRIVERS**

 Digitally signed by JULIA PRINCE
TRIVERS
Date: 2024.06.24 13:07:09 -04'00'

Julia P. Trivers
Area Engineer

*PIN 1762.46 - Section 106 Consultation
Cherry Avenue Extension Multi-Use Path*

cc: T. Thorne, NYSDOT Region 1
S. Higgins, NYSDOT Region 1
L. Cuneo, NYSDOT Region 1
R. Milano, NYSDOT Region 1
A. Poland, NYSDOT Region 1
G. Tedesco, NYSDOT Region 1
R. Davies, NY FHWA

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

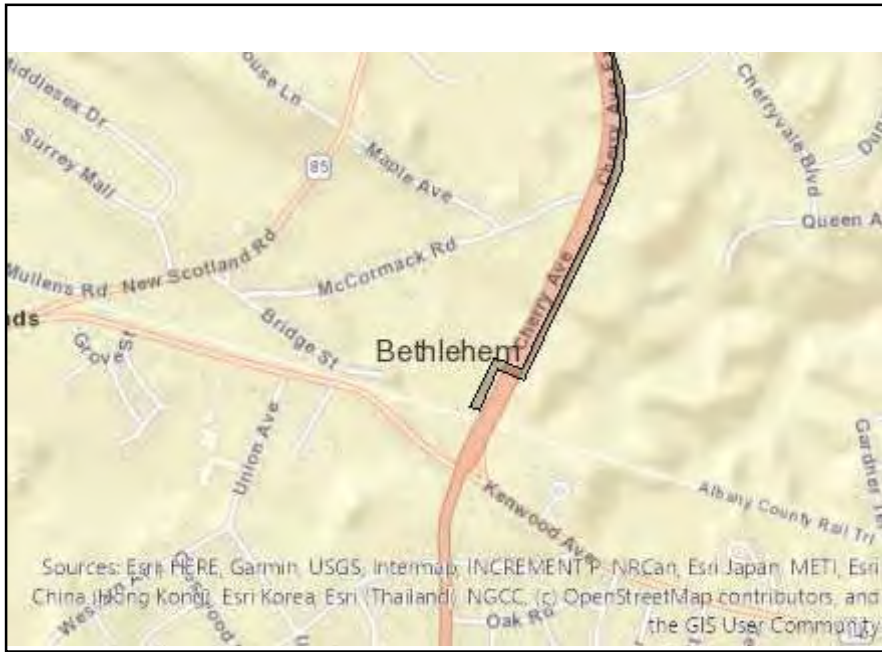
Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information			
Name of Action or Project: Cherry Avenue Multi-use Path, PIN 1762.46			
Project Location (describe, and attach a location map): Cherry Avenue, between Kenwood Avenue and New Scotland Road, Town of Bethlehem, Albany County, NY			
Brief Description of Proposed Action: This project proposes the construction of a multi-use trail along Cherry Avenue between Kenwood Avenue and New Scotland Road. This path will provide a safe route for pedestrians and cyclists to travel on along Cherry Avenue. The path will connect to the existing sidewalk present at the roundabout at the intersection of Cherry Avenue and New Scotland Road.			
Name of Applicant or Sponsor: Town of Bethlehem / George S. Kansas, P.E.		Telephone: 518-439-4955 E-Mail: gkansas@townofbethlehem.org	
Address: 445 Delaware Ave			
City/PO: Delmar		State: NY	Zip Code: 12054
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		NO <input type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: NYSDOT and FHWA funding		NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		_____ 5.0 acres	
b. Total acreage to be physically disturbed?		_____ 2.0 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ 5.0 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. <input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)			
<input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input checked="" type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: N/A	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ N/A	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ N/A	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? Automatically answered, no historic properties, within archaeological area b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input type="checkbox"/> <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ 0.0009 acres of temporary impacts and .0005 acres of permanent impacts. Mitigation for these impacts are not required as the impacts are under 0.1 acres.	NO <input type="checkbox"/> <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> <input type="checkbox"/>	

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input checked="" type="checkbox"/> Wetland <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: The proposed path will sheet flow to grass shoulder and maintenance strip.	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment:	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe:	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe:	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor/name: _____ Date: _____ Signature: _____ Title: _____		



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	Yes
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

Section 7 ESA Process for USFWS Species: ESA Transmittal Sheet

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

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

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

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

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

Section 7 ESA Process for NMFS Species: ESA/EFH Transmittal Sheet

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

	ESA/EFH Does Not Apply	No Effect, Activity-Based	No Effect	ESA Programmatic Agreement Applies	EFH Programmatic Agreement Applies	Informal Consultation/ Individual Submission to NMFS	MA, LAA Formal Consultation and/or Individual EFH Consultation is Required
Sturgeon (Shortnose, Atlantic)	X				NA		
Sea Turtles	X				NA		
Atlantic Large Whales	X				NA		
EFH Resources	X			NA			
Documentation Required NYSDOT Annotation (7/15/20): Per Step 1B- NMFS Maps are not required in the DAD if "No Work in Water". Use NMFS Transmittal from NYSDOT Fillable forms.	Both the NMFS ESA and EFH Maps printouts are included in the DAD.	Record the corresponding number of the activity in the boxes above. This sheet and both the NMFS ESA and EFH Maps printouts are included in the DAD.	NYSDOT submits "No Effect" determination for NMFS ESA, EFH, or both to FHWA. FHWA will concur or not concur.	NYSDOT submits the ESA Verification Form to NMFS with a cc: to the FHWA Area Engineer	NYSDOT submits the EFH Verification Form to NMFS with a cc: to the FHWA Area Engineer	NYSDOT submits either BE or BA for ESA, and/or an EFH Assessment Report to FHWA, who submits to NMFS for concurrence.	NYSDOT submits BA for ESA and/or an EFH Assessment to FHWA for Initiation of Formal Consultation with NMFS.
Submission to FHWA Required?	No	No	Yes	Yes	Yes	Yes	Yes
Submission to NMFS by FHWA Required?	No	No	No	No	No	Yes	Yes

Note: NMFS ESA Submittals for Programmatic Agreement Verification, Informal, and Formal Consultation is sent to the NOAA/NMFS Protected Resources Division of the Gloucester, MA office. NMFS EFH Submittals for Programmatic Agreement Verification, Informal, and Formal Consultation is sent to the NOAA/NMFS Habitat Conservation Division in Sandy Hook, NJ. Email addresses are located in the respective forms.

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



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

February 22, 2024

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HEA-NY

Ms. Susanna Barricklow-Arvin
Environmental Specialist
NYSDOT - Region 1
50 Wolf Road
Albany, NY 12232

Subject: PIN 1762.46 - Endangered Species Act Determination
Cherry Avenue Multi-Use Path
Town of Bethlehem, Albany County

Dear Ms. Barricklow-Arvin:

We have reviewed the documentation received February 5 regarding ESA consultation for the subject project.

Concurrence was sought from the United States Fish and Wildlife Service (USFWS) through the Information for Planning and Consultation (IPaC) website and identified the Northern Long-eared Bat and Monarch Butterfly as threatened, endangered, or candidate species that may be present in the project area. The system generated a Concurrence Verification letter and provided a "*Not Likely to Adversely Affect*" determination on January 22. Since 14 days have passed without further requests for information or comment, FHWA assumes concurrence from the USFWS and that the project is unlikely to jeopardize the continued existence of the Northern Long-eared Bat species.

Based on our review of the proposed work and BBSF, the Federal Highway Administration (FHWA) concurs with the determination that the proposed undertaking will result in "*May Affect, but Not Likely to Adversely Affect*" on the federally Northern Long-eared Bat species. Section 7 consultation for the bat species is complete under the rangewide programmatic informal consultation process.

The Monarch Butterfly is listed as a candidate species and it currently does not have any protection under ESA Section 7. Consultation or conference (formal or informal) with USFWS is not required at this time.

If at any time during construction the presence of these federally listed species or their habitat are discovered or suspected, construction activities must be stopped. Activities cannot be resumed until FHWA and the USFWS are consulted.

*PIN 1762.46 - Endangered Species Act Determination
Cherry Avenue Multi-Use Path*

If you have any questions or concerns, please contact me at 518-431-8859.

Sincerely,

Julia P Trivers
Area Engineer

cc: J. Hallock, NYSDOT Region 1
R. Davies, NY FHWA



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

July 22, 2024

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

In Reply Refer To:
HEA-ER-NY

Stephanie L. DeLano
Director, Environmental Science Bureau
NYSDOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Subject: Endangered Species Act, Tricolored Bat
Batch 2 & 3 Determinations

Dear Ms. DeLano:

The Federal Highway Administration (FHWA) has reviewed the project information submitted on June 28 and July 18 regarding a determination under Section 7 of the Endangered Species Act (ESA).

On September 13, 2022, the U.S. Fish and Wildlife Service (USFWS) published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) (TCB) as endangered under the ESA. A final rule is expected to be published in Fiscal Year 2024.

The New York State Department of Transportation (NYSDOT) has assessed effects to tricolored bat and found that the following 78 projects (Batch 2) are anticipated to fall within the scope of consultation under the FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects (PBO), when it is updated to include tricolored bat. Effects to TCB are anticipated to be consistent with a determination of programmatic *May Affect, Not Likely to Adversely Affect* (MANLAA). Individual project scopes and locations are listed in the attached spreadsheet: "NYSDOT TCB Batches Final".

Region 1: PIN 1810.84, 1761.69, 1761.91, 1762.46

Region 2: PIN 2LC1.12, 2LC1.01

Region 3: PIN 3806.89, 3501.79, 3807.15, 3287.22, 3804.3

Region 4: PIN 4490.16, 4490.5, 4590.04

Region 5: PIN 5814.62, 5763.12/5763.14

Region 6: PIN 6805.75, 6806.16, 6LC1.01

Region 7: PIN 7753.57, 7753.77, 7754.03, 7754.04, 7806.60, 7111.21, 7088.35, 7143.46

Region 8: PIN 8002.25, 8564.29, 8813.55, 8814.93, 8813.79, 8814.85, 8814.88, 8815.06, 8816.36, 80PS.06, 8815.17, 8816.44, 8L2C.01, 8LC1.21, 8LC1.31, 8813.57, 8814.51, 8815.29, 8816.58, 8074.19, 8177.47, 8759.27, 8759.65, 8759.83,

8760.11, 8761.22, 8761.31, 8761.97, 8762.13, 8762.20, 8762.47, 8762.51, 8762.54, 8762.64, 8780.20

Region 9: PIN 9755.24, 9LC1.01, 9120.64, 9307.25

Region 10: PIN 0229.65, 0810.62, 0810.66, 0808.74, 0810.01, 0810.58, 0762.22, 0759.58

Region 11: PIN X051.59, X767.16, X761.26, X764.27

These projects have an existing determination of programmatic *May Affect, Not Likely to Adversely Affect* the northern long-eared bat (*Myotis septentrionalis*) and/or Indiana bat (*Myotis sodalis*). A Concurrence Verification Letter was generated through the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) Transportation Determination Key (DKey) and the 14-day comment period has concluded. The NYSDOT has applied the Batch 2 requirements in our ESA TCB Guidance (dated May 2) to verify that this determination is anticipated to be valid for TCB as well.

Additionally, NYSDOT found that the following 3 projects (Batch 3) are anticipated to be consistent with a determination of programmatic *May Affect, Likely to Adversely Affect* (MALAA), when the PBO is updated to include tricolored bat: **PIN 7780.09, 8816.44, 8756.09.**

These projects have an existing determination of programmatic *May Affect, Likely to Adversely Affect* the northern long-eared bat and/or Indiana bat. A Consistency Letter was generated through the DKey and written verification was obtained from USFWS that the project may rely upon the PBO. The NYSDOT has applied the Batch 3 requirements in our ESA TCB Guidance (dated May 2) to verify that the determination is anticipated to be valid for TCB as well.

Based on our review of the documentation provided, FHWA concurs that for the 81 projects listed above, effects to tricolored bat are anticipated to fall within the scope of programmatic consultation when the PBO is updated to include tricolored bat. The Avoidance and Minimization Measures incorporated into the project for the benefit of northern long-eared bat and/or Indiana bat will also benefit TCB and its habitat. The NYSDOT has verified that there are no factors related to the proximity to known TCB hibernacula or other occurrences that would disqualify the project from future programmatic consultation. Requirements under Section 7(a)(4) have been satisfied and conference with USFWS is not required.

If a final rule listing TCB is published and project activities with the potential to impact tricolored bat have not been completed by the effective date of the listing, Section 7(a)(2) consultation for tricolored bat will be required. Unless otherwise directed by USFWS guidance, this will include completing the updated DKey and either completing the 14-day comment period (MANLAA) or receiving written verification from USFWS (MALAA). Required compensatory mitigation for TCB is not anticipated.

For projects that include bridge work and have not yet started construction, if more than two years elapse between the most recent Bridge/Bat Survey and the start of construction, another survey must be conducted prior to the start of any work to the bridge.

This determination does not change the National Environmental Policy Act (NEPA) class of action or delegation of the NEPA determination. Completion of an updated Federal Environmental Approval Worksheet (FEAW) solely due to this determination is not required.

If you have any questions or concerns, please contact me at 518-431-8866.

Sincerely,

Megan B. Pulver
Environmental Protection Specialist

Enclosure (1)

cc: C. Ippoliti, NYSDOT, OOE
A. Wilson, NYSDOT, OOE
R. Davies, FHWA, HEA-NY
C. Gatchell, FHWA, HML-NY
J. Gross, FHWA, HML-NY
M. Grainer, FHWA, HML-NY
P. Grainer, FHWA, HEA-ER-NY
K. Kramer, FHWA, HEA-ER-NY
M. Seymour, FHWA, HEA-NY
J. Trivers, FHWA, HEA-NY



OSPA Engineering Services, PC
800 Route 146, Bldg. 200, Suite 280
Clifton Park, NY 12065
Phone: (518) 636-9956

Memorandum

To: Lorenzo Cuneo, P.E.
CC: file
From: Melanie Osterhout, P.E.
Date: 6/13/2024
Re: P.I.N. 1762.46 – Cherry Avenue Multi-use Path

Mr. Cuneo,

OSPA Engineering Services, PC has conducted the species review for the Cherry Avenue Multi-use Path project. Alternatives under consideration are the Null and the new construction Alternatives 1 through 3. Alternative 1 has been deemed the preferred alternative.

According to Fish and Wildlife's Information for Planning and Consultation (IPaC) System, the Northern Long-eared Bat (*Myotis septentrionalis*); a federally endangered species, the Tricolored Bat (*Perimyotis subflavus*) and the Monarch Butterfly (*Danaus plexippus*); a listed candidate species have the potential to occur within the project area.

The NYSDEC Environmental Resources Mapper (ERM) has no record of state listed rare or endangered species within the project area. In addition, the NYSDEC ERM indicates that the project is not within the vicinity of any significant natural communities.

The nearest known hibernacula is located approximately 6.2 miles from the project site. While there is the potential for Northern Long Eared Bat habitat, significant clearing of trees is not expected. Approximately 0.3 acres of trees with a diameter at breast height equal to or greater than 2 inches will be removed within the clearing window (November 1st – March 31st). Based on the USFWS Evaluation Key (See Attachment 2), it was concluded that the project may affect, but is unlikely to adversely affect the Northern Long-eared Bat as the project's area of effect is limited to the areas immediately within and adjacent to the existing roadway right-of-way.

Approximately 0.3 acres of trees with a diameter at breast height equal to or greater than 2 inches will be removed within the clearing window (November 1st – March 31st). It was concluded that the project may affect, but is unlikely to adversely affect the Tricolored Bat as the project's area of effect is limited to the areas immediately within and adjacent to the existing roadway right-of-way.

As a candidate species, the Monarch Butterfly is not afforded protection under the Endangered Species Act. Monarchs lay eggs most often on the underside of a young leaf of a milkweed plant during the spring and summer. If the Monarch Butterfly's listing status is changed to threatened or endangered, seasonal cutting restriction of Milkweed or other measures may be required.

There is one stream (Unnamed Tributary) that flows adjacent to the project site, which is classified as a Class C stream. The NOAA online Essential Fish Habitat Mapper (EFH) indicates

June 13, 2024

the project location is not an essential fish habitat area. Their report is included in **Attachment 2**.

Please contact us if you have any additional questions or require further information.

TABLE OF CONTENTS

MEMO 1
TABLE OF CONTENTS 2
ONLINE PROJECT REVIEW PACKAGE 4

Attachments

1.	Environmental Mapping
2.	IPaC Screening Document, Species Conclusion Table
3.	State Agency Correspondence
4.	Site Photos
5.	Northern Long-Eared Bat, Tricolored Bat and Monarch Butterfly Fact Sheets

Project Review Step 1 - Action Area:

The location of the project and the action area are identified on the maps provided in **Attachments 1 and 2**. The project involves the construction of a 0.9-mile multi-use path along Cherry Avenue in the town of Bethlehem, NY between Kenwood Avenue and New Scotland Road. The project will create a safe path for pedestrians and cyclists to travel along Cherry Avenue.

The project area is limited to Cherry Avenue between Kenwood Avenue and New Scotland Road within the right-of-way. The path will join with the existing sidewalk at the roundabout on New Scotland Road.

Refer to Figures 1 and 2 of this report for regional and local maps of the project area.

The objective of this project is to provide a safe and accessible path within the right of way along Cherry Avenue for pedestrians and cyclists.

The Null Alternative would result in no changes to the street and the surrounding area. While three (3) Alternatives are under consideration, Alternative 1 is the preferred Alternative.

Project Review Step 2 - Official Species List:

The project's action area has been drawn using the USFWS's IPaC system and on an aerial photograph location map, as shown in **Attachments 1 and 2**. The USFWS's IPaC system lists the Northern Long-Eared Bat (*Myotis septentrionalis*), a federally endangered species and the Tricolored Bat (*Perimyotis subflavus*), a proposed endangered species, as having the potential to occur within the project area. The Monarch Butterfly (*Danaus plexippus*), a candidate species, is also listed as potentially being within the project area. The Official Species List obtained from IPaC and the species conclusions tables are included in **Attachment 2**.

Project Review Step 3 - State Coordination:

According to the NYSDEC Environmental Resource Mapper (ERM), there are no records of state listed rare or endangered species within the project area. In addition, the NYSDEC ERM indicates that the project is not within the vicinity of any significant natural communities. The Environmental Assessment Form (EAF) mapper also has no record of any state listed rare plants or animals within the project area.

Project Review Step 4 - Suitable Habitat:

Northern Long-Eared Bat

Species fact sheets published by the USFWS have been reviewed for the Northern Long-eared Bat and its typical habitat. The USFWS provides the following habitat descriptions for the Northern long-eared bat:

USFWS: "*Northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents....*" "*During summer; northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. Males and non-reproductive*

females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices."

The USFWS website indicated that the Northern Long-eared Bat is a federally listed endangered species with the potential to occur within the project area.

The nearest known hibernacula is located approximately 6.2 miles from the project site, and there are no known maternity roost trees within the project area. Approximately 0.30 acres of trees with a diameter greater than 3" at breast height (DBH) will be removed between November 1st and March 31st.

Tricolored Bat

Species fact sheets published by the USFWS have been reviewed for the Tricolored Bat and its typical habitat. The USFWS provides the following habitat descriptions for the Tricolored Bat:

USFWS: "The tricolored bat (Perimyotis subflavus) is one of the smallest bats native to North America. The once common species is wide ranging across the eastern and central United States and portions of southern Canada, Mexico and Central America. During the winter, tricolored bats are found in caves and mines, although in the southern United States, where caves are sparse, tricolored bats are often found roosting in road-associated culverts. During the spring, summer and fall, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves. As its name suggests, the tricolored bat is distinguished by its unique tricolored fur that appears dark at the base, lighter in the middle and dark at the tip."

The USFWS website indicates that the Tricolored Bat is a federally listed proposed-endangered species in Albany County. The project site has been reviewed for the potential to provide summer roosts for the Tricolored Bat. The project will require the removal of approximately 0.30 acres of trees with a DBH equal to or greater than 2 inches.

Monarch Butterfly

According to the USFWS, the Monarch Butterfly requires the milkweed plant for oviposition and as a larval host plant as part of its life cycle. During the breeding season, monarchs lay their eggs on their obligate milkweed host plant (primarily *Asclepias spp.*). The Monarch Butterfly is currently listed by the USFWS as a candidate species which is not afforded any protection. If the species listing is changed to threatened or endangered and milkweed plants are observed at the site, removal of milkweed plants may be limited to October through March to avoid direct impacts to the Monarch Butterflies.

Project Review Step 5 - Critical Habitat:

The Official USFWS response indicated that the project is not in a critical habitat area.

Project Review Step 6 - Bald Eagle:

Mapping data from the NYSDEC's 2000-2005 Breeding Bird Atlas Survey was obtained and does not indicate that the Bald Eagle was identified in the vicinity of the project area.

Project Review Step 7 - Determinations and Package Submittal:

The USFWS's online Project Review Process has been completed and summarized in the Species Conclusions Table provided in **Attachment 2**. Based on Step 3 (Coordination with State Agencies) and Step 4 (Suitable Habitat) of the process, the proposed project may affect, but is unlikely to adversely affect the Northern Long-Eared Bat and the Tricolored Bat. The proposed project will not have an adverse effect on any other state or federally listed species or their respective habitats.

ATTACHMENT 1

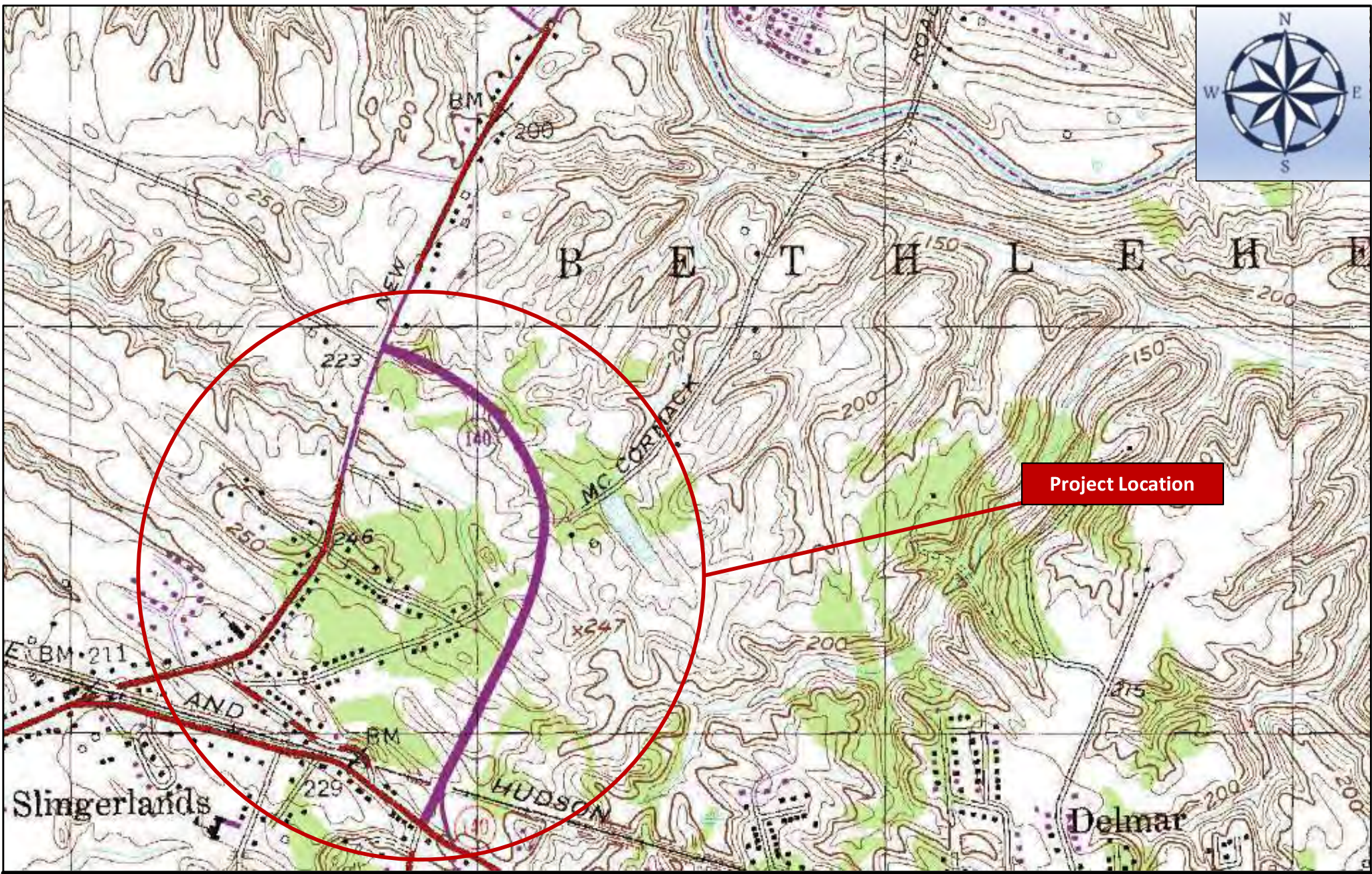


Figure 1 - USGS Topographic Map

Albany Quadrangle
Town of Bethlehem
Albany County

NOT TO SCALE

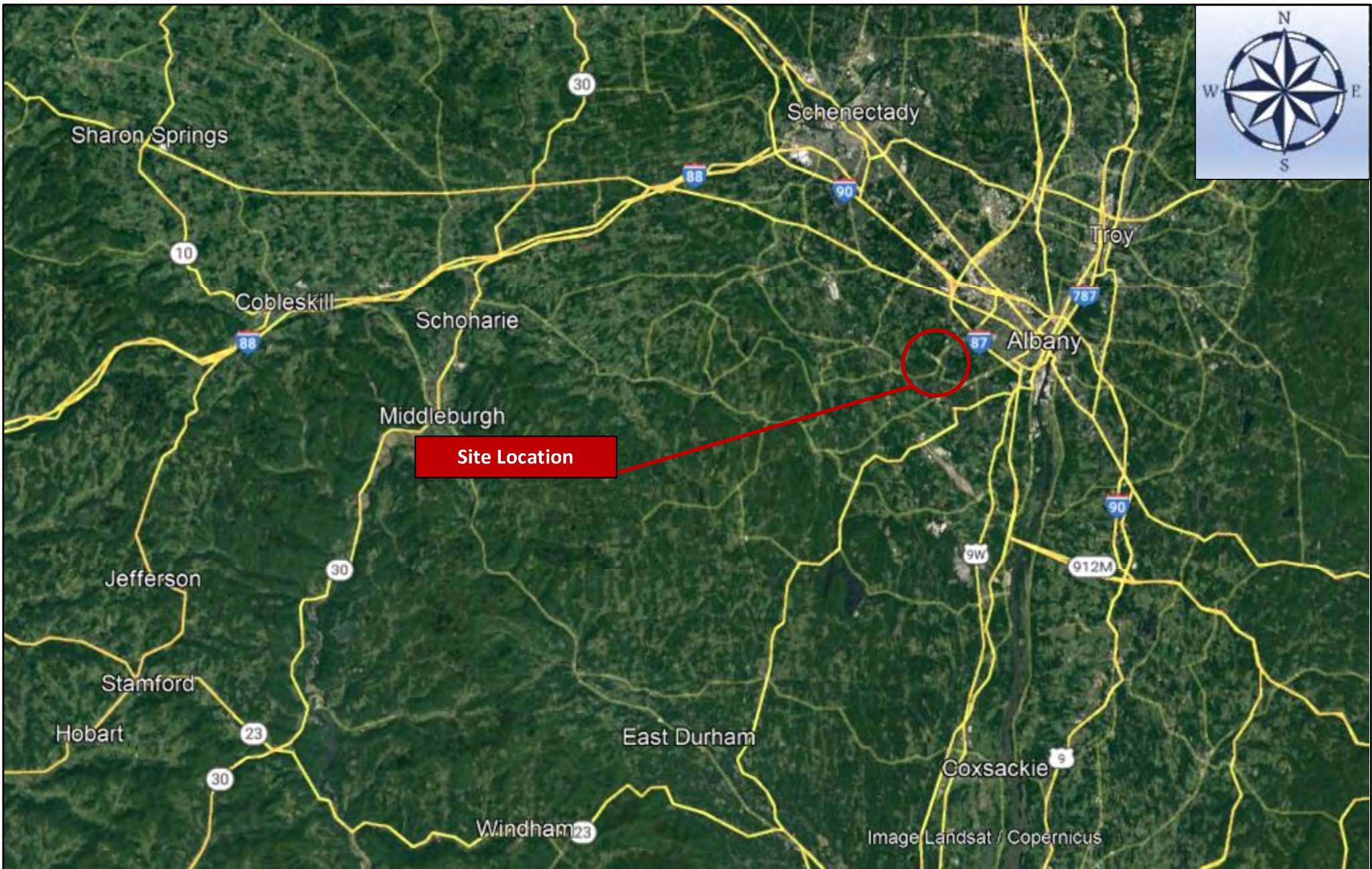


Figure 2 - Google Earth Site Location Map

Cherry Avenue and Cherry Avenue Extension

Town of Bethlehem

Albany County

NOT TO SCALE

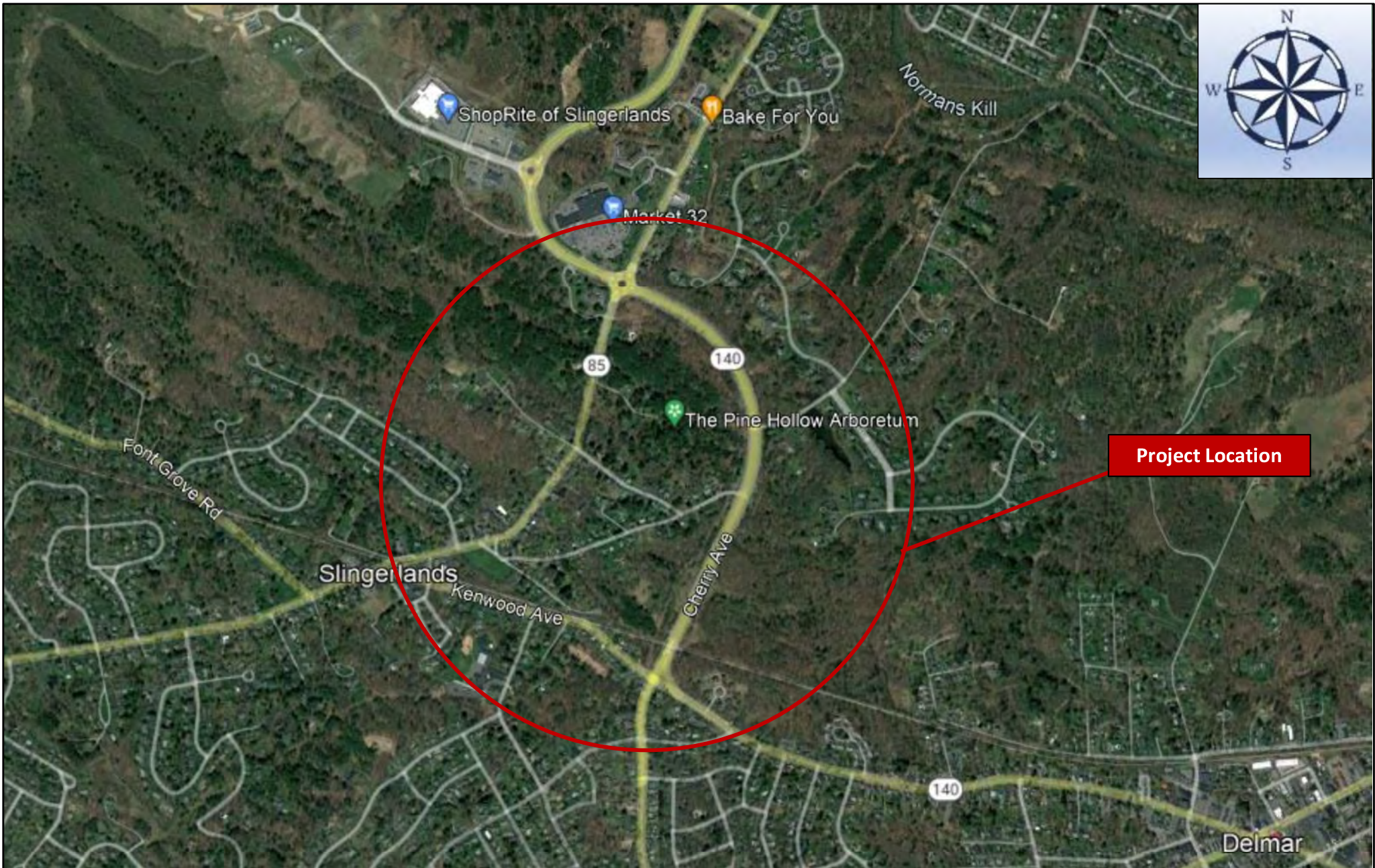


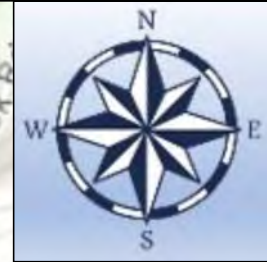
Figure 3 - Google Earth Project Location Map

Cherry Avenue and Cherry Avenue Extension

Town of Bethlehem

Albany County

NOT TO SCALE

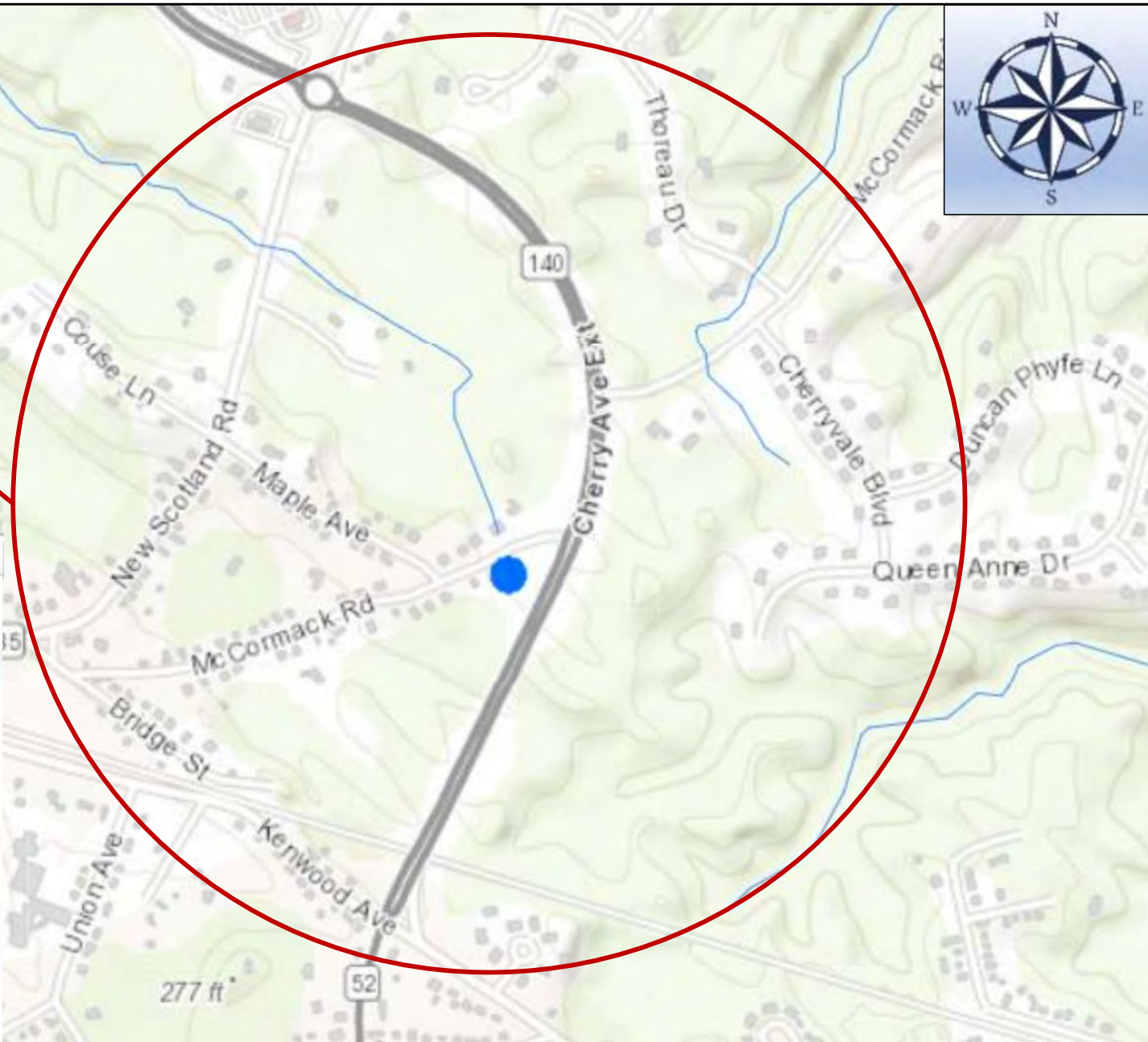


Project Location



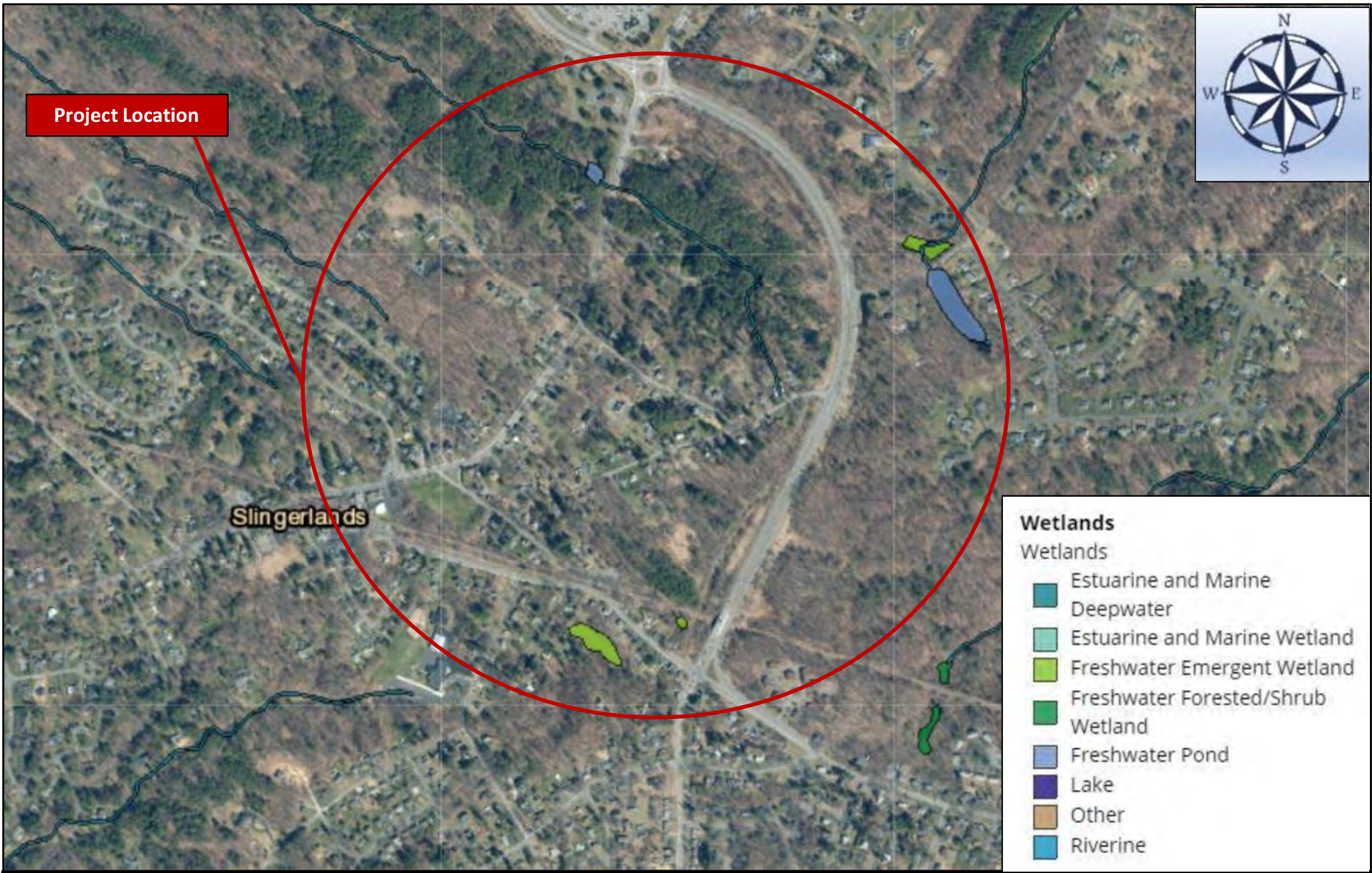
Layers and Legend

- ★ Unique Geological Features
- Waterbody Classifications for Rivers/Streams
- Waterbody Classifications for Lakes
- State Regulated Freshwater Wetlands
- State Regulated Wetland Checkzone
- Significant Natural Communities
- Natural Communities Near This Location
- Rare Plants or Animals (Endangered or Threatened Bats)



NYSDEC Environmental Resource Mapper
Cherry Avenue and Cherry Avenue Extension
Town of Bethlehem
Albany County

NOT TO SCALE



Project Location

Slingerlands

Wetlands

Wetlands

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



USFWS NWI Mapper
Cherry Avenue and Cherry Avenue Extension
Town of Bethlehem
Albany County

NOT TO SCALE





Project Location

36001C0188D
eff. 3/16/2015

Town of
Bethlehem
361540

Flood Hazard Zones

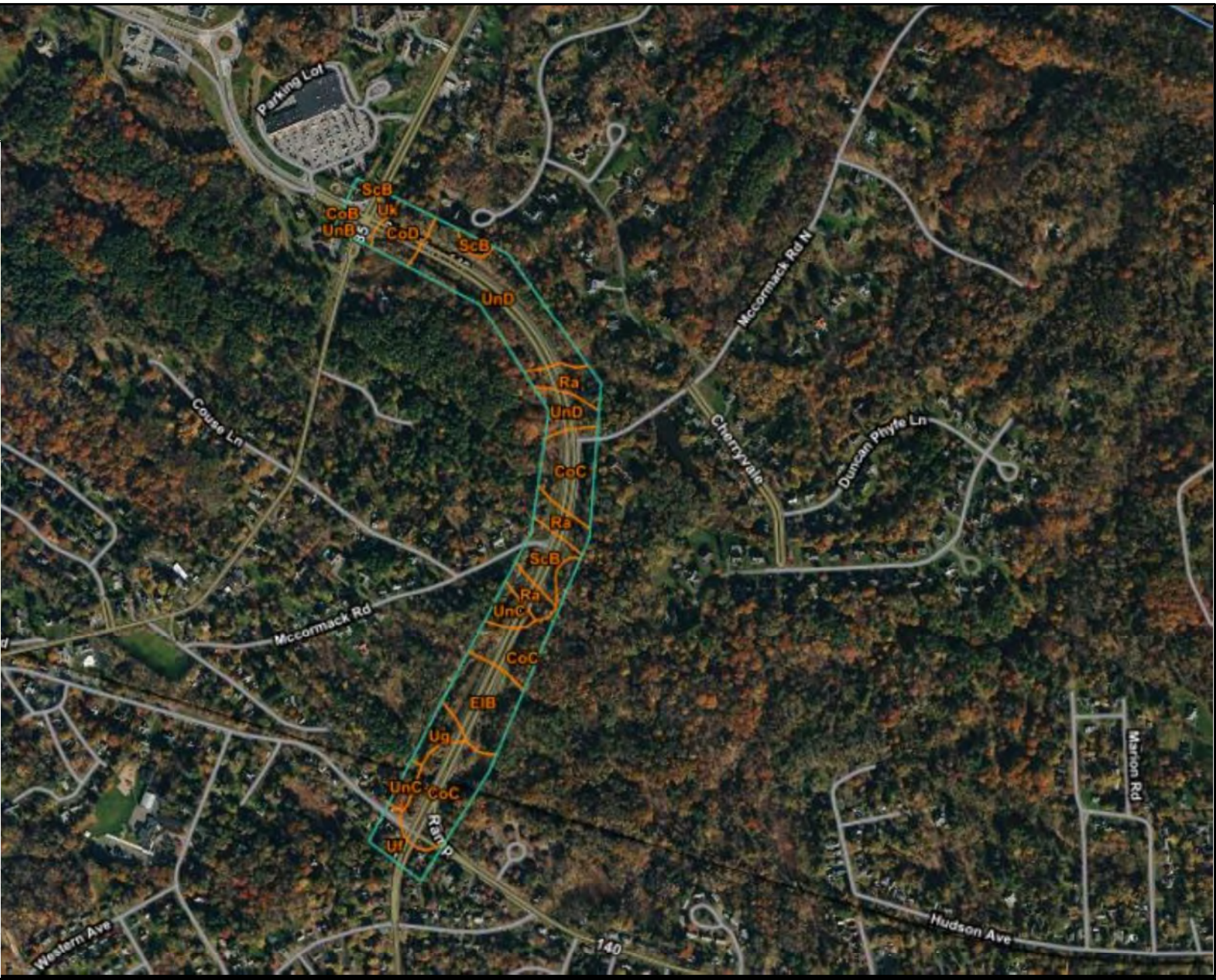
-  1% Annual Chance Flood Hazard
-  Regulatory Floodway
-  Special Floodway
-  Area of Undetermined Flood Hazard
-  0.2% Annual Chance Flood Hazard
-  Future Conditions 1% Annual Chance Flood Hazard
-  Area with Reduced Risk Due to Levee
-  Area with Risk Due to Levee



FEMA Floodplains Mapper
Cherry Avenue and Cherry Avenue Extension
Town of Bethlehem
Albany County

NOT TO SCALE

Albany County, New York (NY001)			
Albany County, New York (NY001)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
CoB	Colonie loamy fine sand, 3 to 8 percent slopes	1.9	4.2%
CoC	Colonie loamy fine sand, rolling	13.1	28.8%
CoD	Colonie loamy fine sand, hilly	2.3	5.0%
EIB	Elmridge fine sandy loam, 3 to 8 percent slopes	4.6	10.2%
Ra	Raynham very fine sandy loam	4.4	9.7%
ScB	Scio silt loam, 3 to 8 percent slopes	2.8	6.1%
Uf	Udipsamments-Urban land complex	2.0	4.4%
Ug	Udorthents, loamy	1.3	2.8%
Uk	Udorthents, loamy-Urban land complex	0.2	0.5%
UnB	Unadilla silt loam, 3 to 8 percent slopes	0.0	0.0%
UnC	Unadilla silt loam, 8 to 15 percent slopes	1.9	4.1%
UnD	Unadilla silt loam, 15 to 25 percent slopes	10.9	24.1%
Totals for Area of Interest		45.3	100.0%



USDA Soils Map
 Cherry Avenue and Cherry Avenue Extension
 Town of Bethlehem
 Albany County

NOT TO SCALE



United States Department of the Interior



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

In Reply Refer To:

06/11/2024 13:32:02 UTC

Project Code: 2024-0009722

Project Name: Cherry Ave Multi-use Path

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

To Whom It May Concern:

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

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

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

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

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

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

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

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

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

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

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

PROJECT SUMMARY

Project Code: 2024-0009722

Project Name: Cherry Ave Multi-use Path

Project Type: Recreation - New Construction

Project Description: The project involves the construction of a multi-use path for pedestrians and cyclists along Cherry Ave in the town of Bethlehem, NY.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.6318707,-73.85115457527604,14z>



Counties: Albany County, New York

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

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

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

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

MAMMALS

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

INSECTS

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

CRITICAL HABITATS

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

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

IPAC USER CONTACT INFORMATION

Agency: Bethlehem town
Name: Melanie Osterhout
Address: 800 ROUTE 146 BLDG 200 STE 280
City: CLIFTON PARK
State: NY
Zip: 12065
Email: mosterhout@ospaengineering.com
Phone: 5186369956



United States Department of the Interior



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

In Reply Refer To:
Project code: 2024-0009722
Project Name: Cherry Ave Multi-use Path

December 06, 2023

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

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated December 06, 2023 to verify that the **Cherry Ave Multi-use Path** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*).** Consultation with the Service pursuant to section 7(a)(2) of the ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

This "may affect - not likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project.

Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative with a request for review, and as the agency deems appropriate, submit for concurrence verification through the IPaC system. The lead Federal action agency or designated

non-federal representative should log into IPaC using their agency email account and click "Search by record locator". They will need to enter the record locator **730-135531662**.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service. If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

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

- Monarch Butterfly *Danaus plexippus* Candidate
-

PROJECT DESCRIPTION

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

NAME

Cherry Ave Multi-use Path

DESCRIPTION

The project involves the construction of a multi-use path for pedestrians and cyclists along Cherry Ave in the town of Bethlehem, NY.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.6318078,-73.85117470805889,14z>



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

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

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

Automatically answered

No

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

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

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

15. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

16. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

17. Are *all* trees that are being removed clearly demarcated?

Yes

18. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

19. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

20. Does the project include slash pile burning?

No

21. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

22. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

23. Will the project involve the use of **temporary** lighting *during* the active season?

No

24. Will the project install new or replace existing **permanent** lighting?

No

25. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

26. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

27. Will the project raise the road profile **above the tree canopy**?

No

28. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

29. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

30. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

31. Tree Removal AMM 1

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

32. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

33. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.3

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

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

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

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

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

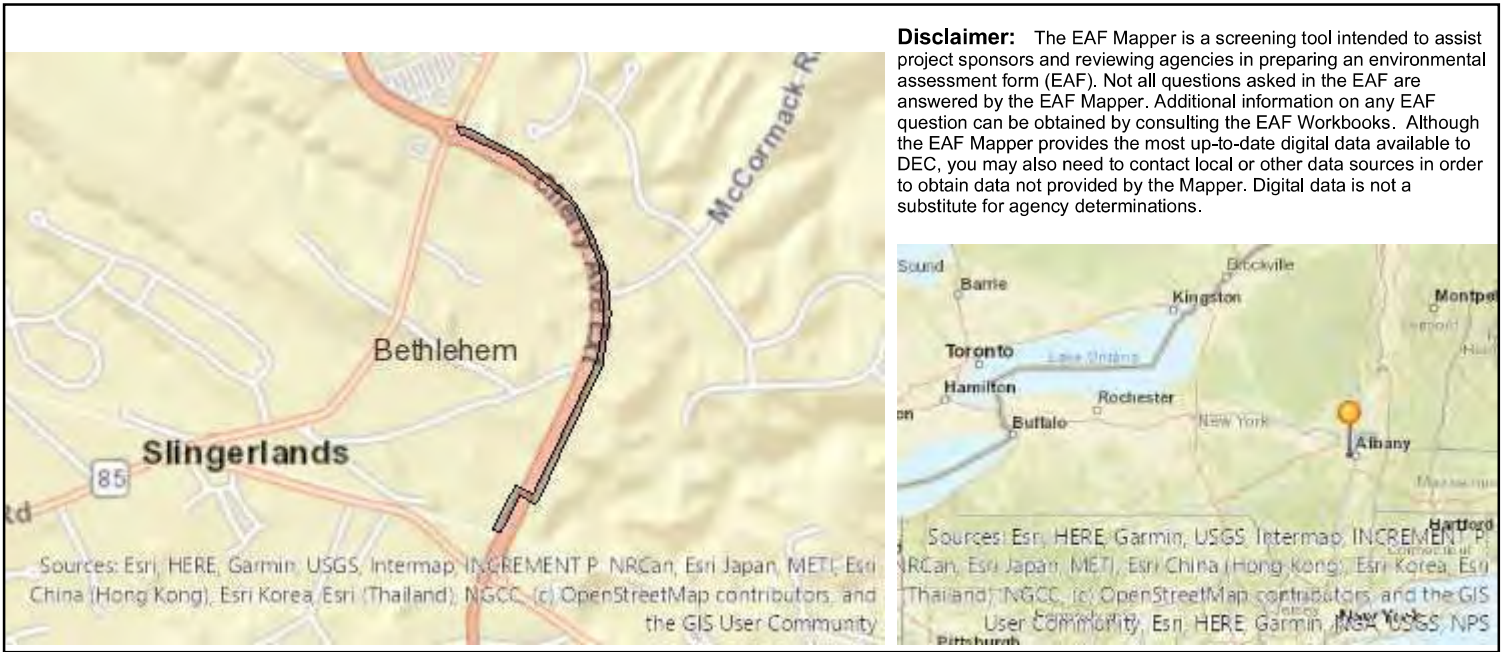
Agency: Bethlehem town
Name: Melanie Osterhout
Address: 800 ROUTE 146 BLDG 200 STE 280
City: CLIFTON PARK
State: NY
Zip: 12065
Email: mosterhout@ospaengineering.com
Phone: 5186369956

Species Conclusions Table

Project Name: Cherry Ave Multi-use Trail

Date: June 2024

Species Name	Potential Habitat Present?	Species Present?	Critical Habitat Present?	ESA / Eagle Act Determination (REQUIRED) (e.g. no effect, may affect but not likely to adversely affect, likely to adversely affect, no take, may affect but 4(d) rule).	Notes / Documentation Summary (include full rationale in your report)
Northern Long-Eared Bat (<i>Myotis Septentrionalis</i>)	Yes	Unknown	No	May affect, but not likely to adversely affect.	All work will take place within 100 feet of an existing roadway. Any tree clearing will be limited to between November 1st and March 31st.
Northern Long-Eared Bat (<i>Myotis Septentrionalis</i>)	Yes	Unknown	No	May affect, but not likely to adversely affect.	All work will take place within 100 feet of an existing roadway. Any tree clearing will be limited to between November 1st and March 31st.



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas: Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer
E.2.n. [Natural Communities]	No

E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	, Slingerlands Historic District, Slingerlands, Albert, Farmhouse
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

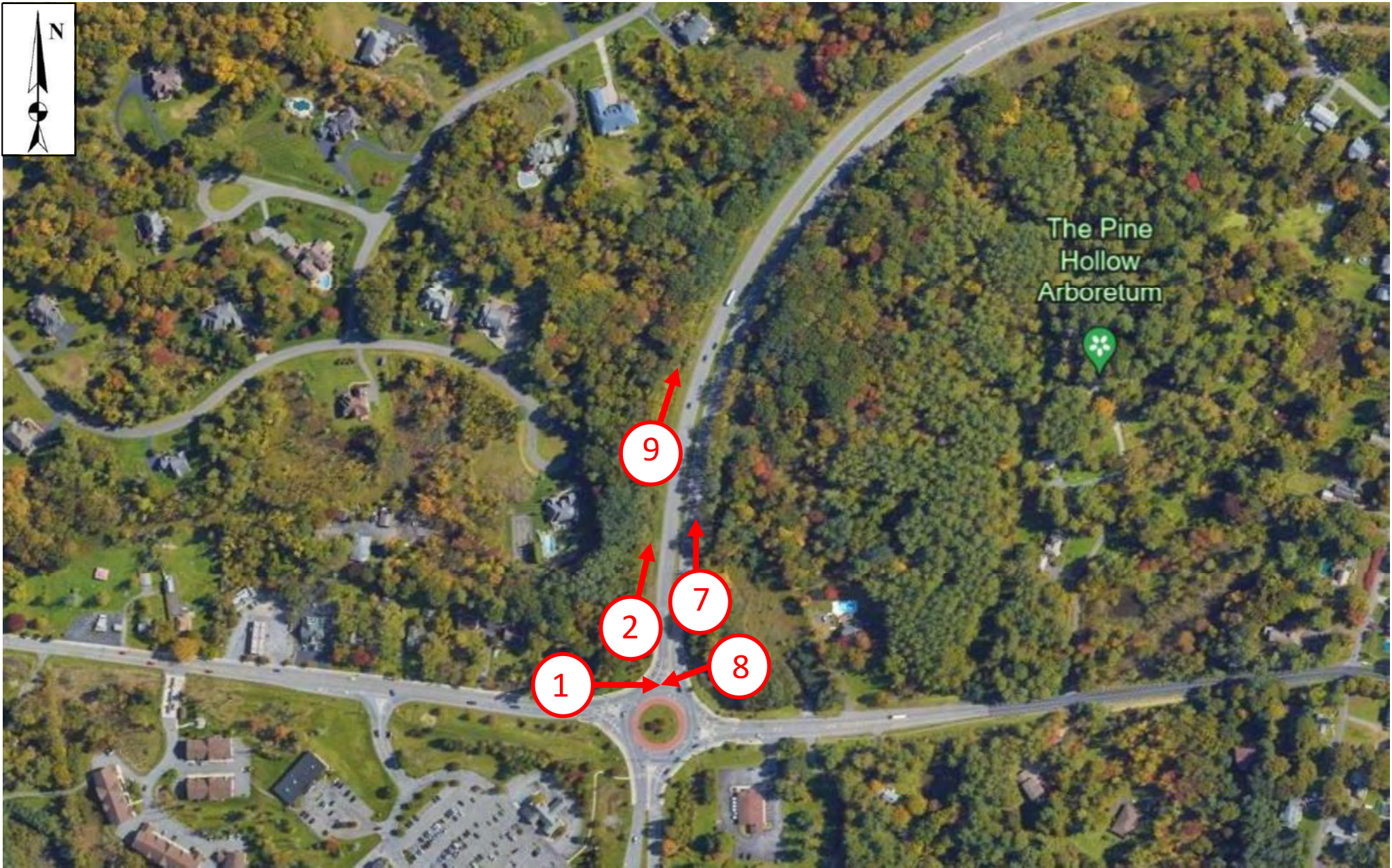


Photo Location Map (1)
Cherry Avenue Multi Use Path
Town of Bethlehem
Albany County

NOT TO SCALE

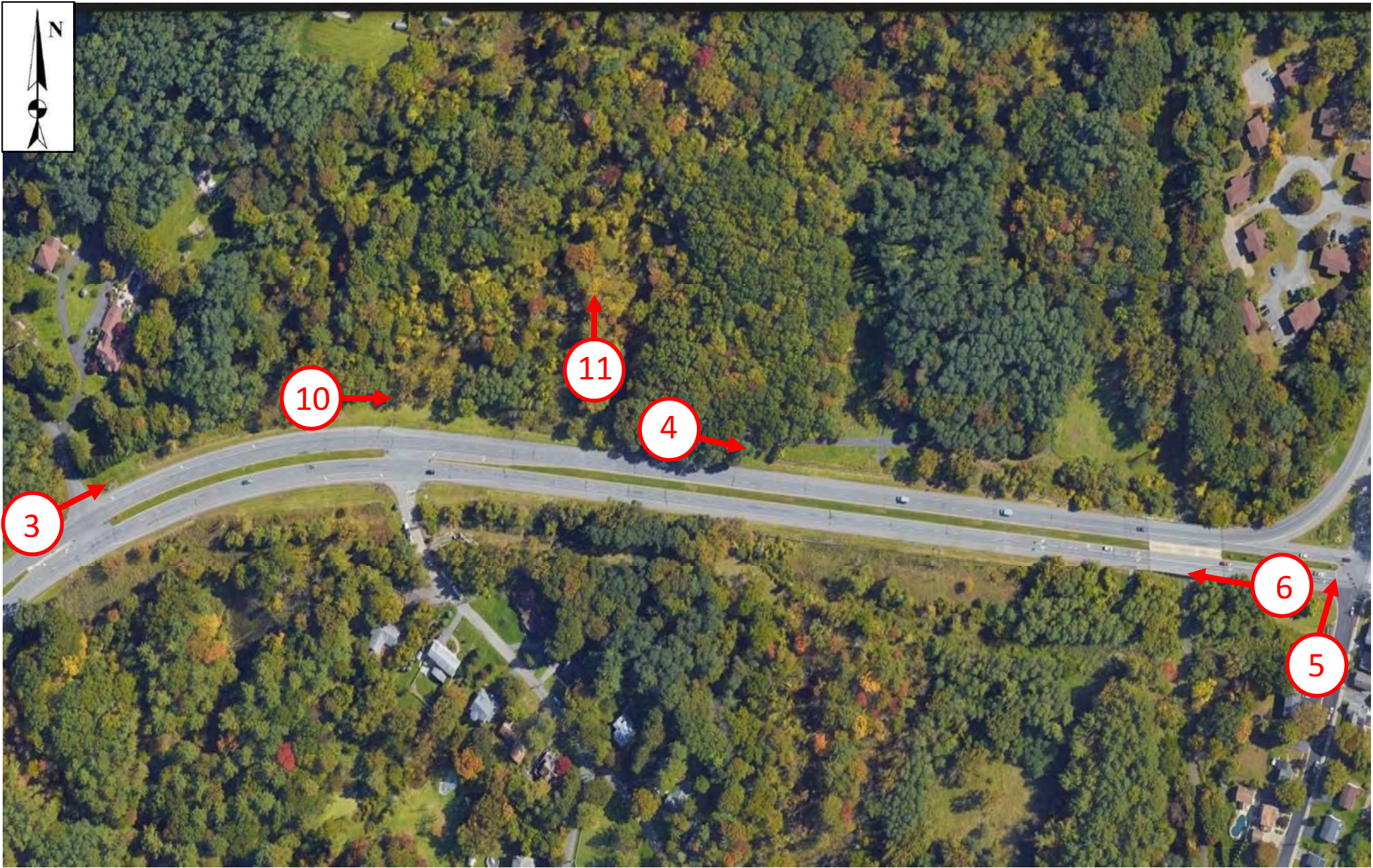
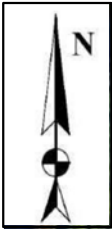


Photo Location Map (2)
Cherry Avenue Multi Use Path
Town of Bethlehem
Albany County

NOT TO SCALE

Cherry Avenue Multi Use Path
Site Photographs



Photo 1: Looking southeast through the traffic circle of Cherry Ave and New Scotland Road.



Photo 2: Looking east on Cherry Avenue.

Cherry Avenue Multi Use Path
Site Photographs



Photo 3: Looking south on Cherry Avenue and the intersection of McCormack Road.



Photo 4: View looking southwest on Cherry Avenue.

Cherry Avenue Multi Use Path
Site Photographs



Photo 5: View looking east of Cherry Avenue intersection with Kenwood Avenue.



Photo 6: View looking northeast on Cherry Avenue.

Cherry Avenue Multi Use Path
Site Photographs



Photo 7: View looking east on Cherry Avenue.



Photo 8: Looking north at the traffic circle.

Cherry Avenue Multi Use Path
Site Photographs



Photo 9: View of side of the road vegetation looking east on Cherry Avenue.



Photo 10: View of side of the road wetland looking east on Cherry Avenue.



Photo 11. View of wetland along side of Cherry Avenue looking east.



Northern Long-Eared Bat

Myotis septentrionalis

The northern long-eared bat has been proposed to be federally listed as an endangered species under the Endangered Species Act. Endangered species are animals and plants that are in danger of becoming extinct. Identifying, protecting, and restoring endangered and threatened species are primary objectives of the U.S. Fish and Wildlife Service's endangered species program.

What is the northern long-eared bat?

Appearance: The northern long-eared bat is a medium-sized bat about 3 to 3.7 inches but with a wingspan of 9 to 10 inches. Its fur color can be medium to dark brown on the back and tawny to pale-brown on the underside. As its name suggests, this bat is distinguished by its long ears, particularly as compared to other bats in its genus, *Myotis*, which are actually bats noted for their small ears (*Myotis* means mouse-eared).

Winter Habitat: Northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents. Specific areas where they hibernate have very high humidity, so much so that droplets of water are often seen on their fur. Within hibernacula, surveyors find them in small crevices or cracks, often with only the nose and ears visible.

Summer Habitat: During summer, northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices of



Photo by Steve Taylor, University of Illinois

This northern long-eared bat, observed during an Illinois mine survey, shows visible symptoms of white-nose syndrome.

both live and dead trees. Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds.

Reproduction: Breeding begins in late summer or early fall when males begin swarming near hibernacula. After copulation, females store sperm during hibernation until spring, when they emerge from their hibernacula, ovulate, and the stored sperm fertilizes an egg. This strategy is called delayed fertilization.

After fertilization, pregnant females migrate to summer areas where they roost in small colonies and give birth to a single pup. Maternity colonies, with young, generally have 30 to 60 bats, although larger maternity colonies have been observed. Most

females within a maternity colony give birth around the same time, which may occur from late May or early June to late July, depending where the colony is located within the species' range. Young bats start flying by 18 to 21 days after birth. Adult northern long-eared bats can live up to 19 years.

Feeding Habits: Northern long-eared bats emerge at dusk to fly through the understory of forested hillsides and ridges feeding on moths, flies, leafhoppers, caddisflies, and beetles, which they catch while in flight using echolocation. This bat also feeds by gleaning motionless insects from vegetation and water surfaces.

Range: The range of the northern long-eared bat includes much of the eastern and north central United States, and all Canadian provinces from the Atlantic Ocean west to the southern Yukon Territory and

eastern British Columbia. Within the United States, this area includes the following 39 States: Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming.

Why is the northern long-eared bat in danger of extinction?

White-nose Syndrome: No other threat is as severe and immediate as the disease, white-nose syndrome. If this disease had not emerged, it is unlikely the northern long-eared population would be declining so dramatically. Since symptoms were first observed in New York in 2006, white-nose syndrome has spread rapidly from the Northeast to the Midwest and Southeast; an area that includes the core of the northern long-eared bat's range where it was most common before this disease. Numbers have declined by 99 percent in the Northeast. Although there is uncertainty about the rate that white-nose syndrome will spread within the species' range, it is expected to spread throughout the United States.

Other Sources of Mortality:

Although significant population declines have not been observed due to the sources of mortality listed below, they may now be important factors affecting this bat's ability to persist while experiencing dramatic declines caused by white-nose syndrome.

Impacts to Hibernacula: Gates or other structures to exclude people from caves and mines restrict bat flight and movement and change airflow and internal cave and mine

microclimates. A few degrees change can make a cave unsuitable for hibernating bats. Also, cave-dwelling bats are vulnerable to human disturbance while hibernating. Bats use up their energy stores when aroused and may not survive the winter or females may not successfully give birth or rear young.

Loss or Degradation of Summer

Habitat: Highway and commercial development, surface mining, and wind facility construction permanently remove habitat and are prevalent in many areas of this bat's range. Timber harvest and forest management can remove or alter (improving or degrading) summer roosting and foraging habitat.

Wind Farm Operation: Wind turbines kill bats, including northern long-eared bats, although only a small number have been documented to date. However, there are many wind projects within a large portion of the bat's range and many more are planned.

What Is Being Done to Prevent Extinction of the Northern Long-Eared Bat?

Disease Management: Actions have been taken to slow the spread of white-nose syndrome through human transmission of the fungus into caves (e.g. cave and mine closures and advisories; national decontamination protocols). A national plan was prepared by the Service and other state and federal agencies that details actions needed to investigate and manage white-nose syndrome. Many state and federal agencies, universities and non-governmental organizations are researching this disease to try to control its spread and address its affect.

Addressing Wind Turbine

Mortality: The Service and others are working to minimize bat mortality from wind turbines on several fronts. We fund and conduct research to determine why bats are susceptible

to turbines, how to operate turbines to minimize mortality and where important bat migration routes are located. The Service, state natural resource agencies, and wind energy industry are developing a Midwest Wind Energy Multi-Species Habitat Conservation Plan that will provide wind farms a mechanism to continue operating legally while minimizing and mitigating listed bat mortality.

Listing: We are proposing to list the northern long-eared bat as an endangered species under the federal Endangered Species Act. Listing affords a species the protections of the Act and increases the priority of the species for funds, grants, and recovery opportunities.

Hibernacula Protection: Many agencies and organizations have protected caves and mines that are important hibernacula for cave-dwelling bats.

What Can I Do?

Do Not Disturb Hibernating Bats: Comply with all cave and mine closures, advisories, and regulations. In areas without a cave and mine closure policy, follow approved decontamination protocols (see whitenosesyndrome.org/topics/decontamination). Under no circumstances should clothing, footwear, or equipment that was used in a white-nose syndrome affected state or region be used in unaffected states or regions.

Leave Dead and Dying Trees

Standing: Where possible and not a safety hazard, leave dead or dying trees on your property. Northern long-eared bats and many other animals use these trees.

Install a Bat Box: Dead and dying trees are usually not left standing, so trees suitable for roosting may be in short supply and bat boxes can provide additional roost sites.

WETLAND DELINEATION REPORT

**CHERRY AVENUE MULTI USE PATH
PIN: 1726.46
TOWN OF BETHELEM
ALBANY COUNTY, NEW YORK**



December 2023



Prepared For:
**Town of Bethlehem
445 Delaware Avenue
Delmar, NY 12054**



Prepared By:

**OSPA Engineering Services, PC
800 Route 146, Bldg. 200, Suite 280
Clifton Park, NY 12065**

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	EXISTING CONDITIONS	1
2.1	Topography.....	1
2.2	Soils.....	1
2.3	Hydrology.....	2
2.4	Vegetative Communities	3
2.5	Wetland Mapping	3
3.0	METHODOLOGY AND RESULTS.....	3
4.0	WETLAND AND WATERWAY IMPACTS	4

LIST OF APPENDICES

APPENDIX A:	PROJECT DATABASE MAPPING
APPENDIX B:	PRELIMINARY WETLAND DELINEATION WITH DATA POINTS
APPENDIX C:	WETLAND DETERMINATION DATA FORMS

1.0 INTRODUCTION

This wetland delineation report was prepared for an approximately 0.9-mile project corridor located along Cherry Avenue between Kenwood Avenue and New Scotland Road, Albany County, New York. This report was prepared for the Town of Bethlehem. The "Site Location Map", in Appendix A – Project Database Mapping, illustrates the site location.

2.0 EXISTING CONDITIONS

2.1 Topography

Surface water on the project corridor drains west towards the Normans Kill. The project corridor is comprised of a mixture of open areas with herbaceous cover, wetland areas, and a paved roadway. Forested areas are located adjacent to the project corridor, in addition to a shopping center, and residential developments. A review of the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM), United State Department of Agriculture (USDA) Soil Survey Map, the United States Fish and Wildlife Service (USFWS) and the United States Geological Survey (USGS) topographic mapping indicates streams are adjacent to the project corridor. The National Wetlands Inventory (NWI) map identifies one freshwater pond and one freshwater emergent wetland adjacent to the project location. The NWI mapping also identified one riverine habitat which flows adjacent to the south side of the project area. State and Federal background mapping has been included in Appendix A.

2.2 Soils

The following is a description of the soil found on this site. The Soil Survey Mapping with the approximate property boundaries is included in Appendix A.

Colonie Loamy fine sand, 3 to 8% Slopes (CoB): This series consists of well drained soils, formed in sandy glaciofluvial or eolian deposits.

Colonie Loamy fine sand, rolling (CoC): This series consists of somewhat excessively drained soils, formed in sandy glaciofluvial or eolian deposits.

Colonie Loamy fine sand, hilly (CoD): This series consists of somewhat excessively drained soils, formed in sandy glaciofluvial or eolian deposits.

Elmridge fine sandy loam, 3 to 8 percent slopes (EIB): This series consists of moderately well drained soils, formed in loamy over clayey glaciolacustrine or marine deposits.

Raynham very fine sandy loam (Ra): This series consists of poorly drained soils, formed in glaciolacustrine, eolian, or old alluvial deposits, comprised mainly of silt and very fine sand.

Scio silt loam, 3 to 8 percent slopes (ScB): This series consists of moderately well drained soils, formed in glaciolacustrine deposits, eolian deposits, or old alluvium, comprised mainly of silt and very fine sand.

Udipsamments-Urban land complex (Uf): This series consists of somewhat excessively drained soils, formed in 50% udipsamments and similar soils, 30% urban land, and 20% other minor components.

Udorthents, loamy (Ug): This series consists of moderately well drained soils, formed in 90% udorthents, loamy, and similar soils, and 10% other minor components.

Udorthents, loamy-urban land complex (Uk): This series consists of well drained soils, formed in 40% udorthents, loamt, and similar soils, 30% urban land, and 30% other minor components.

Unadilla silt loam, 3 and 8 percent slopes (UnB): This series consists of well drained soils, formed in glaciolacustrine deposits, eolian deposits, or old alluvium, comprised mainly of silt and very fine sand.

Unadilla silt loam, 8 to 15 percent slopes (UnC): This series consists of well drained soils, formed in glaciolacustrine deposits, eolian deposits, or old alluvium, comprised mainly of silt and very fine sand.

Unadilla silt loam, 15 and 25 percent slopes (UnD): This series consists of well drained soils, formed in glaciolacustrine deposits, eolian deposits, or old alluvium, comprised mainly of silt and very fine sand.

2.3 Hydrology

Surface water generally drains in a western direction by way of sheet flow which enters a series of tributaries to the Normans Kill, then the Normans Kill (NYSDEC Class B), and eventually outlets to the Hudson River (NYSDEC Class B). The best usage for Class/Standard "B" waters are for primary and secondary contact recreation and fishing. The water quality shall be suitable for fish propagation and survival.

Flood Emergency Management Act (FEMA) floodplain map (36001CO188D, 2015) was reviewed for the project corridor, and it was determined that the project corridor is not located in any flood hazard zones.

A review of the National Resources Conservation Service (NRCS) Wetland Determination Climate Data (WETS Table) for Albany County indicates that the 30-year average annual rainfall is 42.23 inches per year (Albany Airport).

2.4 Vegetative Communities

Wetland plant communities follow the Cowardin system as identified in the "Classification of Wetlands and Deepwater Habitats of the United States" as utilized by the United States Fish and Wildlife Services (USFWS) National Wetland Inventory (NWI) mapping.

The vegetative communities within the current road corridor are generally comprised of forested and herbaceous cover. Forested and shrub vegetation cover are located on the uplands adjacent to the project area and wetland areas that are within the project area. The areas with broad-leaved deciduous cover included Red Maple (*Acer rubrum*), American Beech (*Fagus grandifolia*), White ash (*Fraxinus americana*), and Willow (*Salix alba*). In the wetland areas the covers consist mainly of Spongy Horsetail (*Equisetum arvense*), Rushes (*Juncus spp.*), Cinnamon Fern (*Osmundastrum cinnamomeum*), Sensitive Fern (*Onoclea sensibilis*), and Sedge (*Carex comosa*). The remaining area is paved road, residential developments, and the maintained right-of-way.

2.5 Wetland Mapping

The NYSDEC environmental mapper identifies the approximate locations of the wetlands, streams, and other environmental features on or near the project (Appendix A).

According to the NYSDEC, there are no state-regulated wetlands and no state-regulated streams within the project corridor. The NWI mapping for the project corridor, located in Appendix A, identified a Freshwater Pond Vegetative Community (PUBHh), and a Freshwater Emergent Wetland (PEM1Eh) adjacent to the project location. The NWI mapping also identified one Riverine Habitat (R4SBC) which flows to the south of the project corridor.

3.0 METHODOLOGY AND RESULTS

The wetland delineation for the area of investigation was conducted on October 27th, 2023. The delineation was performed using the three-parameter approach described in the United States Army Corps of Engineers' (USACE) Wetland Delineation Manual and the Northcentral and Northeast Regional Supplement.

Data was collected within the wetlands and uplands at representative points to document the existing vegetation, soils, and hydrology.

Using a soil auger, soil samples were taken approximately 12 inches below the ground surface to characterize soils. Soil colors were documented using a Munsell Soil Color Chart. Hydrology was assessed by evaluating for inundation, saturation, and other site conditions.

Vegetation found at the sampling locations was identified in terms of the dominant species in the tree, shrub/sapling, herbaceous, and vine layers. The indicator status of the dominant plant species was determined using the "The National Wetland Plant List - Northcentral and Northeast Region 1" (Lichvar, R.W., 2016).

Following the establishment of the wetland boundary in the field, the boundary was collected by hand-held GPS and plotted on the field sketch. This wetland delineation mapping is included within Appendix B (“Preliminary Wetland Delineation with Data Points”) and includes the location of representative data points. The information collected at these data point locations is included in this report as Appendix C – Wetland Determination Data Forms.

The field efforts identified several emergent wetlands. These wetland boundaries were flagged as WA (1-5), WB (1-8), WC (1-5), WD (1-30), WE (1-4), WF (1-11), WG (1-24), WH (1-5) WI (1-11), and WJ (1-9) series of flags. Wetlands WB and WC appear to have a connection with an off-site mapped federally regulated Freshwater Emergent Wetland (PEM1Eh). Wetland WD shares an off-site connection with a tributary of the Norman’s Kill. Wetlands WG, WJ, and WI share an off-site connection with an unnamed tributary of the Norman’s Kill. Wetland WH shares an off-site surface connection to a state-mapped stream. Wetland WF shares an off-site surface connection with a federally and state regulated mapped Riverine Habitat (R4SBC). Wetland WA and Wetland WE both are surrounded by uplands.

4.0 WETLAND AND WATERWAY IMPACTS

While the site is currently in preliminary design, impacts to regulated wetlands and/or waterbodies will be minimized for those activities which are necessary for the proposed improvements. The adjacent NWI mapped wetlands are regulated by the USACE (due to their direct surface connection to other regulated waters of the United States). Additionally, the USACE is also anticipated to consider wetlands WB, WC, WD, WG, WJ, WH, WI, and WF jurisdictional. Wetlands WA and WE do not share a connection with any adjacent wetlands and therefore are considered non-jurisdictional.

While the site is currently in preliminary design, impacts to regulated wetlands and/or waterbodies will be minimized for those activities which are necessary for the proposed improvements. If disturbance is proposed within the regulated wetlands or streams, a USACE Section 404 Nationwide Permit will be required based on the anticipated impacts (less than 0.5 acres). In addition, a NYSDEC Article 15 permit will be required if disturbance is proposed below the Ordinary High Water (OHW) of the regulated streams and a Section 401 Water Quality Certification will be required if impacts to the federally regulated wetlands are proposed. Ultimately, the exact permitting pathway and jurisdiction can only be confirmed through coordination with the USACE and the NYSDEC.

References

- U.S. Army Corps of Engineers. 1987. Wetlands Delineation Manual.
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- National Wetland Inventory Map, USFWS.
- USDA Natural Resource Conservation Service. Soil Survey for Albany County, New York.
- USDA Natural Resources Conservation Service. National Cooperative Soil Survey. Official Soil Descriptions from the National Soils Database.
- U.S. Geological Survey. Albany, NY Quadrangles. 1893.
- Federal Emergency Management Agency. Flood Insurance Rate Map. Map Number 36001CO188D,2015
- Lichvar, R.W. 2016. The National Wetland Plant List - Northcentral and Northeast Region
1. U.S. Army Corps of Engineers, Cold Regions Research and Engineering Laboratory.

APPENDIX A
PROJECT DATABASE MAPPING

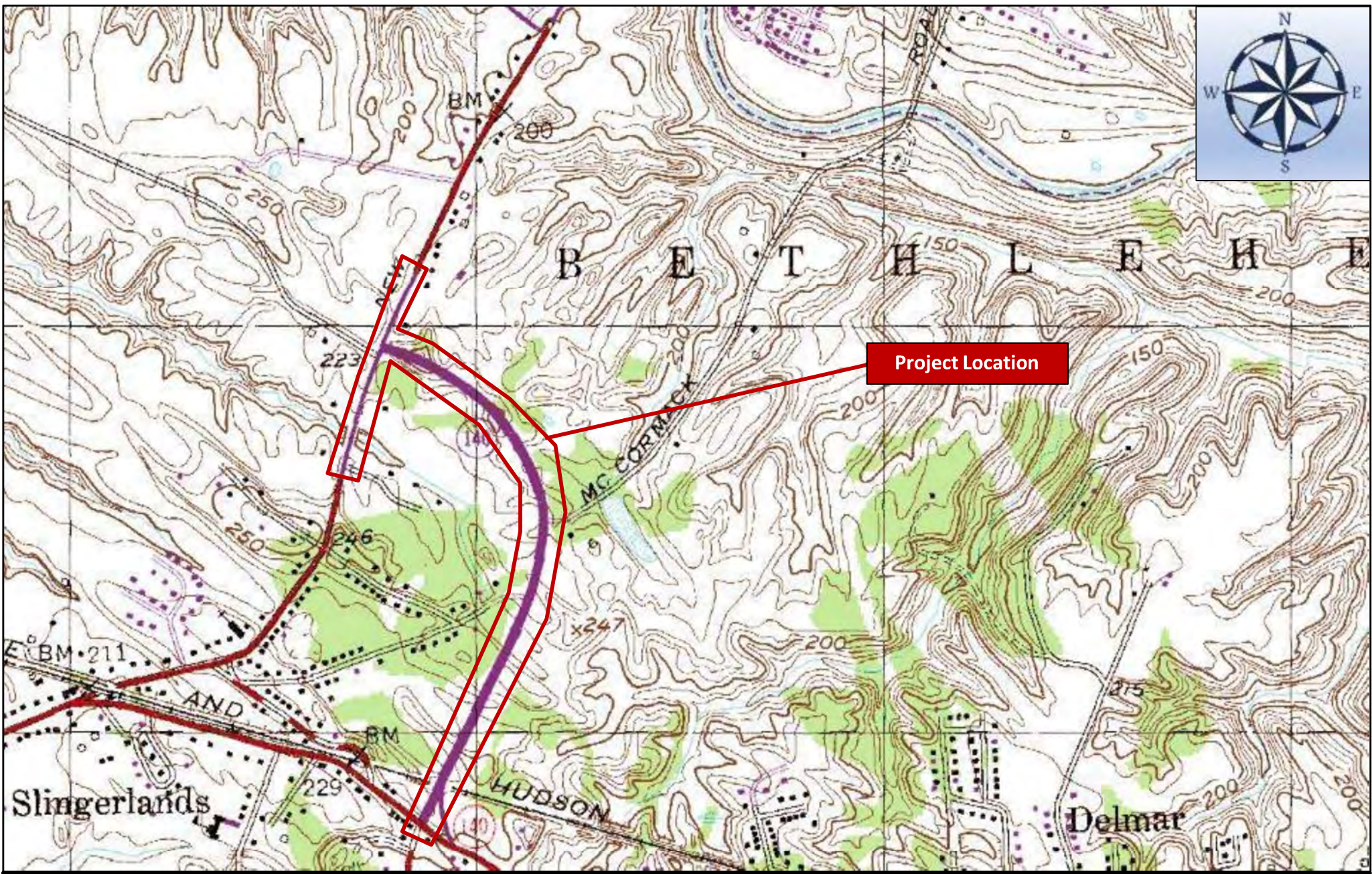


Figure 1 - USGS Topographic Map
Albany Quadrangle
Town of Bethlehem
Albany County
NOT TO SCALE

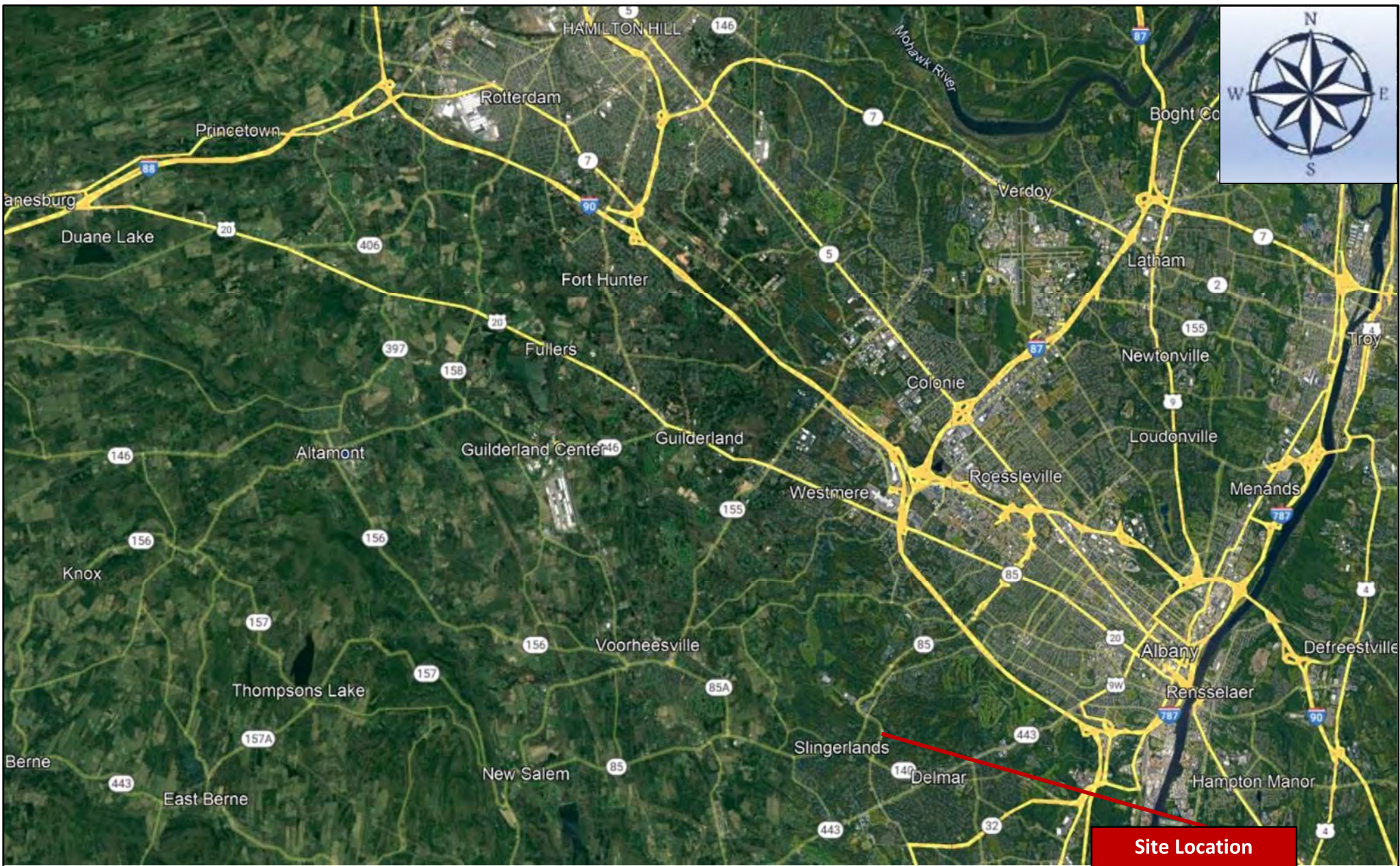


Figure 2 - Google Earth Site Location Map

**Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County**

NOT TO SCALE



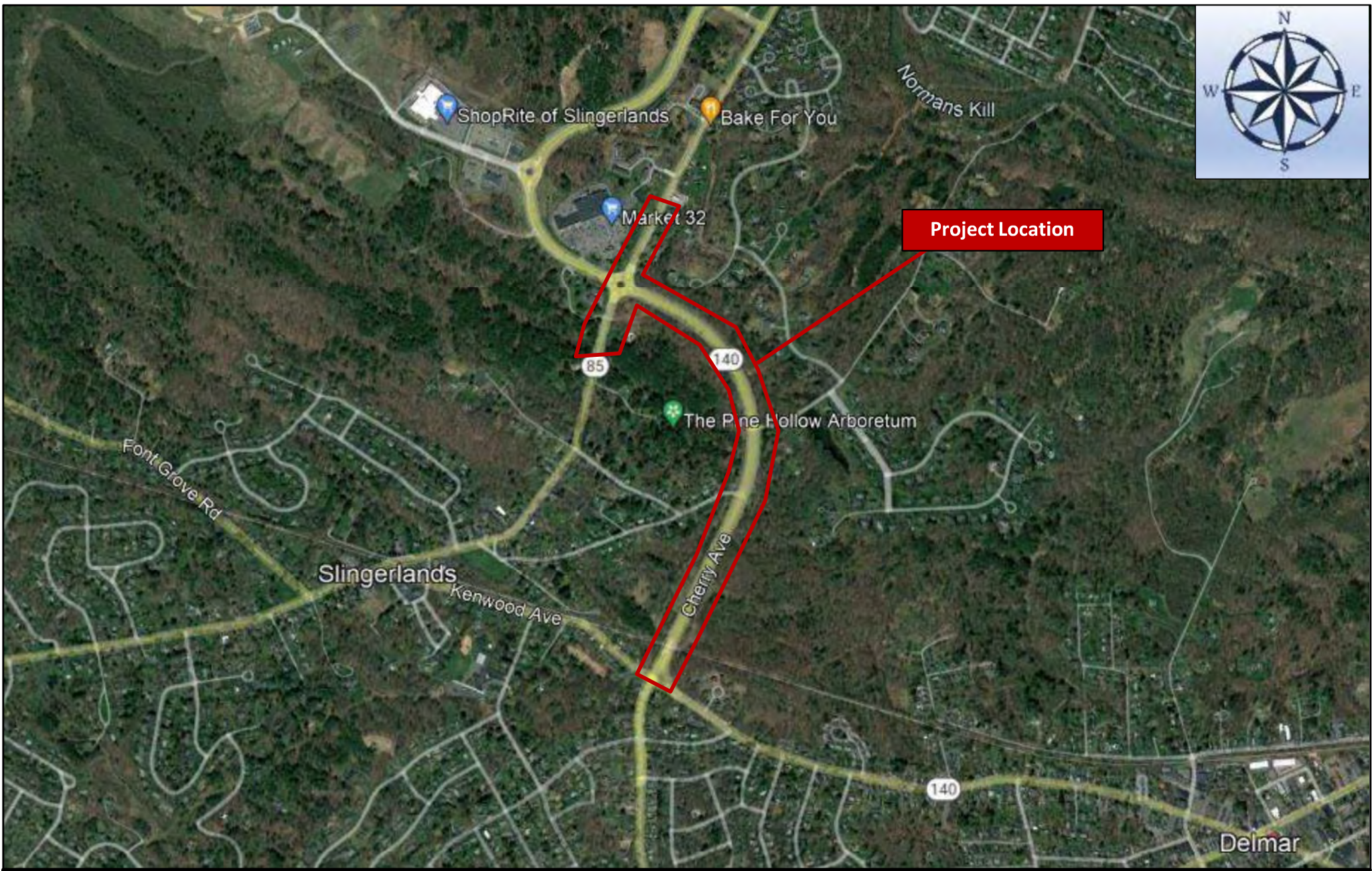
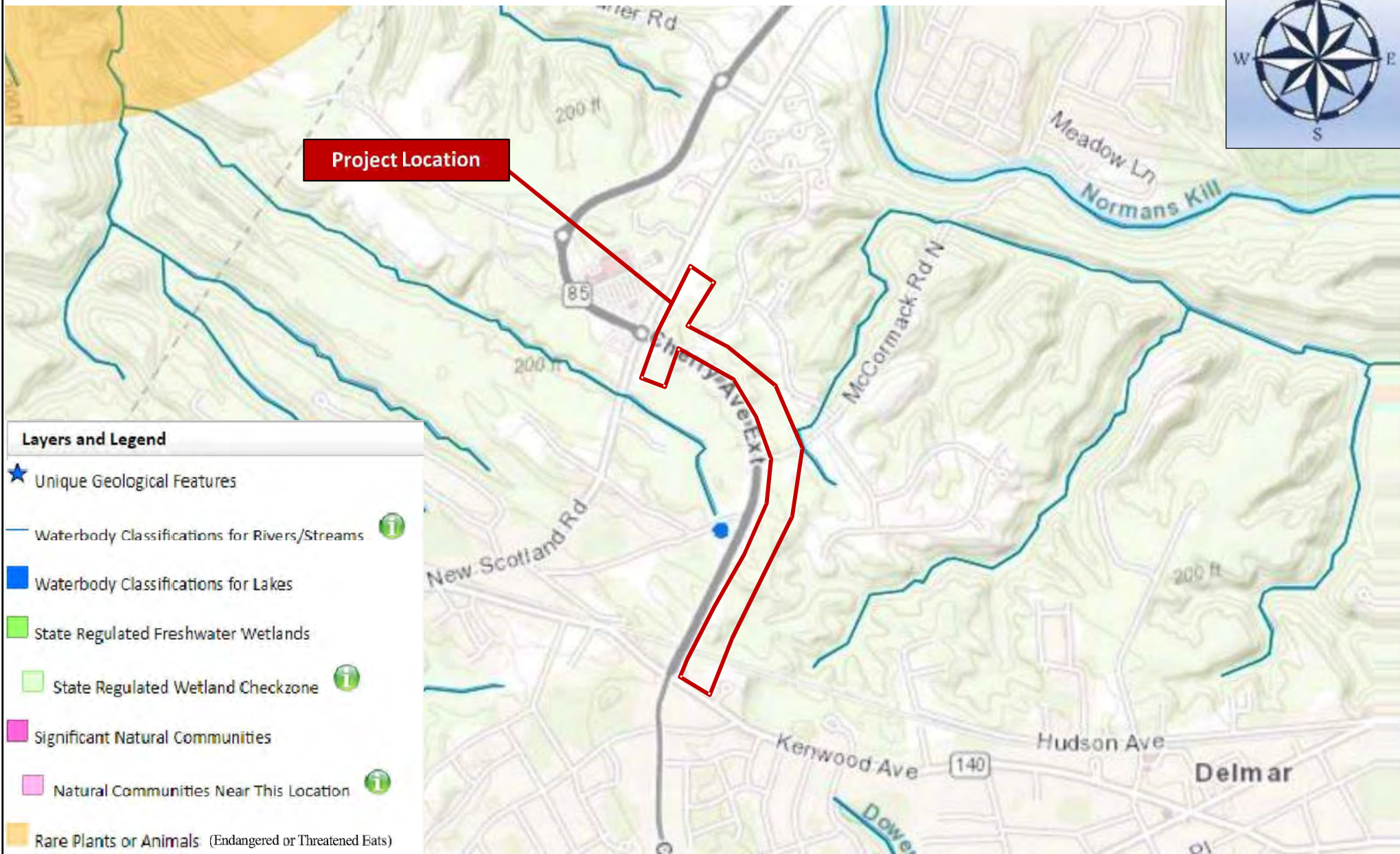
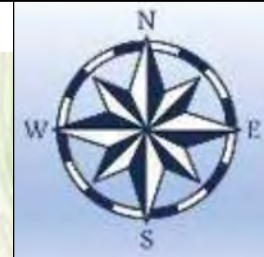


Figure 3 - Google Earth Project Location Map
Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County

NOT TO SCALE



Project Location

Layers and Legend

- ★ Unique Geological Features
- Waterbody Classifications for Rivers/Streams 
- Waterbody Classifications for Lakes
- State Regulated Freshwater Wetlands
- State Regulated Wetland Checkzone 
- Significant Natural Communities
- Natural Communities Near This Location 
- Rare Plants or Animals: (Endangered or Threatened Eats)



NYSDEC Environmental Resource Mapper

Cherry Avenue Multi-use Path

Town of Bethlehem

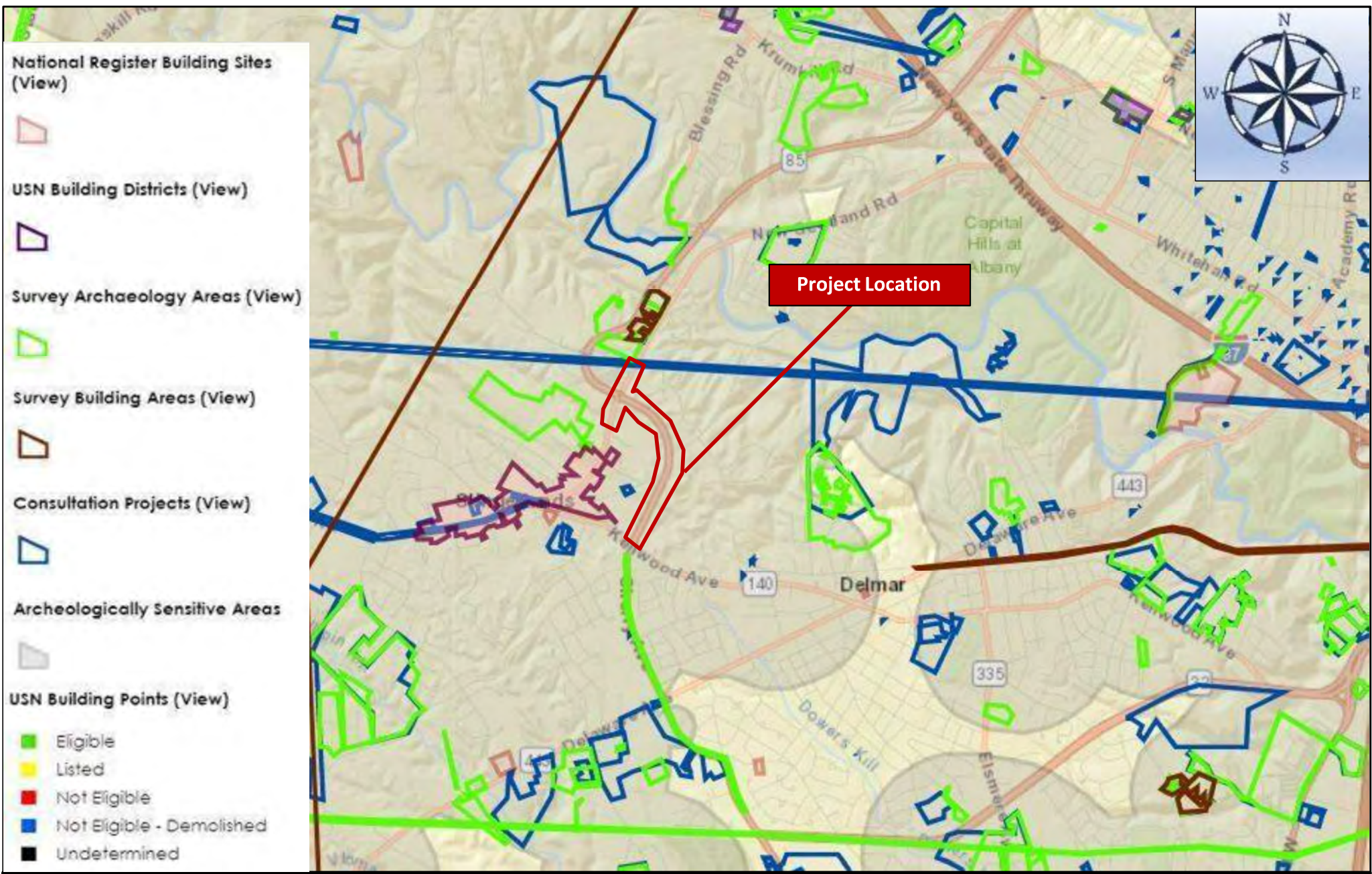
Albany County

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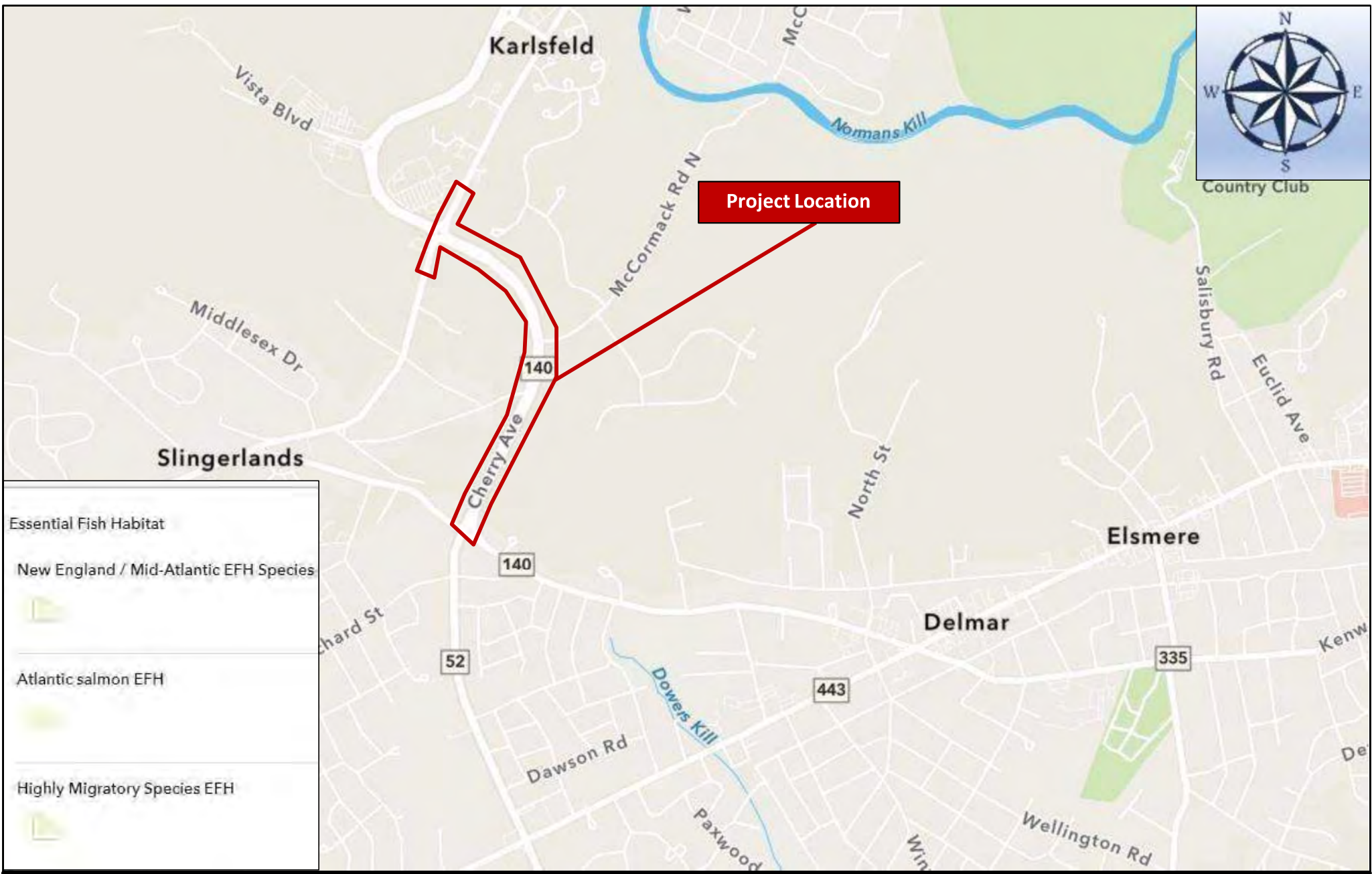
USFWS NWI Mapper
Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County

NOT TO SCALE



NYSHPO CRIS Mapper
Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County

NOT TO SCALE

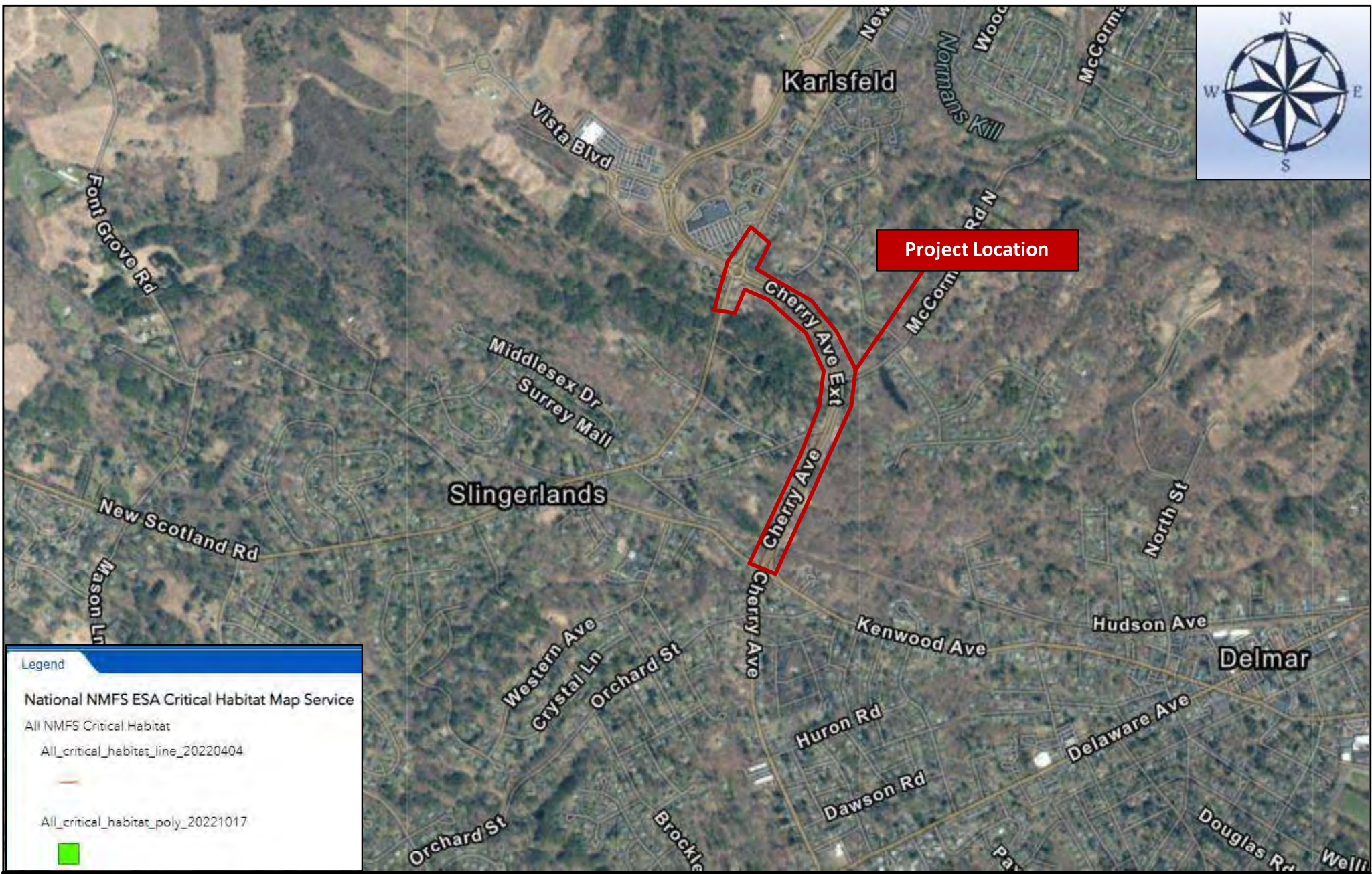


Essential Fish Habitat	
New England / Mid-Atlantic EFH Species	
Atlantic salmon EFH	
Highly Migratory Species EFH	



Essential Fish Habitat Mapper
 Cherry Avenue Multi-use Path
 Town of Bethlehem
 Albany County

NOT TO SCALE



Legend

National NMFS ESA Critical Habitat Map Service

All NMFS Critical Habitat

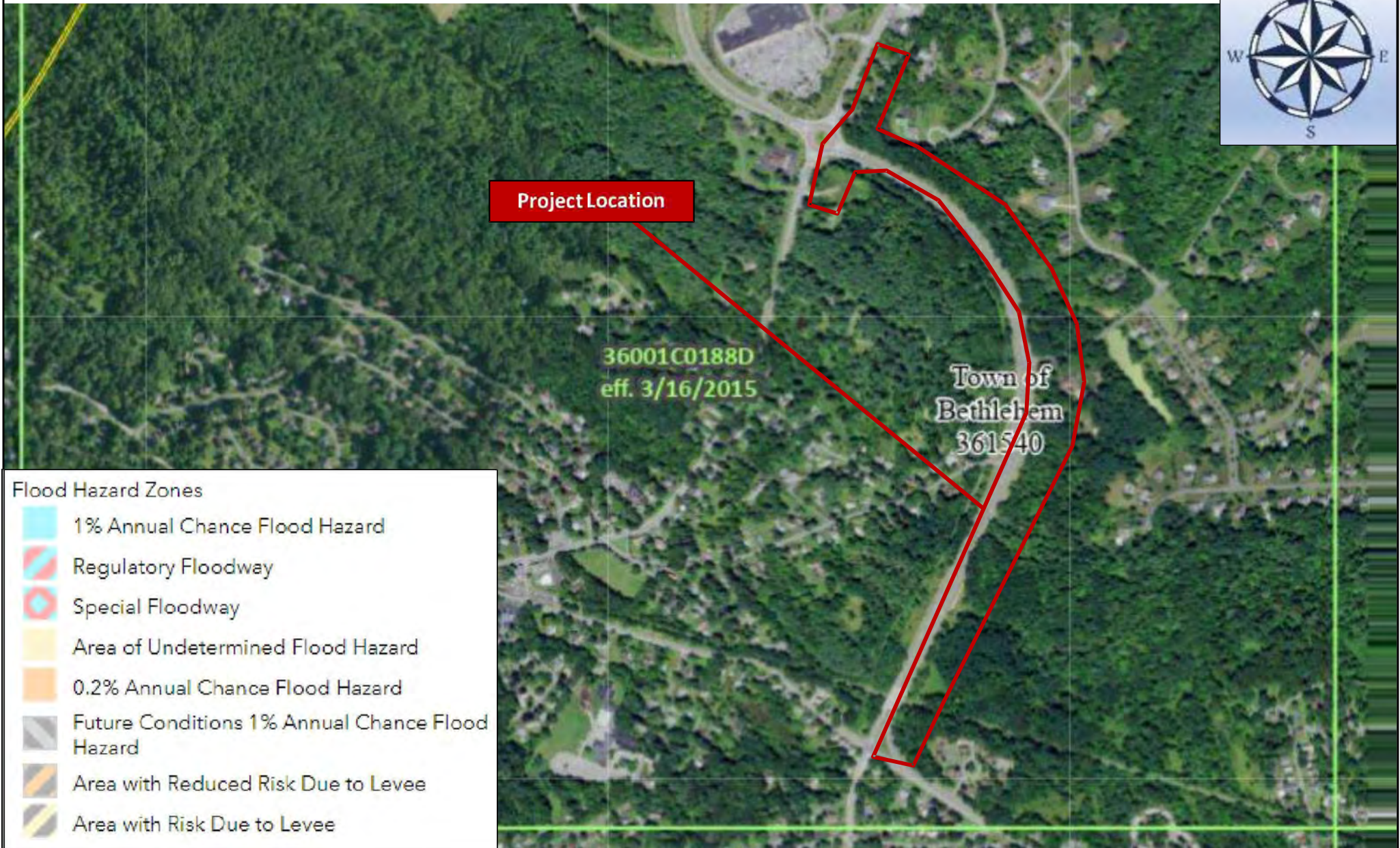
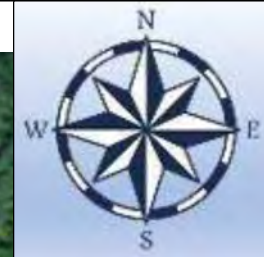
All_critical_habitat_line_20220404

All_critical_habitat_poly_20221017



NOAA Fisheries Critical Habitat Mapper
Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County

NOT TO SCALE



Flood Hazard Zones

-  1% Annual Chance Flood Hazard
-  Regulatory Floodway
-  Special Floodway
-  Area of Undetermined Flood Hazard
-  0.2% Annual Chance Flood Hazard
-  Future Conditions 1% Annual Chance Flood Hazard
-  Area with Reduced Risk Due to Levee
-  Area with Risk Due to Levee



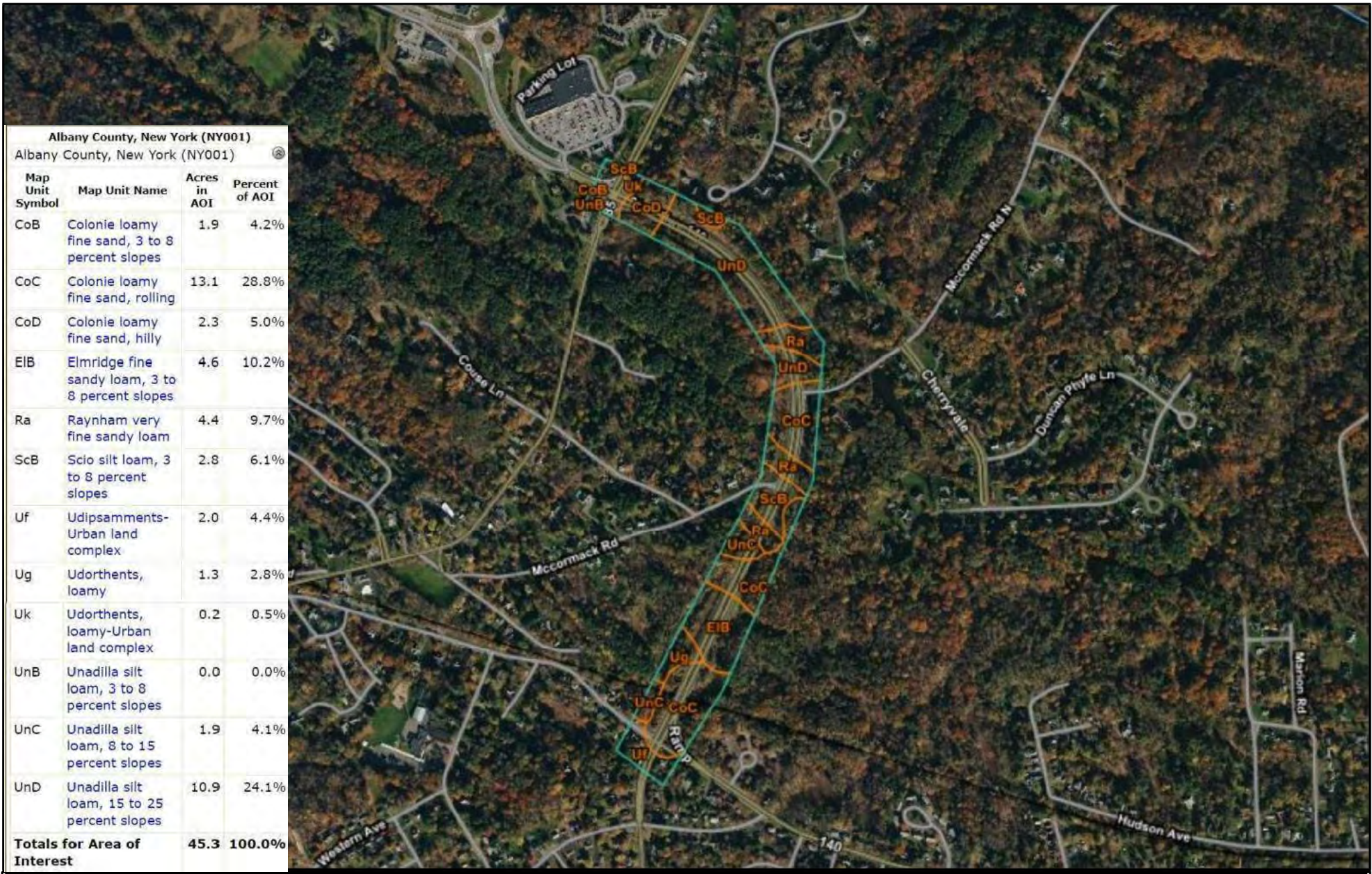
FEMA Floodplains Mapper

Cherry Avenue Multi-use Path

Town of Bethlehem

Albany County

NOT TO SCALE

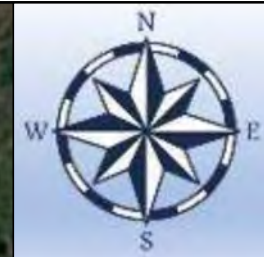


Albany County, New York (NY001)			
Albany County, New York (NY001)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
CoB	Colonie loamy fine sand, 3 to 8 percent slopes	1.9	4.2%
CoC	Colonie loamy fine sand, rolling	13.1	28.8%
CoD	Colonie loamy fine sand, hilly	2.3	5.0%
EIB	Elmridge fine sandy loam, 3 to 8 percent slopes	4.6	10.2%
Ra	Raynham very fine sandy loam	4.4	9.7%
ScB	Scio silt loam, 3 to 8 percent slopes	2.8	6.1%
Uf	Udipsamments-Urban land complex	2.0	4.4%
Ug	Udorthents, loamy	1.3	2.8%
Uk	Udorthents, loamy-Urban land complex	0.2	0.5%
UnB	Unadilla silt loam, 3 to 8 percent slopes	0.0	0.0%
UnC	Unadilla silt loam, 8 to 15 percent slopes	1.9	4.1%
UnD	Unadilla silt loam, 15 to 25 percent slopes	10.9	24.1%
Totals for Area of Interest		45.3	100.0%



USDA Soils Map
 Cherry Avenue Multi-use Path
 Town of Bethlehem
 Albany County

NOT TO SCALE



Project Location

2021-04-28

BREEDING CATEGORY

-  Confirmed
-  Probable
-  Possible
-  Observed



Breeding Bird Atlas Map

Bald Eagles (2020-2023)

Town of Bethlehem

Albany County

NOT TO SCALE



Photo Location Map (1)
Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County

NOT TO SCALE

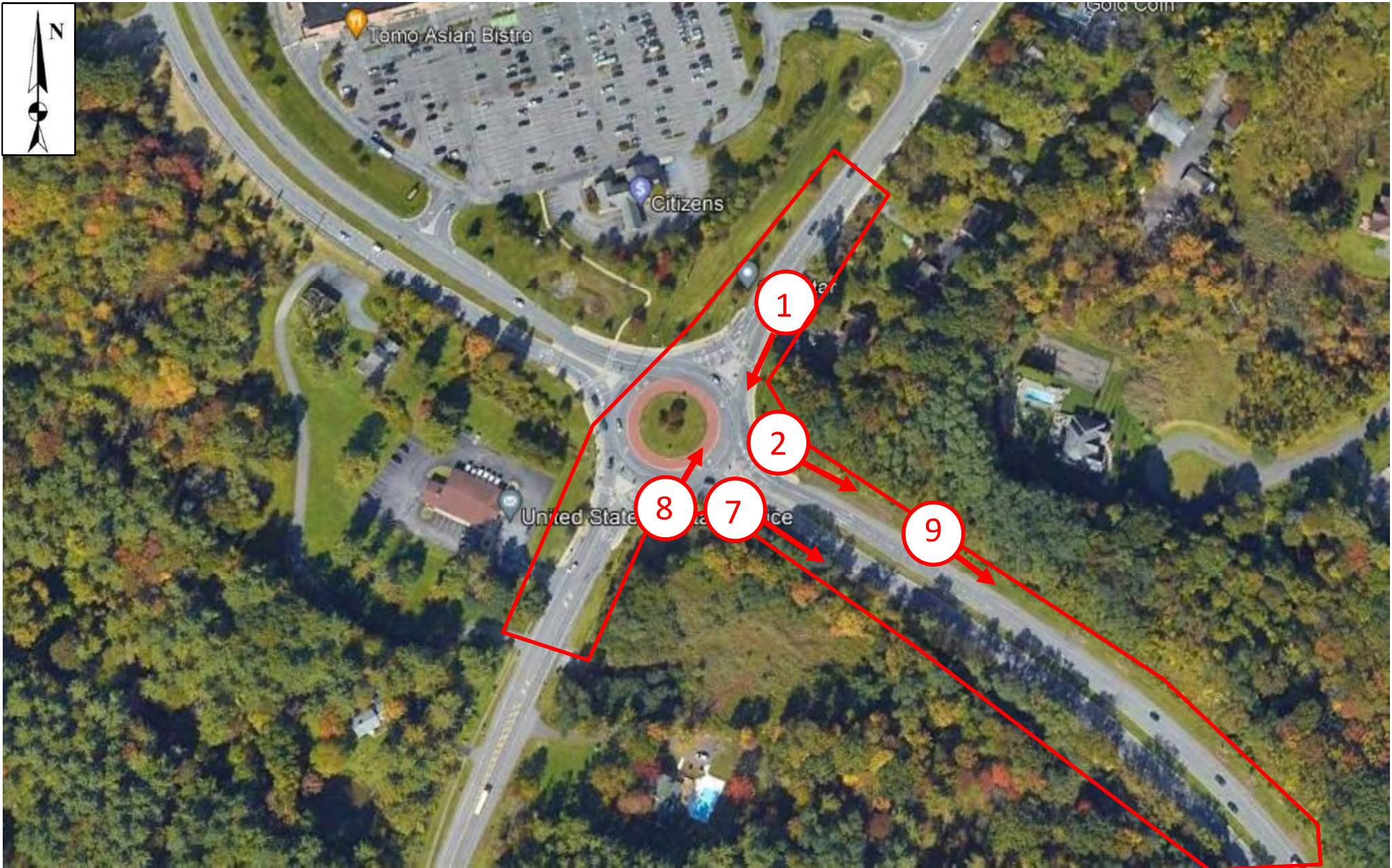


Photo Location Map (2)
Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County

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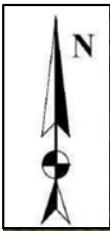


Photo Location Map (3)
Cherry Avenue Multi-use Path
Town of Bethlehem
Albany County

NOT TO SCALE

Cherry Avenue Multi Use Path
Site Photographs



Photo 1: Looking south through the traffic circle of Cherry Avenue and New Scotland Road.



Photo 2: Looking southeast on Cherry Avenue.

Cherry Avenue Multi Use Path
Site Photographs



Photo 3: Looking south on Cherry Avenue and the intersection of McCormack Road.



Photo 4: View looking south on Cherry Avenue.

Cherry Avenue Multi Use Path
Site Photographs



Photo 5: View looking east of Cherry Avenue intersection with Kenwood Avenue.



Photo 6: View looking north on Cherry Avenue.

Cherry Avenue Multi Use Path
Site Photographs



Photo 7: View looking east on Cherry Avenue.



Photo 8: Looking north at the traffic circle.

Cherry Avenue Multi Use Path
Site Photographs



Photo 9: View of side of the road vegetation looking east on Cherry Avenue.



Photo 10: View of side of the road wetland looking south on Cherry Avenue.

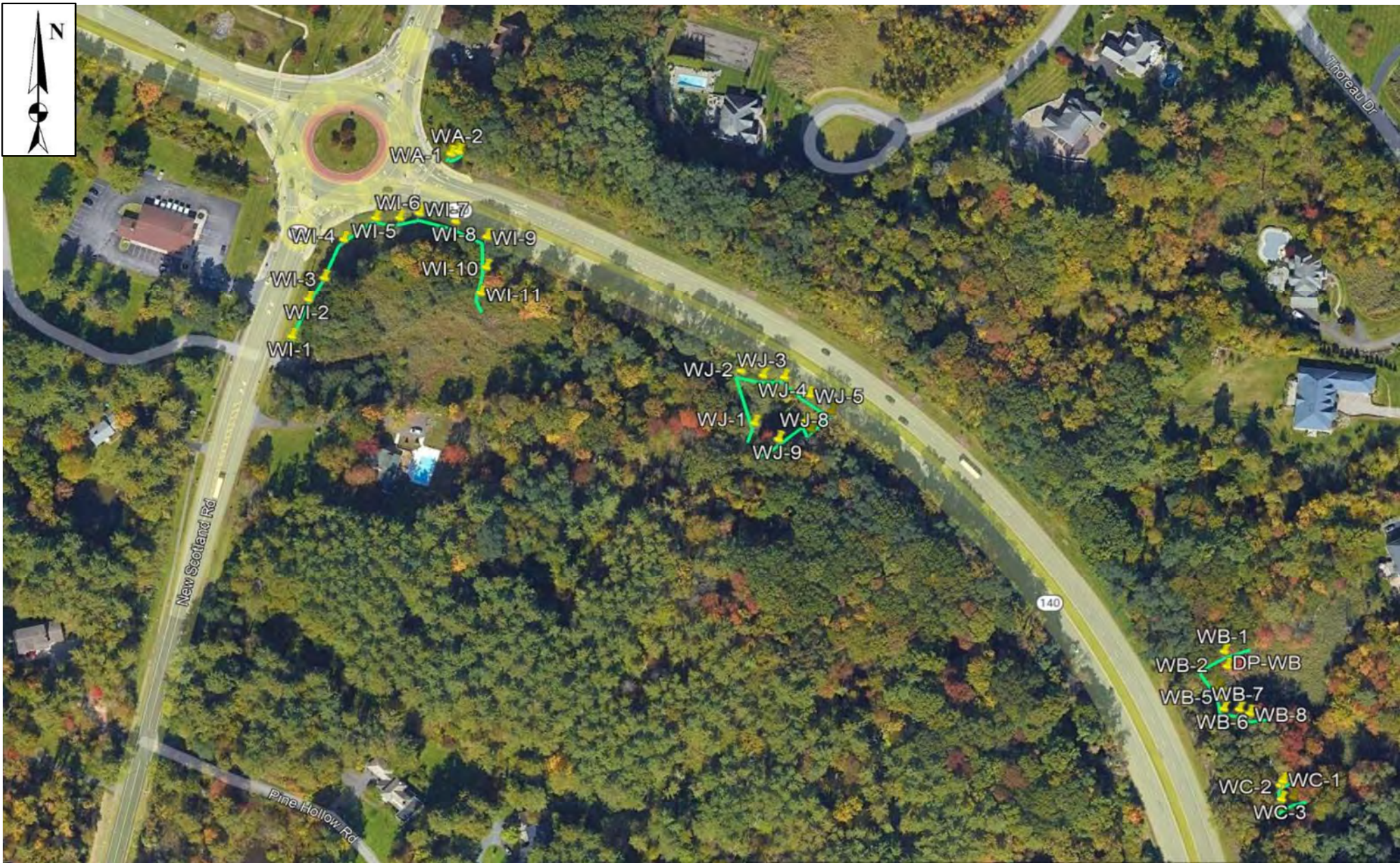
Cherry Avenue Multi Use Path
Site Photographs



Photo 11. View of wetland along side of Cherry Avenue looking east.

APPENDIX B

PRELIMINARY WETLAND DELINEATION WITH DATA POINTS



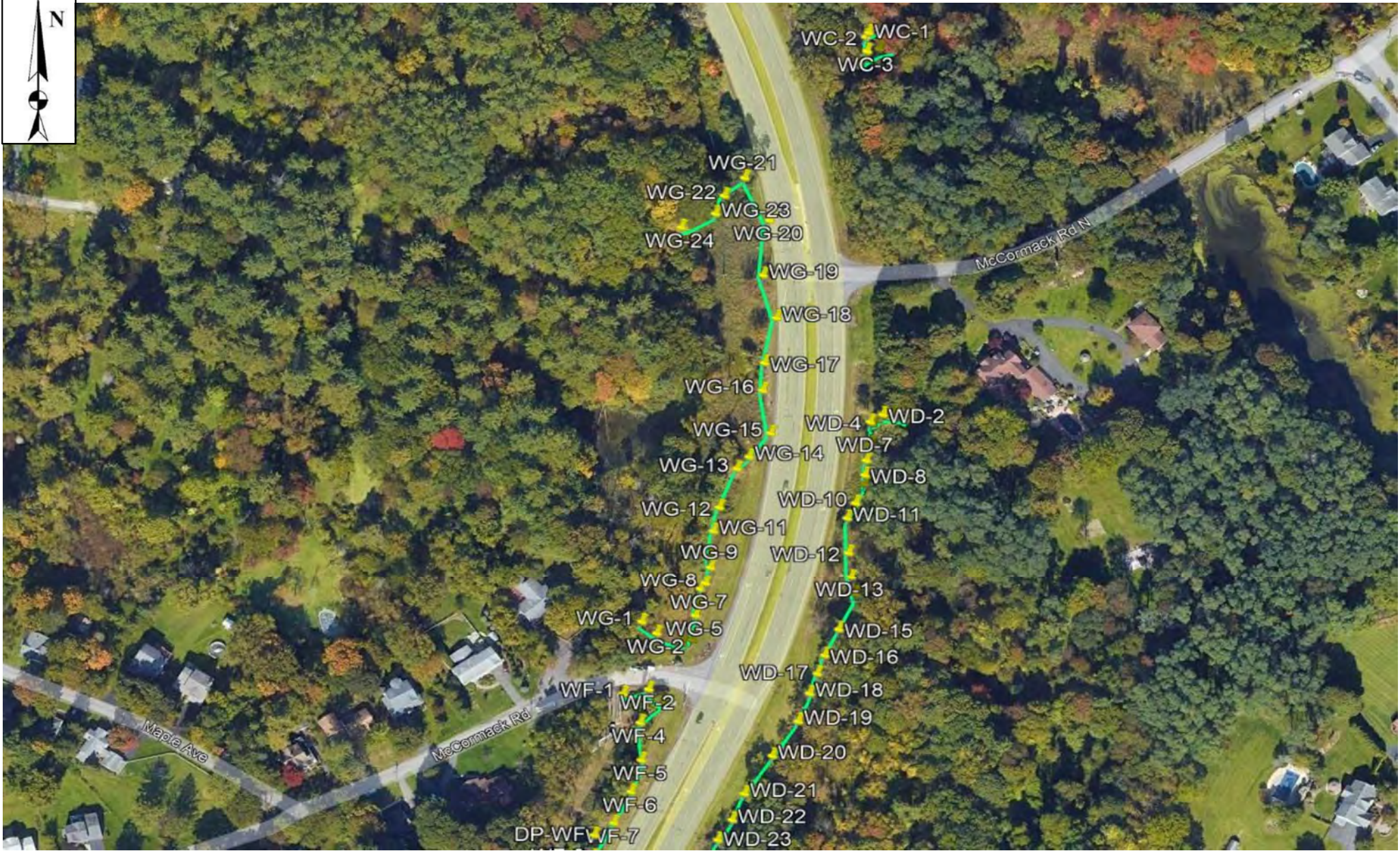
Preliminary Wetland Delineation with Data Points

Cherry Avenue Multi-use Path

Town of Bethlehem

Albany County

NOT TO SCALE



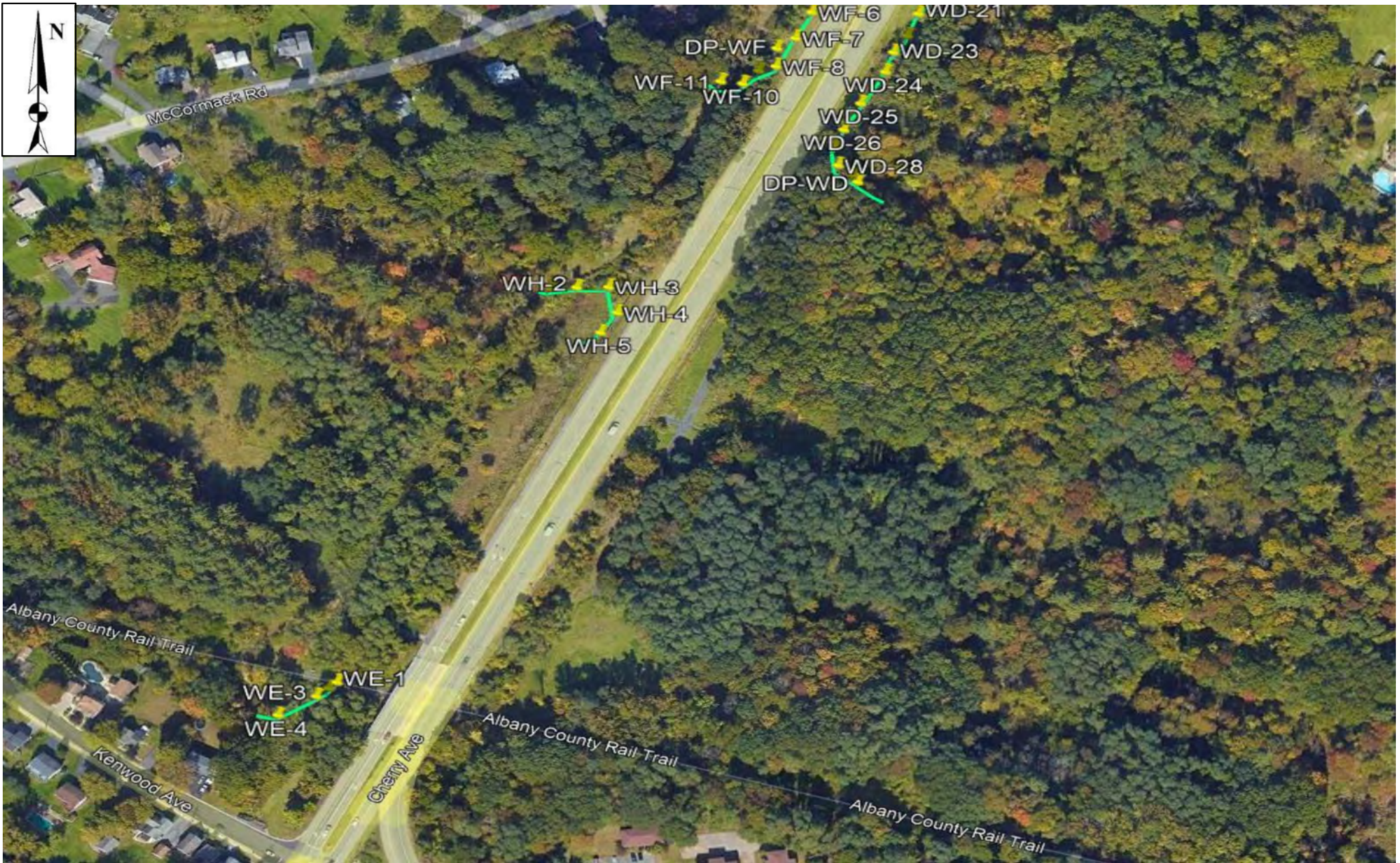
Preliminary Wetland Delineation with Data Points

Cherry Avenue Multi-use Path

Town of Bethlehem

Albany County

NOT TO SCALE



Preliminary Wetland Delineation with Data Points

Cherry Avenue Multi-use Path

Town of Bethlehem

Albany County

NOT TO SCALE

APPENDIX C

WETLAND DETERMINATION DATA FORMS

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Cherry Avenue City/County: Albany County Sampling Date: 10/27/2023
 Applicant/Owner: Town of Bethel State: NY Sampling Point: DP-WB
 Investigator(s): G.Koetzle Section, Township, Range: Town of Bethel
 Landform (hillside, terrace, etc.): Hillside Local relief (concave, convex, none): None Slope (%): 10
 Subregion (LRR or MLRA): LRR R, MLRA 144A Lat: 42.63475 Long: -73.8512 Datum: NAD 83
 Soil Map Unit Name: Unadilla silt loam, 10 to 20 percent slopes NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____ If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Sample point is located in a forested wetland.	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> _____ Surface Water (A1) <input checked="" type="checkbox"/> Water-Stained Leaves (B9) _____ High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) _____ Water Marks (B1) <input checked="" type="checkbox"/> Hydrogen Sulfide Odor (C1) _____ Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) _____ Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) _____ Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input checked="" type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) _____ Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) _____ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Drainage Patterns (B10) <input checked="" type="checkbox"/> Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
--	---

Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>12</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
---	--

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
 Surface water was only present in select areas of the wetland, and was not present in the data point area but soils were saturated.

VEGETATION – Use scientific names of plants.

Sampling Point: DP-WB

	Absolute % Cover	Dominant Species?	Indicator Status																	
Tree Stratum (Plot size: <u>30'x30'</u>)																				
1. <u><i>Acer rubrum</i></u>	<u>30</u>	<u>Yes</u>	<u>FAC</u>	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>7</u> (A) Total Number of Dominant Species Across All Strata: <u>7</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)																
2. <u><i>Salix alba</i></u>	<u>10</u>	<u>Yes</u>	<u>FACW</u>																	
3. _____																				
4. _____																				
5. _____																				
6. _____																				
7. _____																				
	<u>40</u>	=Total Cover		Prevalence Index worksheet: <table style="width:100%; border:none;"> <tr> <td style="text-align:right;">Total % Cover of:</td> <td style="text-align:center;">Multiply by:</td> </tr> <tr> <td>OBL species <u>80</u></td> <td>x 1 = <u>80</u></td> </tr> <tr> <td>FACW species <u>115</u></td> <td>x 2 = <u>230</u></td> </tr> <tr> <td>FAC species <u>45</u></td> <td>x 3 = <u>135</u></td> </tr> <tr> <td>FACU species <u>0</u></td> <td>x 4 = <u>0</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>240</u></td> <td>(A) <u>445</u> (B)</td> </tr> <tr> <td colspan="2" style="text-align:center;">Prevalence Index = B/A = <u>1.85</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>80</u>	x 1 = <u>80</u>	FACW species <u>115</u>	x 2 = <u>230</u>	FAC species <u>45</u>	x 3 = <u>135</u>	FACU species <u>0</u>	x 4 = <u>0</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>240</u>	(A) <u>445</u> (B)	Prevalence Index = B/A = <u>1.85</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>80</u>	x 1 = <u>80</u>																			
FACW species <u>115</u>	x 2 = <u>230</u>																			
FAC species <u>45</u>	x 3 = <u>135</u>																			
FACU species <u>0</u>	x 4 = <u>0</u>																			
UPL species <u>0</u>	x 5 = <u>0</u>																			
Column Totals: <u>240</u>	(A) <u>445</u> (B)																			
Prevalence Index = B/A = <u>1.85</u>																				
Sapling/Shrub Stratum (Plot size: <u>15'x15'</u>)																				
1. <u><i>Phragmites australis</i></u>	<u>75</u>	<u>Yes</u>	<u>FACW</u>																	
2. <u><i>Typha angustifolia</i></u>	<u>60</u>	<u>Yes</u>	<u>OBL</u>																	
3. _____																				
4. _____																				
5. _____																				
6. _____																				
7. _____																				
	<u>135</u>	=Total Cover																		
Herb Stratum (Plot size: <u>5'x5'</u>)																				
1. <u><i>Onoclea sensibilis</i></u>	<u>30</u>	<u>Yes</u>	<u>FACW</u>	Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.																
2. <u><i>Juncus effusus</i></u>	<u>20</u>	<u>Yes</u>	<u>OBL</u>																	
3. <u><i>Equisetum arvense</i></u>	<u>15</u>	<u>Yes</u>	<u>FAC</u>																	
4. _____																				
5. _____																				
6. _____																				
7. _____																				
8. _____																				
9. _____																				
10. _____																				
11. _____																				
12. _____																				
	<u>65</u>	=Total Cover																		
Woody Vine Stratum (Plot size: _____)																				
1. _____				Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height.																
2. _____																				
3. _____																				
4. _____																				
				Hydrophytic Vegetation Present? Yes <u>X</u> No _____																

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: DP-WB

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-18	7.5YR 2.5/1		7.5YR 3/4					Silt-loam

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:		Indicators for Problematic Hydric Soils³:	
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Polyvalue Below Surface (S8) (LRR R, MLRA 149B)	<input type="checkbox"/> 2 cm Muck (A10) (LRR K, L, MLRA 149B)	
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR R, MLRA 149B)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR K, L, R)	
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> High Chroma Sands (S11) (LRR K, L)	<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)	
<input checked="" type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (LRR K, L)	<input type="checkbox"/> Polyvalue Below Surface (S8) (LRR K, L)	
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR K, L)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR K, L, R)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 149B)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Mesic Spodic (TA6) (MLRA 144A, 145, 149B)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> Red Parent Material (F21)	
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Marl (F10) (LRR K, L)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)	
<input type="checkbox"/> Stripped Matrix (S6)		<input type="checkbox"/> Other (Explain in Remarks)	
<input checked="" type="checkbox"/> Dark Surface (S7)			

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):	Hydric Soil Present?
Type: _____	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Depth (inches): _____	

Remarks:
 This data form is revised from Northcentral and Northeast Regional Supplement Version 2.0 to reflect the NRCS Field Indicators of Hydric Soils version 7.0 March 2013 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Cherry Avenue City/County: Albany County Sampling Date: 10/27/2023
 Applicant/Owner: Town of Bethel State: NY Sampling Point: DP-WD
 Investigator(s): G.Koetzle Section, Township, Range: Town of Bethel
 Landform (hillside, terrace, etc.): Hillside Local relief (concave, convex, none): None Slope (%): 5
 Subregion (LRR or MLRA): LRR R, MLRA 144A Lat: 42.630061 Long: -72.851869 Datum: NAD 83
 Soil Map Unit Name: Colonie loamy fine sand, rolling NWI classification: _____
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes X No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No _____ Hydric Soil Present? Yes <u>X</u> No _____ Wetland Hydrology Present? Yes <u>X</u> No _____	Is the Sampled Area within a Wetland? Yes <u>X</u> No _____ If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Sample point is located in a forested wetland.	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) <input checked="" type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input checked="" type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input checked="" type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes <u>X</u> No _____ Depth (inches): <u>4</u> Water Table Present? Yes _____ No <u>X</u> Depth (inches): <u>0</u> Saturation Present? Yes <u>X</u> No _____ Depth (inches): <u>0</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <u>X</u> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: Surface water is present throughout the entire wetland.	

SOIL

Sampling Point: DP-WD

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-18	5YR 2.5/1		5YR 3/4					Silt-loam

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:		Indicators for Problematic Hydric Soils³:
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Polyvalue Below Surface (S8) (LRR R, MLRA 149B)	<input type="checkbox"/> 2 cm Muck (A10) (LRR K, L, MLRA 149B)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR R, MLRA 149B)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR K, L, R)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> High Chroma Sands (S11) (LRR K, L)	<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
<input checked="" type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (LRR K, L)	<input type="checkbox"/> Polyvalue Below Surface (S8) (LRR K, L)
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR K, L)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR K, L, R)
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 149B)
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	<input type="checkbox"/> Red Parent Material (F21)
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Marl (F10) (LRR K, L)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Stripped Matrix (S6)		<input type="checkbox"/> Other (Explain in Remarks)
<input checked="" type="checkbox"/> Dark Surface (S7)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed): Type: _____ Depth (inches): _____	Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
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Remarks:
 This data form is revised from Northcentral and Northeast Regional Supplement Version 2.0 to reflect the NRCS Field Indicators of Hydric Soils version 7.0 March 2013 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Cherry Avenue City/County: Albany County Sampling Date: 10/27/2023
 Applicant/Owner: Town of Bethel State: NY Sampling Point: DP-WG
 Investigator(s): G.Koetzle Section, Township, Range: Town of Bethel
 Landform (hillside, terrace, etc.): Hillside Local relief (concave, convex, none): None Slope (%): 5
 Subregion (LRR or MLRA): LRR R, MLRA 144A Lat: 42.630733 Long: -73.852317 Datum: NAD 83
 Soil Map Unit Name: Raynham very fine sandy loam NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation , Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____ If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Sample point is located in a forested wetland, with a maintained utilities path going through it.	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input checked="" type="checkbox"/> Surface Water (A1) <input checked="" type="checkbox"/> Water-Stained Leaves (B9) _____ High Water Table (A2) _____ Aquatic Fauna (B13) <input checked="" type="checkbox"/> Saturation (A3) _____ Marl Deposits (B15) _____ Water Marks (B1) _____ Hydrogen Sulfide Odor (C1) _____ Sediment Deposits (B2) _____ Oxidized Rhizospheres on Living Roots (C3) <input checked="" type="checkbox"/> Drift Deposits (B3) _____ Presence of Reduced Iron (C4) _____ Algal Mat or Crust (B4) _____ Recent Iron Reduction in Tilled Soils (C6) _____ Iron Deposits (B5) <input checked="" type="checkbox"/> Thin Muck Surface (C7) _____ Inundation Visible on Aerial Imagery (B7) _____ Other (Explain in Remarks) _____ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> _____ Surface Soil Cracks (B6) _____ Drainage Patterns (B10) _____ Moss Trim Lines (B16) _____ Dry-Season Water Table (C2) _____ Crayfish Burrows (C8) _____ Saturation Visible on Aerial Imagery (C9) _____ Stunted or Stressed Plants (D1) _____ Geomorphic Position (D2) _____ Shallow Aquitard (D3) _____ Microtopographic Relief (D4) _____ FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>2</u> Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>12</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: Surface water is present throughout the entire wetland.	

VEGETATION – Use scientific names of plants.

Sampling Point: DP-WG

	Absolute % Cover	Dominant Species?	Indicator Status																	
Tree Stratum (Plot size: <u>30'x30'</u>)																				
1. <u>Salix alba</u>	60	Yes	FACW	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>6</u> (A) Total Number of Dominant Species Across All Strata: <u>6</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0%</u> (A/B)																
2. <u>Fagus grandifolia</u>	5	No	FACU																	
3. _____																				
4. _____																				
5. _____																				
6. _____																				
7. _____																				
	65	=Total Cover		Prevalence Index worksheet: <table style="width:100%; border:none;"> <tr> <td style="width:50%; text-align:center;">Total % Cover of:</td> <td style="width:50%; text-align:center;">Multiply by:</td> </tr> <tr> <td>OBL species <u>75</u></td> <td>x 1 = <u>75</u></td> </tr> <tr> <td>FACW species <u>160</u></td> <td>x 2 = <u>320</u></td> </tr> <tr> <td>FAC species <u>35</u></td> <td>x 3 = <u>105</u></td> </tr> <tr> <td>FACU species <u>15</u></td> <td>x 4 = <u>60</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>285</u> (A)</td> <td><u>560</u> (B)</td> </tr> <tr> <td colspan="2" style="text-align:center;">Prevalence Index = B/A = <u>1.96</u></td> </tr> </table>	Total % Cover of:	Multiply by:	OBL species <u>75</u>	x 1 = <u>75</u>	FACW species <u>160</u>	x 2 = <u>320</u>	FAC species <u>35</u>	x 3 = <u>105</u>	FACU species <u>15</u>	x 4 = <u>60</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>285</u> (A)	<u>560</u> (B)	Prevalence Index = B/A = <u>1.96</u>	
Total % Cover of:	Multiply by:																			
OBL species <u>75</u>	x 1 = <u>75</u>																			
FACW species <u>160</u>	x 2 = <u>320</u>																			
FAC species <u>35</u>	x 3 = <u>105</u>																			
FACU species <u>15</u>	x 4 = <u>60</u>																			
UPL species <u>0</u>	x 5 = <u>0</u>																			
Column Totals: <u>285</u> (A)	<u>560</u> (B)																			
Prevalence Index = B/A = <u>1.96</u>																				
Sapling/Shrub Stratum (Plot size: <u>15'x15'</u>)																				
1. <u>Phragmites australis</u>	80	Yes	FACW																	
2. <u>Typha angustifolia</u>	40	Yes	OBL																	
3. <u>Dipsacus fullonum</u>	10	No	FACU																	
4. _____																				
5. _____																				
6. _____																				
7. _____																				
	130	=Total Cover																		
Herb Stratum (Plot size: <u>5'x5'</u>)																				
1. <u>Equisetum arvense</u>	30	Yes	FAC	Hydrophytic Vegetation Indicators: <u>1</u> - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> <u>2</u> - Dominance Test is >50% <input checked="" type="checkbox"/> <u>3</u> - Prevalence Index is ≤3.0 ¹ <u>4</u> - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)																
2. <u>Onoclea sensibilis</u>	20	Yes	FACW																	
3. <u>Juncus effusus</u>	20	Yes	OBL																	
4. <u>Carex comosa</u>	15	No	OBL																	
5. <u>Acer rubrum</u>	5	No	FAC																	
6. _____																				
7. _____																				
8. _____																				
9. _____																				
10. _____																				
11. _____																				
12. _____																				
	90	=Total Cover																		
Woody Vine Stratum (Plot size: _____)																				
1. _____				Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height.																
2. _____																				
3. _____																				
4. _____																				
				Hydrophytic Vegetation Present? Yes <u>X</u> No _____																

Remarks: (Include photo numbers here or on a separate sheet.)



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

February 22, 2024

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In Reply Refer To:
HEA-NY

Ms. Susanna Barricklow-Arvin
Environmental Specialist
NYSDOT - Region 1
50 Wolf Road
Albany, NY 12232

Subject: PIN 1762.46 - Endangered Species Act Determination
Cherry Avenue Multi-Use Path
Town of Bethlehem, Albany County

Dear Ms. Barricklow-Arvin:

We have reviewed the documentation received February 5 regarding ESA consultation for the subject project.

Concurrence was sought from the United States Fish and Wildlife Service (USFWS) through the Information for Planning and Consultation (IPaC) website and identified the Northern Long-eared Bat and Monarch Butterfly as threatened, endangered, or candidate species that may be present in the project area. The system generated a Concurrence Verification letter and provided a "*Not Likely to Adversely Affect*" determination on January 22. Since 14 days have passed without further requests for information or comment, FHWA assumes concurrence from the USFWS and that the project is unlikely to jeopardize the continued existence of the Northern Long-eared Bat species.

Based on our review of the proposed work and BBSF, the Federal Highway Administration (FHWA) concurs with the determination that the proposed undertaking will result in "*May Affect, but Not Likely to Adversely Affect*" on the federally Northern Long-eared Bat species. Section 7 consultation for the bat species is complete under the rangewide programmatic informal consultation process.

The Monarch Butterfly is listed as a candidate species and it currently does not have any protection under ESA Section 7. Consultation or conference (formal or informal) with USFWS is not required at this time.


If at any time during construction the presence of these federally listed species or their habitat are discovered or suspected, construction activities must be stopped. Activities cannot be resumed until FHWA and the USFWS are consulted.

*PIN 1762.46 - Endangered Species Act Determination
Cherry Avenue Multi-Use Path*

If you have any questions or concerns, please contact me at 518-431-8859.

Sincerely,

**JULIA PRINCE
TRIVERS**

 Digitally signed by JULIA PRINCE
TRIVERS
Date: 2024.02.22 08:54:16 -05'00'

Julia P Trivers
Area Engineer

cc: J. Hallock, NYSDOT Region 1
R. Davies, NY FHWA

RESOLUTION # 2024-024

**TOWN BOARD
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK**

**SEQR RESOLUTION
CLASSIFICATION OF ACTION
DETERMINATION OF SIGNIFICANCE / NEGATIVE DECLARATION**

**CHERRY AVENUE EXTENSION MULTI-USE PATH PROJECT
(P.I.N. 1762.46)**

WHEREAS, the Town Board of the Town of Bethlehem desires to undertake the Cherry Avenue Extension Multi-Use Path project, which shall consist of the construction and reconstruction of the following: (a) a 10-foot wide asphalt multi-use path from Kenwood Avenue (Route 140)/Cherry Avenue (CR52) to New Scotland Road (Route 85) along Cherry Avenue Extension (approx. 4,650 feet); and (b) improvements to pedestrian and bicyclists accommodations at the intersection of Cherry Avenue Extension with Kenwood Avenue, all of the forgoing to include all necessary site work, equipment, apparatus and other improvements and costs incidental thereto required for such purpose; and

WHEREAS, the State Environmental Quality Review Act regulations found at 6 NYCRR Part 617.3(a) require that no agency shall undertake, fund or approve an action until it has complied with the provisions of SEQR; and,

WHEREAS, the SEQR regulations found at 6 NYCRR 617.6(a) require that as soon as an agency receives an application for approval of an action it shall determine: (1) whether the action is subject to SEQR; (2) whether the action involves a federal agency; (3) whether other agencies are involved; (4) the appropriate preliminary classification of the action; (5) whether a full or short Environmental Assessment Form is necessary; and (6) whether the action is located in an agricultural district and subject to applicable provisions of the Agriculture and Markets Law; and,

WHEREAS, NYCRR 617.6(b) establishes procedures for the review of Unlisted actions where an agency has determined it will not coordinate SEQR review of the action; and,

WHEREAS, the procedures for uncoordinated review of an Unlisted action indicate that an agency may proceed with said review as if it were the only involved agency unless it determines that the action may have a significant impact on the environment; and,

WHEREAS, the Town Board has independently considered the information provided in the EAF.

NOW, THEREFORE, BE IT RESOLVED,
that the Town Board hereby determines that:

1. approval of the proposed action constitutes an Unlisted action which is subject to

SEQRA,

2. the proposed action does not involve a federal agency or other agencies,
3. the proposed action is not located in, or within 500 feet of, an Agricultural District and, therefore, is not subject to the provisions of the Agriculture and Markets Law,
4. a short EAF is adequate for determining the significance of the proposed action, and;

BE IT FURTHER RESOLVED,

that the Town Board, as provided at 6 NYCRR Part 617.6(b)(4) hereby determines it will not coordinate review of the proposed action and instead shall proceed as if it were the only involved agency; and,

BE IT FURTHER RESOLVED,

that the Town Board hereby declares it is Lead Agency with respect to SEQRA review of the proposed action, and;

BE IT FURTHER RESOLVED

that based upon its review of: (1) the short EAF and other supporting materials submitted by the Town's engineering consultant Creighton Manning Engineering; and (2) comparison with the Criteria for Determining Significance found at 6 NYCRR Part 617.7, the Town Board hereby determines that the Cherry Avenue Extension Multi-Use Path project constitutes an action which will not have a significant impact on the environment and, therefore, does not require preparation of a draft Environmental Impact Statement; and,

BE IT FURTHER RESOLVED,

that this Determination of Significance shall be considered a Negative Declaration made pursuant to Article 8 of the Environmental Conservation Law; and,

BE IT FURTHER RESOLVED,

that the Town Department of Economic Development and Planning is hereby authorized and directed to file any and all appropriate notices of this determination so that the intent of this Resolution is carried out; and,

BE IT FURTHER RESOLVED,

that this determination is based upon the following facts and conclusions:

1. All proposed improvements will occur within the existing public right-of-way and consist of areas previously disturbed by previous roadway, private site development, grading of drainage swales, stormwater drainage, and underground utility installations.
2. The proposed project is expected to have a positive effect on transportation options as well as any potential changes to travel patterns that could affect neighborhood quality of life. The existing pedestrian and bicyclist infrastructure is not continuous throughout

the project corridor. The project will provide positive enhancements by constructing pedestrian and bicyclist connections. It will also enhance vehicular, pedestrian, and bicyclist safety within the project corridor as a result of the proposed shoulder reconstruction and addition of mountable curb.

3. The project site has been reviewed for wetlands in accordance with the criteria defined in the 1987 US Army Corps of Engineers Wetland Delineation Manual. Based on a site visit, federal jurisdictional wetlands exist on the project site. A field wetland delineation was conducted in October 2023 to determine the type, size and boundaries of these wetlands. The wetlands were taken into consideration when designing the project, and impacts were avoided or reduced where practicable. Approximately 0.0005 acres (22 square feet) of wetlands are expected to be impacted associated with the multi-use path construction along Cherry Avenue Extension. No permits are required since the impacts are less than 0.01 acres.
4. The proposed project will not require project activities within previously undisturbed areas that have the potential to contain archeological resources. A Cultural Resources Survey with archeological testing is not warranted.
5. The project is receiving federal funding and requires review under Section 106 of the National Historic Preservation Act. Creighton Manning Engineering prepared a Section 106 assessment, dated December 19, 2023. The NYSDOT Cultural Resource Coordinator reviewed the assessment and has determined that no historic properties are affected by the proposed project. The requirements of 36 CFR Part 800 have been met for this project.
6. Based on a review of information provided on the NYSDEC's Environmental Resource Mapper, the project will have no effect, or it is anticipated that the project may affect, but is unlikely to adversely affect special habitats or breeding areas in the vicinity of the project area.

The NYSDEC Natural Heritage Program was contacted to identify whether any state-listed rare, threatened or endangered species have the potential to exist within or near the project corridor. They concluded that the Northern Long Eared Bat (*Myotis septentrionalis*), a federally listed endangered species, the Tricolored Bat (*Perimyotis subflavus*), a federally proposed endangered species and the Monarch Butterfly (*Danaus plexippus*) a federal candidate species, both have the potential to be located in the project area. As a result, tree removal will occur during the clearing window of November 1 to March 31 and removal of milkweed plants may be limited to October through March to avoid direct impacts to the Monarch Butterflies. A review of the existing corridor indicated the presence of Phragmites along the project corridor. Precautions will be taken to prevent the spread of existing and the introduction of new invasive species during project design and construction.

7. A SPDES General Permit GP-0-20-001 will be required because this project has more than one acre of soil disturbance. A Stormwater Pollution Prevention Plan (SWPPP) with the appropriate sediment and erosion control measure will be developed.

Temporary erosion and sedimentation control plans will be incorporated into the contract documents. Erosion and sedimentation control measures may include: temporary mulch, temporary seeding, and silt fence and/or inlet protection

8. The project site is not located within or adjacent to an Agricultural District.
9. Review of the site in the field and with available environmental data revealed no other environmentally sensitive characteristics of the parcel or other areas requiring further study.

The motion to adopt the resolution was made by Councilmember Becker, seconded by Councilmember Schnurr and duly adopted by the following vote:

AYES: Supervisor VanLuven, Councilmember Becker, Councilmember Cunningham, Councilmember DeCancio and Councilmember Schnurr

NOES: none

ABSENT: none

DATED: July 24, 2024

APPENDIX C – TRAFFIC INFORMATION

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

PIN:	1762.46	Project Location:	Town of Bethlehem
Context:	<input type="radio"/> Urban / Village <input checked="" type="radio"/> Suburban <input type="radio"/> Rural		
Project Title:	Cherry Avenue Extension Multi-Use Path Construction		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	<p>Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, <u>stop here</u>.</i></p>	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.2	<p>a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i></p>	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.2	<p>b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features?</p> <ul style="list-style-type: none"> • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing <p><i>Document opportunities or deficiencies in the IPP and stop here.</i></p> <p><small>* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.</small></p>	<input type="radio"/> Yes <input type="radio"/> No
1.3	<p>Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i></p> <ul style="list-style-type: none"> • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists <p><i>Document opportunities or deficiencies in the IPP and stop here.</i></p> <p><small>* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".</small></p>	<input type="radio"/> Yes <input checked="" type="radio"/> No
1.4	<p>Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and stop here.</i></p> <div style="border: 1px solid black; height: 80px; width: 100%;"></div>	<input type="radio"/> Yes <input checked="" type="radio"/> No

STEP 1 prepared by: Date:

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	Comment / Action
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Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-5)

<p>2.1</p>	<p>Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i></p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>The Town of Bethlehem Comprehensive Plan.</p>
<p>2.2</p>	<p>Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?</p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>Albany County Helderberg-Hudson Rail Trail is within the project limits and the proposed path will connect to the existing.</p>
<p>2.3</p>	<p>a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i> b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i> <small>* Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.</small></p>	<p><input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Yes <input checked="" type="radio"/> No</p>	
<p>2.4</p>	<p>Is the highway considered important to bicycle tourism by the municipality or region?</p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>The project area is located within the Albany County Helderberg-Hudson Rail Trail.</p>
<p>2.5</p>	<p>Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i></p>	<p><input type="radio"/> Yes <input checked="" type="radio"/> No</p>	
<p>2.6</p>	<p>Are there existing or proposed generators within the project area (<i>refer to the "Guidance" section</i>) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i></p>	<p><input checked="" type="radio"/> Yes <input type="radio"/> No</p>	<p>Various commercial businesses and residences as well as an existing multi-use trail.</p>
<p>2.7</p>	<p>Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i></p>	<p><input type="radio"/> Yes <input checked="" type="radio"/> No</p>	

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-6)

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Existing trail as well as pedestrian generators located nearby.
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STEP 2 prepared by: Date:

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

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			Comment / Action
3.1	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Wayfinding signs will be considered in detailed design
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18 ?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to EI 13-021 .	<input type="radio"/> Yes <input checked="" type="radio"/> No	Posted speed is 45 mph but the proposed shoulder width is 4'.
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Curbing and removal of right turn lane are proposed as traffic calming measures.
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	<input checked="" type="radio"/> Yes <input type="radio"/> No	The multi use path will separate pedestrians and cyclists from vehicle traffic
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	<input type="radio"/> Yes <input checked="" type="radio"/> No	

Chapter 18, Appendix A - CAPITAL PROJECTS COMPLETE STREETS CHECKLIST (18A-7)

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? <i>Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)</i>	<input checked="" type="radio"/> Yes <input type="radio"/> No	The project will connect residences and commercial businesses as well as connect to the Albany County Rail Trail.
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <i>Consult with Traffic and Safety and transit operator, as appropriate</i>	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Signing will be evaluated in detailed design.

STEP 3 prepared by: Date:

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

122-385: Cherry Ave & McCormack Rd N AM - TMC

Thu Sep 21, 2023

Full Length (7 AM-9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1110811, Location: 42.63317, -73.851155, Site Code: 122-385



Provided by: Creighton Manning Engineering, I.I.P
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	McCormack Road N Westbound				Cherry Avenue Northbound				Cherry Avenue Southbound							
	I.	R	U	App	Ped [#]	T	R	U	App	Ped [#]	I.	T	U	App	Ped [#]	Int
2023-09-21 7:00AM	9	6	0	15	0	152	4	0	156	0	2	85	0	87	0	238
	8	7	0	15	0	181	4	0	185	0	0	106	0	106	0	305
	8	6	0	14	0	295	4	0	299	0	2	103	0	105	0	418
	5	7	0	12	0	300	8	0	303	0	0	135	0	135	0	455
Hourly Total	30	26	0	56	0	928	20	0	948	0	4	429	0	433	0	1437
8:00AM	6	6	0	12	0	252	6	0	258	0	1	110	0	111	0	381
8:15AM	1	6	0	7	0	251	2	0	253	0	0	96	0	96	0	356
8:30AM	2	7	0	9	0	203	1	0	204	0	2	89	0	91	0	304
8:45AM	1	6	0	7	0	207	3	0	210	0	0	123	0	123	1	340
Hourly Total	10	25	0	35	0	913	12	0	925	0	3	418	0	421	1	1381
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	51	0	91	0	1841	32	0	1873	0	7	847	0	854	1	2818
% Approach	44.0%	55.0%	0%	-	-	98.3%	1.7%	0%	-	-	0.8%	99.2%	0%	-	-	-
% Total	1.4%	1.8%	0%	3.2%	-	65.3%	1.1%	0%	66.5%	-	0.2%	30.1%	0%	30.3%	-	-
Lights	37	48	0	85	-	1795	31	0	1826	-	6	794	0	810	-	2711
% Lights	92.5%	94.1%	0%	93.4%	-	97.5%	96.9%	0%	97.5%	-	85.7%	93.7%	0%	93.7%	-	96.2%
Articulated Trucks and Single-Unit Trucks	1	3	0	4	-	22	0	0	22	-	1	39	0	40	-	66
% Articulated Trucks and Single-Unit Trucks	2.5%	5.9%	0%	4.4%	-	1.2%	0%	0%	1.2%	-	14.3%	4.6%	0%	4.7%	-	2.3%
Buses	2	0	0	2	-	21	1	0	22	-	0	14	0	14	-	38
% Buses	5.0%	0%	0%	2.2%	-	1.1%	3.1%	0%	1.2%	-	0%	1.7%	0%	1.6%	-	1.3%
Bicycles on Road	0	0	0	0	-	3	0	0	3	-	0	0	0	0	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. I.: Left, R: Right, T: Thru, U: U-Turn

122-385: Cherry Ave & McCormack Rd N PM - TMC

Wed Sep 20, 2023

Full Length (4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1110808, Location: 42.63317, -73.851155, Site Code: 122-385



Provided by: Creighton Manning Engineering, I.I.P
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	McCormack Avenue N Westbound					Cherry Avenue Northbound					Cherry Avenue Southbound					
	I	R	U	App	Ped [#]	T	R	U	App	Ped [#]	I	T	U	App	Ped [#]	Int
2023-09-20 4:00PM	2	4	0	6	0	138	10	0	148	0	3	233	1	237	0	391
4:15PM	7	2	0	9	0	153	1	0	156	0	4	279	0	283	0	448
4:30PM	5	6	0	11	0	167	5	0	172	0	4	237	1	242	0	425
4:45PM	2	3	0	5	0	158	5	0	163	0	4	261	0	265	0	433
Hourly Total	16	15	0	31	0	618	21	0	639	0	15	1010	2	1027	0	1697
5:00PM	7	3	0	10	0	141	11	0	152	0	5	256	0	261	0	423
5:15PM	6	2	0	8	0	143	4	0	147	0	6	265	0	271	0	426
5:30PM	6	6	0	12	0	147	7	0	154	1	6	222	1	229	0	395
5:45PM	7	4	0	11	0	148	3	0	151	0	6	219	0	225	0	387
Hourly Total	26	15	0	41	0	579	25	0	604	1	23	962	1	986	0	1631
6:00PM	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2
Hourly Total	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2
Total	42	30	0	72	0	1198	46	0	1244	1	38	1973	3	2014	0	3330
% Approach	58.3%	41.7%	0%	-	-	96.3%	3.7%	0%	-	-	1.9%	98.0%	0.1%	-	-	-
% Total	1.3%	0.9%	0%	2.2%	-	36.0%	1.4%	0%	37.4%	-	1.1%	59.2%	0.1%	60.5%	-	-
Lights	39	26	0	65	-	1161	41	0	1202	-	37	1951	3	1991	-	3238
% Lights	92.9%	86.7%	0%	90.3%	-	96.9%	89.1%	0%	96.6%	-	97.4%	98.9%	100%	98.9%	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	4	0	4	-	28	0	0	28	-	1	12	0	13	-	45
% Articulated Trucks and Single-Unit Trucks	0%	13.3%	0%	5.6%	-	2.3%	0%	0%	2.3%	-	2.6%	0.6%	0%	0.6%	-	1.4%
Buses	1	0	0	1	-	8	2	0	10	-	0	10	0	10	-	21
% Buses	2.4%	0%	0%	1.4%	-	0.7%	4.3%	0%	0.8%	-	0%	0.5%	0%	0.5%	-	0.6%
Bicycles on Road	2	0	0	2	-	1	3	0	4	-	0	0	0	0	-	6
% Bicycles on Road	4.8%	0%	0%	2.8%	-	0.1%	6.5%	0%	0.3%	-	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

Pedestrians and Bicycles on Crosswalk. I: I-left, R: Right, T: Thru, U: U-Turn

122-385: Cherry Ave & Kenwood Ave AM - TMC

Thu Nov 30, 2023

Full Length (7 AM-9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1137771, Location: 42.626417, -73.85489, Site Code: 122-385



Provided by: Creighton Manning Engineering, I.I.P.
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Kenwood Avenue Eastbound						Kenwood Avenue Westbound						Cherry Avenue Northbound						Cherry Avenue Southbound										
	L	T	R	U	RR	App	Ped th	I	T	R	U	RR	App	Ped th	I	T	R	U	RR	App	Ped th	I	T	R	U	RR	App	Ped th	Int
2023-11-30 7:00AM	7	46	11	0	2	66	0	1	22	24	0	29	76	0	4	104	0	0	0	103	0	22	73	4	0	1	100	0	350
7:15AM	7	36	8	0	1	52	0	2	20	17	0	53	92	0	11	121	4	0	0	136	0	30	72	1	0	2	105	0	385
7:30AM	29	57	11	0	0	97	0	0	26	32	0	59	117	0	12	140	2	0	0	154	0	41	45	5	0	2	93	0	461
7:45AM	16	43	7	0	0	66	0	1	32	41	0	58	132	0	5	163	1	0	0	169	0	56	59	10	0	1	126	0	493
Hourly Total	59	182	37	0	3	281	0	4	100	114	0	199	417	0	32	528	7	0	0	567	0	149	249	20	0	6	424	0	1689
8:00AM	12	43	9	0	1	65	0	1	34	43	0	64	142	0	15	108	0	0	0	123	1	49	58	4	0	4	115	0	445
8:15AM	8	37	11	0	0	56	0	0	29	43	0	54	126	0	8	133	1	0	0	142	0	36	50	7	0	2	95	0	419
8:30AM	11	59	15	0	0	85	0	1	30	20	0	55	106	0	6	130	1	0	0	137	0	42	61	8	0	0	111	0	439
8:45AM	9	46	10	0	1	66	0	0	35	27	0	44	106	0	6	137	0	0	0	143	0	40	77	5	0	0	122	0	437
Hourly Total	40	185	45	0	2	272	0	2	128	133	0	217	480	0	35	508	2	0	0	545	1	167	246	24	0	6	443	0	1740
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	99	367	82	0	5	553	0	6	228	247	0	416	887	0	67	1036	9	0	0	1112	1	316	495	44	0	12	867	0	3429
% Approach	17.9%	66.4%	14.8%	0%	0.9%	-	-	0.7%	25.4%	27.5%	0%	46.4%	-	-	6.0%	93.2%	0.8%	0%	0%	-	-	36.4%	57.1%	5.1%	0%	1.4%	-	-	-
% Total	2.9%	10.7%	2.4%	0%	0.1%	16.1%	-	0.2%	6.6%	7.2%	0%	12.1%	26.2%	-	2.0%	30.2%	0.3%	0%	0%	32.4%	-	9.2%	14.4%	1.3%	0%	0.3%	25.3%	-	-
Lights	95	359	74	0	5	533	-	5	219	245	0	406	875	-	61	1012	8	0	0	1081	-	305	459	40	0	11	815	-	3304
% Lights	96.0%	97.8%	90.2%	0%	100%	96.4%	-	83.3%	96.1%	99.2%	0%	97.6%	97.5%	-	91.0%	97.7%	88.9%	0%	0%	97.2%	-	96.5%	92.7%	90.9%	0%	91.7%	94.0%	-	96.4%
Articulated Trucks and Single-Unit Trucks	4	4	1	0	0	9	-	1	8	1	0	3	13	-	3	11	0	0	0	14	-	5	27	2	0	1	35	-	71
% Articulated Trucks and Single-Unit Trucks	4.0%	1.1%	1.2%	0%	0%	1.6%	-	16.7%	3.5%	0.4%	0%	0.7%	1.4%	-	4.5%	1.1%	0%	0%	0%	1.3%	-	1.6%	5.5%	4.5%	0%	8.3%	4.0%	-	2.1%
Buses	0	4	7	0	0	11	-	0	1	1	0	7	9	-	3	13	1	0	0	17	-	6	9	2	0	0	17	-	54
% Buses	0%	1.1%	8.5%	0%	0%	2.0%	-	0%	0.4%	0.4%	0%	1.7%	1.0%	-	4.5%	1.3%	11.1%	0%	0%	1.5%	-	1.9%	1.8%	4.5%	0%	0%	2.0%	-	1.6%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*: Pedestrians and Bicycles on Crosswalk, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

122-385: Cherry Ave & Kenwood Ave PM - TMC

Wed Nov 29, 2023

Full Length (4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1137767, Location: 42.626417, -73.85489, Site Code: 122-385



Provided by: Creighton Manning Engineering, I.I.P
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Kenwood Avenue Eastbound					Kenwood Avenue Westbound					Cherry Avenue Northbound					Cherry Avenue Southbound												
	L	T	R	U	RR	L	T	R	U	RR	L	T	R	U	RR	L	T	R	U	RR	App	Ped [#]	Int					
2023-11-29 4:00PM	15	34	8	0	0	3	60	35	0	31	14	93	0	0	1	103	0	1	103	0	90	165	9	0	3	267	0	561
4:15PM	14	40	9	0	3	3	43	28	0	39	18	86	0	0	0	104	0	0	104	0	79	162	0	0	1	242	0	525
4:30PM	7	33	7	0	0	4	45	26	0	51	34	72	1	0	1	108	0	0	108	0	98	158	8	1	2	267	0	548
4:45PM	7	39	7	0	0	5	73	25	0	54	17	93	0	0	1	111	0	0	111	0	102	168	5	0	0	275	0	596
Hourly Total	43	146	31	0	3	15	221	114	0	175	83	344	1	0	3	431	0	0	431	0	369	653	22	1	6	1051	0	2230
5:00PM	7	43	10	0	1	5	84	29	0	35	29	77	5	0	1	112	0	0	112	0	90	151	11	0	0	252	0	578
5:15PM	4	40	6	0	1	1	50	17	0	37	13	81	1	0	0	95	0	0	95	0	83	144	8	0	1	236	0	487
5:30PM	8	42	6	0	2	6	52	34	0	39	11	64	2	0	0	77	0	0	77	0	83	138	11	0	0	232	0	498
5:45PM	4	30	16	0	0	3	32	20	0	53	13	83	1	0	0	97	0	0	97	0	98	129	3	0	0	230	0	485
Hourly Total	23	155	38	0	4	15	218	100	0	164	66	305	9	0	1	381	0	0	381	0	354	562	33	0	1	950	0	2048
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	66	301	69	0	7	30	439	214	0	339	149	649	10	0	4	812	0	0	812	0	723	1215	55	1	7	2001	0	4278
% Approach	14.9%	67.9%	15.6%	0%	1.6%	2.9%	43.0%	20.9%	0%	33.2%	18.3%	79.9%	1.2%	0%	0.5%	-	-	-	-	-	35.1%	60.7%	2.7%	0%	0.3%	-	-	-
% Total	1.5%	7.0%	1.6%	0%	0.2%	0.7%	10.3%	5.0%	0%	7.9%	3.5%	15.2%	0.2%	0%	0.1%	19.0%	-	-	16.9%	28.4%	1.3%	0%	0.2%	0%	0.2%	46.8%	-	-
Lights	63	298	68	0	7	28	437	212	0	335	145	630	10	0	4	789	-	-	720	1197	51	1	7	1976	-	4213		
% Lights	95.5%	99.0%	98.6%	0%	100%	93.3%	99.5%	99.1%	0%	98.8%	97.3%	97.1%	100%	0%	100%	97.2%	-	-	99.6%	98.5%	92.7%	100%	100%	0%	98.8%	-	-	98.5%
Articulated Trucks and Single-Unit Trucks	2	2	0	0	0	0	2	2	0	3	7	-	-	-	-	15	-	-	2	12	4	0	0	18	-	44		
% Articulated Trucks and Single-Unit Trucks	3.0%	0.7%	0%	0%	0%	0%	0.5%	0.9%	0%	0.9%	0.7%	-	-	-	-	1.8%	-	-	0.3%	1.0%	7.3%	0%	0%	0.9%	-	1.0%		
Buses	1	1	1	0	0	2	2	0	0	1	3	-	-	-	-	8	-	-	1	6	0	0	0	7	-	21		
% Buses	1.5%	0.3%	1.4%	0%	0%	6.7%	0%	0%	0%	0.3%	0.3%	-	-	-	-	1.0%	-	-	0.1%	0.5%	0%	0%	0%	0.3%	-	0.5%		
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	-	-	0	0	0	0	0	0	-	0		
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	0%	-	-	0%	0%	0%	0%	0%	0%	-	0%		
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

MetroCount Traffic Executive Daily Classes

DailyClass-11 -- English (ENU)

Datasets:

Site: [122-385] Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Attribute: Cherry Ave
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:22 Wednesday, September 20, 2023 => 9:52 Friday, September 22, 2023,
Zone:
File: 122-385 0 2023-09-22 0953.EC1 (Plus)
Identifier: R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023 (1.83333)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 15985 / 17210 (92.88%)

Daily Classes

DailyClass-11

Site: 122-385.1.2NS
Description: Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(6,99) Headway(>0) Span(0 - 328.084)

Monday, September 18, 2023

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	5	529	3281	112	422	16	12	20	5	3	0	0	3	4408
(%)	0.1	12.0	74.4	2.5	9.6	0.4	0.3	0.5	0.1	0.1	0.0	0.0	0.1	
Thu	13	1072	6983	220	918	25	42	36	6	1	0	0	5	9321
(%)	0.1	11.5	74.9	2.4	9.8	0.3	0.5	0.4	0.1	0.0	0.0	0.0	0.1	
Fri*	3	250	1676	54	247	8	7	9	1	1	0	0	0	2256
(%)	0.1	11.1	74.3	2.4	10.9	0.4	0.3	0.4	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week

	13	1072	6983	220	918	25	42	36	6	1	0	0	5	9321
(%)	0.1	11.5	74.9	2.4	9.8	0.3	0.5	0.4	0.1	0.0	0.0	0.0	0.1	

Weekdays

	13	1072	6983	220	918	25	42	36	6	1	0	0	5	9321
(%)	0.1	11.5	74.9	2.4	9.8	0.3	0.5	0.4	0.1	0.0	0.0	0.0	0.1	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive Daily Classes

DailyClass-12 -- English (ENU)

Datasets:

Site: [122-385] Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Attribute: Cherry Ave
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration: 12:39 Wednesday, September 20, 2023 => 9:55 Friday, September 22, 2023,
Zone:
File: 122-385 0 2023-09-22 0955.EC2 (Plus)
Identifier: FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023 (1.83333)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 16323 / 17008 (95.97%)

Daily Classes

DailyClass-12

Site: 122-385.2.3NS
Description: Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(6,99) Headway(>0) Span(0 - 328.084)

Monday, September 18, 2023

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	13	4929	746	50	98	11	22	13	7	1	0	0	0	5890
(%)	0.2	83.7	12.7	0.8	1.7	0.2	0.4	0.2	0.1	0.0	0.0	0.0	0.0	
Thu	19	7379	1346	93	229	21	37	26	20	2	2	0	2	9176
(%)	0.2	80.4	14.7	1.0	2.5	0.2	0.4	0.3	0.2	0.0	0.0	0.0	0.0	
Fri*	3	896	247	33	55	6	4	4	8	0	0	0	1	1257
(%)	0.2	71.3	19.6	2.6	4.4	0.5	0.3	0.3	0.6	0.0	0.0	0.0	0.1	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week	19	7379	1346	93	229	21	37	26	20	2	2	0	2	9176
(%)	0.2	80.4	14.7	1.0	2.5	0.2	0.4	0.3	0.2	0.0	0.0	0.0	0.0	
Weekdays	19	7379	1346	93	229	21	37	26	20	2	2	0	2	9176
(%)	0.2	80.4	14.7	1.0	2.5	0.2	0.4	0.3	0.2	0.0	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive Speed Statistics

SpeedStat-10 -- English (ENU)

Datasets:

Site: [122-385] Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Attribute: Cherry Ave
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:22 Wednesday, September 20, 2023 => 9:52 Friday, September 22, 2023,
Zone:
File: 122-385 0 2023-09-22 0953.EC1 (Plus)
Identifier: R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023
(1.83333)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 15985 / 17210 (92.88%)

Speed Statistics

SpeedStat-10

Site: 122-385.1.2NS
Description: **Cherry Avenue, approximately 775-foot north of Kenwood Avenue**
Filter time: **13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 15985

Posted speed limit = 45 mph, Exceeding = 15814 (98.93%), Mean Exceeding = 59.76 mph

Maximum = 97.1 mph, Minimum = 24.7 mph, Mean = 59.6 mph

85% Speed = 66.0 mph, 95% Speed = 70.9 mph, Median = 59.3 mph

10 mph Pace = 54 - 64, Number in Pace = 9307 (58.22%)

Variance = 45.06, Standard Deviation = 6.71 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	15985 100.0%	0.00	0.00	0.00
5 - 10	0 0.0%	0 0.0%	15985 100.0%	0.00	0.00	0.00
10 - 15	0 0.0%	0 0.0%	15985 100.0%	0.00	0.00	0.00
15 - 20	0 0.0%	0 0.0%	15985 100.0%	0.00	0.00	0.00
20 - 25	1 0.0%	1 0.0%	15984 100.0%	0.00	0.00	0.00
25 - 30	2 0.0%	3 0.0%	15982 100.0%	0.00	0.00	0.00
30 - 35	3 0.0%	6 0.0%	15979 100.0%	0.00	0.00	0.00
35 - 40	16 0.1%	22 0.1%	15963 99.9%	0.00	0.00	0.00
40 - 45	149 0.9%	171 1.1%	15814 98.9%	0.00	0.00	0.00
45 - 50	892 5.6%	1063 6.6%	14922 93.4%	0.00	0.00	0.00
50 - 55	2754 17.2%	3817 23.9%	12168 76.1%	0.00	0.00	0.00
55 - 60	4906 30.7%	8723 54.6%	7262 45.4%	0.00	0.00	0.00
60 - 65	4254 26.6%	12977 81.2%	3008 18.8%	0.00	0.00	0.00
65 - 70	2019 12.6%	14996 93.8%	989 6.2%	0.00	0.00	0.00
70 - 75	686 4.3%	15682 98.1%	303 1.9%	0.00	0.00	0.00
75 - 80	208 1.3%	15890 99.4%	95 0.6%	0.00	0.00	0.00
80 - 85	58 0.4%	15948 99.8%	37 0.2%	0.00	0.00	0.00
85 - 90	28 0.2%	15976 99.9%	9 0.1%	0.00	0.00	0.00
90 - 95	7 0.0%	15983 100.0%	2 0.0%	0.00	0.00	0.00
95 - 100	2 0.0%	15985 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 45 (PSL)	171 1.1%	15814 98.9%

MetroCount Traffic Executive Speed Statistics

SpeedStat-14 -- English (ENU)

Datasets:

Site: [122-385] Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Attribute: Cherry Ave
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration: 12:39 Wednesday, September 20, 2023 => 9:55 Friday, September 22, 2023,
Zone:
File: 122-385 0 2023-09-22 0955.EC2 (Plus)
Identifier: FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023
(1.83333)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 16323 / 17008 (95.97%)

Speed Statistics

SpeedStat-14

Site: 122-385.2.3NS
Description: Cherry Avenue, approximately 775-foot north of Kenwood Avenue
Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 16323

Posted speed limit = 45 mph, Exceeding = 10932 (66.97%), Mean Exceeding = 50.60 mph

Maximum = 90.9 mph, Minimum = 6.3 mph, Mean = 46.8 mph

85% Speed = 53.2 mph, 95% Speed = 57.0 mph, Median = 47.4 mph

10 mph Pace = 43 - 53, Number in Pace = 10174 (62.33%)

Variance = 57.13, Standard Deviation = 7.56 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	16323 100.0%	0.00	0.00	0.00
5 - 10	28 0.2%	28 0.2%	16295 99.8%	0.00	0.00	0.00
10 - 15	74 0.5%	102 0.6%	16221 99.4%	0.00	0.00	0.00
15 - 20	136 0.8%	238 1.5%	16085 98.5%	0.00	0.00	0.00
20 - 25	137 0.8%	375 2.3%	15948 97.7%	0.00	0.00	0.00
25 - 30	156 1.0%	531 3.3%	15792 96.7%	0.00	0.00	0.00
30 - 35	306 1.9%	837 5.1%	15486 94.9%	0.00	0.00	0.00
35 - 40	1036 6.3%	1873 11.5%	14450 88.5%	0.00	0.00	0.00
40 - 45	3518 21.6%	5391 33.0%	10932 67.0%	0.00	0.00	0.00
45 - 50	5698 34.9%	11089 67.9%	5234 32.1%	0.00	0.00	0.00
50 - 55	3717 22.8%	14806 90.7%	1517 9.3%	0.00	0.00	0.00
55 - 60	1170 7.2%	15976 97.9%	347 2.1%	0.00	0.00	0.00
60 - 65	277 1.7%	16253 99.6%	70 0.4%	0.00	0.00	0.00
65 - 70	55 0.3%	16308 99.9%	15 0.1%	0.00	0.00	0.00
70 - 75	10 0.1%	16318 100.0%	5 0.0%	0.00	0.00	0.00
75 - 80	4 0.0%	16322 100.0%	1 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	16322 100.0%	1 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	16322 100.0%	1 0.0%	0.00	0.00	0.00
90 - 95	1 0.0%	16323 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	16323 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 45 (PSL)	5391 33.0%	10932 67.0%

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-9 -- English (ENU)

Datasets:

Site: [122-385] Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Attribute: Cherry Ave
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration: 12:22 Wednesday, September 20, 2023 => 9:52 Friday, September 22, 2023,
Zone:
File: 122-385 0 2023-09-22 0953.EC1 (Plus)
Identifier: R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023 (1.83333)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 15985 / 17210 (92.88%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-9

Site: 122-385.1.2NS
Description: Cherry Avenue, approximately 775-foot north of Kenwood Avenue
Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	*	*	*	22.0	20.0	*	*	21.0	21.0
0100-0200	*	*	*	5.0	10.0	*	*	7.5	7.5
0200-0300	*	*	*	12.0	9.0	*	*	10.5	10.5
0300-0400	*	*	*	22.0	25.0	*	*	23.5	23.5
0400-0500	*	*	*	47.0	50.0	*	*	48.5	48.5
0500-0600	*	*	*	129.0	122.0	*	*	125.5	125.5
0600-0700	*	*	*	454.0	374.0	*	*	414.0	414.0
0700-0800	*	*	*	885.0	842.0	*	*	863.5	863.5
0800-0900	*	*	*	887.0	804.0	*	*	845.5	845.5
0900-1000	*	*	*	692.0	*	*	*	692.0	692.0
1000-1100	*	*	*	595.0	*	*	*	595.0	595.0
1100-1200	*	*	*	587.0	*	*	*	587.0	587.0
1200-1300	*	*	*	562.0	*	*	*	562.0	562.0
1300-1400	*	*	549.0	586.0	*	*	*	567.5	567.5
1400-1500	*	*	605.0	603.0	*	*	*	604.0	604.0
1500-1600	*	*	713.0	700.0	*	*	*	706.5	706.5
1600-1700	*	*	645.0	610.0	*	*	*	627.5	627.5
1700-1800	*	*	620.0	624.0	*	*	*	622.0	622.0
1800-1900	*	*	537.0	479.0	*	*	*	508.0	508.0
1900-2000	*	*	339.0	346.0	*	*	*	342.5	342.5
2000-2100	*	*	199.0	253.0	*	*	*	226.0	226.0
2100-2200	*	*	116.0	120.0	*	*	*	118.0	118.0
2200-2300	*	*	47.0	51.0	*	*	*	49.0	49.0
2300-2400	*	*	38.0	50.0	*	*	*	44.0	44.0
Totals									
0700-1900	*	*	*	7810.0	*	*	*	7780.5	7780.5
0600-2200	*	*	*	8983.0	*	*	*	8881.0	8881.0
0600-0000	*	*	*	9084.0	*	*	*	8974.0	8974.0
0000-0000	*	*	*	9321.0	*	*	*	9210.5	9210.5
AM Peak	*	*	*	0800	*	*	*		
	*	*	*	887.0	*	*	*		
PM Peak	*	*	*	1500	*	*	*		
	*	*	*	700.0	*	*	*		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-13 -- English (ENU)

Datasets:

Site: [122-385] Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Attribute: Cherry Ave
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration: 12:39 Wednesday, September 20, 2023 => 9:55 Friday, September 22, 2023,
Zone:
File: 122-385 0 2023-09-22 0955.EC2 (Plus)
Identifier: FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023 (1.83333)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 16323 / 17008 (95.97%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-13

Site: 122-385.2.3NS
Description: Cherry Avenue, approximately 775-feet north of Kenwood Avenue
Filter time: 13:00 Wednesday, September 20, 2023 => 9:00 Friday, September 22, 2023
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	*	*	*	30.0	34.0	*	*	32.0	32.0
0100-0200	*	*	*	15.0	16.0	*	*	15.5	15.5
0200-0300	*	*	*	8.0	13.0	*	*	10.5	10.5
0300-0400	*	*	*	5.0	7.0	*	*	6.0	6.0
0400-0500	*	*	*	27.0	30.0	*	*	28.5	28.5
0500-0600	*	*	*	80.0	68.0	*	*	74.0	74.0
0600-0700	*	*	*	233.0	200.0	*	*	216.5	216.5
0700-0800	*	*	*	464.0	462.0	*	*	463.0	463.0
0800-0900	*	*	*	434.0	427.0	*	*	430.5	430.5
0900-1000	*	*	*	485.0	*	*	*	485.0	485.0
1000-1100	*	*	*	484.0	*	*	*	484.0	484.0
1100-1200	*	*	*	500.0	*	*	*	500.0	500.0
1200-1300	*	*	*	570.0	*	*	*	570.0	570.0
1300-1400	*	*	563.0	602.0	*	*	*	582.5	582.5
1400-1500	*	*	678.0	668.0	*	*	*	673.0	673.0
1500-1600	*	*	865.0	790.0	*	*	*	827.5	827.5
1600-1700	*	*	974.0	969.0	*	*	*	971.5	971.5
1700-1800	*	*	988.0	940.0	*	*	*	964.0	964.0
1800-1900	*	*	630.0	625.0	*	*	*	627.5	627.5
1900-2000	*	*	491.0	517.0	*	*	*	504.0	504.0
2000-2100	*	*	349.0	366.0	*	*	*	357.5	357.5
2100-2200	*	*	193.0	191.0	*	*	*	192.0	192.0
2200-2300	*	*	109.0	103.0	*	*	*	106.0	106.0
2300-2400	*	*	50.0	70.0	*	*	*	60.0	60.0
Totals									
0700-1900	*	*	*	7531.0	*	*	*	7578.5	7578.5
0600-2200	*	*	*	8838.0	*	*	*	8848.5	8848.5
0600-0000	*	*	*	9011.0	*	*	*	9014.5	9014.5
0000-0000	*	*	*	9176.0	*	*	*	9181.0	9181.0
AM Peak	*	*	*	1100	*	*	*		
	*	*	*	500.0	*	*	*		
PM Peak	*	*	*	1600	*	*	*		
	*	*	*	969.0	*	*	*		

* - No data.



JOB: 122-385: Cherry Ave
 SHEET NO: 1 OF: 3
 CALCULATED BY: LHC DATE: 3/7/2024
 CHECKED BY: DATE:
 Location: Cherry Ave Between McCormack Rds
 Time of Day: Mid Morning

Northbound

Vehicle No.	Speed	Vehicle No.	Speed	Vehicle No.	Speed	Vehicle No.	Speed
1	56	51		101		151	
2	50	52		102		152	
3	48	53		103		153	
4	49	54		104		154	
5	55	55		105		155	
6	50	56		106		156	
7	45	57		107		157	
8	52	58		108		158	
9	54	59		109		159	
10	45	60		110		160	
11	55	61		111		161	
12	56	62		112		162	
13	48	63		113		163	
14	55	64		114		164	
15	50	65		115		165	
16	47	66		116		166	
17	42	67		117		167	
18	55	68		118		168	
19	52	69		119		169	
20	54	70		120		170	
21	51	71		121		171	
22	50	72		122		172	
23	52	73		123		173	
24	60	74		124		174	
25	61	75		125		175	
26	58	76		126		176	
27	48	77		127		177	
28	54	78		128		178	
29	55	79		129		179	
30	56	80		130		180	
31	61	81		131		181	
32	44	82		132		182	
33	50	83		133		183	
34	54	84		134		184	
35	53	85		135		185	
36	52	86		136		186	
37	53	87		137		187	
38	45	88		138		188	
39	48	89		139		189	
40	45	90		140		190	
41	53	91		141		191	
42	55	92		142		192	
43	57	93		143		193	
44	45	94		144		194	
45	45	95		145		195	
46	46	96		146		196	
47	40	97		147		197	
48	49	98		148		198	
49	50	99		149		199	
50	51	100		150		200	

Average Speed =	51.18
85th Percentile Speed =	55.65
Vehicle Pace (10-mph) =	



JOB: 122-385: Cherry Ave
 SHEET NO. 2 OF 3
 CALCULATED BY: LHC DATE: 3/7/2024
 CHECKED BY: DATE:
 Location: Cherry Ave Between McCormack Rds
 Time of Day: Mid Morning

Southbound

Vehicle No.	Speed	Vehicle No.	Speed	Vehicle No.	Speed	Vehicle No.	Speed
1	46	51		101		151	
2	42	52		102		152	
3	52	53		103		153	
4	48	54		104		154	
5	46	55		105		155	
6	40	56		106		156	
7	57	57		107		157	
8	52	58		108		158	
9	50	59		109		159	
10	52	60		110		160	
11	51	61		111		161	
12	59	62		112		162	
13	52	63		113		163	
14	56	64		114		164	
15	48	65		115		165	
16	49	66		116		166	
17	55	67		117		167	
18	53	68		118		168	
19	58	69		119		169	
20	49	70		120		170	
21	47	71		121		171	
22	45	72		122		172	
23	45	73		123		173	
24	51	74		124		174	
25	54	75		125		175	
26	49	76		126		176	
27	53	77		127		177	
28	52	78		128		178	
29	47	79		129		179	
30	48	80		130		180	
31	48	81		131		181	
32	54	82		132		182	
33	53	83		133		183	
34	50	84		134		184	
35	46	85		135		185	
36	52	86		136		186	
37	54	87		137		187	
38	53	88		138		188	
39	51	89		139		189	
40	53	90		140		190	
41	47	91		141		191	
42	58	92		142		192	
43	45	93		143		193	
44	56	94		144		194	
45	43	95		145		195	
46	51	96		146		196	
47	58	97		147		197	
48	48	98		148		198	
49	48	99		149		199	
50	50	100		150		200	

Average Speed =	50.48
85th Percentile Speed =	54.65
Vehicle Pace (10-mph) =	



JOB: 122-385: Cherry Ave
 SHEET NO. 3 OF 3
 CALCULATED BY: LHC DATE: 3/7/2024
 CHECKED BY: DATE:
 Location: Cherry Ave Between McCormack Rds
 Time of Day: Mid Morning

Combined

Vehicle No.	Speed	Vehicle No.	Speed	Vehicle No.	Speed	Vehicle No.	Speed
1	56	51	46	101		151	
2	50	52	42	102		152	
3	48	53	52	103		153	
4	49	54	48	104		154	
5	55	55	46	105		155	
6	50	56	40	106		156	
7	45	57	57	107		157	
8	52	58	52	108		158	
9	54	59	50	109		159	
10	45	60	52	110		160	
11	55	61	51	111		161	
12	56	62	59	112		162	
13	48	63	52	113		163	
14	55	64	56	114		164	
15	50	65	48	115		165	
16	47	66	49	116		166	
17	42	67	55	117		167	
18	55	68	53	118		168	
19	52	69	58	119		169	
20	54	70	49	120		170	
21	51	71	47	121		171	
22	50	72	45	122		172	
23	52	73	45	123		173	
24	60	74	51	124		174	
25	61	75	54	125		175	
26	58	76	49	126		176	
27	48	77	53	127		177	
28	54	78	52	128		178	
29	55	79	47	129		179	
30	56	80	48	130		180	
31	61	81	48	131		181	
32	44	82	54	132		182	
33	50	83	53	133		183	
34	54	84	50	134		184	
35	53	85	46	135		185	
36	52	86	52	136		186	
37	53	87	54	137		187	
38	45	88	53	138		188	
39	48	89	51	139		189	
40	45	90	53	140		190	
41	53	91	47	141		191	
42	55	92	58	142		192	
43	57	93	45	143		193	
44	45	94	56	144		194	
45	45	95	43	145		195	
46	46	96	51	146		196	
47	40	97	58	147		197	
48	49	98	48	148		198	
49	50	99	48	149		199	
50	51	100	50	150		200	

Average Speed =	50.83
85th Percentile Speed =	55.15
Vehicle Pace (10-mph) =	

HCM 6th Signalized Intersection Summary
122-385; Bethlehem - Cherry Ave Ext MUP

8: Cherry Ave & Kenwood Ave
Existing 2023 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	75	180	39	2	121	434	40	618	4	195	225	40
Future Volume (veh/h)	75	180	39	2	121	434	40	618	4	195	225	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1826	1900	1841	1870	1796	1856	1544	1870	1796	1767
Adj Flow Rate, veh/h	82	196	41	2	132	0	43	672	4	212	245	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	5	0	4	2	7	3	24	2	7	9
Cap, veh/h	139	246	47	52	404		635	786	5	257	310	42
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.37	0.43	0.43	0.14	0.20	0.20
Sat Flow, veh/h	345	1113	215	6	1832	1585	1711	1843	11	1781	1550	209
Grp Volume(v), veh/h	319	0	0	134	0	0	43	0	676	212	0	278
Grp Sat Flow(s),veh/h/ln	1672	0	0	1838	0	1585	1711	0	1854	1781	0	1759
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.0	1.2	0.0	23.7	8.3	0.0	10.8
Cycle Q Clear(g_c), s	13.1	0.0	0.0	4.4	0.0	0.0	1.2	0.0	23.7	8.3	0.0	10.8
Prop In Lane	0.26		0.13	0.01		1.00	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	432	0	0	456	0		635	0	791	257	0	351
V/C Ratio(X)	0.74	0.00	0.00	0.29	0.00		0.07	0.00	0.85	0.82	0.00	0.79
Avail Cap(c_a), veh/h	524	0	0	560	0		635	0	1286	371	0	1220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	0.0	23.6	0.0	0.0	14.6	0.0	18.6	29.9	0.0	27.4
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	3.3	9.6	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	0.0	1.9	0.0	0.0	0.4	0.0	9.9	3.9	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	0.0	24.0	0.0	0.0	14.6	0.0	21.9	39.5	0.0	31.4
LnGrp LOS	C	A	A	C	A		B	A	C	D	A	C
Approach Vol, veh/h		319			134	A		719				490
Approach Delay, s/veh		31.2			24.0			21.5				34.9
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	35.7		20.9	31.8	19.4		20.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	50.0		20.0	15.0	50.0		20.0				
Max Q Clear Time (g_c+I1), s	10.3	25.7		15.1	3.2	12.8		6.4				
Green Ext Time (p_c), s	0.2	5.0		0.8	0.0	1.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	25	1098	20	3	444
Future Vol, veh/h	20	25	1098	20	3	444
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	577	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	4	2	5	33	2
Mvmt Flow	22	28	1234	22	3	499

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1490	617	0	0	1256
Stage 1	1234	-	-	-	-
Stage 2	256	-	-	-	-
Critical Hdwy	7	6.98	-	-	4.76
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.6	3.34	-	-	2.53
Pot Cap-1 Maneuver	106	428	-	-	407
Stage 1	223	-	-	-	-
Stage 2	740	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	105	428	-	-	407
Mov Cap-2 Maneuver	105	-	-	-	-
Stage 1	223	-	-	-	-
Stage 2	735	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.4	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	407
HCM Lane V/C Ratio	-	-	0.279	0.008
HCM Control Delay (s)	-	-	32.4	13.9
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.1	0

HCM 6th Signalized Intersection Summary
122-385; Bethlehem - Cherry Ave Ext MUP

8: Cherry Ave & Kenwood Ave
Existing 2023 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	40	155	37	17	245	295	98	336	9	381	650	27
Future Volume (veh/h)	40	155	37	17	245	295	98	336	9	381	650	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1885	1870	1870	1856	1900	1885	1870	1900
Adj Flow Rate, veh/h	43	165	35	18	261	0	104	357	7	405	691	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	1	2	2	3	0	1	2	0
Cap, veh/h	116	259	50	79	351		137	515	10	457	827	31
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.00	0.08	0.28	0.28	0.25	0.46	0.46
Sat Flow, veh/h	209	1326	258	57	1802	1585	1781	1814	36	1795	1791	67
Grp Volume(v), veh/h	243	0	0	279	0	0	104	0	364	405	0	717
Grp Sat Flow(s),veh/h/ln	1793	0	0	1859	0	1585	1781	0	1849	1795	0	1858
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	3.2	0.0	9.9	12.2	0.0	19.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	7.9	0.0	0.0	3.2	0.0	9.9	12.2	0.0	19.0
Prop In Lane	0.18		0.14	0.06		1.00	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	425	0	0	431	0		137	0	526	457	0	858
V/C Ratio(X)	0.57	0.00	0.00	0.65	0.00		0.76	0.00	0.69	0.89	0.00	0.84
Avail Cap(c_a), veh/h	691	0	0	722	0		475	0	1642	478	0	1650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	0.0	21.4	0.0	0.0	25.5	0.0	18.0	20.2	0.0	13.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.6	0.0	0.0	8.4	0.0	1.6	17.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	3.3	0.0	0.0	1.6	0.0	4.0	6.4	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	23.1	0.0	0.0	33.9	0.0	19.6	37.7	0.0	15.5
LnGrp LOS	C	A	A	C	A		C	A	B	D	A	B
Approach Vol, veh/h		243			279	A		468				1122
Approach Delay, s/veh		22.2			23.1			22.8				23.5
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.3	21.0		16.0	9.3	31.0		16.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	50.0		20.0	15.0	50.0		20.0				
Max Q Clear Time (g_c+I1), s	14.2	11.9		8.9	5.2	21.0		9.9				
Green Ext Time (p_c), s	0.1	2.4		1.0	0.2	5.0		1.1				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	14	621	22	17	1033
Future Vol, veh/h	21	14	621	22	17	1033
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	577	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	14	4	4	6	1
Mvmt Flow	22	15	647	23	18	1076

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1221	324	0	0	670	0
Stage 1	647	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.9	7.18	-	-	4.22	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.44	-	-	2.26	-
Pot Cap-1 Maneuver	168	638	-	-	890	-
Stage 1	475	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	165	638	-	-	890	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	235	890
HCM Lane V/C Ratio	-	-	0.155	0.02
HCM Control Delay (s)	-	-	23.1	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

HCM 6th Signalized Intersection Summary
122-385; Bethlehem - Cherry Ave Ext MUP

8: Cherry Ave & Kenwood Ave
ETC 2025 Lane Drop Alternative AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	76	182	39	2	122	438	40	624	4	197	227	40
Future Volume (veh/h)	76	182	39	2	122	438	40	624	4	197	227	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1826	1900	1841	1870	1796	1856	1544	1870	1796	1767
Adj Flow Rate, veh/h	83	198	41	2	133	0	43	678	4	214	247	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	3	5	0	4	2	7	3	24	2	7	9
Cap, veh/h	139	246	47	51	406		639	790	5	259	311	42
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.37	0.43	0.43	0.15	0.20	0.20
Sat Flow, veh/h	347	1112	213	6	1832	1585	1711	1843	11	1781	1552	207
Grp Volume(v), veh/h	322	0	0	135	0	0	43	0	682	214	0	280
Grp Sat Flow(s),veh/h/ln	1672	0	0	1838	0	1585	1711	0	1854	1781	0	1759
Q Serve(g_s), s	9.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	24.4	8.6	0.0	11.1
Cycle Q Clear(g_c), s	13.5	0.0	0.0	4.5	0.0	0.0	1.2	0.0	24.4	8.6	0.0	11.1
Prop In Lane	0.26		0.13	0.01		1.00	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	432	0	0	457	0		639	0	795	259	0	352
V/C Ratio(X)	0.75	0.00	0.00	0.30	0.00		0.07	0.00	0.86	0.83	0.00	0.80
Avail Cap(c_a), veh/h	515	0	0	550	0		639	0	1264	364	0	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	0.0	24.0	0.0	0.0	14.7	0.0	18.9	30.4	0.0	27.9
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.4	0.0	0.0	0.0	0.0	3.6	10.4	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	1.9	0.0	0.0	0.4	0.0	10.2	4.1	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	0.0	24.3	0.0	0.0	14.8	0.0	22.5	40.8	0.0	32.0
LnGrp LOS	C	A	A	C	A		B	A	C	D	A	C
Approach Vol, veh/h		322			135	A		725				494
Approach Delay, s/veh		32.1			24.3			22.1				35.8
Approach LOS		C			C			C				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	36.4		21.2	32.4	19.7		21.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	50.0		20.0	15.0	50.0		20.0				
Max Q Clear Time (g_c+I1), s	10.6	26.4		15.5	3.2	13.1		6.5				
Green Ext Time (p_c), s	0.2	5.1		0.7	0.0	1.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	25	1109	20	3	448
Future Vol, veh/h	20	25	1109	20	3	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	4	2	5	33	2
Mvmt Flow	22	28	1246	22	3	503

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1515	634	0	0	1268
Stage 1	1257	-	-	-	-
Stage 2	258	-	-	-	-
Critical Hdwy	7	6.98	-	-	4.76
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.6	3.34	-	-	2.53
Pot Cap-1 Maneuver	102	417	-	-	402
Stage 1	216	-	-	-	-
Stage 2	738	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	101	417	-	-	402
Mov Cap-2 Maneuver	101	-	-	-	-
Stage 1	216	-	-	-	-
Stage 2	733	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	174	402
HCM Lane V/C Ratio	-	-	0.291	0.008
HCM Control Delay (s)	-	-	34	14
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.1	0

HCM 6th Signalized Intersection Summary
 122-385; Bethlehem - Cherry Ave Ext MUP

8: Cherry Ave & Kenwood Ave
 ETC 2025 Lane Drop Alternative PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	40	157	37	17	247	298	99	339	9	385	657	27
Future Volume (veh/h)	40	157	37	17	247	298	99	339	9	385	657	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1885	1870	1870	1856	1900	1885	1870	1900
Adj Flow Rate, veh/h	43	167	35	18	263	0	105	361	7	410	699	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	1	2	2	3	0	1	2	0
Cap, veh/h	114	259	50	78	352		138	520	10	459	833	31
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.00	0.08	0.29	0.29	0.26	0.47	0.47
Sat Flow, veh/h	207	1327	256	56	1803	1585	1781	1814	35	1795	1792	67
Grp Volume(v), veh/h	245	0	0	281	0	0	105	0	368	410	0	725
Grp Sat Flow(s),veh/h/ln	1790	0	0	1859	0	1585	1781	0	1849	1795	0	1858
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	3.3	0.0	10.1	12.6	0.0	19.6
Cycle Q Clear(g_c), s	7.1	0.0	0.0	8.1	0.0	0.0	3.3	0.0	10.1	12.6	0.0	19.6
Prop In Lane	0.18		0.14	0.06		1.00	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	424	0	0	430	0		138	0	530	459	0	864
V/C Ratio(X)	0.58	0.00	0.00	0.65	0.00		0.76	0.00	0.69	0.89	0.00	0.84
Avail Cap(c_a), veh/h	680	0	0	711	0		467	0	1616	471	0	1624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	21.8	0.0	0.0	25.9	0.0	18.2	20.5	0.0	13.4
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.7	0.0	0.0	8.3	0.0	1.6	18.7	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	3.4	0.0	0.0	1.6	0.0	4.1	6.8	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	0.0	23.5	0.0	0.0	34.2	0.0	19.8	39.2	0.0	15.7
LnGrp LOS	C	A	A	C	A		C	A	B	D	A	B
Approach Vol, veh/h		245			281	A		473				1135
Approach Delay, s/veh		22.6			23.5			23.0				24.2
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.6	21.4		16.2	9.4	31.6		16.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	50.0		20.0	15.0	50.0		20.0				
Max Q Clear Time (g_c+I1), s	14.6	12.1		9.1	5.3	21.6		10.1				
Green Ext Time (p_c), s	0.1	2.5		1.0	0.2	5.0		1.1				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	14	627	22	17	1043
Future Vol, veh/h	21	14	627	22	17	1043
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	14	4	4	6	1
Mvmt Flow	22	15	653	23	18	1086

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1244	338	0	0	676
Stage 1	665	-	-	-	-
Stage 2	579	-	-	-	-
Critical Hdwy	6.9	7.18	-	-	4.22
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.55	3.44	-	-	2.26
Pot Cap-1 Maneuver	162	624	-	-	885
Stage 1	465	-	-	-	-
Stage 2	515	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	159	624	-	-	885
Mov Cap-2 Maneuver	159	-	-	-	-
Stage 1	465	-	-	-	-
Stage 2	505	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	227	885
HCM Lane V/C Ratio	-	-	0.161	0.02
HCM Control Delay (s)	-	-	23.9	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

HCM 6th Signalized Intersection Summary
 122-385; Bethlehem - Cherry Ave Ext MUP

8: Cherry Ave & Kenwood Ave
 ETC+10 2035 Lane Drop Alternative AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	80	191	41	2	128	461	42	656	4	207	239	42
Future Volume (veh/h)	80	191	41	2	128	461	42	656	4	207	239	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	208	44	2	139	0	46	713	4	225	260	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	249	49	47	419		691	815	5	266	322	45
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.39	0.44	0.44	0.15	0.20	0.20
Sat Flow, veh/h	357	1109	219	5	1863	1585	1781	1858	10	1781	1608	223
Grp Volume(v), veh/h	339	0	0	141	0	0	46	0	717	225	0	296
Grp Sat Flow(s),veh/h/ln	1684	0	0	1868	0	1585	1781	0	1868	1781	0	1830
Q Serve(g_s), s	10.5	0.0	0.0	0.0	0.0	0.0	1.3	0.0	28.0	9.8	0.0	12.4
Cycle Q Clear(g_c), s	15.5	0.0	0.0	5.1	0.0	0.0	1.3	0.0	28.0	9.8	0.0	12.4
Prop In Lane	0.26		0.13	0.01		1.00	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	435	0	0	466	0		691	0	819	266	0	366
V/C Ratio(X)	0.78	0.00	0.00	0.30	0.00		0.07	0.00	0.88	0.85	0.00	0.81
Avail Cap(c_a), veh/h	476	0	0	512	0		691	0	1167	334	0	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	0.0	26.0	0.0	0.0	15.4	0.0	20.5	33.2	0.0	30.6
Incr Delay (d2), s/veh	7.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	5.5	15.0	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	2.2	0.0	0.0	0.5	0.0	12.4	5.1	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	0.0	26.4	0.0	0.0	15.4	0.0	26.0	48.1	0.0	34.8
LnGrp LOS	D	A	A	C	A		B	A	C	D	A	C
Approach Vol, veh/h		339			141	A		763				521
Approach Delay, s/veh		37.3			26.4			25.4				40.6
Approach LOS		D			C			C				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	40.1		23.0	36.0	21.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	50.0		20.0	15.0	50.0		20.0				
Max Q Clear Time (g_c+I1), s	11.8	30.0		17.5	3.3	14.4		7.1				
Green Ext Time (p_c), s	0.2	5.1		0.5	0.1	1.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	27	1166	21	3	471
Future Vol, veh/h	21	27	1166	21	3	471
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	4	2	5	33	2
Mvmt Flow	24	30	1310	24	3	529

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1593	667	0	0	1334
Stage 1	1322	-	-	-	-
Stage 2	271	-	-	-	-
Critical Hdwy	7	6.98	-	-	4.76
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.6	3.34	-	-	2.53
Pot Cap-1 Maneuver	90	397	-	-	376
Stage 1	199	-	-	-	-
Stage 2	727	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	89	397	-	-	376
Mov Cap-2 Maneuver	89	-	-	-	-
Stage 1	199	-	-	-	-
Stage 2	721	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.2	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	158	376
HCM Lane V/C Ratio	-	-	0.341	0.009
HCM Control Delay (s)	-	-	39.2	14.7
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	1.4	0

HCM 6th Signalized Intersection Summary
122-385; Bethlehem - Cherry Ave Ext MUP

8: Cherry Ave & Kenwood Ave
ETC+10 2035 Lane Drop Alternative PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	42	165	39	18	260	313	104	357	10	404	690	29
Future Volume (veh/h)	42	165	39	18	260	313	104	357	10	404	690	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	179	38	20	283	0	113	388	8	439	750	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	255	50	71	360		148	616	13	411	868	34
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.00	0.08	0.34	0.34	0.23	0.49	0.49
Sat Flow, veh/h	200	1267	248	60	1788	1585	1781	1826	38	1781	1789	69
Grp Volume(v), veh/h	263	0	0	303	0	0	113	0	396	439	0	779
Grp Sat Flow(s),veh/h/ln	1715	0	0	1848	0	1585	1781	0	1864	1781	0	1858
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	4.0	0.0	11.6	15.0	0.0	24.2
Cycle Q Clear(g_c), s	9.2	0.0	0.0	10.1	0.0	0.0	4.0	0.0	11.6	15.0	0.0	24.2
Prop In Lane	0.17		0.14	0.07		1.00	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	410	0	0	431	0		148	0	629	411	0	901
V/C Ratio(X)	0.64	0.00	0.00	0.70	0.00		0.76	0.00	0.63	1.07	0.00	0.86
Avail Cap(c_a), veh/h	583	0	0	622	0		411	0	1432	411	0	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	24.8	0.0	0.0	29.2	0.0	18.1	25.0	0.0	14.9
Incr Delay (d2), s/veh	1.7	0.0	0.0	2.1	0.0	0.0	8.0	0.0	1.0	64.0	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	4.3	0.0	0.0	2.0	0.0	4.8	12.8	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	0.0	26.9	0.0	0.0	37.2	0.0	19.2	89.0	0.0	18.3
LnGrp LOS	C	A	A	C	A		D	A	B	F	A	B
Approach Vol, veh/h		263			303	A		509				1218
Approach Delay, s/veh		26.0			26.9			23.2				43.8
Approach LOS		C			C			C				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	27.0		18.1	10.4	36.6		18.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	50.0		20.0	15.0	50.0		20.0				
Max Q Clear Time (g_c+I1), s	17.0	13.6		11.2	6.0	26.2		12.1				
Green Ext Time (p_c), s	0.0	2.7		0.9	0.2	5.4		1.0				

Intersection Summary

HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	15	659	23	18	1097
Future Vol, veh/h	22	15	659	23	18	1097
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	90	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	14	4	4	6	1
Mvmt Flow	23	16	686	24	19	1143

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1308	355	0	0	710
Stage 1	698	-	-	-	-
Stage 2	610	-	-	-	-
Critical Hdwy	6.9	7.18	-	-	4.22
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.55	3.44	-	-	2.26
Pot Cap-1 Maneuver	147	608	-	-	859
Stage 1	447	-	-	-	-
Stage 2	497	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	144	608	-	-	859
Mov Cap-2 Maneuver	144	-	-	-	-
Stage 1	447	-	-	-	-
Stage 2	486	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.1	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	209	859
HCM Lane V/C Ratio	-	-	0.184	0.022
HCM Control Delay (s)	-	-	26.1	9.3
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1



CHERRY AVENUE EXTENSION MULTI-USE PATH
 TOWN OF BETHLEHEM, ALBANY COUNTY, NY
 (1/1/2020 - 12/31/2022)

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

FIG. 1 OF 3 | NOT TO SCALE | DATE: 11/20/23 | REGION 8



NUMBER OF CRASHES	SYMBOLS	MANNER OF COLLISION
NON-REPORTABLE	MOVING VEHICLE	REAR-END
PROPERTY DAMAGE ONLY	MOTORCYCLE	OVERTAKE
INJURY	BACKING VEHICLE	OUT OF CONTROL
FATALITY	STOPPED VEHICLE	SKIDDING
TOTAL ACCIDENT	PERSONAL INJURY	OVERTURNED
	PARKED VEHICLES	HEAD ON
	PEDESTRIAN	LEFT-TURN
	BICYCLE	RIGHT-TURN
	ANIMAL	RIGHT-ANGLE
	PERSONAL FATAL	SIDE-SWIPE
	FIXED OBJECT	



CHERRY AVENUE EXTENSION MULTI-USE PATH
 TOWN OF BETHLEHEM, ALBANY COUNTY, NY
 (1/1/2020 - 12/31/2022)

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

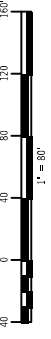
FIG. 2 OF 3 | NOT TO SCALE | DATE: 11/20/23 | REGION 8



NUMBER OF CRASHES	SYMBOLS	MANNER OF COLLISION
NON-REPORTABLE	MOVING VEHICLE	REAR-END
PROPERTY DAMAGE ONLY	MOTORCYCLE	OVERTAKE
INJURY	BACKING VEHICLE	OUT OF CONTROL
FATALITY	STOPPED VEHICLE	SKIDDING
TOTAL ACCIDENT	PERSONAL INJURY	OVERTURNED
	PARKED VEHICLES	HEAD ON
	PEDESTRIAN	LEFT-TURN
	BICYCLE	RIGHT-TURN
	ANIMAL	RIGHT-ANGLE
	PERSONAL FATAL	SIDE-SWIPE
	FIXED OBJECT	



NUMBER OF CRASHES	SYMBOLS		MANNER OF COLLISION	
NON-REPORTABLE	MOVING VEHICLE	PARKED VEHICLES	REAR-END	HEAD ON
PROPERTY DAMAGE ONLY	MOTORCYCLE	PEDESTRIAN	OVERTAKE	LEFT-TURN
INJURY	BACKING VEHICLE	BICYCLE	OUT OF CONTROL	RIGHT-TURN
FATALITY	STOPPED VEHICLE	ANIMAL	SKIDDING	RIGHT-ANGLE
TOTAL ACCIDENT	PERSONAL INJURY	PERSONAL FATAL	OVERTURNED	SIDE-SWIPE
		FIXED OBJECT		



CHERRY AVENUE EXTENSION MULTI-USE PATH
 TOWN OF BETHLEM, ALBANY COUNTY, NY
 (11/12/2020 - 12/31/2022)

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

FIG. 3 OF 3 NOT TO SCALE DATE: 11/2023 REGION 8

APPENDIX D– PUBLIC INVOLVMENT

Cherry Ave. Extension Multi-Use Path Project

PUBLIC MEETING



TUESDAY
DEC. 12, 2023
6:00 PM

TOWN HALL AUDITORIUM
445 DELAWARE AVE.

The Town of Bethlehem has been working with residents to provide pedestrian and bike connectivity between mixed-use areas, residential neighborhoods, and recreation facilities in Slingerlands and Delmar. A multi-use path is proposed along the east side of Cherry Avenue between Kenwood Avenue and New Scotland Road, connecting pedestrians and cyclists to the Albany County Rail Trail.

We want your feedback on alternatives for the path, as well as intersection connections on Kenwood Avenue, McCormack Road North, and New Scotland Road.

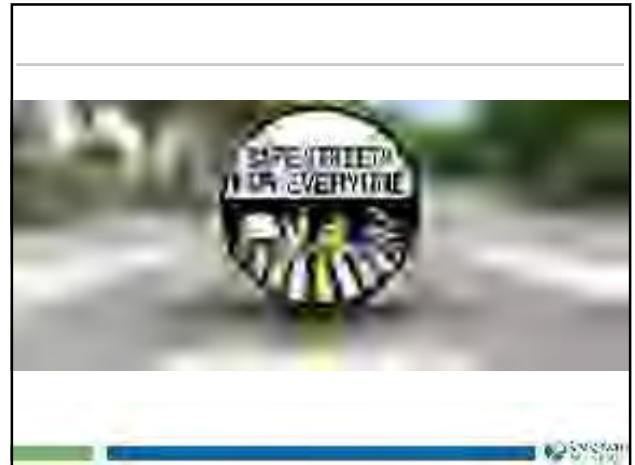
Questions?

Please contact Nate Owens, AICP, Senior Planner
✉ nowens@townofbethlehem.org
☎ (518) 439-4955 ext. 1155

Project Info:
www.townofbethlehem.org



1



2

Agenda

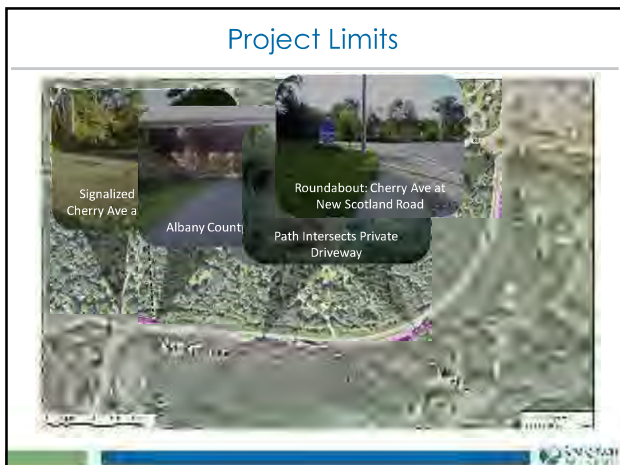
- Project Overview
 - Background, Objectives and Funding
 - Project Limits
 - Existing Conditions
 - Proposed Work
 - Construction Impacts
- Next Steps and Schedule
- Workshop to Follow

3

Background, Objectives and Funding

- Background
 - Town's Comprehensive Plan
 - Connections to Hamlets of Slingerlands and Delmar
 - Networking planning
 - Capital District Trails Plan
- Project Objective
 - To provide pedestrian and bike connectivity among mixed-use areas, residential neighborhoods, and recreation facilities in Slingerlands and Delmar
- Funding
 - \$1,961,000 covering engineering, construction and inspection
 - 80% Federal and 20% Local Funding

4



5

Existing Conditions

- 1960s highway project
- Classified minor/principal arterial
- Two 11-foot travel lanes in both directions
- 13-to 16-foot-wide landscaped median
- 8-to 12-foot-wide paved shoulders
- Curbing provided only at center median
- Posted speed limit – 45 mph
- Residential area
- Traffic data

6

Proposed Work – Multi-Use Path

- East side of road (north of ACRT)
- 10' paved path
- 5' shoulder
- 6" reveal mountable curb
- 5' min. maintenance strip



7

Proposed Work – Multi-Use Path

- Maintain existing travel lanes
- Meet existing grading/landscaping
- Roadside improvements
- ADA compliant crossings



8

Proposed Work – Kenwood

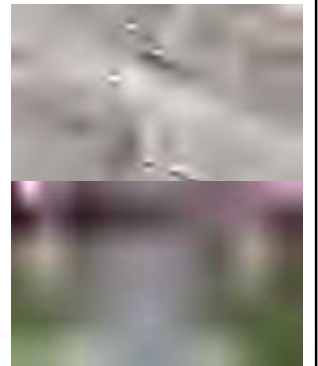
- Cherry NB bike box
- Kenwood EB new ped crossing



9

Proposed Work – Intersection of ACRT

- Landscaping/hardscaping to connect MUP to Albany County Rail Trail
- West of Cherry Ave/south of ACRT
- East of Cherry Ave/north of ACRT



10

Proposed Work – Private Drive

- Ongoing coordination with private property owner
- Shared access for property owner and users of the MUP
- Signage and materials
- Drainage improvements



11

Proposed Work – McCormack Road North

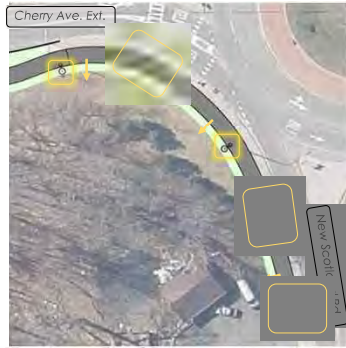
- ADA ramp and crosswalk markings at McCormack Road N approach
- Stop signs for multi-use path approach
- Turn lane removal – Cherry Ave northbound right turn lane



12

Proposed Work – New Scotland Roundabout

- Widen existing sidewalk to 10'
- Maintain existing ramps
- Relocate light poles
- Terminate at private driveway to provide access to New Scotland Road northbound



13

Construction Impacts

- Traffic Impacts
 - Businesses and residents notified prior to construction
 - Temporary shoulder/lane closures to be utilized
 - No full closures/detours anticipated
- Construction Schedule Restrictions
 - Work restrictions on holidays
- Permits
 - PERM 33 – NYSDOT Highway Work Permit

14

Next Steps / Schedule

- | | |
|--------------------------------------|-------------|
| • Design Approval | Spring 2024 |
| • Detailed Design | Summer 2024 |
| • Bid Opening/
Construction Start | Fall 2024 |
| • Construction Completion | Summer 2025 |

15

Thank You

Contact Info

Town of Bethlehem

Point of Contact: Nate Owens, AICP

✉ nowens@townofbethlehem.org

📞 (518) 439-4955, Ext. 1155

Creighton Manning Engineering, LLP

Project Manager: Sarah Carroll, PE, PTOE

✉ SCarroll@cmellp.com

🌐 www.cmellp.com

📞 518.689.1887

16

For more information on the project, visit
www.cheryaveextpath.com

We want your feedback!

Scan the QR code to comment online:



Comments close
December 31, 2023

17



MEETING ATTENDANCE

Project: 122-385 Cherry Avenue Extension - MUP Project Date: 12/12/2023 Page: of
 Subject: Public Information Meeting #1 Location: Town of Bethlehem Town Hall

NAME	TITLE	REPRESENTING	PHONE / FAX	E-MAIL
Mark King		mttc	Ph: Fax:	mark@mttc.com
Dan Conway			Ph: Fax:	conwaypublic@gmail.com
AMBER H			Ph: Fax:	
Maureen Channingtown		Town	Ph: Fax:	
Jeri Egan		Chamber	Ph: Fax:	
Cindy Ferreri			Ph: Fax:	Ferreri@aol.com
Stewie R. Gahan			Ph: Fax:	
Stewart Dufkiew			Ph: Fax:	
Phis T. Rooney		SELF	Ph: Fax:	
Larissa Reed		self	Ph: Fax:	
Jim Daus		self	Ph: Fax:	
Chris Kaminski		self	Ph: Fax:	lakpost@gmail.com
Tom Sebnare		Town	Ph: Fax:	
Ken Kovalchik		Self	Ph: Fax:	
SEAN GARTY			Ph:	



MEETING ATTENDANCE

Project: 122-385 Cherry Avenue Extension - MUP Project Date: 12/12/2023 Page: of
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NAME	TITLE	REPRESENTING	PHONE / FAX	E-MAIL
Damian Shin			Ph: 518-728-6142 Fax:	damian.shin@gmail.com
Jason Tice			Ph: 518-476-5554 Fax:	ticej01@gmail.com
Anne Moore		39 Bortwick Ave	Ph: 518-894-8629 Fax:	ilovefood.moore13@gmail.com
Peter Thomas		Self	Ph: 518-459-8802 Fax:	enform@gmail.com
Erasmus Schwarzer		Self	Ph: 518-253-6832 Fax:	schneidny@verizon.net
Bruce Szalost		Self	Ph: 518-229-8101 Fax:	b52-elst@allegny.edu
Gabrielle Sant'Ambro		Pine Hollow Apartments	Ph: 518-992-2033 Fax:	pinelollowapb@gmail.com
Bryan Branly		SELF	Ph: 518-475-9780 Fax:	Bryan KARNBLY@HS.MAIL.CS
CHRIS WITSOYGEORGE		SELF	Ph: 518-257-2281 Fax:	chriscutsc@icloud.com
Gene Primomo		Capital Trail Alliance	Ph: 518-369-9113 Fax:	gene.primomo51@gmail.com
CMOEL PERVEL		Self	Ph: 518-847-8784 Fax:	cmoe.pferve.117@gmail.com
MATTHEW KOHN		Self	Ph: 518-439-3106 Fax:	mjk55@columbia.edu
Justin Kohn		Self	Ph: 518-522-0644 Fax:	jkoh8wind@gmail.com
SPIRO SACARIS		SELF	Ph: Fax:	CAP10@NYCAP.RR.COM



MEETING ATTENDANCE

Project: 122-385 Cherry Avenue Extension - MUP Project Date: 12/12/2023 Page: ___ of ___
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NAME	TITLE	REPRESENTING	PHONE / FAX	E-MAIL
John Vendecki		ALBANY BICYCLE CO	Ph: 518-441-1701	wardwookingshn@aol.com
Gary Gurney		Bikepath User	Ph: Fax:	gary.gurney30@gmail.com
Cameron Sagan		Albany County	Ph: Fax:	cameron.sagan@albanycounty.ny.gov
Phyllis Nick Griesen		self	Ph: 518-435-5780 Fax:	griesenp@gmail.com
HONICA SHARP		SELF	Ph: 518-574-4347 Fax:	sharpmonica@yahoo.com
Mike Rankin		self	Ph: Fax:	MikeRankin27@gmail.com
Mary Slattery		self	Ph: Fax:	''
Jon Whalen		self	Ph: Fax:	JonPWhalen@hotmail.com
Liliana Jones		Self	Ph: 518-441-3650 Fax:	ljones20@hotmail.com
Alon Domnitz		"	Ph: Fax:	alondol@aol.com
Tracy Mancini		"	Ph: 518-331-2488 Fax:	
Kate Fabian		"	Ph: 203-745-7266 Fax:	
Chleen Conway		"	Ph: 518-225-9825 Fax:	
Jeff Baker		''	Ph: Fax:	



MEETING ATTENDANCE

Project: 122-385 Cherry Avenue Extension - MUP Project Date: 12/12/2023 Page: of
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NAME	TITLE	REPRESENTING	PHONE / FAX	E-MAIL
MARC S. KELLY		SELF	Ph: 518 475 1753 Fax:	mjk@mansosmithkelly.com
LORENZ WORDEN		ABC	Ph: 518 489 0866 Fax:	lworden@aimail.com
Mike Kuegman		Pine Hollow Arb.	Ph: 518 - 466-6823 Fax:	kuegmanm@gmail.com
TREVOR BENDER		SELF	Ph: 607-348-5288 Fax:	trevorbender@gmail.com
Diane Folino		SELF	Ph: 518 466 1182 Fax:	Oliverholmesjr@gmail.com
CHRIS SLEZIA		Slingshorts F.D.	Ph: 518 365-2883 Fax:	cmshews353@yahoo.com
BOB GORDON		Pine Hollow Arb or STM	Ph: (610) 439-4408 Fax:	DR.ROBERT J.GORDON@VERIZON.NET
Paul Winkler		Pine Hollow Arb	Ph: 518 3306301 Fax:	winkp1725@gmail.com
Dwight Wray		39 Bathwick Ave	Ph: 845-389-5972 Fax:	archie.leach0423@gmail.com
Ed Brennan		389 McCormack Rd	Ph: 518 Fax: 418 5692	EDBRENNAN@YAHOO.COM
Monika Schneider		self	Ph: 518 253-7206 Fax:	moschwei@verizon.net
Theresa Owens		Self	Ph: 518-472-0444 Fax:	tbowens181@gmail.com
Karoline Harrington		Self	Ph: Fax:	Buyit1999@hotmail.com
May O'Malley		Self	Ph: Fax:	Mayomalley@me.com

Timestamp	Name:	Address:	Email/Phone:	I/We wish to comment about the following aspects of the project:	Comment Received Via
2023/12/12 11:40:02 PM EST	Christopher A Kaminski	48 McCormack Rd, Slingerlands, NY 12159	518-322-7979	The path extension along Cherry Avenue includes a curb, which will encounter bicyclists who wish to access the path from McCormack Road (that approaches the West). A curb cut is desirable at this intersection, even better would be to have no curb at all. This would introduce significant cost savings, money that could be applied to another worthwhile project: a traffic circle at the intersection of Cherry and Kenwood. Part of the new path terminates at this intersection. Crossing there would be much more difficult than crossing at the intersection of Cherry and Kenwood. The lights that are there now, a traffic circle, are a better idea than a traffic circle. The lights that are there now, a traffic circle, are a better idea than a traffic circle. The lights that are there now, a traffic circle, are a better idea than a traffic circle.	Web based survey
2023/12/13 9:12:04 AM EST	Kanika Johar	77 Durcan Ph/e Ln, Slingerlands	Kjohs@albanylaw.edu	Good morning: I am writing in support of this project. As a runner and walker, I think it will nicely connect the two hamlets and will also be for additional access to the nearby rail trail.	Web based survey
2023/12/13 10:15:47 AM EST	Julie Sasso	1584 New Scotland Road	juliesasso@gmail.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/13 12:33:44 PM EST	ERASMUS SCHNEIDER	6 CRISTAL LN	SCHNEIDW@VERIZON.NET	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/13 3:06:08 PM EST	Dave and Jen Vener	71 Queen Anne Drive	Jenvener@icloud.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/13 6:32:52 PM EST	Jeff Baker	23 Woodbine Rd., Delmar	jeffbaker967@gmail.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/14 9:59:38 AM EST	Adam Kirkman	35 Parkwyn Drive	akirkman78@yahoo.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/14 11:34:00 AM EST	Carol Conlity	28 Queen Anne Drive Slingerlands	carol35@nycap.ir.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/14 12:08:40 PM EST	Oliver Holmes	Delmar NY	oliverholmesj@gmail.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/14 6:10:22 PM EST	Cher Craig M Sleurs	Slingerlands Fire District	cmsleurs353@yahoo.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/15 6:50:45 PM EST	Andy Arthur	15a Elm Ave, Delmar, NY 12054	andy@andyarthur.org	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/17 11:11:39 AM EST	David Ury	39 Borchwick ave	Archieleach0423@gmail.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/18 7:56:19 AM EST	Bruce Sociest	77 Queen Anne Dr Slingerlands	brucesociest@gmail.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/19 3:18:54 PM EST	Matthew Kohn	8 Windsor Ct, Delmar	MJKS@columbia.edu, 51844931106	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/19 4:58:46 PM EST	Mike Rankin	43 McCormack Rd, Slingerlands, NY	mikerankin27@gmail.com	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey
2023/12/26 12:22:14 PM EST	Michael Davis	127 Fort growe rd Slingerlands	518-330-0033	I think this project is a great idea. The more bike/foot paths, the better for our town. I hope this is just the beginning of future trails and that there will be a network of walkable areas for all to enjoy.	Web based survey

2023/12/26 12:42:12 PM EST	Peter Thomas	35 Wexford Rd Delmar	enform@gmail.com	<p>1. Seize the opportunity to do a serious and modern rebuild of the roundabout. It will have to be done anyway when Vista traffic picks up.</p> <p>2. Add a spur connecting the roundabout to Pine Hollow Road on the east side of New Scotland 85. The Arboretum needs to be included and elevated to a prime position in components of the ecosystem of the Rail Trail / Extension Path / Vista.</p> <p>3. Create a new downhill entry to the Rail Trail / Ext Path on the east side of the Extension-140 bridge ramp. At street level it connects to a path east on Kenwood 140 until it passes the ramp. Here it ends with a crosswalk served by states-of-the-art warning signage. This would eliminate the need for bicyclists arriving from east of Cherry Avenue-C92 to cross Cherry to get to the trail or path.</p> <p>4. Think long and hard about a bike box. This is a nasty corner for bikes and walkers - heavy truck traffic, fussy northbound drivers, flying downhill traffic, heading south, and overlaid green arrows begging to be beaten. Virtually no one around here has heard of a bike box, and this might be tough place for instruction. It surely will be ground zero for some complaints about the whole project.</p>	Web based survey
2023/12/26 12:47:49 PM EST	Mary B Monaco	15 Camden Circle Delmar NY	mmnaco04@gmail.com	<p>I think it is a great idea. Now if I want to get to the bike path I have to either put my bike in the car to take it to the bike path or ride the roads to get to it. I would like to suggest that some type of barrier be put up between the road and the path to discourage cars from riding on the path which they might certainly do because of distraction or for the heck of it.</p>	Web based survey
2023/12/26 1:13:00 PM EST	Pamela Marquez	106 Simmons Road, Glenmont, New York	Pamela.marquez6@gmail.com	<p>I would suggest revising the proposed cross section. These types of projects should have a minimum of a 12' shared use path with a 2-3' shoulder on each side to encourage more users (such as users that may need a less impactful surface) and provide additional safety benefits for all of the users. In addition, please ensure that this project meets all of the new PROWAG regulations that became effective this past fall. Also, given the use of federal and state funding, please ensure that any easements are acquired in compliance with Uniform Act requirements. Lastly, please make sure that there is adequate proposed parking and logical terminus that connects the public to a 24-7 publicly controlled way.</p> <p>This looks like a great connection project, just don't sell it short and possibly go after additional funding to ensure that what is proposed to be constructed will be adequate for the next twenty years. I've worked on these types of projects for over twenty years and what I've seen is that if you make the connections, that the public will come and it will get much more use than what the project is originally designed to handle.</p> <p>Wishing you much success on it.</p>	Web based survey
2023/12/26 1:54:53 PM EST	Michael Keenan	12 Haggate Drive	mikeynkeenan@aol.com	<p>This is a great project which will improve quality of life in our town. I am a bicyclist and it will keep me out of traffic on a busy road. All steps take to make the town more walkable and rideable are worthwhile.</p>	Web based survey
2023/12/26 3:46:09 PM EST	Matt Lambert	149 Cherry Avenue, Delmar, NY 12054	matthewlambert5@gmail.com	<p>The other side of the bypass runs along the Pine Hollow Arboretum for a hundred yards or so. That might be a good secondary entrance to an arboretum that is pretty well hidden, otherwise. I'll post this on the feedback survey.</p>	Web based survey
2023/12/26 4:25:52 PM EST	Daniel Mahlan	152 Hudson Ave	Dan@Vehmandesign.com	<p>My family has lived in our home on Hudson Ave, facing the rail trail across the street, since 1989 (When it was still a railroad). I also work in my home art studio next to the house. We also own a rental house next door, where our son and his family now live, so you can guess that we feel very invested in the Hill! Many initial talks about it is used at all times the day, by a diversity of users, and we use it ourselves almost daily. I've been a supporter of the rail trail since the early 1990s. At the time I was in the federal government, and I even designed the current trail logo. I am writing in support of the trail extension along Cherry Ave. It will be a great addition to the rail trail and the federal government's goals. It seems like an obviously great idea. I hope there are no opposing great ideas. There will be neither support for the connection to Blessing Rd and on to Krummkill Rd, etc. Count us as two families of enthusiastic supporters! I thank you for your efforts to date and in the future.</p>	Web based survey
2023/12/26 4:47:48 PM EST	Joe Daniello	1427 Rosehill Blvd Niskayuna NY 12039	jdaniello55@gmail.com / 518-928-9267	<p>How are priorities set? I asked for a path along the entire length of Wemple a couple of years ago and was told no, with no explanation. Wemple Road is just a dangerous as S.W. What are the long term plans?</p>	Web based survey
2023/12/26 4:45:03 PM EST	Barbara Lilley	31 Placid Lane Glenmont	hamah56@verizon.net	<p>While the shoulder of Cherry is wide, it is always safer to have the cycling/walking lane separated from traffic. Cherry Avenue is the best way to get from Delmar occasionally.</p>	Web based survey
2023/12/26 4:53:41 PM EST	Alan Via	5 Mayfair Drive, Slingerlands, NY	psakbagr10@gmail.com / 518.461.8423	<p>I'm a former member of the bike and pedestrian safety committee. Also one of the rail trail stewards. Extending the Cherry Ave path is a fantastic idea. Glad someone thought of this. Not only does it create a connector to and from the rail trail, it will be a blessing for kids, parents and teachers of Slingerlands Elementary school. There's plenty of room for bikes, walkers and runners. Pls install lots of reflective marking along the edging and consider curbing.</p>	Web based survey
2023/12/26 5:16:19 PM EST	Karoline Harrington	72 Duncan Phyle Ln., Slingerlands, NY 12159	Buyt1999@hotmail.com	<p>Very happy an extension of the rail trail is going in along Cherry Ave ext. However I am concerned about not having a barrier between the trail and the road (highway). Traffic is highway speed and it seems very dangerous to not have anything between the pedestrians and traffic. Perhaps some bollards or concrete barriers. Removing the turning lane onto McCormack Rd North only increases this safety issue. Thank you.</p>	Web based survey
2023/12/26 5:41:19 PM EST	Nicole Cheplowitz	17 Parkwyn Dr Delmar NY 12054	Nicole.cheplowitz@outlook.com	<p>The curb dividing the trail from 50mph does not seem safe considering alot of young children may be riding with their parents.</p>	Web based survey
2023/12/26 5:44:07 PM EST	James Gross	21 John David Lane Albany NY	justinabany@gmail.com	<p>I am an avid cyclist. I use the Helderberg Hudson rail trail a few times a week. Safety is most important to me. Having a designated lane to cycle in is a good idea.</p>	Web based survey
2023/12/26 5:49:54 PM EST	Amy Griffin	29 Western Ave., Delmar, NY	1amgriffin@gmail.com	<p>Yes! This looks awesome! Cycling is super popular in this area. Why not make more bike lanes and make things safer! Can we lower the speed limit to 35 on New Scotland Rd through the historic district next to put in a safe crosswalk between North and South Helderberg? Thank you!</p>	Web based survey
2023/12/26 5:56:15 PM EST	Miriam Hardin	137 N Allen St., Albany	verymir@gmail.com	<p>We're in support of the project and continuing to advance bike and pedestrian access throughout the town.</p>	Web based survey
2023/12/26 6:24:36 PM EST	Kristen Yourho	1662 New Scotland Rd Slingerlands NY 12159	kyourno@gmail.com	<p>What do the runners, bikers, and walkers do when they reach the roundabout and in the reverse direction, where do they all go when they reach Kenwood or Cherry Ave?</p>	Web based survey
2023/12/26 6:28:50 PM EST	Steve Roberts	35 Groenbeck Pl, Delmar, NY 12054	Strobert04@verizon.net	<p>Cherry Ave is a great addition and provides safe connection between New Scotland Rd and Delmar</p>	Web based survey
2023/12/26 6:30:44 PM EST	Charlene Heise	530 Shibley Place Delmar	pampercdhar@gmail.com/unlisted	<p>Bike and pedestrian connection to stores, bike trail, and the Pine Hollow Arboretum</p>	Web based survey
2023/12/26 6:52:13 PM EST	Darlene Gessler	63 Cousa Inns Slingerlands	Darlinggessler@gmail.com	<p>We need this project. My kids love biking on the Rail Trail. With this extension, I would allow them to ride to the entire business district around Price Chopper/Bake For You/Andrew's. Would be a huge boon to businesses there.</p>	Web based survey
2023/12/26 7:32:11 PM EST	Matt Barton	366 Kenwood Ave	Winkoz72@gmail.com	<p>I fully support more bike/pedestrian access in Bathboro!!!</p>	Web based survey
2023/12/26 8:00:17 PM EST	Nathaniel Reichman	539 Orchard Street	Gubley@gmail.com	<p>We are all in favor of this project and any similar such project that provides for alternative transportation within our community. We should also look towards right-of-way (not just grass) should separate the path and the roadway for a better separation. Look at what they did along south end connector for examples of what has and has not worked</p>	Web based survey
2023/12/26 8:37:27 PM EST	Rebecca Gorney	6 Delmar Place	adebent@gmail.com	<p>Landscape (not just grass) should separate the path and the roadway for a better separation. Look at what they did along south end connector for examples of what has and has not worked</p>	Web based survey
2023/12/26 8:53:21 PM EST	Alex P. DeBoltz	52 Greenleaf Drive	bgoryn@gmail.com	<p>I would recommend a raised crosswalk for visibility of pedestrians/cyclists when crossing McCormack. I don't see any in the designs, but bollards should not be used at the entrance to the trail.</p>	Web based survey
2023/12/26 9:15:12 PM EST	Bran Gyory	204 Jay St Albany NY	schnicra@gmail.com	<p>The addition of sidewalks throughout the town should be a priority. It allows all the ability to get out and walk!</p>	Web based survey
2023/12/26 10:57:47 PM EST	Erica Schmeidler	48 Voyage Drive Glenmont	Smgraw@gmail.com	<p>Terminus round about</p>	Web based survey
2023/12/27 11:32:12 PM EST	Sara McGraw	354 Kenwood	Smrg.demar@gmail.com	<p>I am concerned about pedestrian/cyclist safety for those wanting to travel to Price Chopper area. Clearly, I am not the design expert here, but moving a crosswalk closer to the NewScotland Ave entrance to Price Chopper seems safer as vehicles will have completed their traverse of the round-about and should be able to focus more completely on pedestrians and cyclists.</p>	Web based survey
2023/12/27 5:59:27 AM EST	Maureen McLeod				Web based survey
2023/12/27 6:02:51 AM EST	Maureen McLeod				Web based survey
2023/12/27 6:35:46 AM EST	Petra Hahn	74 Poglar Dr	petrasimonehahn@gmail.com	<p>Great idea! Do it!!</p>	Web based survey

2023/12/27 12:13:48 PM EST	Jim		Rapierjmx@yahoo.com		<p>Forgive me if this is a duplicate. I didn't get any confirmation the first time. If you did, please disregard the previous one as comment 4 is new.</p> <p>1. Given the 53 mph NB prevailing speed on Rte 140, the path offset should be increased as much as possible. That's measured at the bridge. It's probably higher near McCormack Rd. How many lane departure crashes were reported? These could become bike/peed crashes.</p> <p>2. Can a PROWAG compliant grade be provided between Kenwood and the ACRT?</p> <p>3. What traffic control are you proposing at the ACRT intersections?</p> <p>4. For NB bike traffic from CR 52, have you considered a bike box on the N.E. corner for a two-stage left turn, rather than riding against traffic in the crosswalk?</p> <p>5. What about future plans for extension? Ideally, it will connect with the proposed Patroon Creek Trail to create a path network that will make it a transportation route, not just recreational. The bridges are the main obstacles. The right of way appears to be ample.</p> <p>The removal of the turning lane onto McCormack Road North is a mistake. That intersection is currently very dangerous and with the removal of the turning lane along with the addition of pedestrians and bikes will make it deadly.</p> <p>If the turning lane must be removed, I suggest removing them in both directions, reducing the speed limit to 35, the addition of pedestrian crosswalk lights on McCormack Road North and a physical barrier between the walkway and road.</p> <p>Sidewalks and Multi-Use paths are direly needed in Bethlehem. I love living in Delmar but am often concerned about safety on some of our local roads as a pedestrian, cyclist, and driver. I know that "bike lanes" are a sore subject for some, but this specific proposal is an absolute no-brainer in the safety and recreation value it will add to our town. I strongly support the plan!</p> <p>I think this is a wonderful idea and hope it will be used widely. My main concern is if it is used widely having pedestrian and bike cycle traffic added to the vehicle traffic at the New Scotland round about could cause significant safety risks. What plans are in place for providing safe options for crossing the New Scotland Round about?</p> <p>Strongly enthusiastic</p> <p>I think it's a great idea and great use of public funds.</p> <p>Cherry Ave. currently has very wide shoulders to accommodate pedestrian and bicyclists on this 4 lane road, while Blessing Road does not even have shoulders for emergency vehicles, let alone safe walking.</p> <p>Great Project! I think the Kenwood Ave access link should be completed ASAP, as early as possible in the project, so it can be utilized right away by pedestrians and others on Cherry and Kenwood to quickly get on the trail. Hopefully someday this will link to the Planned Blessing Road Trail.</p> <p>I have very strong concerns about the proposed design for the unsignalized intersection of Cherry Ave/McCormack Rd N.:</p> <ol style="list-style-type: none"> 1. The removal of the Cherry Ave northbound right turn lane onto McCormack Rd N. is not acceptable and a huge safety concern. With it being a two-lane highway (going north) and actual speeds exceeding the posted 45 mph, the likelihood of back-end accidents is extremely high, given that the turning vehicle would need to yield to any crossing pedestrians/cyclists on the path. Even if the pedestrians/cyclists are to stop for the turning vehicle, (assuming the stop signs indicated are for them), it is unrealistic that this will always occur. The turning driver of the vehicle being cautious needs to have sufficient room to be able to stop (without the fear of being back-ended or of hitting a pedestrian/cyclist.) Keeping the turning lane would be the optimal solution, although it doesn't need to be as long as it currently is, three car lengths would suffice. 2. There needs to be ample room for a vehicle to stop on McCormack Rd N. as it readies to turn onto Cherry Ave without the path crossing being in the way. All too often a driver must time a turn exactly (especially left turns) given that Cherry Ave is a four lane highway, with heavy traffic and vehicles going multiple speeds. Having pedestrians/ cyclists to also consider in negotiating the turns is a recipe for disaster. 3. It appears from the proposed plan, that only stop signs will alert people on the path to stop. Given the fact that drivers are dealing with the concerns mentioned above, more of a warning sign should be installed such as flashing lights (even with the changes noted above.) 4. The proposed curbs separating the road and path, are not substantial enough to delineate the two areas. I have major concerns especially for young kids using the path that it will give a semblance of safety, when it actually doesn't. Adding a guard rail or bow fence would be more suitable. <p>(1) your removal of the turnoff elimination for McCormack rd North on cherry ave ext driving from Kenwood would be dangerous. Does not allow for skewed vehicle entering a turn. Dangerous for a stopped vehicle on cherry ave ext to allow pedestrians/bicycle to pass through. Increased pedestrian/ bicycle usage on cherry ave ext as vehicle exit the McCormack rd N to cherry ave ext. (2) Is there a signal light may be required during am rush hour and evening rush hour traffic? (3) Will signage (stop sign) be placed for pedestrians/ cycle to stop if crossing McCormack rd N. (3) at Kenwood and cherry ave ext will there be a "no right on red" sign for vehicles turning onto Kenwood towards all trail parking lot, in that the shoulder will not be regarded as a turning lane for right on red?</p>	Web based survey
2023/12/27 1:26:52 PM EST	Bryan Braun	72 Duncan Phyle	Karibry@hotmail.com			Web based survey
2023/12/27 3:11:09 PM EST	Anthony Garaufs	22 Bender Lane	turtle.garaufs@gmail.com			Web based survey
2023/12/27 10:24:39 PM EST	Callin	Gallies Drive				Web based survey
2023/12/27 10:25:49 PM EST	Kris Seely-Kirk	78 Harborcove Rd, Delmar 12054	Katcseckkk@gmail.com/ 646-483-3606			Web based survey
2023/12/28 12:47:47 PM EST	Eric Rice	298 Delaware Ave	EricR2@yahoo.com			Web based survey
2023/12/28 3:33:29 PM EST						Web based survey
2023/12/28 6:54:50 PM EST	Lenny	12 Crimson Leaf Drive	lennymail@gmail.com			Web based survey
2023/12/29 2:28:13 PM EST	Margaretha Szcelst	55 Queen Anne Drive	margarethaszcelst@aol.com			Web based survey
2023/12/29 2:58:42 PM EST	David C. Szcelst	55 Queen Anne dr	Davesoz@aol.com/ 518-852-3942			Web based survey
2023/12/29 7:56:35 PM EST	Gary Lind	9 Maple Terrace, Delmar	gary.r.lind@gmail.com			Web based survey
2023/12/30 2:23:35 PM EST	Colin Dougherty	48 Paxwood Rd Delmar	colindough@gmail.com			Web based survey

<p>2023/12/31 9:38:23 AM EST</p> <p>Brian Gallagher</p>	<p>19 McKinley Drive Delmar NY 12054</p>	<p>gallagher_894@msn.com</p>	<p>Is familiar to residents in the Town of Bethlehem, how will uptake of this concept be encouraged? Is there a public education component to the plan? If motorists don't keep fidelity with this proposed solution, this would be dangerous.</p> <p>Regarding pedestrians and bicycles traveling North crossing the cross walk across Kenwood to reach the rail trail, what steps will be taken to calm traffic, which is traveling South on Cherry Ave Extension who are going to turn right onto Kenwood? It is highly likely cars will pull off onto the shoulder of Cherry Ave Extension when turning east onto Kenwood, this will present a dangerous condition for foot and bike traffic in the cross walk. What specifically will the plan do to mitigate this risk?</p> <p>Regarding the section of the path beginning at the crossing of the private driveway, going south on Cherry Ave Extension, what is best practice to protect pedestrians and bicycles from cars along a high speed roadway? While the speed limit on this road is 45 MPH, the presenter during the December public meeting acknowledged that cars do not travel at the speed limit. At this meeting there was also an indication that traffic calming measures would be implemented, but this is a two lane roadway where motorists will likely resist these measures. A mountable curb is not sufficient to protect users of the proposed path, a guard rail should be implemented along this section. The removal of the dedicated turning lane for north bound traffic turning east on McCormack Rd may be appropriate for a lower speed roadway, but introduces a dangerous condition for users of the proposed path. If a guard rail is implemented for this section of the proposed path, that may provide some protection to users of the path, along with the signage for path users. In the absence of a guard rail, bollards should be installed on both sides and leading up to the path crossing of McCormack Rd.</p> <p>The proposed path will likely increase foot and bike traffic crossing the traffic circle at the intersection of Cherry Ave Extension and New Scotland Rd. What specific measures will be taken to ensure the safety of users of the path?</p> <p>What does existing traffic data show in terms of speeds of vehicles along the proposed route? What types of accidents occur along the proposed route? Did those data inform proposed traffic calming measures? What are these measures?</p> <p>In addition to standard road signs, is the Town going to install other signage to encourage compliance with the plans? Have the use of cameras or other technologies been considered?</p>	<p>Web based survey</p>
<p>2023/12/31 2:27:37 PM EST</p> <p>Mary Ann Weekes</p>	<p>5 Cherrystone Blvd</p>	<p>maryann.weekes@nycap.rr.com</p>	<p>I like the concept of the multiuse path that will allow for safer access to the Rail Trail. I live off of McCormack Road North so frequently have to enter/exit from McCormack onto Cherry. It is often difficult without the addition of the multiuse path. You have to look back and forth and wait for an opening.</p> <p>I am concerned about the removal of the right turn lane for the northbound access and the safety of making a left turn with the current speed limit.</p> <p>Regarding the right turn lane removal, with a speed limit of 45 MPH, cars are flying (much more than 45 MPH) on Cherry Ave. It is often difficult to even change into the right hand lane (before the turn lane) after coming from the light at Cherry and Kenwood. There is a lot of traffic coming off Kenwood (turning right) and it is moving fast. Drivers are looking to make a lane change and may not be paying attention to cars stopped in the driving lane to make a right turn. We will not be able to safely slow to turn and can also end up "stuck" out on the highway if there are slow movers on the path. Lowering the speed limit a lot to 30 or 35 would help.</p> <p>Regarding the left turn, I see that the path will be set back a little bit, which will help to give some space to cut across and wait for someone in the path. My concern is that the person turning left is looking forward. They are watching the two lanes of cars coming at them and now the multiuse path coming towards them. They are not looking to see if there is traffic coming the other way because cars don't head south in those lanes...but the multiuse path will have bikes/people heading south. The left turn drivers are not going to see them coming. When there is a lot of traffic, you have to wait, sometimes quite a while, then fly across those two lanes to get into McCormack. Maybe a lower speed limit would help with this as well.</p> <p>Thank you for your work on the project and consideration of input.</p>	<p>Web based survey</p>
<p>12/11/2023 23:38</p> <p>Andrew Reilly</p>	<p>-</p>	<p>aarr022003@yahoo.com</p>	<p>Bring the path inland from Cherry to intersect with McCormack Rd as soon as possible. Bridges over New Scotland and 85 and Normans Kill should go between Price Chopper and the hamlet and connect up with paths to Maher Rd leading to School House Rd.</p> <p>All protected and sign read from the traffic.</p> <p>PS. If we can afford to consider needlessly moving 787 we can afford 3 tiny cycling bridges...</p>	<p>Email</p>
<p>12/28/2023 22:08</p> <p>Jeremy F. Manning</p>	<p>-</p>	<p>jmanning_us@yahoo.com</p>	<p>Thanks for the opportunity to comment on the Cherry Ave/Rail Trail project. I have two suggestions: (1) please put a protective barrier between the footpath/bike path and the highway. The cars on the highway drive too fast to keep the pedestrians safe and a barrier to prevent injuries to pedestrians is needed. The reference for this essential safety feature is the barrier between the West Side Highway in NYC and the footpath that now runs alongside it below 23rd st - the traffic there runs at similar velocity; (2) please include an amphitheater, playground, and planted garden at one or more spots along the footpath to attract people. Reference for this would be Little Island at 14th and the West Side Highway in NYC.</p>	<p>Email</p>

12/31/2023 9:36	Bran Gallagher	gallagher_894@msi.com	<p>At the intersection between Cherry and Kenwood, the plan relies upon a novel approach to control vehicular and bicycle traffic. A bike box is not a concept which is familiar to motorists in the Town of Delmar. How will the plan encourage motorists to use this concept? Is there a public education component to the plan? If motorists don't keep fidelity with this proposed solution, this would be dangerous.</p> <p>Regarding pedestrians and bicycles traveling North crossing the cross walk across Kenwood to reach the rail trail, what steps will be taken to calm traffic which is traveling South on Cherry Ave Extension who are going to turn right onto Kenwood? It is highly likely cars will pull off onto the shoulder of Cherry Ave Extension when turning east onto Kenwood, this will present a dangerous condition for foot and bike traffic in the cross walk. What specifically will the plan do to mitigate this risk?</p> <p>Regarding the section of the path beginning at the crossing of the private driveway, going south on Cherry Ave Extension, what is best practice to protect pedestrians and bicycles from cars along a high speed roadway? While the speed limit on this road is 45 MPH, the presenter during the December public meeting acknowledged that cars do not travel at the speed limit. At this meeting there was also an indication that traffic calming measures would be implemented, but this is a two lane roadway where motorists will likely resist these measures. A mountable curb is not sufficient to protect users of the proposed path, a guard rail should be implemented along this section. The removal of the dedicated turning lane for north bound traffic turning east on McCormack Rd may be appropriate for a lower speed roadway, but introduces a dangerous condition for users of the proposed path. If a guard rail is implemented for this section of the proposed path, that may provide some protection to users of the path, along with the signage for path users. In the absence of a guard rail, bollards should be installed on both sides and leading up to the path crossing of McCormack Rd.</p> <p>The proposed path will likely increase foot and bike traffic crossing the traffic circle at the intersection of Cherry Ave Extension and New Scotland Rd. What specific measures will be taken to ensure the safety of users of the path?</p> <p>What does existing traffic data show in terms of speeds of vehicles along the proposed route? What types of accidents occur along the proposed route? Did these data inform proposed traffic calming measures? What are these measures?</p> <p>In addition to standard road signs, is the Town going to install other signage to encourage compliance with the plan? Have the use of cameras or other technologies been considered?</p>
12/12/2023 0:00	Kate Fabian	31 Queen Ann Drive, Slingerlands	<p>Hand Written</p>
12/12/2023 0:00	Stewart Duffield	162 Hudson Avenue, Delmar NY	<p>sduffield@yahoo.com</p> <p>Hand Written</p>
12/12/2023 0:00	Ann Moore	39 Borthwick Ave	<p>ilovefood.moner3@gmail.com</p> <p>Hand Written</p>
12/12/2023 0:00	Sean Garrity	35 Maple Avenue Slingerlands, NY	<p>seangarrity26@gmail.com</p> <p>Hand Written</p>
12/12/2023 0:00	Bryan Braun	72 Duncan Phyle Lane Slingerlands, NY	<p>Kunbry@hotmail.com</p> <p>Hand Written</p>
12/12/2023 0:00	May O'Nalley	2 Durroch Rd. Delmar, NY 12054	<p>Mayonalley@me.com</p> <p>Hand Written</p>
12/12/2023 0:00			<p>Hand Written</p>
12/12/2023 0:00	Tracy Morrow	68 Duncan Phyle Lane	<p>Hand Written</p>

MEMORANDUM



Date: June 14, 2024

To: Robert F. Leslie, AICP, Director of Planning, Town of Bethlehem
From: Sarah Carroll, P.E., PTOE, Project Manager, Creighton Manning

Project: PIN 1762.46 Cherry Avenue Extension Multi-Use Path (CM 122-385)
Re: Improvements at Cherry Avenue Extension/McCormack Road North

Below is a summary and response from a meeting held with residents of McCormack Road North and the Town of Bethlehem on April 15, 2024.

1. Comment: Slip ramp at Kenwood encourages cars to accelerate and continue speed onto Cherry Ave Extension.

Response: Town of Bethlehem to request NYSDOT to perform a safety analysis to consider reducing the width of the ramp or remove it altogether. This is outside the current scope of this project.

2. Comment: Residents experience vehicles jockey back and forth after the solid line after the bridge.

Response: The Town of Bethlehem police department set a speed trailer on Cherry Avenue Extension south of the McCormack Road North intersection for two weeks from April 25, 2024 to May 8, 2024. Over the two weeks, the average speed was 46 mph and the 85th percentile speed was 52 mph. This was a good way to educate the public on the posted speed which should be continued with additional enforcement.

3. Comment: Can the crosswalk be moved further east on McCormack Road North to accommodate a car length to clear the northbound travel lane but stop at the crosswalk?

CM moved the location of the crosswalk further east to accommodate a passenger vehicle plus 10-feet from the edge of the travel lane to the edge of the crosswalk. See Figure 1, attached.

4. Comment: There are concerns with weaving on the Cherry Avenue Extension northbound approach to McCormack Road North and the potential conflict with vehicles taking a left turn off of McCormack Road North.



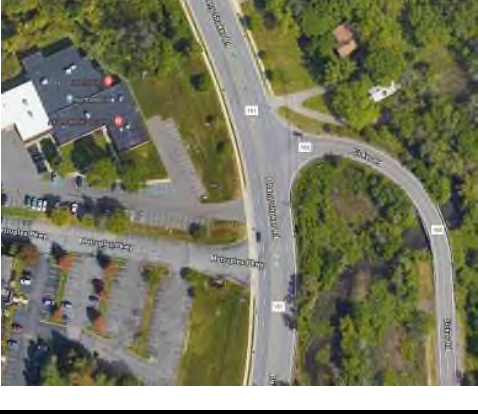
Response: CM understands the residents' concerns of the potential for vehicle turning conflicts and offers the following support for why the intersection will perform better:

- a. CM included the attached Figure 2 to demonstrate a refuge area in the median of the southern approach for the left turning vehicle to queue before continuing southbound.
- b. Town of Bethlehem to coordinate with NYSDOT on if a pilot of the RT lane removal using cones/bollards, etc. to see how roadway movements operate, understanding that NYSDOT typically does not encourage pilot projects.
- c. CM found the following examples (Table 1) to show similar roadways (urban principal arterial) that have two lanes in each direction separated by a median or two-way-left-turn-lane, have a posted speed limit of 40 to 45 mph, and have a crosswalk on a minor street at an unsignalized intersection.

MEMORANDUM




Improvements at Cherry Avenue Extension/McCormack Road North
 May 30, 2024

Table 1: Similar Locations

Intersection	Posted Speed	85 th % Speed	Aerial
Albany Shaker Road at Northwestern Blvd Colonie, NY	40 mph	53 mph (NYSDOT)	
NY 631 at Oak Brook Road Baldwinsville, NY	40 mph	49 mph (NYSDOT)	
Albany Shaker Road at Sicker Road Colonie, NY	40 mph	53 mph (NYSDOT)	

MEMORANDUM

Improvements at Cherry Avenue Extension/McCormack Road North
 May 30, 2024

NY 146 at Clifton Corporate Parkway Clifton Park, NY	45 mph	48 mph (NYSDOT)	
NY 31 at Byron Road Baldwinsville, NY (Note this location does not have an adjacent pedestrian facility)	45 mph	55 mph (NYSDOT)	
Main Street at Eltham Drive Amherst, NY	40 mph	44 mph (NYSDOT)	

5. Comment: Will lighting be provided at the crosswalk?

Response: CM performed a lighting assessment at McCormack Road North to identify illumination levels at the proposed crosswalk location. According to the *Illuminating Engineering Society (IES) American National Standards Institute (ANSI) RP8-22 Design of Roadway Facility Lighting* standards, for this type of facility (local roadway with less than 10 pedestrians/hour and a pavement classification of R2/R3), the illuminance level should have a minimum value of 0.4 foot-candles. As shown in the attached Figure 3, the current lighting levels are adequate at the proposed crosswalk. If the crosswalk is moved further east, the light may need to be adjusted to adequately illuminate the new crosswalk location.

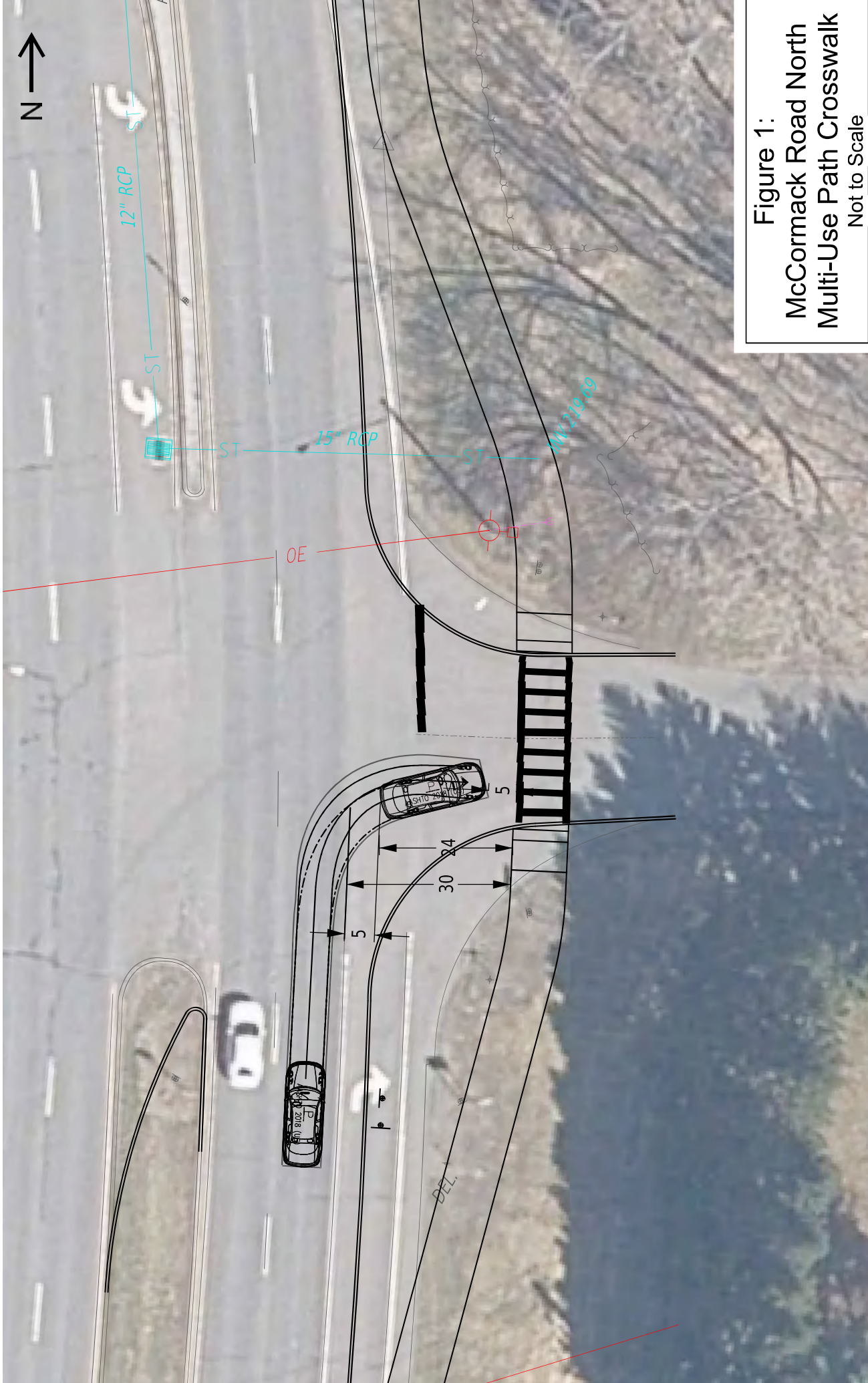


Figure 1:
McCormack Road North
Multi-Use Path Crosswalk
Not to Scale

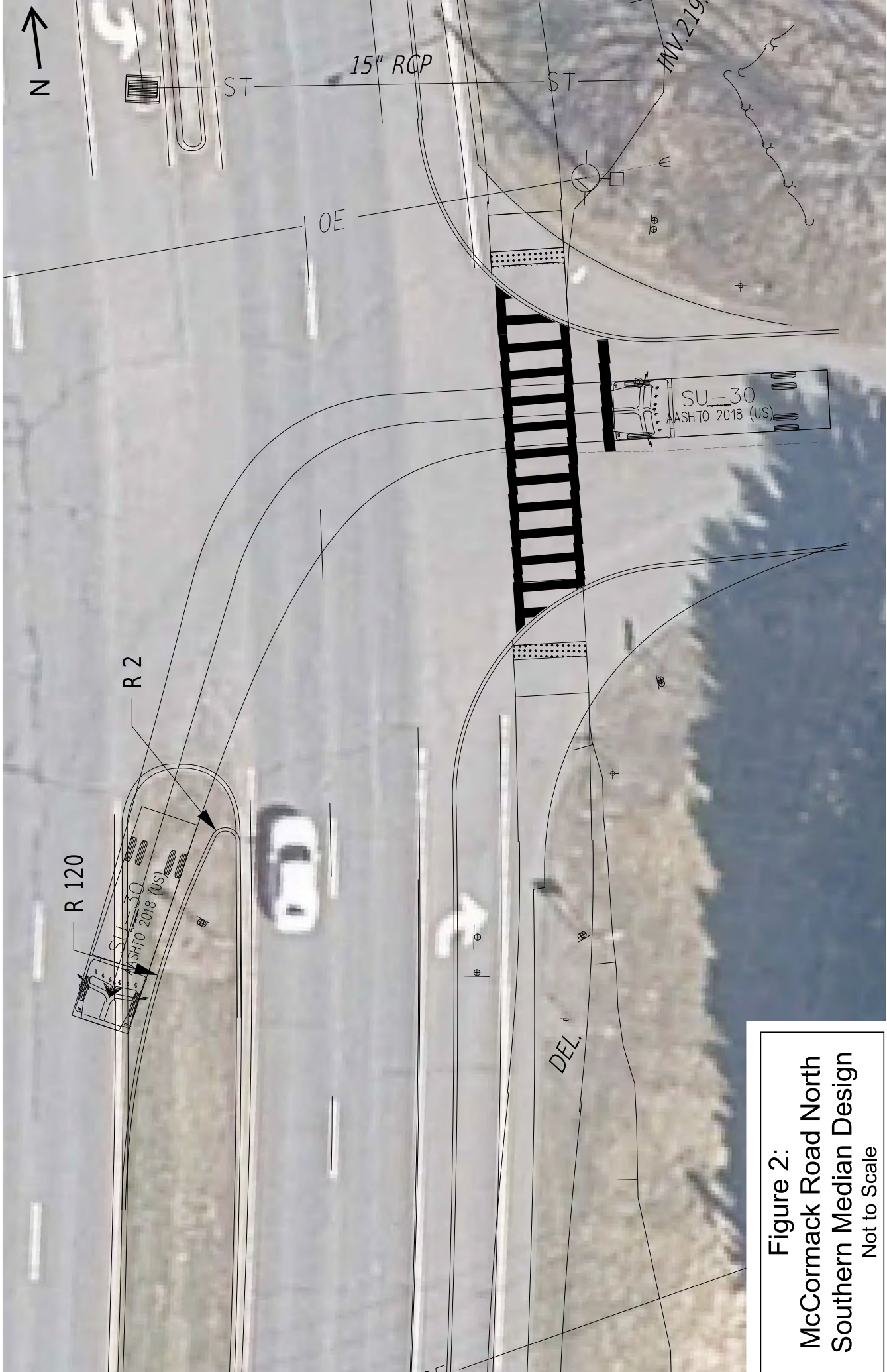
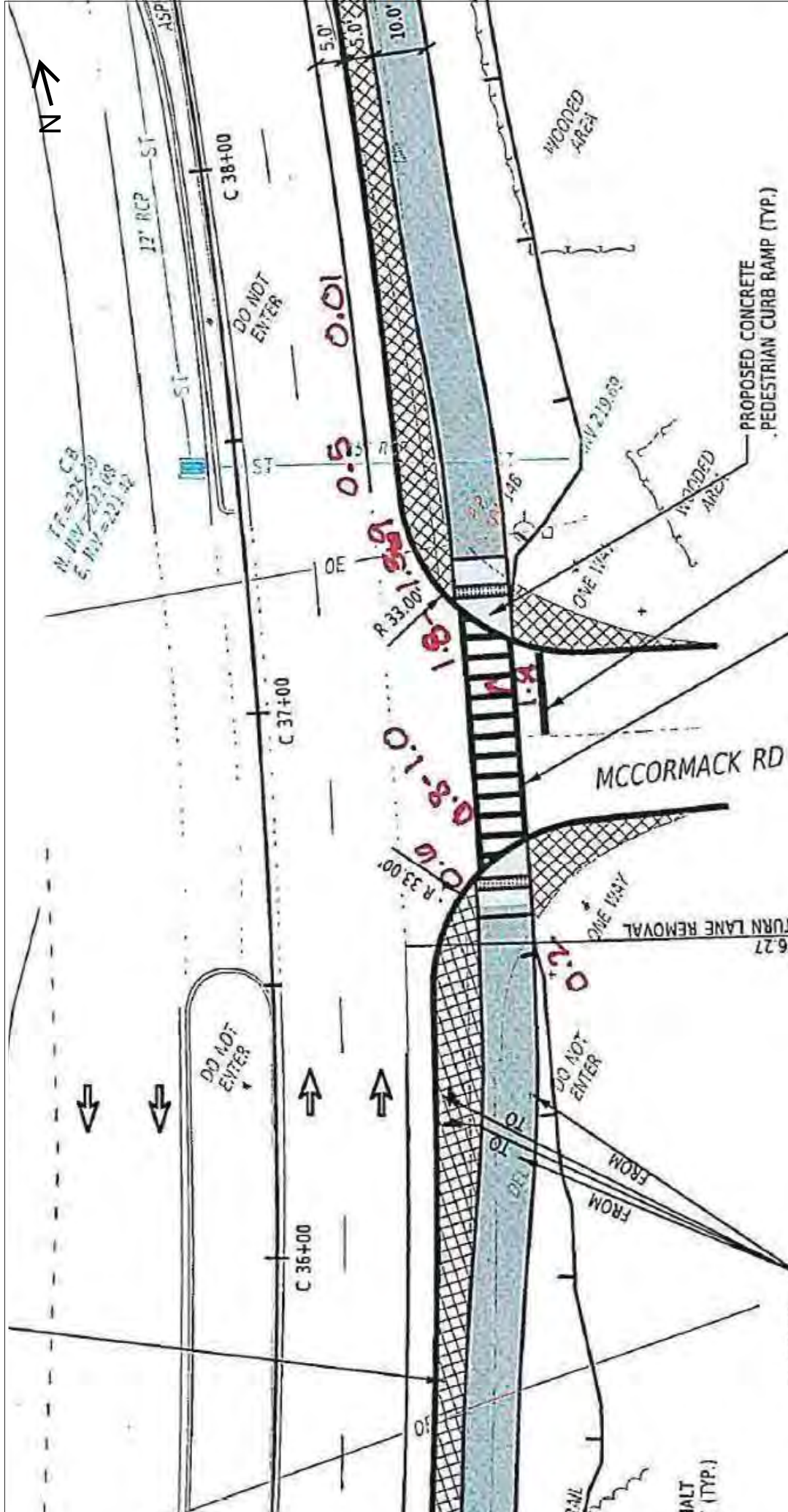


Figure 2:
 McCormack Road North
 Southern Median Design
 Not to Scale



Notes:

1. Lighting levels measured in foot-candles.
2. IES ANSI RP-8 Table recommendation for low (<10/hour) pedestrian area classifications and a pavement classification for R2&R3 the minimum illuminance should be 0.4 foot-candles.

Figure 3:
Lighting Analysis
Not to Scale

APPENDIX E – MISCELLANEOUS

Smart Growth Screening Tool

PIN 1762.46

Prepared By: Creighton Manning Engineering

Date: 10/25/2023

Smart Growth Screening Tool (STEP 1)

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

Title of Proposed Project: Cherry Avenue Extension Multi-Use Path

Location of Project: Cherry Avenue, Town of Bethlehem, Albany County, NY

Brief Description: The proposed purpose of this project is to build a multi-use path adjacent to Cherry Avenue from Kenwood Avenue to New Scotland Road. Additional improvements include bicycle and pedestrian accommodations at the intersections of Kenwood Avenue and Cherry Avenue and at the New Scotland Road roundabout.

A. Infrastructure:

Addresses SG Law criterion a. –

(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes

No

N/A

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

The project location currently has no pedestrian infrastructure within the project limits. There is an existing sidewalk along Kenwood Avenue. The proposed multi-use path will tie-in to existing pedestrian infrastructure at both ends of the project limits.

Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:**

<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>

Smart Growth Screening Tool

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;
- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

b. For all other maintenance projects, **STOP here**. Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects.

For all other projects (other than maintenance), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j: to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

Yes No N/A

2. Will the project reduce greenhouse gas emissions?

Yes No N/A

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

Smart Growth Screening Tool

Item 1 - This project will improve the existing pedestrian network by installing a multi-use path to connect to existing sidewalks and/or trails. These improvements will fortify the Town of Bethlehem by providing a safer method of transportation for pedestrians/bicyclists and add recreation opportunities.

Item 2- This project will reduce greenhouse gas emissions by promoting bicycle and pedestrian activities with the construction of a multi-use path.

C. Smart Growth Location:

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

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

1. Is this project located in a developed area?

Yes No N/A

2. Is the project located in a municipal center?

Yes No N/A

3. Will this project foster downtown revitalization?

Yes No N/A

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

Yes No N/A

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

Item 1 and 2 - This project is located within the Town of Bethlehem. Cherry Avenue is not located in a municipal center and features residential parcels.

Item 3 - This project will upgrade the functionality and safety of the corridor for pedestrian/ cyclists, while improving the aesthetic attributes of the area.

Item 4 - The location of the project is adjacent to New Scotland Road, which has been identified as a Hamlet Area in the 2022 Comprehensive Plan Update. Mixed use development of a higher density along New Scotland Road is proposed.

D. Mixed Use Compact Development:

Smart Growth Screening Tool

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

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

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

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

This project will have no impact on planning and development of mixed land use, housing availability, or building codes. This project is not in a Brownfield redevelopment site. The corridor will be designed and improved in such a manner that contributes to the aesthetics of the surrounding area.

Smart Growth Screening Tool

E. Transportation and Access:

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

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

1. Will this project provide public transit?

Yes No N/A

2. Will this project enable reduced automobile dependency?

Yes No N/A

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

Yes No N/A

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

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

Item 1 - This project does not include public transit accommodations.
Item 2 - This multi-use path project will provide more opportunities for walking and biking throughout the corridor, therefore reducing automobile dependency.
Item 3 - This project will create a multi-use path for cycling and/or pedestrian activity and provide a direct connection to the Albany County Rail Trail.

F. Coordinated, Community-Based Planning:

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

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

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

Smart Growth Screening Tool

Yes No N/A

2. Is the project consistent with local plans?

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

The project is consistent with the Town of Bethlehem's 2022 Comprehensive Plan Update and Capital Region Tech Valley Trail Plan. The Town held a public meeting in December 2023, and convened a meeting with the McCormack Road North neighborhood in April 2024. Individual outreach to stakeholders has also occurred.

G. Stewardship of Natural and Cultural Resources:

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

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

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Yes No N/A

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

Smart Growth Screening Tool

Yes No N/A

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

Yes No N/A

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

There are no agricultural lands or forests within the project area. The creation of the multi-use path will encourage pedestrian and bicycle activities in the corridor. This will improve air quality as a result of decreased vehicular trips. The project will enhance recreation by providing a safer and more inviting atmosphere for walking the corridor. The project will not have an effect on open space, scenic areas and historic/cultural resources

Smart Growth Screening Tool

Smart Growth Impact Statement (STEP 2)

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

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

Smart Growth Impact Statement

PIN: 1762.46

Project Name: Cherry Avenue Extension Multi-Use Path

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

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

Smart Growth Screening Tool

Review & Attestation Instructions (STEP 3)

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

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

A. CERTIFICATION (LOCAL PROJECT)

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

Preparer of this document:



Signature

07/11/2024
Date

Project Manager
Title

Sarah Carroll
Printed Name

Responsible Local Official (for local projects):


Signature

7/22/24
Date

Town Engineer
Title

Eric P. Johnson
Printed Name

Smart Growth Screening Tool

B. ATTESTATION (NYS DOT)

1. I HEREBY:

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

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

(Attach additional sheets as needed)

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

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

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



Signature

RLPL

Title

8/11/24

Date

Lorenzo Distefano

Printed Name