

SAFE ROUTES TO SCHOOL PROGRAM

# PROJECT APPLICATION

Project Name: Irvington Village - Pedestrian and Bicycle Safety Improvements

Project Location: Village of Irvington

Municipality(ies): \_\_\_\_\_

County(ies): Westchester

Sponsor: Village of Irvington

Applicant: Village of Irvington

## Sponsor Information

Sponsor: Village of Irvington

Sponsor's Mailing Address: 85 Main Street

Irvington, NY 10533

Contact Person:

Name: Lawrence S. Schopfer

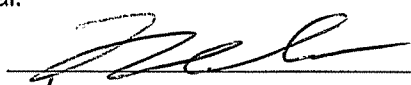
Title: Village Administrator

Phone: ( 914 ) 591 --- 4358

Fax: ( 914 ) 591 --- 4072

E-Mail Address: LSCHOPFER @ IRVINGTONNY.GOV

Sponsor's Approval:

Signature: 

Date: 3/31/08

Title: Village Administrator

## Applicant Information

Applicant: Village of Irvington

Applicant's Mailing Address: 85 Main Street

Irvington, NY 10533

Contact Person:

Name: Lawrence S. Schopfer

Title: Village Administrator

Phone: ( 914 ) 591 --- 4358

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Applicant's Approval:

Signature: 

Date: 3/31/08

Title: Village Administrator

## SRTS Activity Category

Check the SRTS category or categories under which this project is eligible. The reasons for how the project fits each checked category are required in Attachment D.

- Engineering Activities (infrastructure)
- Education Activities (non-infrastructure)
- Enforcement Activities (non-infrastructure)
- Encouragement Activities (non-infrastructure)
- Evaluation Activities (non-infrastructure)

## Project Costs and Funding

(From Attachment G)

Safe Routes to School Program (SRTS) Funds Requested:	\$ <u>228,723</u> (1)
Other funds (Sponsor/Applicant) to be provided:	\$ <u>23,750</u> (2)
Funds from Other Sources (Federal and/or State):	\$ _____ (3)
Total Funding Needed for Project:	\$ <u>252,473</u> (4)

## **ATTACHMENT A – SPONSOR INFORMATION**

The Village encompasses approximately 2.82 square miles and is located along the lower western edge of Westchester County, bordering the Hudson River about 20 miles north of New York City. The Village is part of the Town of Greenburgh and is adjacent to the Villages of Tarrytown, Dobbs Ferry, Ardsley, and Elmsford. The population of the Village is 6,631 according to the 2000 U.S. census.

The Village is traversed by New York State Route 9, Interstate 87 (New York State Thruway), Saw Mill River Parkway, and the Old Croton Aqueduct. In addition, commuters are served by Metro-North Railroad, which provides access to New York City via the Hudson Line.

The Irvington Union Free School District, largely contained within the Village of Irvington, is composed of three campuses, Dows Lane (K-3), Main St School (grades 4-5), and Irvington Middle (grades 6-8) / High School (grades 9-12). All District campuses are located within the Village of Irvington.

The Village of Irvington is submitting this application to complement an application to be submitted by the Irvington Union Free School District for the Safe Routes to School program for 2008.

The Village is aware of and prepared to enter into a formal agreement with NYSDOT and consider a resolution, which will be passed by the Mayor and Board of Trustees of the Village. This resolution will state that the Village of Irvington is willing to:

- Enter into a formal agreement with NYSDOT;
- Pay project costs first, then request reimbursement of eligible costs from NYSDOT;
- Accept responsibility for the project development in accordance with federal requirements.

The two main contact people from the Village of Irvington will be Lawrence S. Schopfer, Village Administrator, and Greg Nilsson, Superintendent of Public Works. Mr. Schopfer has over 20 years of experience in public administration and finance in the State of New York, including successful completion of numerous large-scale, grant-funded projects. Mr. Nilsson has over 30 years experience in the construction industry, including 9 years in Public Works and 5 years as Superintendent of Public Works. He has successfully designed, estimated, bid and overseen numerous public works projects such as the installation of sidewalks, curbs, storm drainage, water and sewer lines, and road resurfacing.

**ATTACHMENT B – APPLICANT INFORMATION**

The Village of Irvington is the Project Sponsor and Project Applicant

## ATTACHMENT C – PROJECT DESCRIPTION

The Irvington SRTS Project consists of both infrastructure and non-infrastructure components to promote walking and bicycling to school by students in grades K-8.

The **infrastructure portion of the Project** provides for sidewalk improvements along Village right of ways in order to provide safer pedestrian and bicycle access to all three School District campuses.

The following is a list of all proposed sidewalks. All proposed sidewalks are in locations that do not currently have sidewalks unless otherwise noted. Most locations are within 1,000 feet of a school campus. The furthest location (Ardsley Avenue West) is less than  $\frac{3}{4}$  of a mile from a school campus.

1. North side of Station Road from Maple Street to South Buckhout Street (150 lf).
2. South side of Station Road from Willow Street to Maple Street (225 lf – reconstruct existing sidewalk).
3. East Side of Oak Street around to West side of Willow Street (960 lf – reconstruct existing sidewalk).
4. Ardsley Avenue West from South Broadway to the Old Croton Aqueduct (540 lf).
5. East side of South Broadway from Sycamore Lane to Harriman Road (600 lf).
6. East side of South Broadway from Dows Lane / Richmond Hill exit to Downingwood (400 lf).

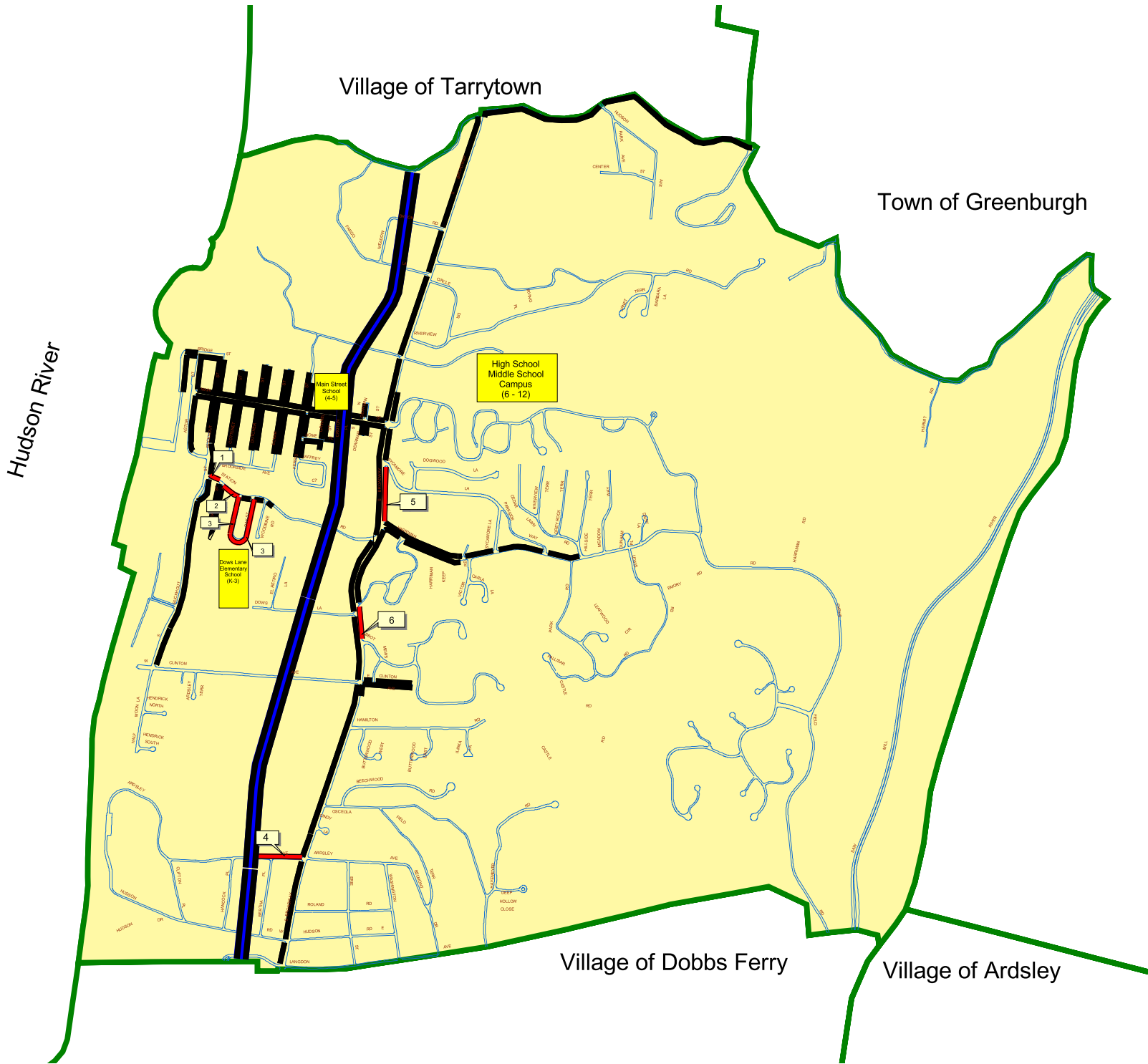
The **non-infrastructure portion of the Project** includes programs to educate and encourage K-8 students towards more frequent walking and bicycling to school as follows:

- Walking buses – A total of four walking bus routes are contemplated in and around the Main Street Elementary School while the Irvington School District SRTS application contemplates three walking bus routes for the Dows Lane Elementary School and Middle School campus.
- Irvington Police Department checkpoints – to advise motorists of the SRTS program.
- Irvington Police Department pedestrian crosswalk sting operations.
- Deployment of the Irvington Police Department’s speed trailer at key pedestrian and bicyclist locations.

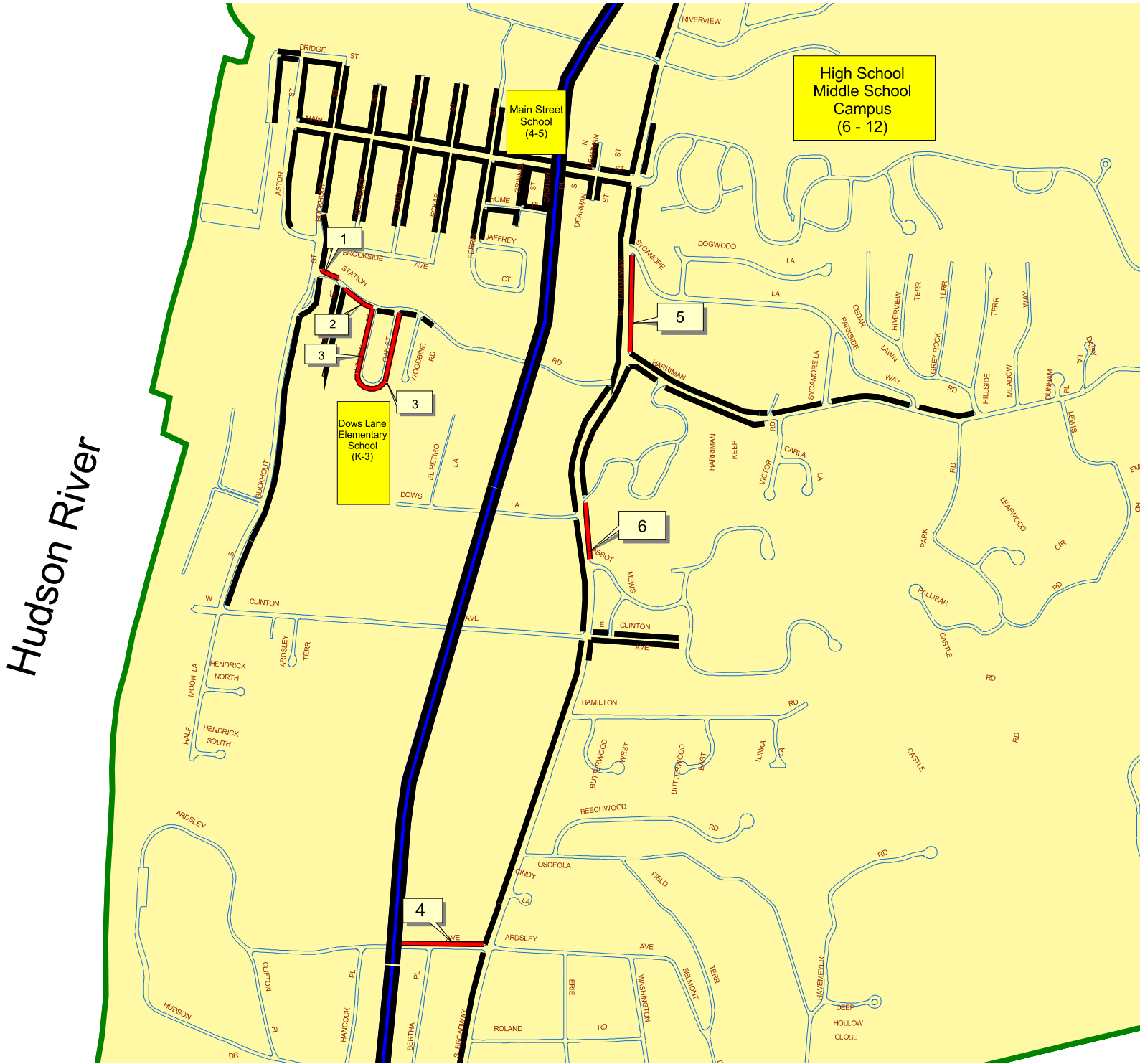
The Village of Irvington is the governing municipality and has the legal authority and professional knowledge required to hire consultants and contractors and is the sole owner of all of the right-of-ways where work is proposed. There are no other approvals necessary from any other agency to complete this work.

Project location maps and photographs showing the Project areas are attached. The location maps show current sidewalk locations as black and proposed new sidewalks as red.

# Attachment C - Project Location Map #1



# Attachment C - Project Location Map #2




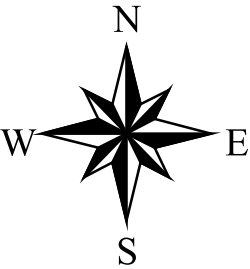
High School  
Middle School  
Campus  
(6 - 12)

Main Street  
School  
(4-5)

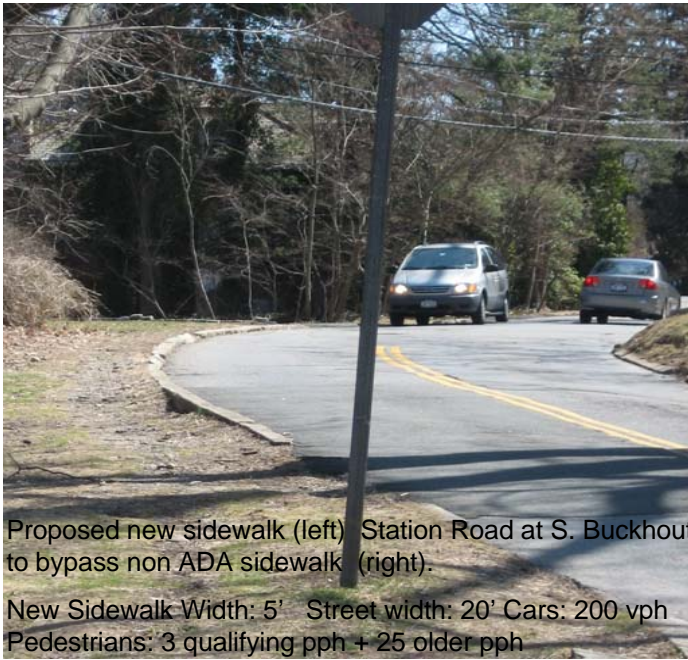
Dows Lane  
Elementary  
School  
(K-3)

Hudson River

 Old Croton Aqueduct  
New Proposed Sidewalks  
Existing Sidewalks







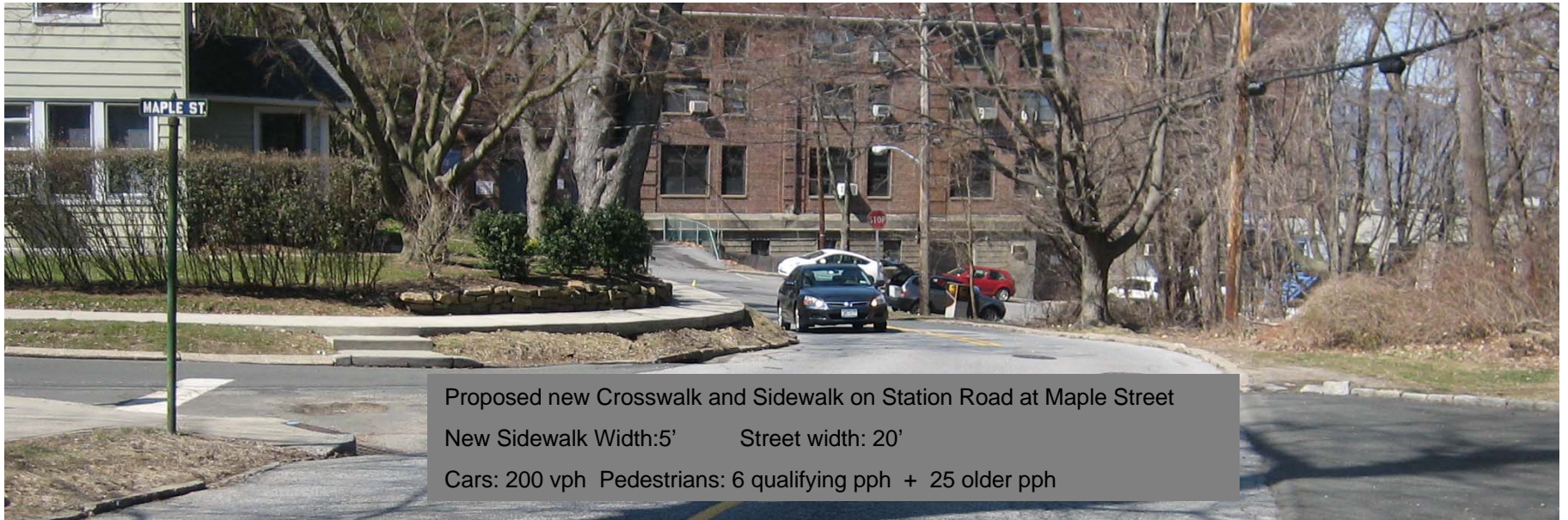
Proposed new sidewalk (left) Station Road at S. Buckhout to bypass non ADA sidewalk (right).  
 New Sidewalk Width: 5' Street width: 20' Cars: 200 vph  
 Pedestrians: 3 qualifying pph + 25 older pph



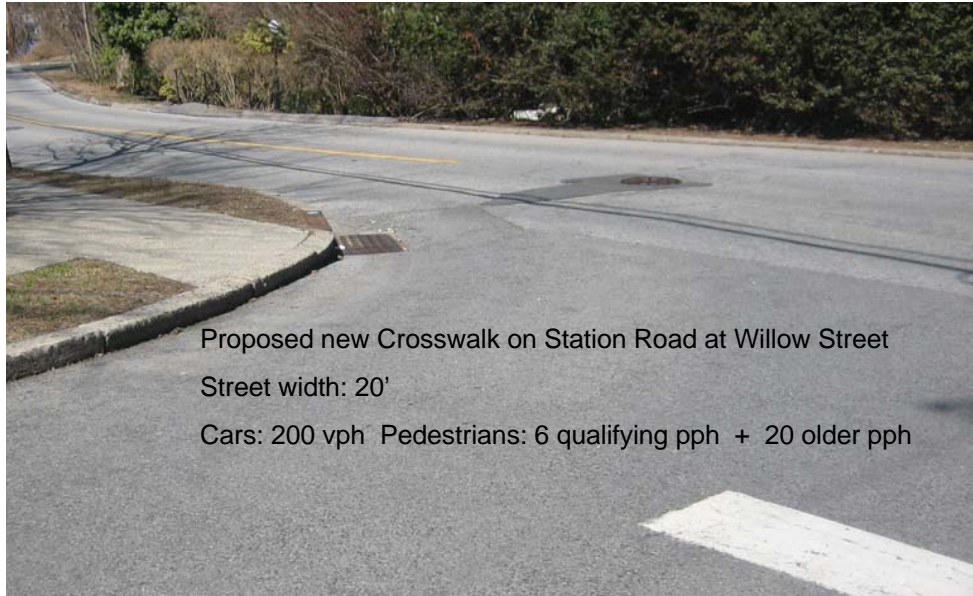
Non ADA sidewalk  
 Station Road at S. Buckhout



Proposed new Sidewalk on West Ardsley Av  
 Street width: 20'-4" Verge width 4'  
 Cars: 115 vph  
 Pedestrians: 0 qualifying pph + 57 older pph



Proposed new Crosswalk and Sidewalk on Station Road at Maple Street  
 New Sidewalk Width: 5' Street width: 20'  
 Cars: 200 vph Pedestrians: 6 qualifying pph + 25 older pph



Proposed new Crosswalk on Station Road at Willow Street  
Street width: 20'  
Cars: 200 vph Pedestrians: 6 qualifying pph + 20 older pph



Existing Sidewalk to be replaced on east side of Willow Oak Street  
Sidewalk Width: 3'-10"  
Street width: 18'  
Cars: 35 vph Pedestrians: 4 qualifying pph + 4 older pph



Existing Sidewalk to be replaced on west side of Willow Street  
Sidewalk Width: 4' Street width: 18'  
Cars: 35 vph Pedestrians: 8 qualifying pph + 6 older pph

## **ATTACHMENT D - ELIGIBILITY**

### **Project Element: Construction and Reconstruction of sidewalks; Crosswalks**

The construction and reconstruction of sidewalks and related crosswalk striping qualifies under the Engineering category of the SRTS program. These improvements are designed to allow pedestrians and bicyclists to proceed safely throughout the Village.

### **Project Element: Walking bus routes**

Walking bus routes involve the recruitment of adult supervisors to walk over a pre-determined route at pre-determined times with the goal of escorting younger children (e.g., ages 5-10) to school. This qualifies in both the Education and Encouragement categories of the SRTS program. Children and parents become educated as to the proper, safe routes to school when they use the walking bus. In addition, the presence of an adult-supervised walking bus and larger groups of children serves as an encouragement to children anxious to join their peers and parents who are concerned for the safety of their children.

### **Project Element: Irvington Police Department checkpoints**

As part of the encouragement effort, the Irvington Police Department would set up checkpoints, possibly in conjunction with other enforcement efforts (e.g., DWI or seat belt compliance), to distribute information to motorists regarding the proper, safe routes to schools and the benefits to students of walking to school.

### **Project Element: Irvington Police Department enforcement**

Enforcement efforts would include pedestrian crossing sting operations. This would involve the deployment of a plain-clothes officer at key pedestrian crossings looking for motorists that do not yield to pedestrians in accordance with State law.

Additionally, the Department's speed trailer would be deployed to key locations in the vicinity of the schools in order to aid in reducing the overall speed of vehicles. Speed reduction is another key enforcement.

The Department currently has a staff of crossing guards that are deployed at specific locations in the vicinity of the schools to assist students in traversing the heavily traveled roads of Main Street and Broadway.

### **Project Element: Evaluation**

The Irvington Police Department will have sufficient data to compare the pedestrian and bicycle accident data from before and after the improvements. This will serve as an initial measure of the effectiveness of the improvements.

The Irvington School District will analyze the before and after counts of students riding the bus, along with surveys to establish how the non-bus riders are actually getting to school.

## **ATTACHMENT E – BENEFITS TO THE PUBLIC INTEREST**

All improvements contemplated in this Project will be constructed on public right-of-ways and therefore are open at all times and available to the general public without restriction.

Permitted uses include walking, jogging, running, bicycling (only restricted on a common sense basis depending on the width of the sidewalk), and any other use commonly attributed to sidewalks.

## **ATTACHMENT F – EXPECTED BENEFITS TO RESULT FROM THE PROJECT**

The Village of Irvington shares the same expectations as the Irvington School District as it relates to the benefits of the Project. The following information is presented in the Irvington School District's SRTS application and repeated here for convenience.

Expected benefits:

- Primary Benefit #1: Less traffic in the vicinity of the Main Street School, Middle School, and Dows Lane School (see full discussion below).
- Primary Benefit #2: Fewer auto and pedestrian accidents (see full discussion below).
- Secondary Benefit: Lower emissions.
- Secondary Benefit: Less wasted time.
- Secondary Benefit: Healthier students.
- Secondary Benefit: Improved safety on paths.

### **Primary Benefit #1: Less traffic in the vicinity of the Main Street School, Middle School, and Dows Lane School**

#### *Middle School discussion*

Currently, about 48 students or 10% of the Middle School student population, report walking to school sometimes (once or more per week). Nearly half (48%) of the student population is eligible for busing, but over 250 students need to find another means of getting to and from school besides the bus. One student bikes regularly. After the first year of SRTS promotion, a 50% increase or 24 more regular (twice or more per week) walkers is expected. At the end of the second year and after completion of Village and School District infrastructure improvements, it is expected that an increase of another 50% in walkers is expected, thereby doubling the number of regular walkers in two years to the Middle School.

#### *Main Street School discussion*

At the Main Street School (grades 4-5), 90% of the students are eligible for busing, but only 55% ride the bus regularly. This leaves nearly 120 students and their parents seeking other means of transportation to school. Only about 30 students who live less than ¼ mile from school are not eligible for the bus. However, there are approximately 70 students who live less than .5 mile from school who could be expected to walk sometimes to school. Main Street School is fortunate in that it is situated on Main Street amidst a network of sidewalks and serviced by police crossing guards. With these favorable walking features in mind, it is reasonable to expect that after the first year of SRTS promotions that 90% of the non-eligible will walk sometimes (once or more per week). Following the second year of SRTS promotions and after the completion of Village and School District infrastructure improvements, it is expected that 50% of those living less than .5 mile from school, or about 35 students, will report that they walk or bike regularly (twice or more per week) to school.

#### *Dows Lane School discussion*

At Dows Lane School (K-3), only about 10 students of 530+ students live less than ¼ mile from school as measured over public roadways (e.g., Dows Lane, Oak Street, Willow Street, Station

Road). While 98% of students are eligible for busing, only 70% ride the bus on a daily basis. About 50 students live less than ½ mile from school. This number increases to nearly 100 if the distance to Dows Lane is measured over paved walkways and the Aqueduct Trail that both the Village and School District SRTS projects plan to improve. Dows Lane lacks the network of sidewalks and police crossing guard presence by the school that Main St School enjoys. Further affecting the number of walkers to Dows Lane is the age of the students, the district’s youngest, ages 5-8, and parents’ understandable reluctance to have their children walk to school on their own. Escorting the Dows Lane students in the fashion of a “walking school bus” or “safe house network” should be an attractive, appropriate option for Dows Lane parents. In a survey conducted by the Irvington School District, Dows Lane parents favor a walking school bus activity by over a 2-1 margin. With these considerations in mind, the goal for the first year of SRTS promotion at Dows Lane will be 50% of those living less than ½ mile from school, or 25 students, will walk to school sometimes (once or more per week). At the end of the second year of promotions and after completion of all Village and School District improvements, another 25 additional students or about 50 students will walk to school regularly (twice or more per week).

Benefits would be evaluated by “before and after” counts, surveys and measurements of increased walking and bicycling to and from school.

**Primary Benefit #2: Fewer auto and pedestrian accidents**

One of the primary benefits of the Village’s SRTS Project is the reduction of automobile accidents within a 2 mile radius of the school buildings. It is expected that the infrastructure improvements proposed in this application will have a direct impact on the number of automobile and pedestrian/bicyclist accidents. In addition, the dissemination of information by the Irvington Police Department (and Irvington School District) will raise the level of awareness among motorists as to the presence of increased numbers of pedestrians and bicyclists.

The following accident history was compiled over the past 5 years and the accidents are generally listed by intersection or “at large”:

Broadway (from Main Street to Langdon Avenue, inclusive) - 186 accidents, 60 of which (about 1/3) resulted in injuries.

At Main Street/Fieldpoint	35 accidents (incl. 4 injury accidents)
<b>* At Harriman Road</b>	<b>29 accidents (incl. 9 injury accidents)</b>
At Large	22 accidents (incl. 11 injury accidents)
At Station Road	16 accidents (incl. 6 injury accidents)
<b>* At Sycamore Lane</b>	<b>15 accidents (incl. 7 injury accidents)</b>
At Clinton Avenue	14 accidents (incl. 5 injury accidents)
At Langdon Avenue	12 accidents (incl. 5 injury accidents)
<b>* At Ardsley Avenue</b>	<b>9 accidents (incl. 5 injury accidents)</b>
<b>* At Dows Lane</b>	<b>9 accidents (incl. 3 injury accidents)</b>
At Hamilton Avenue	6 accidents (incl. 2 injury accidents)
At Hudson Road	6 accidents (incl. 1 injury accidents)
At Cindy Lane	3 accidents (incl. 0 injury accidents)
<b>* At River City Grill</b>	<b>3 accidents (incl. 1 injury accident)</b>

<b>* At 35 S Broadway</b>	<b>2 accidents (incl. 0 injury accidents)</b>
At Osceola Avenue	1 accident (incl. 0 injury accidents)
At Roland Road	1 accident (incl. 1 injury accident)
At 136 S Broadway	1 accident (incl. 0 injury accidents)

Main Street - 140 accidents, 23 of which (about 1/6) resulted in injuries.

At Broadway	35 accidents (incl. 4 injury accidents)
At Ferris Street	26 accidents (incl. 5 injury accidents)
At Large	15 accidents (incl. 1 injury accident)
At Dutcher Street	14 accidents (incl. 2 injury accidents)
At Buckhout Street	10 accidents (incl. 2 injury accidents)
At Eckar Street	10 accidents (incl. 1 injury accidents)
At Cottenet Street	7 accidents (incl. 2 injury accidents)
At Astor Street	7 accidents (incl. 1 injury accident)
At Aqueduct Lane	4 accidents (incl. 1 injury accident)
At Dearman	4 accidents (incl. 0 injury accidents)
At Croton Place	3 accidents (incl. 2 injury accidents)
At West Main Street	1 accident (incl. 0 injury accidents)

South Buckhout Street - 31 accidents, 4 of which (about 1/8) resulted in injuries.

At Main Street	10 accidents (incl. 2 injury accidents)
<b>* At Station Road</b>	<b>8 accidents (incl. 2 injury accidents)</b>
At West Clinton Avenue	6 accidents (incl. 0 injury accidents)
At Large	5 accidents (incl. 0 injury accidents)
At South Astor Street	2 accidents (incl. 0 injury accidents)
<b>* In front of the Trent Building</b>	<b>1 accident (incl. 0 injury accidents)</b>

Station Road - 29 accidents, 8 of which (about 1/4) resulted in injuries.

At Broadway	16 accidents (incl. 6 injury accidents)
<b>* At S. Buckhout Street</b>	<b>8 accidents (incl. 2 injury accidents)</b>
<b>* At Brook Place</b>	<b>2 accidents (incl. 0 injury accidents)</b>
<b>* At Woodbine Street</b>	<b>1 accident (incl. 0 injury accidents)</b>
<b>* At Oak Street</b>	<b>1 accident (incl. 0 injury accidents)</b>
<b>* At 9 Station Road</b>	<b>1 accident (incl. 0 injury accidents)</b>

Riverview Road - 7 accidents, 2 of which (about 1/3) resulted in injuries.

At Irving Place	2 accidents (incl. 2 injury accidents)
At Riverview Court	2 accidents (incl. 0 injury accidents)
At Barbara Lane	1 accident (incl. 0 injury accidents)
At 85 Riverview Road	1 accident (incl. 0 injury accidents)
At Large	1 accident (incl. 0 injury accidents)

South Astor Street - 10 accidents, 1 of which resulted in injuries.

At Main Street	7 accidents (incl. 1 injury accident)
At S. Buckhout Street	2 accidents (incl. 0 injury accidents)
At Large	1 accident (incl. 0 injury accidents)

Dows Lane - 10 accidents, 3 of which (about 1/3) resulted in injuries.

* At Broadway	<b>9 accidents (incl. 3 injury accidents)</b>
At El Retiro Lane	1 accident (incl. 0 injury accidents)

Ardsley Avenue West - 10 accidents, 5 of which (1/2) resulted in injuries.

* At Broadway	<b>9 accidents (incl. 5 injury accidents)</b>
* At Ardsley Plaza	<b>1 accident (incl. 0 injury accidents)</b>

Hudson Road West - 7 accidents, 1 of which resulted in injuries.

At Broadway	6 accidents (incl. 1 injury accidents)
At Hancock Place	1 accident (incl. 0 injury accidents)

\* Locations marked with an asterisk (“\*”) are in immediate proximity to specific project elements included in this application.

In the future, similar accident data can be reviewed and analyzed in order to evaluate the effectiveness of the improvements and programs advanced by the SRTS efforts.

## ATTACHMENT G – PROJECT COSTS AND FUNDING

### PROJECT COSTS

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#### Infrastructure elements

1. North side of Station Road from Maple Street to South Buckhout Street	\$10,868
2. South side of Station Road from Willow Street to Maple Street	\$14,997
3. East Side of Oak Street around to West side of Willow Street	\$44,281
4. Ardsley Avenue West from South Broadway to the Old Croton Aqueduct	\$59,989
5. East side of South Broadway from Sycamore Lane to Harriman Road	\$43,470
6. East side of South Broadway from Dows Lane to Downingwood	\$28,980
Contingency (15%)	<u>\$30,388</u>
Total infrastructure element costs	<u>\$232,973</u>

#### Non-infrastructure elements

1. Walking buses – 4 routes @ \$8,000 per route (1 <sup>st</sup> and 2 <sup>nd</sup> years only)	\$16,000
2. Irvington Police Department checkpoints (1 <sup>st</sup> and 2 <sup>nd</sup> years only)	\$5,000
3. Irvington Police Department pedestrian crossing sting operations (1 <sup>st</sup> and 2 <sup>nd</sup> yrs. only)	\$5,000
4. Deployment of speed trailer (1 <sup>st</sup> and 2 <sup>nd</sup> years only)	<u>\$1,500</u>
Total non-infrastructure elements	<u>\$ 19,500</u>

Total Project Costs \$252,473

### PROJECT FUNDING

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SRTS Funding	\$228,723
Village capital project funds and/or CHIPS funds	\$10,000
Village operating budget 2009-10 (to fund 2 <sup>nd</sup> year of non-infrastructure elements)	<u>\$13,750</u>
Total Project Funding	<u>\$252,473</u>

#### *Project costs discussion*

All project costs have been estimated by Greg Nilsson, Irvington Superintendent of Public Works. The estimates are based on actual field measurements performed by Mr. Nilsson. Sidewalk construction costs are based on quotes received from area contractors and are generally \$12/sq. ft. for new sidewalks and slightly less for reconstructed sidewalks.

#### *Funding availability*

The Village has consistently provided funding for sidewalk construction through its Capital budget averaging \$35,000 annually. Of these Capital project funds, a minimum of \$10,000 will be committed to the SRTS project. Should the Capital funds not be available, the Village is prepared to commit the \$10,000 from annual NYS CHIPS funds.

Although construction contingency of 15% is included in the project costs, the Village is committed to providing the funding necessary to complete all project elements in case actual costs exceed the estimated costs included herein. The additional funding will either be provided from existing reserve funds or additional Capital funds depending upon financial circumstances at the time.

The Village operating budget for 2009-10 will be finalized by May 1, 2009.

## ATTACHMENT H – IMPLEMENTATION SCHEDULE

SRTS application approved		9/2008
Execute Agreement with NYSDOT	10/2008	1/2009
Non-infrastructure elements implemented (1 <sup>st</sup> year)	10/2008	5/2009
Design Services prepares PS&E	1/2009	4/2009
Village 2009-10 operating budget adopted		5/2009
Prepare Contract Documents	4/2009	6/2009
Bid and Award Project	6/2009	8/2009
SRTS activities evaluated	6/2009	8/2009
Non-infrastructure elements implemented (2 <sup>nd</sup> year)	6/2009	5/2010
Construct & Inspect Project	8/2009	10/2010
SRTS activities evaluated	6/2010	8/2010

## **ATTACHMENT I – MAINTENANCE & OPERATION OF PROJECT**

The Village of Irvington will be responsible for the maintenance and operation of all project elements. The Department of Public Works, under the direction of the Superintendent of Public Works, will perform all necessary repairs to sidewalks including patching and leveling of the surface. In addition, the Department is responsible for removing all snow and ice from the sidewalks during the winter season. The Department is responsible for repainting all crosswalks on an annual basis.

## **ATTACHMENT J – DOCUMENTATION OF COMMUNITY SUPPORT**

The following documents are attached as clear evidence of community support:

- Alan Chaut, President, Fieldpoint Community Association
- Hon. Thomas J. Abinanti, Legislator 12<sup>th</sup> District, Westchester County
- Herbert L. Camp, President, Ardsley Park Property Owners Association, Inc.
- Mavis Cain, President, Friends of the Old Croton Aqueduct, Inc.
- Steve Oakes, Manager, Old Croton Aqueduct State Historic Park
- Michael P. Cerone, Chief of Police, Irvington Police Department
- Hon. Richard Brodsky, NY State Assemblyman 92<sup>nd</sup> District
- Hon. Nita M. Lowey, Member of Congress 18<sup>th</sup> District New York
- Hon. Andrew J. Spano, Westchester County Executive
- Surveys



RIGHT OF WAY CLEARANCE CERTIFICATE

To: Regional Real Estate Officer, Region \_\_\_\_\_ Date: 3/31/08  
 From: Lawrence S. Schopfer, Local Sponsor Village of Irvington  
 P.I.N. #: \_\_\_\_\_ Project Irvington Village - Pedestrian and Bicycle Safety  
 Local #: \_\_\_\_\_ Acquiring Agency \_\_\_\_\_ Improvements

I certify that; the right-of-way has been or will be acquired in accordance with the Highway Law, the Eminent Domain Procedure Law, "Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970 and as amended", and Title 23 of the Code of Federal Regulations, Part 635, Section 309, Para. (c) (when applicable), and that the status of the right-of-way is as follows:

Select: a, b or c

- (a) No right of way (including clearance of the existing right of way) is required for the project.
- (b) All of the necessary rights of way, including control of access rights have been acquired including legal and physical possession.

All payments/deposits are completed. If applicable, "Statement of Donations" attached. There are no improvements existing that need to be removed or demolished and/or all occupants have vacated the land and/or improvements and the Department has the physical possession and the right to remove.

- (c) All the necessary rights of way, including control of access rights have not been completed, however, the acquisitions are being progressed and all legal and physical possession will be completed 3 weeks prior to advertising for bids (see attached ROW 9-15A "Acquisition and Clearance Status Report" for completion schedule).

Project description:

No. of maps required for project: \_\_\_\_\_  
 No. of Claimants: \_\_\_\_\_  
 No. of maps not requiring payment: \_\_\_\_\_  
 No. of Relocations required: \_\_\_\_\_  
 No. of Relocations completed: \_\_\_\_\_  
 No. of maps paid to date: \_\_\_\_\_  
 No. of maps deposited to date: \_\_\_\_\_

Completed Project File (11-1) and Individual Property Acquisition File (11-2) Check Lists must be attached.

Lawrence S. Schopfer  
 Local Official Date: 3/31/08 NYSDOT Real Estate Officer Date: \_\_\_\_\_  
 Title: Village Administrator