

Town of Clarkson

3710 Lake Road
Clarkson, New York 14430

ENGINEERING REPORT

for the

TOWN OF CLARKSON WATER IMPROVEMENT BENEFIT AREA No. 1

September 15, 2022

MRB Group Project No. 0330.21001.000

Prepared by:

MRB | *group*

The Culver Road Armory
145 Culver Road, Suite 160
Rochester, New York 14620
(585) 381-9250 — (585) 381-1008 fax
www.mrbgroup.com — e-mail: info@mrbgroup.com

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I. GENERAL

The purpose of this project is to provide a safe and reliable potable water supply and fire protection for residents of the proposed Town of Clarkson Water Improvement Benefit Area No. 1 (hereinafter referred to as the "Project, Project Area, Water Benefit Area or District").

The Town of Clarkson is located in Monroe County, as shown in **Figure 1**.

The proposed improvements consist of the installation of approximately **69,500 linear feet (LF) of 8" water main**, valves, hydrants, and appurtenances along various roads in the Town of Clarkson.

The Water Benefit Area will connect to existing water mains in the Town of Clarkson throughout several Water Districts. The Boundary Map and Description for the Project is provided in **Appendix A**.

II. PROJECT PLANNING AREA

A. PROJECT LOCATION

The Project Area is located along several roads as follows:

Table II.1: Water Main Locations

Area	Between
Sweden Walker Road (NYS Route 260)	Ridge Road (NYS Route 104) and approximately 400 feet south of Gilmore Road
Ireland Road	Sweden Walker Road and Clarkson Parma Town Line Road
Drake Road	Ridge Road and Clarkson Hamlin Town Line Road
Lawton Road	Lake Road (NYS Route 19) and Sweden Walker Road
Monroe Orleans County Line Road	Ridge Road and the Clarkson Hamlin Town Line
Redman Road (north section)	Approximately 780 feet north of Pesh Homes Trail and the Clarkson Hamlin Town Line
West Avenue (NYS Route 31)	Approximately 1,400 feet east of Redman Road and Old Route 31
Redman Road (south section)	West Avenue and approximately 1,100 feet south of Edmunds Road

Refer to **Figure 2** for a Map of the Proposed Project Location. Photographs of the Project Area are included in **Appendix B**.

B. ENVIRONMENTAL RESOURCES PRESENT

The area of the proposed project is generally farmland and residential areas.

There are several New York State and Federal (**Appendix C**) designated wetlands and streams that will need to be crossed, within the highway right-of-way, in areas already disturbed by the highway and existing utilities. Measures will be incorporated

into the design to mitigate adverse impacts. The related permits and environmental protection measures will be incorporated into the project.

The project is partially located within Monroe County's Agricultural District as shown in **Appendix D**. However, the majority of work will be located within the highway right-of-way and will have no adverse impact on the agricultural properties.

As part of the project planning process, a complete environmental review will take place including the State Environmental Quality Review (SEQR) Act and the National Environmental Policy Act (NEPA).

C. POPULATION TRENDS AND PARCEL INFORMATION

Population totals for the Town of Clarkson, as compiled by the Genesee/Finger Lakes Regional Planning Council ("GFLRPC"), are as follows:

Table II.2: Population Trends

Year	Population Total	Year	Population Projection
1960	2,339	2020	6,594
1970	3,642	2030	6,654
1980	4,016	2040	6,692
1990	4,417	2050	6,719
2000	5,928		
2010	6,588		

The projected increase in Town population between 2010 and 2050 is approximately 2.0%. The area comprising the proposed water district is rural in nature and is not within a major growth corridor. Therefore, for the purposes of this report, population trends in the planning area will be assumed consistent with the overall Town.

D. COMMUNITY ENGAGEMENT

Based on individual feedback from residents within the project area, the Town Board is confident that public water is a priority in the area. A public information meeting will be held following the Town receiving a Letter of Conditions from USDA Rural Development to outline the scope and costs of the project and the anticipated annual cost per user. The Town will also conduct a public hearing during district creation to give property owners a further opportunity to ask questions and provide feedback regarding the project.

III. EXISTING FACILITIES

A. GENERAL AND LOCATION MAP OF EXISTING FACILITIES

There are no existing public facilities in the Project Area.

The Town of Clarkson owns the distribution system and the Monroe County Water Authority (MCWA) operates the system under a Retail Lease Agreement.

The Project will receive water supply from the MCWA. The MCWA owns and operates a 140 MGD Water Treatment Facility on the shores of Lake Ontario, with sufficient capacity to serve this Project.

The Existing Water System Facilities within the Town of Clarkson are shown on **Figure 3**.

B. HISTORY

The Town of Clarkson entered into a retail lease agreement with the MCWA in December of 1996. Therefore, the Authority provides water to the Town on a retail basis, and operates and maintains the water system. The Town has consistently worked in cooperation with the Authority to implement projects with both local and regional objectives.

C. CONDITION OF EXISTING FACILITIES

The existing facilities are in excellent condition and routinely maintained by the MCWA.

D. FINANCIAL STATUS OF EXISTING FACILITIES

The financial status of the existing facilities does not relate specifically to the creation of this Water District, as each district is responsible for their own debt service charges.

The cost for routine operation and maintenance are included in the normal water rate established by the MCWA.

The Town of Clarkson is considering the use of PVC pipe for the installation of the water mains. In accordance with the MCWA Retail Lease Agreement, the Town of Clarkson Water Improvement Benefit Area No. 1 will be responsible for the costs associated with repairs/replacement of the PVC water main, since PVC is not in accordance with the MCWA current standards. A repair/reserve account will be established by the Town of Clarkson to fund future repairs as necessary.

E. WATER/ENERGY AUDITS

Not applicable to this report.

IV. NEED FOR PROJECT

A. HEALTH AND SAFETY

The residents in the Project Area typically experience the following problems:

1. **Insufficient quantity** of water is available for the residential wells. Some residents must conserve water by: alternating shower days, alternating laundry days or not washing clothes in their residences at all.

2. **Poor water quality** is predominant in the existing well supplies. The water quality requires some residents to either boil water for consumption or purchase bottled water for cooking and consumption.
3. **High cost** to operate and maintain existing well supplies. Some residents purchase chemicals for softening/treatment systems, and frequently replace their plumbing systems due to corrosion of their fixtures. Several residents currently pay over \$500 per year to operate/maintain their water system, which provides them with poor quality water and insufficient quantities at times.
4. **Fire Protection.** Currently, there is no fire protection in the proposed water benefit area. Likewise, there are no significant bodies of water in the vicinity that provide an adequate supply of water for fire protection.

B. **SYSTEM OPERATION AND MAINTENANCE**

Dead end water mains and rural water mains require periodic flushing and chlorine residual testing, which are typical of rural water districts because of low population density and low water usage. Currently, the MCWA maintain chlorine residual throughout rural water mains by utilizing permanent programmable automatic flushing units, portable programmable automatic flushing units and manual flushing. The MCWA routinely flushes and tests chlorine residual of the dead-end mains and rural water mains, as necessary.

In an effort to reduce the number of man-hours spent flushing water mains, automatic flushing hydrants will be installed on the water main dead-ends and rural water mains. The installation of the automatic flushing hydrants will eliminate the need for the water operator to open the manually flush the system by opening and closing fire hydrants.

C. **REASONABLE GROWTH**

The ability to serve a growing population in the region has been addressed as part of the selection of water main size. The water mains for the Project Area have been sized to meet fire flows, which far exceed residential demand.

Average daily demand for the Project Area is estimated to be 29,918 gallons per day (20.8 gpm). Peak daily demand is estimated at 119,672 gallons per day (83.1 gpm), assuming a peaking factor of 4.

Insurance Services Office (ISO) requires a minimum fire flow of 500 gpm at 20 psi residual pressure for this area. Fire flows in the Project Area will exceed the ISO and NYS Department of Health requirements in all areas. As shown on Table VI.2, fire flows will be in excess of 500 gpm @ 20 psi in all locations.

Future residential growth within the district will not be limited as a result of available fire flows. In addition, this project is utilizing 8" diameter water mains which is generally the minimum size water mains used for rural areas providing fire flow. This Project supports the necessary fire flow, and the current and future demands,

without putting an undue burden on the property owners within the Benefit Area.

According to the Genesee/Finger Regional Planning Council (GFLRPC) the population in the Town of Clarkson has remained stable over the past several decades. Therefore, for the purposes of this Project we believe 5% growth is a reasonable estimate for future growth. With an estimated 5% growth in the future, there would be approximately 23 additional people in the future which would result in an approximate increase of 1,644 gallons per day (less than 2 gpm). The water system will certainly be able to accommodate this modest increase in growth and our hydraulic calculation document this matter.

V. ALTERNATIVES CONSIDERED

The only practical alternative to address the problems of the residents of the Project Area is to install a Public Water System.

A. WATER SUPPLY ALTERNATIVES

There are no feasible water supply alternatives to consider such as construction of wells, water treatment plant, etc. Construction of a water treatment plant to supply the needs of the Town of Clarkson solely would not be feasible from a financial standpoint. Furthermore, the Town of Clarkson does not have any operational staff that would be licensed to operate a water treatment plant and would have to likely hire from the outside for operation staff or train existing staff. In addition, they would have to increase their town payroll and benefits to treat their own water. Therefore, no further investigation or consideration of a surface water supply is warranted at this time.

It is highly unlikely that the NYSDEC and the Monroe County Health Department would approve a new well or surface supply, given the readily availability of existing supply sources.

It is likely that a well supply would not be feasible since the majority of the private wells within the Town of Clarkson have experienced quality and quantity problems which have led to public water being installed. Therefore, no further investigation or consideration of well supply is warranted at this time.

Given that the Town of Clarkson water system is operated on a Retail Lease Agreement with the MCWA, there are no water supply alternatives to consider.

B. PIPE MATERIAL ALTERNATIVES

The pipe material alternatives to consider include PVC pipe, ductile iron pipe (DIP) and high-density polyethylene pipe (HDPE). Ductile iron pipe is more costly to purchase and install than using PVC pipe. Using HDPE for water distribution systems is a feasible alternative for crossing highways, creeks and other obstacles that require horizontal directional drilling (HDD). The MCWA does not allow the use of HDPE pipe in areas where water services will be installed or in areas where gas stations have been located or spills have occurred. Approval of the use of HDPE pipe is on a case-by-case basis by the MCWA. We recommend using a combination of PVC and HDPE

pipe for the water distribution system.

At the time of preparation of this PER, the cost of 8" DIP water main (Class 52) was \$53/LF, the cost of 8" PVC water main (DR 18) was \$27/LF, and the cost of 8" HDPE (DR 11) was \$17/LF.

For this application, based upon our extensive water main experience we anticipate the life span and operation and maintenance costs of the PVC pipe will be similar to DIP. With a cost of DIP twice that of PVC pipe, and the extremely limited budget, we recommend the use of PVC pipe for the majority of the areas. HDPE is not considered cost effective due to the increased installation costs from fusing the joints.

The Town of Clarkson Water Improvement Benefit Area No. 1 will be responsible for the costs associated with repairs/replacement of the PVC water main, since it is not in accordance with the MCWA current standards. A repair/reserve account will be established by the Town of Clarkson to fund future repairs as necessary.

C. ADDITIONAL AREAS OF SERVICE ALTERNATIVES

As part of our preliminary investigation for water main installation, we evaluated additional potential areas of service, however, they were ruled out due to cost limitations. As this is a rural area, there are no other feasible layouts available for consideration.

D. SUSTAINABILITY CONSIDERATION ALTERNATIVES

The water main size will be based upon the needed fire flow and anticipated domestic water supply needs; therefore, no alternative pipe size would be appropriate to consider. No other sustainability measures are applicable.

VI. PROPOSED PROJECT (RECOMMENDED ALTERNATIVE)

A. PRELIMINARY PROJECT DESIGN

1. Homes, Population and Businesses Served

Table VI.1 summarizes the property type and associated estimated water use within the district. Assuming approximately 2.5 people per household, the estimated population of the service area is approximately 455 persons.

Table VI.1: Estimated Annual Water Use By Property Type

Property Type	Estimated No. of Properties⁽¹⁾	Estimated Annual Water Use (Gallons)⁽²⁾
Multi Family Homes	4	480,000
Single Family Homes	174	10,440,000
Vacant (Buildable) ⁽³⁾	81	----
Vacant (Not Buildable) ⁽³⁾	15	----
Total	274	10,920,000

Notes:

1. Estimated Total No. of Hook-ups = 178
2. Based on Average Daily Use.
3. As independently determined and reported by the Town. The Vacant Not Buildable Category includes vacant properties that do not meet the minimum Town zoning criteria for development **plus** Vacant parcels used exclusively for agricultural purposes and satisfying all of the requirements for an agricultural assessment. These vacant agricultural properties are not assessed benefit unit charges.

2. Water Supply

The MCWA provides water and operates the Town of Clarkson under a Retail Lease Agreement and provides all operation and maintenance of the system.

Average daily demand for the Project Area is estimated to be 29,918 gallons per day (20.8 gpm) based upon a typical usage of 60,000 gallons per year per single-family dwelling. Peak daily demand is estimated at 119,672 gallons per day (83.1 gpm), assuming a peaking factor of 4.

The future usage could reach 31,414 gallons per day (21.8 gpm) assuming a 5% growth over the next 20 years.

The MCWA has excess capacity to meet the needs of the Project.

3. Treatment

The MCWA will treat the water supplied to the Project Area. The MCWA Treatment Facility can produce 140 MGD of potable water. The MCWA Treatment Facility currently produces approximately 70 MGD of potable water and has excess capacity.

4. Storage

The proposed Benefit Area will provide no additional storage. The existing water system operated by the MCWA will be capable of supplying the anticipated water demands and storage requirements.

5. Pumping Stations

No additional pumping is needed to serve the proposed project.

6. Distribution Layout

The proposed areas of service include:

➤ **Sweden Walker Road (NYS Route 260)**

The proposed improvements along Sweden Walker Road consist of installing approximately 7,200 linear feet of 8" water main, valves, hydrants, services and appurtenances from Ridge Road (NYS Route 104) to approximately 400 feet south of Gilmore Road.

The proposed water main is anticipated to be located on the east side of Sweden Walker Road, generally within the right-of-way.

➤ **Ireland Road**

The proposed improvements along Ireland consist of installing approximately 8,200 linear feet of 8" water main, valves, hydrants, services and appurtenances from Sweden Walker Road to Clarkson Parma Town Line Road.

The proposed water main is anticipated to be located on the south side of Ireland Road, generally within the right-of-way.

➤ **Drake Road**

The proposed improvements along Drake Road consist of installing approximately 15,700 linear feet of 8" water main, valves, hydrants, services and appurtenances from Ridge Road to Clarkson Hamlin Town Line Road.

The proposed water main is anticipated to be located on the west side of Drake Road, generally within the right-of-way.

➤ **Lawton Road**

The proposed improvements along Lawton Road consist of installing approximately 11,600 linear feet of 8" water main, valves, hydrants, services and appurtenances from Lake Road (NYS Route 19) to Sweden Walker Road.

The proposed water main is anticipated to be located on the south side of Lawton Road, generally within the right-of-way.

➤ **Monroe Orleans County Line Road**

The proposed improvements along Monroe Orleans County Line Road consist of installing approximately 10,500 linear feet of 8" water main, valves, hydrants, services and appurtenances from Ridge Road to the Clarkson Hamlin Town Line.

The proposed water main is anticipated to be located on the east side of Monroe Orleans County Line Road, generally within the right-of-way.

➤ **Redman Road (north section)**

The proposed improvements along Redman Road consist of installing

approximately 6,200 linear feet of 8" water main, valves, hydrants, services and appurtenances from approximately 780 feet north of Pesh Homes Trail and the Clarkson Hamlin Town Line.

The proposed water main is anticipated to be located on the west side of Redman Road, generally within the right-of-way.

➤ **West Avenue (NYS Route 31)**

The proposed improvements along West Avenue consist of installing approximately 7,400 linear feet of 8" water main, valves, hydrants, services and appurtenances from approximately 1,400 feet east of Redman Road to Old Route 31.

The proposed water main is anticipated to be located on the north side of West Avenue, generally within the right-of-way.

➤ **Redman Road (south section)**

The proposed improvements along Redman Road consist of installing approximately 2,700 linear feet of 8" water main, valves, hydrants, services and appurtenances from West Avenue to approximately 1,100 feet south of Edmunds Road.

The proposed water main is anticipated to be located on the west side of Redman Road, generally within the right-of-way.

7. Hydraulic Calculations

A computer model was used to estimate the hydraulic conditions in the proposed Water District. The detailed Water System Hydraulic Calculations are included in **Appendix F**.

Table VI.2 summarizes the estimated static and residual pressures and fire flow conditions throughout the proposed water district.

Table VI.2: Proposed Hydraulic Conditions

Junction	Location	Static	Fire Flow	Residual
		Pressure (psi)	(gpm)	Pressure (psi)
CLJ-370	Sweden Walker Road @ Gilmore Road	67	2,121	20
GRJ-52	Ireland Road @ Clarkson Parma Town Line Road	81	3,113	20
CLJ-3	Lawton Road @ Sweden Walker Road	76	2,890	20
CLJ-17	Drake Road @ Hamlin Clarkson Town Line Road	75	2,000	20
J-44770	Redman Road (north) @ connection to existing	60	548	20
J-44771	Monroe Orleans County Line Road @ Clarkson Hamlin Town Line	76	1,532	20
J-44757	West Avenue @ Redman Road (south)	86	1,502	20

8. **Permits, Approvals and Easement Requirements**

The water main will generally be located within the Town, County and State highway right-of-ways. On rare occasions, the water main, fire hydrants or appurtenances may need to be installed on private easements. In those cases, the Town Engineer will prepare a permanent easement map and work with the MCWA Staff who will prepare the easement and description for execution by the property owner. In addition, temporary easements may be necessary for installation of the improvements.

The Project will require permits and approvals from the following agencies:

- Monroe County Health Department Approval
- Monroe County Highway Department Approval
- Clarkson Highway Department Approval
- US Army Corp of Engineers Nationwide Permit
- USDA Rural Development Approval
- Monroe County Water Authority (MCWA) Approval and execution of a Water District Main Extension Agreement
- NYS Department of Transportation (NYSDOT) Highway Work Permit
- NYS Department of Environmental Conservation
 - Freshwater Wetlands (TBD)
 - Water Quality Certification (TBD)
 - Stream Disturbance (TBD)
- Storm Water Pollution Prevention Plan (SWPPP)

B. **NEW/EXISTING DISCHARGES TO OR WITHDRAWALS FROM SURFACE OR GROUNDWATER**

Other than the required flushing of the new water mains for disinfection and testing, no discharges to surface or ground waters is anticipated. No new withdrawals from surface or groundwater are proposed as part of this project.

C. **VOLUME OR LOADING OF POLLUTANTS TO RECEIVING WATERS**

No increases in volume or loading of pollutants from existing discharges to receiving waters are anticipated with the project.

D. **CAPITAL COST ESTIMATE**

The program costs have been developed using projections of construction cost factors that MRB Group feels are representative of market conditions in this region.

Appendix G represents the Preliminary Opinion of Probable Costs that has been prepared for the project. The cost estimate includes mobilization/demobilization and all other incidental costs including legal, Administrative and Engineering.

The summary of the Maximum Amount proposed to be expended for the Improvements are provided as follows:

a.	Construction	\$ 5,468,000
b.	Contingency	\$ 547,000
c.	Engineering, Legal, Administration	\$ 1,640,000
	Sub-Total Project Costs	\$ 7,655,000
	Less USDA RD Grant	<u>\$(2,955,000)</u>
	Net Local Share (Loan Amount)	\$ 4,700,000

Annual Debt Service Payment with Grant (Based upon a 1.5% interest rate for 38-years)	\$ 163,166
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Total Number of Chargeable Units in Project Area 263

Estimated Debt Service Cost per Chargeable Unit \$620.40

We have included mobilization/demobilization, lawn restoration, fittings, bonds, insurance, and miscellaneous items in the cost estimate, spread out over the appropriate payment items. These miscellaneous items are provided to sufficiently cover the associated costs.

Based upon our experience and similar project recently bid, we feel that 10% contingency is sufficient, even at the Preliminary Engineering Phase.

The Project Budget (Form E) is included in **Appendix H**.

E. POTENTIAL CONSTRUCTION CONCERNS

Based on the information presently available, no significant construction problems are anticipated. In general, the project will be constructed in open areas within the Town, County and State Road rights-of-way or on obtained easements. A review of the Soil Survey of Monroe County, New York reveals potential for encountering bedrock during installation of the water main, based on the soil classifications in the project area. Test pits will be excavated during final design to quantify bedrock.

F. ENVIRONMENTAL IMPACTS

The water main construction will occur along the road right-of-way or selected easements. Water main trench construction involves excavation of a trench, placement of piping within the trench, restoration of the ground surface, and re-seeding of vegetation. Excavation will not be excessive and will occur primarily within previously disturbed and graded areas.

Pipe installation in proximity to wetlands and streams will likely be completed by horizontal directional drilling to minimize impacts. The Town will work with NYSDEC and ACOE to obtain the proper permits for work within stream or wetland areas. Work within agricultural lands will be conducted in accordance with Section 305(4). Based on the environmental review, the project should not impact areas of

archaeological sensitivity, endangered or threatened species, or rare plants or animals.

G. PROPOSED SCHEDULE

The Project will progress forward based upon availability of funding from USDA Rural Development. A general schedule is provided as follows:

Environmental Review (SEQR & NEPA)	3-4 months
Grant and Loan application & Notification	4-6 months
Design Phase Services	4-6 months
Permits, Approvals and Easements	3-5 months
Bidding Phase and Award of Contracts	2-3 months
Construction Phase	6-9 months

H. ANNUAL OPERATING BUDGET

1. Income

The lease agreement between the Town and the MCWA requires the Authority to maintain and operate the system and deliver water to its customers on a retail basis. The Town will have no operation and maintenance responsibilities, nor any associated financial responsibilities. The required income for operation and maintenance will be incorporated into the MCWA retail rate.

2. Operation and Maintenance Costs

The MCWA will be responsible for the Operation and Maintenance (O&M) of the proposed water system improvements. The cost for O & M is included in the water rate charged to each user of the system.

Income from the residential water usage will be used to cover the cost of water and associated operation and maintenance of the system. The water system is operated on a retail lease agreement with the MCWA.

As stated previously, costs associated with the town using materials that are not included in the current MCWA standards will be the responsibility of the water Improvement Benefit Area.

The average single-family home which uses 60,000 gallons of water per year will receive an invoice for water use as follows:

60,000 gallons @ \$3.58/1,000 gallons	=	\$ 214.80
Base Charge @ \$0.25 per day	=	\$ 91.25
Repair/Reserve Account Fee	=	\$ 20.00
Total Cost of Water per Year	=	\$ 326.05

3. **Property Owner Costs**

As part of the project costs, the Town's contractor will install a water service with a shut off valve at the front right-of-way line to each property that signs up for water service from the MCWA.

The property owner will be responsible for costs associated with the installation of the private water service from the right-of-way to their home or building, internal plumbing changes, disconnection of their private water supply (well) from the public system, the MCWA Meter Fee and Initial Account Fee and the water purchase cost.

Commodity charges will be made to all users on a quarterly schedule and based on their individual metered consumption at the adopted rates of the MCWA.

The debt service charge will be on an annual basis (on January 1 each year), and will be included as a line item in the Town/County Tax Bill.

4. **Well Abandonment**

As part of the project MCWA offers the following Options relating to dealing with the existing wells:

- **Option 1 Well Abandonment:** No Cost to Homeowner. (This is the preferred Option). The homeowners only cost associated with this option is to pay for the physical disconnection of the well from the home.
- **Option 2 Well Separation:** One-time Easement Fee of \$850 + \$80 Inspection Fee every 5 years.
- **Option 3 Backflow Prevention Device:** Must be designed by a NYS Licensed Professional Engineer and must be tested annually. This option is the most costly.

Note: *The final decision regarding Option 2 & 3 is up to the MCWA based upon groundwater conditions in the area. The costs for these items are subject to periodic adjustment and are included in the MCWA published Rate Schedule.*

5. **Debt Repayment**

Financing for the project has been developed based on the following:

- a. Total project cost is estimated at \$7,655,000 as per the Preliminary Project Cost Estimate in **Table 3**.
- b. The project received a grant in the amount of \$2,955,000, from USDA Rural Development.
- c. The balance of the project costs will be financed by a USDA Rural Development loan of \$4,700,000 (38 years at 1.5%).

6. **Estimated Costs for the Average Residential User (Single-Family Home)**

The **estimated first year costs** for the average residential user (single-family home) would be as follows:

1.	MCWA Water Meter & Account Fee	= \$ 240.00
2.	Installation of Water Service (100 lf x \$15/lf)	= \$1,500.00
3.	Internal Plumbing Changes	= \$ 200.00
4.	Repayment of Long-Term Bonding	= \$ 620.40
5.	Purchase of Water (60,000 gal./yr.)	= \$ 306.05
6.	Plus reserve repair account	= \$ 20.00
Total First Year Costs for the Average Residential User (Single-Family Home)		= \$ 2,886.45

The **estimated annual costs** for the average residential user (single-family home) **after the first year** would be as follows:

1.	Repayment of Long-Term Bonding	= \$ 620.40
2.	Purchase of Water (60,000 gal./yr.)	= \$ 306.05
3.	Plus reserve repair account	= \$ 20.00
Total Second Year and beyond Costs for the Average Residential User (Single-Family Home)		= \$ 946.45

I. **SHORT-LIVED ASSETS**

The proposed project is a new water system with a design life of at least 40 years. There are no short-lived assets that would require the expenditure of capital dollars, other than the normal operation and maintenance expenses associated with operating the system. Operation and maintenance costs are covered through the MCWA retail rate structure therefore there are no short-lived assets for this project.

J. **SUSTAINABILITY CONSIDERATIONS**

Residents are encouraged to conserve water by installing low flow plumbing devices. The MCWA has standardized various materials such as fire hydrants, valves, meters, etc. which limits the necessity for keeping a large inventory of various different manufacturers products.

Repayment of the long-term bonding will be paid for by the Chargeable Units within the proposed district. Operation and Maintenance of the system will be performed by the MCWA, with the water cost being sufficient to cover the purchase of water as well as operation and maintenance.

K. **USE OF REMAINING FUNDS**

Upon the completion of the Project, should the budget permit, the Town should consider providing reimbursement for flushing of water mains prior to completion of the necessary water quality testing.

Another item for consideration if budget allows would be to provide financial assistance for the Town Highway Department to true and level areas of existing roadways within the Water Improvement Benefit Area that gets disturbed during construction not as the result of the Contractors operation. These older rural roads may become deteriorated as a result of the contractors work operation and may not be avoidable by the contractor. As the project gets closer to construction an evaluation of the roadways will take place with the Town Highway Superintendent to document the existing road conditions.

VII. CONCLUSIONS AND RECOMMENDATIONS

There is a substantial need and desire for public water to be extended into the areas presented in this report.

In order for this project to be reasonably affordable to residents, an RD grant of must be obtained and RD financing in accordance with the information outlined in this Report. Based on the favorable disposition of all of the above factors, it is the recommendation of MRB to apply for RD funding and implement the program, accordingly.

Respectfully submitted,

Scott D. Mattison, P.E.
MRB Group Engineering, Architecture & Surveying, D.P.C

FIGURE 1

GENERAL LOCATION MAP

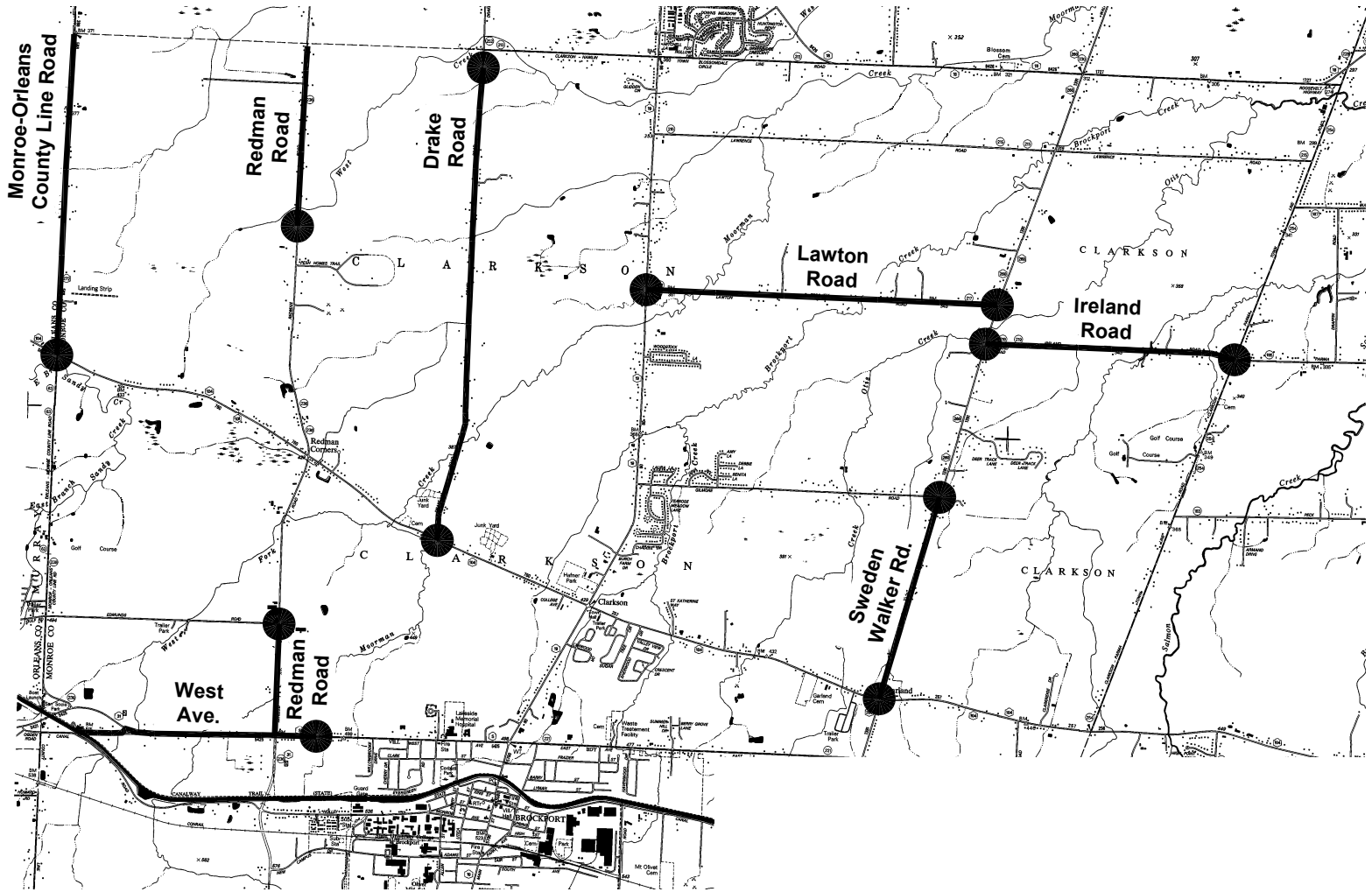


Project Locations

SCALE: N.T.S.	PROJECT NAME TOWN OF CLARKSON MONROE COUNTY, NY W.I.B.A. No. 1, FIG. No.1: GENERAL LOCATION MAP	<div>MRB <i>group</i></div> <div>Engineering, Architecture & Surveying, D.P.C.</div> <div>The Culver Road Armory, 145 Culver Road, Suite 160, Rochester, New York 14620 Phone: 585-381-9250 www.mrbgroup.com</div> <div>All Rights Reserved MRB Group</div>	<div>DRAWING ALTERATION</div> <div>THE FOLLOWING IS AN EXCERPT FROM THE NEW YORK EDUCATION LAW ARTICLE 145 SECTION 7209 AND APPLIES TO THIS DRAWING.</div> <div>"IT IS A VIOLATION OF THIS LAW FOR ANY PERSON UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF AN ENGINEER OR LAND SURVEYOR IS ALTERED, THE ALTERING ENGINEER OR LAND SURVEYOR SHALL AFFIX HIS SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION AND A SPECIFIC DESCRIPTION OF THE ALTERATION".</div>
DATE: 4/2022			
PROJECT No. 0330.21001			

FIGURE 2

PROJECT LOCATION MAP



● = CONNECTION TO
EXISTING SYSTEM

SCALE:
N.T.S.

DATE:
4/2022

PROJECT No.
0330.21001

PROJECT NAME
**TOWN OF CLARKSON
MONROE COUNTY, NY
W.I.B.A. No. 1, FIG. No.2:
GENERAL LOCATION MAP**

MRB | *group*

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www.mrbgroup.com

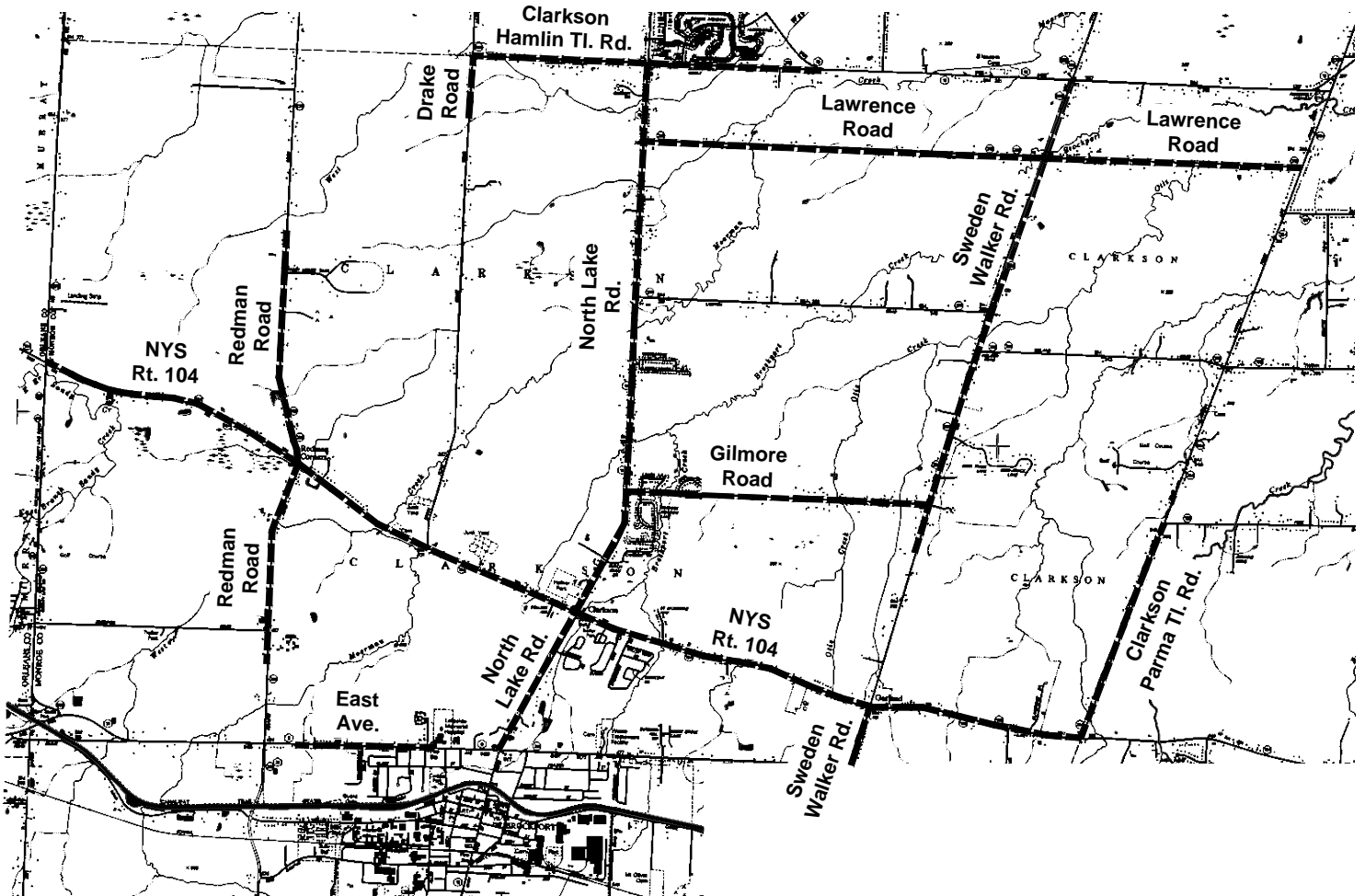
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DRAWING ALTERATION
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THE NEW YORK EDUCATION LAW ARTICLE
145 SECTION 7209 AND APPLIES TO THIS
DRAWING.
"IT IS A VIOLATION OF THIS LAW FOR
ANY PERSON UNLESS ACTING UNDER THE
DIRECTION OF A LICENSED PROFESSIONAL
ENGINEER OR LAND SURVEYOR TO ALTER
AN ITEM IN ANY WAY, IF AN ITEM
BEARING THE SEAL OF AN ENGINEER OR
LAND SURVEYOR IS ALTERED, THE
ALTERING ENGINEER OR LAND SURVEYOR
SHALL AFFIX HIS SEAL AND THE
NOTATION "ALTERED BY" FOLLOWED BY
HIS SIGNATURE AND THE DATE OF SUCH
ALTERATION AND A SPECIFIC
DESCRIPTION OF THE ALTERATION."

FIGURE 3

EXISTING FACILITIES MAP

NORTH



SCALE:
N.T.S.

DATE:
7/2019

PROJECT No.
0330.21001

PROJECT NAME

**TOWN OF CLARKSON
MONROE COUNTY, NY
W.I.B.A. No. 1, FIG. No.3:
EXISTING FACILITIES MAP**

MRB | *group*

Engineering, Architecture & Surveying, D.P.C.
The Culver Road Armory, 145 Culver Road, Suite 160, Rochester, New York 14620
Phone: 585-381-9250

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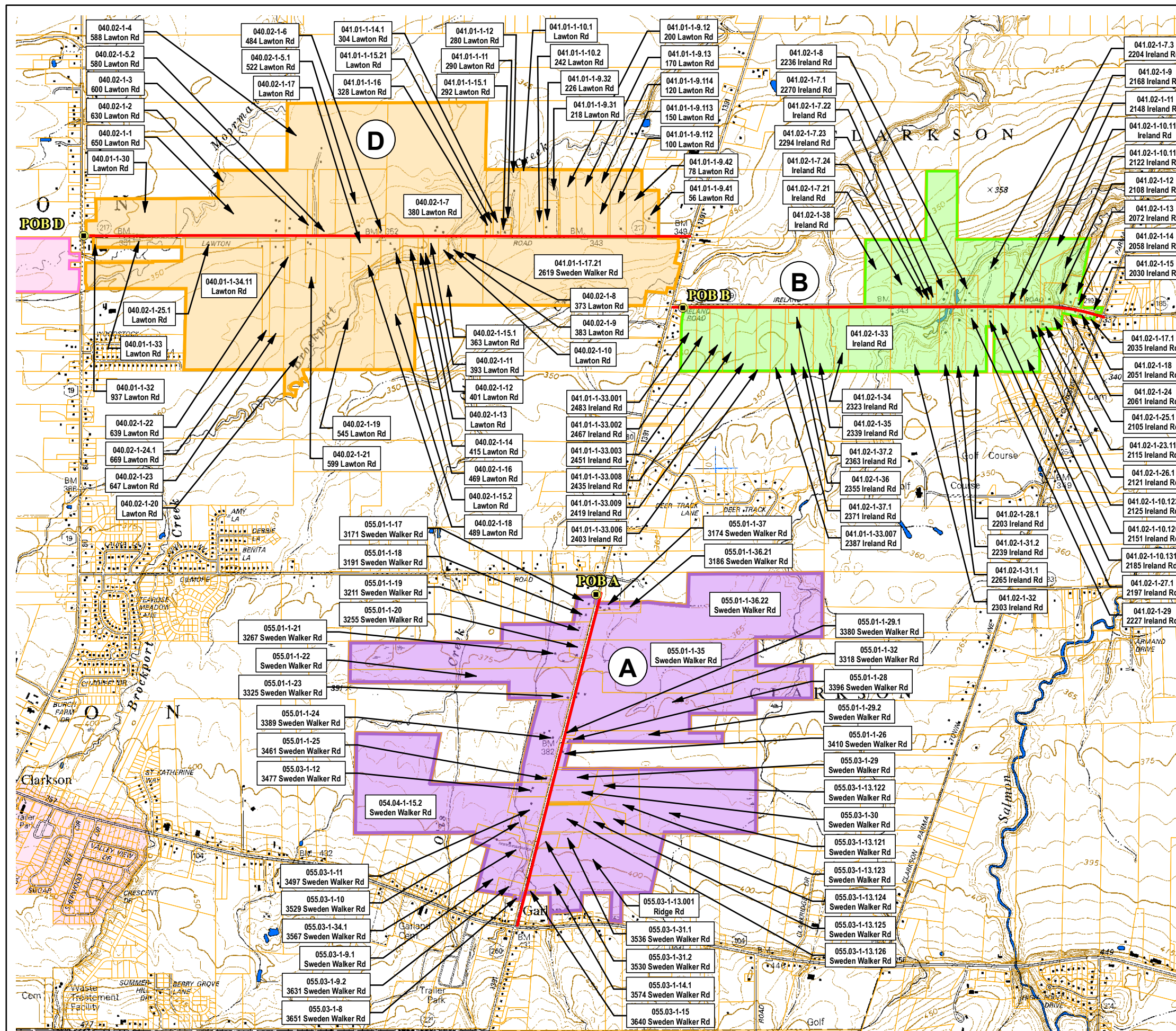
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ENGINEER OR LAND SURVEYOR TO ALTER
AN ITEM IN ANY WAY. IF AN ITEM BEARING
THE SEAL OF AN ENGINEER OR LAND
SURVEYOR IS ALTERED, THE ALTERING
ENGINEER OR LAND SURVEYOR SHALL AFFIX
HIS SEAL AND THE NOTATION "ALTERED BY"
FOLLOWED BY HIS SIGNATURE AND THE
DATE OF SUCH ALTERATION AND A
SPECIFIC DESCRIPTION OF THE ALTERATION".

APPENDIX A

BOUNDARY MAP & DESCRIPTION

 Water Line

WIBA 1 Parcels Impacted (by Segment)

 A

 B

 C

 D

E


 F

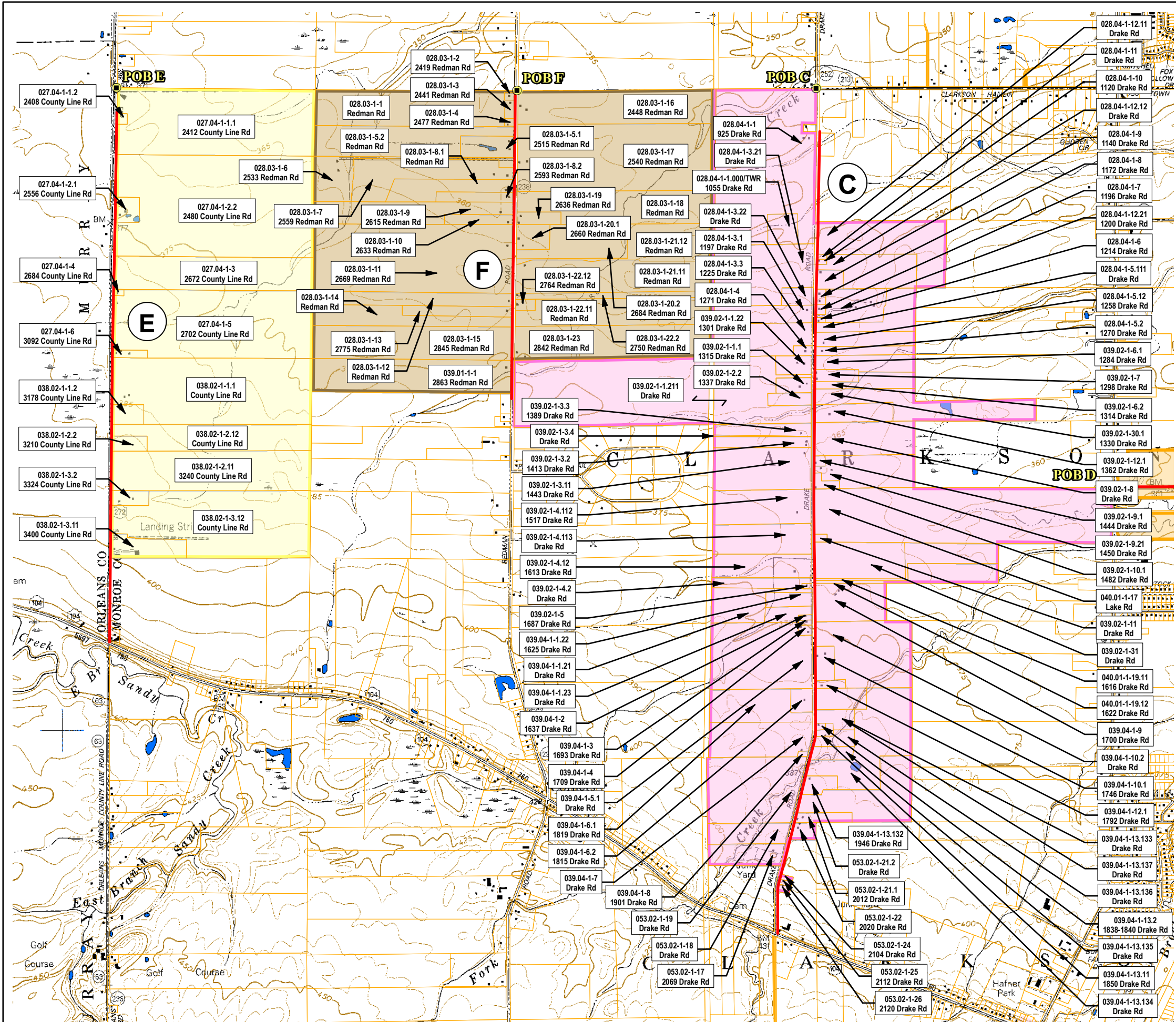


G



Boundary Description
Point of Beginning (POB)

PROJECT NO. 0330.21001		MRB group Engineering, Architecture, Surveying, D.P.C. 145 Culver Road, Suite 160, Rochester, New York 14620 585-381-9250 FAX 585-381-1008 www.mrbgroup.com		Drawn By: Scale: 1" = 2,000' @ 11" x 17"	TJV SEPT 2022		WATER IMPROVEMENT BENEFIT AREA NO. 1 TOWN OF CLARKSON, MONROE COUNTY, NY PARCELS IMPACTED BY PROJECT
SHEET NO. 1 of 3							




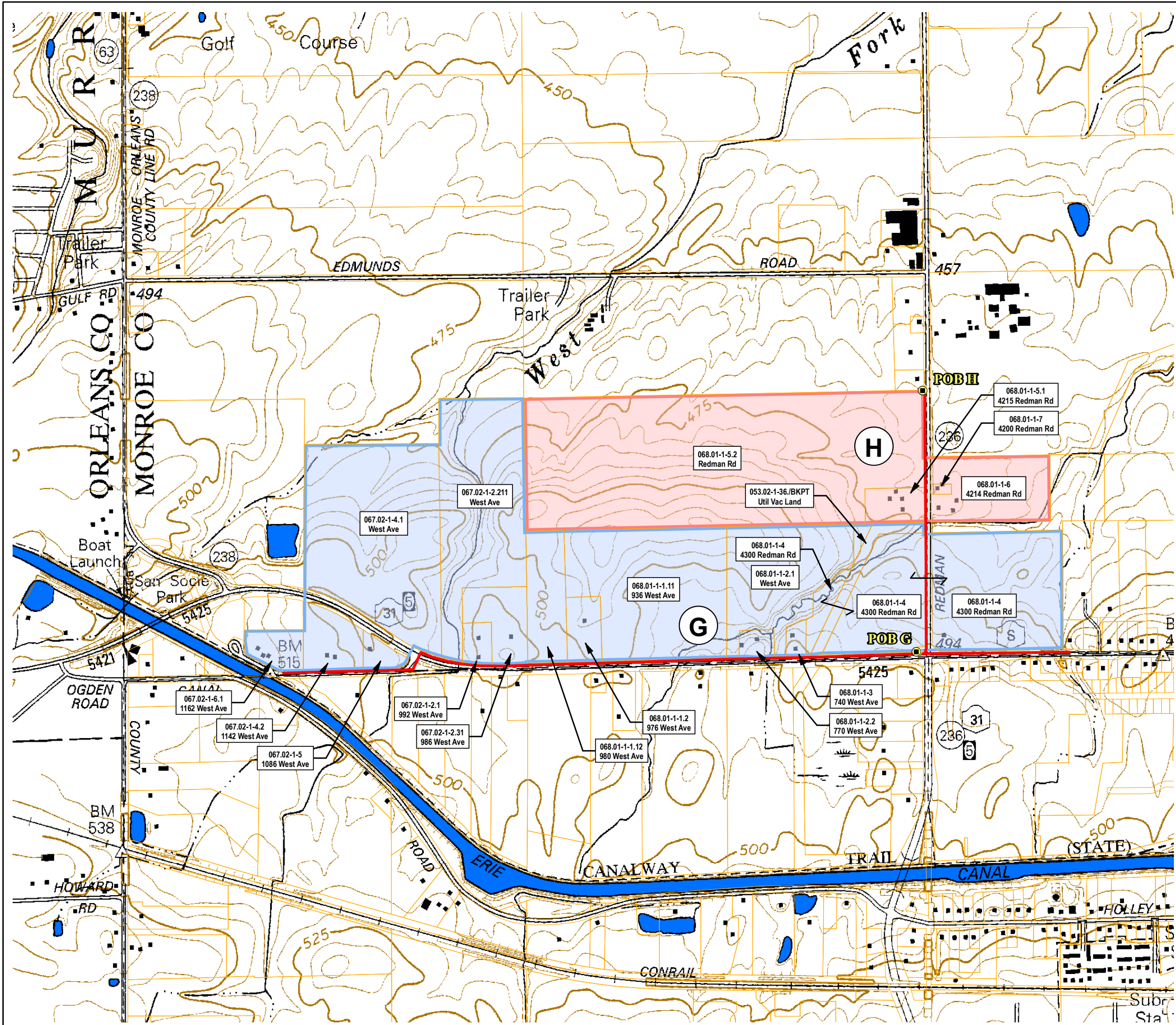
Water Line

WIBA 1 Parcels Impacted (by Segment)

- A
- B
- C
- D
- E
- F
- G
- H









Boundary Description
Point of Beginning (POB)

<div>MRB group</div> <div>Engineering, Architecture, Surveying, D.P.C. 145 Culver Road, Suite 100, Rochester, New York 14620 585-381-9250 FAX 585-381-1008 www.mrbgroup.com</div>		<div>Drawn By:</div> <div>TJV</div>		<div></div>		WATER IMPROVEMENT BENEFIT AREA NO. 1	
<div>Scale:</div> <div>1" = 2,000' @ 11"x17"</div>		TOWN OF CLARKSON, MONROE COUNTY, NY					
<div>Date:</div> <div>SEPT 2022</div>		PARCELS IMPACTED BY PROJECT					
PROJECT NO.		0330.21001		SHEET NO.		2 of 3	




 Water Line

WIBA 1 Parcels Impacted (by Segment)

-  A
-  B
-  C
-  D
-  E
-  F
-  G
-  H

 Boundary Description Point of Beginning (POB)

<div>MRB group</div> <div>Engineering, Architecture, Surveying, D.P.C. 145 Culver Road, Suite 100, Rochester, New York 14620 585-381-9250 FAX 585-381-1008 www.mrbgroup.com</div>		<div>Drawn By:</div> <div>TJV</div>			WATER IMPROVEMENT BENEFIT AREA NO. 1		
		<div>Scale:</div> <div>1" = 1,000' @ 11" x 17"</div>	TOWN OF CLARKSON, MONROE COUNTY, NY				
		<div>Date:</div> <div>SEPT. 2022</div>	PARCELS IMPACTED BY PROJECT				
PROJECT NO.		0330.21001		SHEET NO.		3 of 3	

Water improvement benefit area No.1 Town of Clarkson

Segment A

ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled “Water improvement benefit area No. 1, Town of Clarkson” and designated as Segment “A”, prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing northerly bounds of Tax Map Parcel 055.01-1-17 with the existing westerly highway boundary of New York State Route 260; thence

1. Southerly, along the last mentioned existing New York State Route 260 westerly highway boundary to a point at its intersection with the westerly prolongation of the existing northerly bounds of Tax Map Parcel 055.01-1-37; thence
2. Easterly, along the last mentioned existing westerly prolongation and along the existing northerly boundary of Tax Map Parcels 055.01-1-37, 055.01-1-36.21 and 055.01-1-36.22 to a point at its intersection with the existing westerly bounds of Tax Map Parcel 055.01-1-36.22; thence
3. Northerly, along the last mentioned existing westerly bounds to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.01-1-36.22; thence
4. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-36.22; thence
5. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.01-1-36.22; thence
6. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-35; thence
7. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.01-1-35; thence
8. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-35; thence
9. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.01-1-35 and also along the easterly boundary of Tax Map Parcel 055.01-1-32; thence

10. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-32; thence
11. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.01-1-32; thence
12. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-32; thence
13. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.01-1-29.2; thence
14. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-29.2; thence
15. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.01-1-29.2; thence
16. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-26; thence
17. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.01-1-13.121; thence
18. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.01-1-13.121; thence
19. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.01-1-13.121; thence
20. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.03-1-13.001; thence
21. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.03-1-13.001; thence
22. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.03-1-13.001; thence

23. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly highway boundary of New York State Route 104; thence
24. Westerly, along the last mentioned existing northerly highway boundary to a point at its intersection with the existing westerly bounds of Tax Map Parcel 055.03-1-13.001; thence
25. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.03-1-13.001; thence
26. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.03-1-13.001; thence
27. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.03-1-13.001; thence
28. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.03-1-13.001; thence
29. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly highway boundary of New York State Route 104; thence
30. Westerly, along the last mentioned existing northerly highway boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.03-1-13.001; thence
31. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.03-1-14.1; thence
32. Westerly, along the last mentioned existing southerly boundary and also along the existing southerly boundary of Tax Map Parcel 055.03-1-15 and its westerly extension to a point at its intersection with the existing westerly highway boundary of New York State Route 260; thence
33. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.03-1-8; thence
34. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.03-1-8; thence

35. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.03-1-9.2; thence
36. Westerly, along the last mentioned existing southerly boundary and also along the existing southerly boundary of Tax Map Parcel 055.03-1-9.1 to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.03-1-9.1; thence
37. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.03-1-34.1; thence
38. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.03-1-34.1; thence
39. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.04-1-15.2; thence
40. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.04-1-15.2; thence
41. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.04-1-15.2; thence
42. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 055.04-1-15.2; thence
43. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.04-1-15.2; thence
44. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.01-1-24; thence
45. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.01-1-23; thence
46. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.01-1-23; thence
47. Northerly, along the last mentioned existing easterly boundary and also along the existing westerly boundary of Tax Map Parcel 055.01-1-22 to a point at its intersection with the existing southerly boundary of Tax Map Parcel 055.01-1-22; thence

48. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.01-1-22; thence
49. Northerly, along the last mentioned existing westerly boundary and also along the existing westerly boundary of Tax Map Parcel 055.01-1-21 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.01-1-21; thence
50. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.01-1-19; thence
51. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.01-1-19; thence
52. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 055.01-1-18; thence
53. Northerly, along the last mentioned existing westerly boundary and also along the existing westerly boundary of Tax Map Parcel 055.01-1-17 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 055.01-1-17; thence
54. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly highway boundary of New York State Route 260 said point also being the point and place of beginning.

Segment B

ALSO ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled "Water improvement benefit area No. 1, Town of Clarkson" and designated as Segment "B", prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing westerly bounds of Tax Map Parcel 041.01-1-33.001 with the existing southerly highway boundary of Ireland Road; thence

1. Easterly, along the last mentioned existing southerly highway boundary to a point at its intersection with the southerly prolongation of the existing westerly boundary of Tax Map Parcel 041.02-1-38; thence
2. Northerly, along the last mentioned prolongation and along the existing westerly boundary of Tax Map Parcel 041.02-1-38 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.02-1-38; thence
3. Easterly, along the last mentioned existing northerly boundary and also along the existing northerly boundary of Tax Map Parcel 041.02-1-7.21 to a point at its intersection with the existing westerly boundary of Tax Map Parcel 041.02-1-7.21; thence

4. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.02-1-7.21; thence
5. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.02-1-7.21; thence
6. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.02-1-7.3; thence
7. Easterly, along the last mentioned northerly boundary and also along the existing northerly boundary of Tax Map Parcel 041.02-1-10.111 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.02-1-10.112; thence
8. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcel 041.02-1-13 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.02-1-14; thence
9. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.02-1-14; thence
10. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.02-1-15; thence
11. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly highway boundary of Clarkson Parma Town Line Road; thence
12. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the existing northerly highway boundary of Ireland Road; thence
13. Westerly, along the last mentioned existing northerly highway boundary to a point at its intersection with the existing northerly extension of the existing easterly boundary of Tax Map Parcel 041.02-1-17.1; thence
14. Southerly, along the last mentioned existing northerly extension and along the existing easterly boundary of Tax Map Parcel 041.02-1-17.1 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.02-1-17.1; thence
15. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly highway boundary of Clarkson Parma Town Line Road; thence

16. Southerly, along the last mentioned existing westerly Highway boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.02-1-17.1; thence
17. Westerly, along the last mentioned existing southerly boundary and also along the existing southerly boundary of Tax Map parcels 041.02-1-18, 041.04-1-24 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.02-1-25.1; thence
18. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.02-1-25.1; thence
19. Westerly, along the last mentioned existing southerly boundary and also along the existing southerly boundary of Tax Map Parcel 041.02-1-23.11 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.02-1-10.126; thence
20. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.02-1-10.126; thence
21. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 041.02-1-10.126; thence
22. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.02-1-27.1; thence
23. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.02-1-28.1; thence
24. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.02-1-28.1; thence
25. Westerly, along the last mentioned existing southerly boundary and also along the existing southerly boundary of Tax Map Parcels 041.02-1-31.2, 041.02-1-31.1, 041.02-1-32, 041.02-1-33, 041.02-1-34, 041.02-1-35, 041.02-1-36, 041.02-1-37.1, 041.02-1-33.007, 041.02-1-33.006, 041.02-1-33.009, 041.02-1-33.008, 041.02-1-33.003, 041.02-1-33.002 and 041.02-1-33.001 to a point at its intersection with the existing westerly boundary of Tax Map Parcel 041.02-1-33.001; thence
26. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly highway boundary of Ireland Road said point also being the point and place of beginning,

Segment C

ALSO ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled “Water improvement benefit area No. 1, Town of Clarkson” and designated as Segment “C”, prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing municipal boundary between the Town of Clarkson and the Town of Hamlin with the existing westerly highway boundary of Drake Road; thence

1. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 028.04-1-1; thence
2. Westerly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 028.04-1-1; thence
3. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 028.04-1-1; thence
4. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly highway boundary of Drake Road; thence
5. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the existing westerly prolongation of the existing northerly boundary of Tax Map Parcel 028.04-1-12.11; thence
6. Easterly, along the last mentioned westerly prolongation and also along the existing northerly boundary of Tax Map Parcel 028.04-1-12.11 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 028.04-1-12.11; thence
7. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 028.04-1-12.11; thence
8. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 028.04-1-5.111; thence
9. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcels 028.04-1-5.12, 028.04-1-5.2, 039.02-1-6.1, 039.02-1-6.2 and 039.02-1-30.1 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 039.02-1-30.1; thence
10. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 039.02-1-30.1; thence

11. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 039.02-1-30.1; thence
12. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 039.02-1-8; thence
13. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcel 039.02-1-9.21 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.01-1-17; thence
14. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 040.01-1-17; thence
15. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.01-1-17; thence
16. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly highway boundary of New York State Route 19; thence
17. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.01-1-17; thence
18. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 040.01-1-17; thence
19. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.01-1-17; thence
20. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly highway boundary of New York State Route 19; thence
21. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.01-1-17; thence
22. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 040.01-19.11; thence
23. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcel 040.01-1-19.12 to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.01-1-19.12; thence

24. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 039.04-1-9; thence
25. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 039.04-1-10.2; thence
26. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 039.04-1-10.2; thence
27. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcels 039.04-1-13.134 and 053.02-1-21.2 to a point at its intersection with the existing southerly boundary of Tax Map Parcel 053.02-1-21.2; thence
28. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 053.02-1-22; thence
29. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 053.02-1-22; thence
30. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly highway boundary of Drake Road; thence
31. Southerly, along the last mentioned existing easterly highway boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 053.02-1-24; thence
32. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 053.02-1-24; thence
33. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcels 053.02-1-25 and 053.02-1-26 to a point at its intersection with the existing southerly boundary of Tax Map Parcel 053.02-1-26; thence
34. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing centerline of Drake Road; thence
35. Northerly, along the last mentioned existing road centerline to a point at its intersection with the easterly extension of the existing southerly boundary of Tax Map Parcel 053.02-1-17; thence
36. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 053.02-1-17; thence
37. Northerly, along the last mentioned existing westerly boundary and also along the existing westerly bounds of Tax Map Parcels 053.02-1-18, 053.02-1-19, 039.04-1-7,

039.04-1-6.1, 039.04-1-5.1, 039.04-1-1.21, 039.02-1-4.2, 039.02-1-4.12, 039.02-1-4.113, 039.02-1-4.112, 039.02-1-3.11, 039.02-1-3.2, 039.02-1-3.4, 039.02-1-3.3 to a point at its intersection with the existing southerly boundary of Tax Map Parcel 039.02-1-1.211; thence

38. Westerly, along the last mentioned existing southerly boundary crossing Niagara Mohawk Power Corporation lands to a point at its intersection with the existing easterly highway boundary of Redman Road; thence
39. Northerly, along the last mentioned existing easterly highway boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 039.02-1-1.211; thence
40. Easterly, along the last mentioned existing northerly boundary and crossing Niagara Mohawk Power Corporation lands to a point at its intersection with the existing westerly boundary of Tax Map Parcel 028.04-1-3.3; thence
41. Northerly, along the last mentioned existing westerly boundary and also along the existing westerly boundary of Tax Map Parcels 028.04-1-3.1, 028.04-1-3.21 and 028.04-1-1 to a point at its intersection with the existing municipal boundary between the Town of Clarkson and the Town of Hamlin; thence
42. Easterly, along the last mentioned existing municipal boundary to a point at its intersection with the existing westerly highway boundary of Drake Road said point also being the point and place of beginning

Segment D

ALSO ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled “Water improvement benefit area No. 1, Town of Clarkson” and designated as Segment “D”, prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing northerly highway boundary of Lawton Road with the existing easterly boundary of New York State Route 19; thence

1. Northerly, along the last mentioned existing easterly highway boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.01-1-30; thence
2. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.01-1-30; thence
3. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.01-1-30; thence

4. Easterly, along the last mentioned existing northerly boundary and also the existing northerly boundary of Tax Map Parcel 040.02-1-1 to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.02-1-2; thence
5. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.02-1-2; thence
6. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.02-1-4; thence
7. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.02-1-4; thence
8. Easterly, along the last mentioned existing northerly and also along the existing northerly boundary of Tax Map Parcel 040.02-1-7 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 040.02-1-7; thence
9. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.01-1-12; thence
10. Easterly, along the last mentioned existing northerly boundary and also along the existing northerly boundary of Tax Map Parcels 041.01-1-10.1, 041.01-1-9.31, 041.01-1-9.12, 041.01-1-9.13, 041.01-1-9.114, 041.01-1-9.112 and 041.01-1-9.42 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.01-1-9.42; thence
11. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.01-1-9.41; thence
12. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.01-1-9.41; thence
13. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly highway boundary of LawTon Road; thence
14. Easterly, along the last mentioned existing southerly highway boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.01-1-17.21; thence
15. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 041.01-1-17.21
16. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly highway boundary of New York State Route 260; thence

17. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.01-1-17.21; thence
18. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.01-1-17.21; thence
19. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.01-1-17.21; thence
20. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 041.01-1-17.21; thence
21. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 041.01-1-17.21; thence
22. Westerly, along the last mentioned southerly easterly boundary and also along the existing southerly boundary of Tax Map parcel 040.02-1-15.1 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 040.02-1-15.2; thence
23. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.02-1-15.2; thence
24. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing southeasterly boundary of Tax Map Parcel 040.02-1-20; thence
25. Southwesterly, along the last mentioned existing southeasterly boundary as it winds and turns to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.02-1-20; thence
26. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.01-1-34.11; thence
27. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.01-1-34.11; thence

28. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.01-1-34.11; thence
29. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly highway boundary of New York State Route 19; thence
30. Northerly, along the last mentioned existing easterly highway boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.01-1-34.11; thence
31. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.01-1-34.11; thence
32. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 040.01-1-34.11; thence
33. Easterly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.01-1-34.11; thence
34. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.01-1-33; thence
35. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 040.01-1-32; thence
36. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 040.01-1-32
37. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 040.01-1-32
38. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly highway southerly boundary Lawton Road; thence
39. Westerly, along the last mentioned existing northerly highway boundary to the point and place of beginning.

Segment E

ALSO ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled “Water improvement benefit area No. 1, Town of Clarkson” and designated as Segment “E”, prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing easterly highway boundary of County Line Road with the existing municipal boundary between Town of Clarkson and Town of Hamlin; thence

1. Easterly, along the last mentioned existing municipal boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 027.04-1-1.1; thence
2. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcels 027.04-1-2.2, 027.04-1-3, 027.04-1-5, 038.02-1-1.1, 038.02-1-2.12, 038.02-1-2.11 and 038.02-1-3.12 to a point at its intersection with the existing southerly boundary of Tax Map Parcel 038.02-1-12; thence
3. Westerly, along the last mentioned southerly boundary and also along the existing southerly boundary of Tax Map Parcel 038.02-1-3.11 to a point at its intersection with the existing easterly highway boundary of County Line Road; thence
4. Northerly, along the last mentioned existing easterly boundary County Line Road to the point and place of beginning.

Segment F

ALSO ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled “Water improvement benefit area No. 1, Town of Clarkson” and designated as Segment “F”, prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing easterly highway boundary of Redman Road with the existing municipal boundary between Town of Clarkson and Town of Hamlin; thence

1. Easterly, along the last mentioned existing municipal boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 028.03-1-16; thence
2. Southerly, along the last mentioned existing easterly boundary and also along the existing easterly boundary of Tax Map Parcels 028.03-1-17, 028.03-1-18, 028.03-1-21.12, 028.03-1-21.11, 028.03-1-22.2, 028.03-1-22.11 and 028.03-1-23 to a point at its intersection with the existing southerly boundary of Tax Map Parcel 028.03-1-23; thence

3. Westerly, along the last mentioned existing southerly boundary and also along the northerly bounds of Segment C as described above to a point at its intersection with the existing westerly highway boundary of Redman Road; thence
4. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the southerly boundary of Tax Map parcel 039.01-1-1; thence
5. Westerly, along the last mentioned existing southerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 039.01-1-1; thence
6. Northerly, along the last mentioned existing westerly boundary and also along the existing westerly boundary of Tax Map Parcels 028.03-1-15, 028.03-1-14, 028.03-1-11, 028.03-1-9, 028.03-1-6, 028.03-1-5.2, 028.03-1-1 and also along the easterly bounds of Segment E as described above to a point at its intersection with the existing municipal boundary between Town of Clarkson and Town of Hamlin; thence
7. Easterly, along the last mentioned existing municipal boundary to the point and place of beginning.

Segment G

ALSO ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled “Water improvement benefit area No. 1, Town of Clarkson” and designated as Segment “G”, prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing easterly highway boundary of Redman Road with the existing northerly boundary of West Avenue (New York State Route 31); thence

1. Westerly, along the last mentioned existing northerly highway boundary to a point at its intersection with the northeasterly extension of the existing northerly highway boundary of Old West Avenue (Old Rte 31); thence
2. Southwesterly and Westerly, along the last mentioned existing highway boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 067.02-1-6.1; thence
3. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 067.02-1-6.1; thence
4. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 067.02-1-1.2; thence

5. Northerly, along the last mentioned existing westerly boundary crossing the above mentioned West Avenue (New York State Route 31) and along the existing westerly boundary of Tax Map Parcel 067.02-1-4.1 to a point at its intersection with the existing northerly boundary of Tax Map Parcel 067.02-1-4.1; thence
6. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing westerly boundary of Tax Map Parcel 067.02-1-2.211; thence
7. Northerly, along the last mentioned existing westerly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 067.02-1-2.211; thence
8. Easterly, along the last mentioned existing northerly boundary to a point at its intersection with the existing easterly boundary of Tax Map Parcel 067.02-1-2.211; thence
9. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly boundary of Tax Map Parcel 068.01-1-1.12; thence
10. Easterly, along the last mentioned existing northerly boundary and also along the existing northerly boundary of Tax Map Parcels 068.01-1-1.11, 68.01-1-2.1 and 53.02-1-36./BKPT to a point at its intersection with the existing westerly highway boundary of Redman Road; thence
11. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the westerly extension of the existing northerly boundary of Tax Map Parcel 068.01-1-4; thence
12. Easterly, along the last mentioned existing westerly extension and also along the existing northerly boundary of Tax Map Parcel 068.01-1-4 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 068.01-1-4; thence
13. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing northerly highway boundary of West Avenue (New York State Route 31); thence
14. Westerly, along the last mentioned existing northerly highway boundary to a point and place of beginning.

Segment H

ALSO ALL THAT TRACT OR PARCEL OF LAND situate in the Town of Clarkson, County of Monroe and State of New York, as shown on a map entitled “Water improvement benefit area No. 1, Town of Clarkson” and designated as Segment “H”, prepared by MRB/group and dated 09/2022, and bounded and described as follows:

Beginning at the intersection of the existing northerly boundary of Tax Map Parcel 068.01-1-5.2 with the existing westerly boundary of Redman Road; thence

1. Southerly, along the last mentioned existing westerly highway boundary to a point at its intersection with the westerly extension of the existing northerly boundary of Tax Map Parcel 068.01-1-6; thence
2. Easterly, along the last mentioned westerly extension and along the existing northerly highway boundary of Tax Map Parcel 068.01-1-6 to a point at its intersection with the existing easterly boundary of Tax Map Parcel 068.01-1-6; thence
3. Southerly, along the last mentioned existing easterly boundary to a point at its intersection with the existing southerly boundary of Tax Map Parcel 068.01-1-6; thence
4. Westerly, along the last mentioned existing southerly boundary crossing Redman road and along the existing southerly boundary of Tax Map Parcels 068.01-1-5.1 and 068.01-1-5.2 and also along the northerly bounds of Segment G as described above to a point at its intersection with the existing westerly boundary of Tax Map Parcel 068.01-1-5.2; thence
5. Northerly, along the last mentioned existing westerly boundary and also along the easterly bounds of Segment G to a point at its intersection with the existing northerly boundary of Tax Map Parcel 068.01-1-5.2 thence
6. Easterly, along the last mentioned existing northerly boundary to the point and place of beginning.

APPENDIX B

SELECTED PHOTOGRAPHS



Monroe Orleans County Line Road looking south.



Monroe Orleans County Line Road looking south.



Drake Road looking south.



Drake Road looking south.



Ireland Road looking east.



Ireland Road looking east.



Lawton Road looking west.



Lawton Road looking west.



Redman Road (north section) looking north.



Redman Road (north section) looking north.



Sweden Walker Road looking north.



Sweden Walker Road looking north.



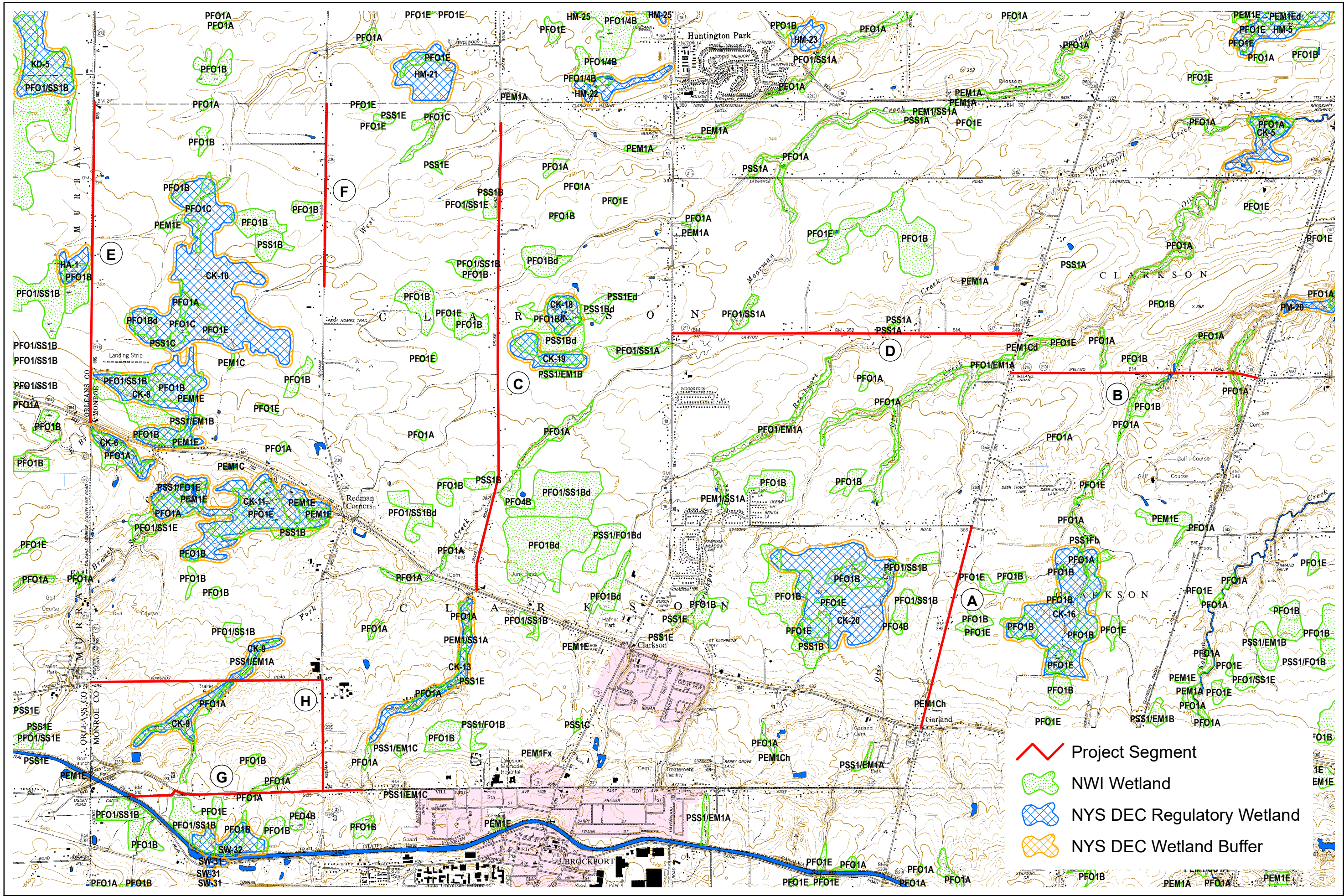
Redman Road (south section) looking north.



West Avenue looking east.

APPENDIX C

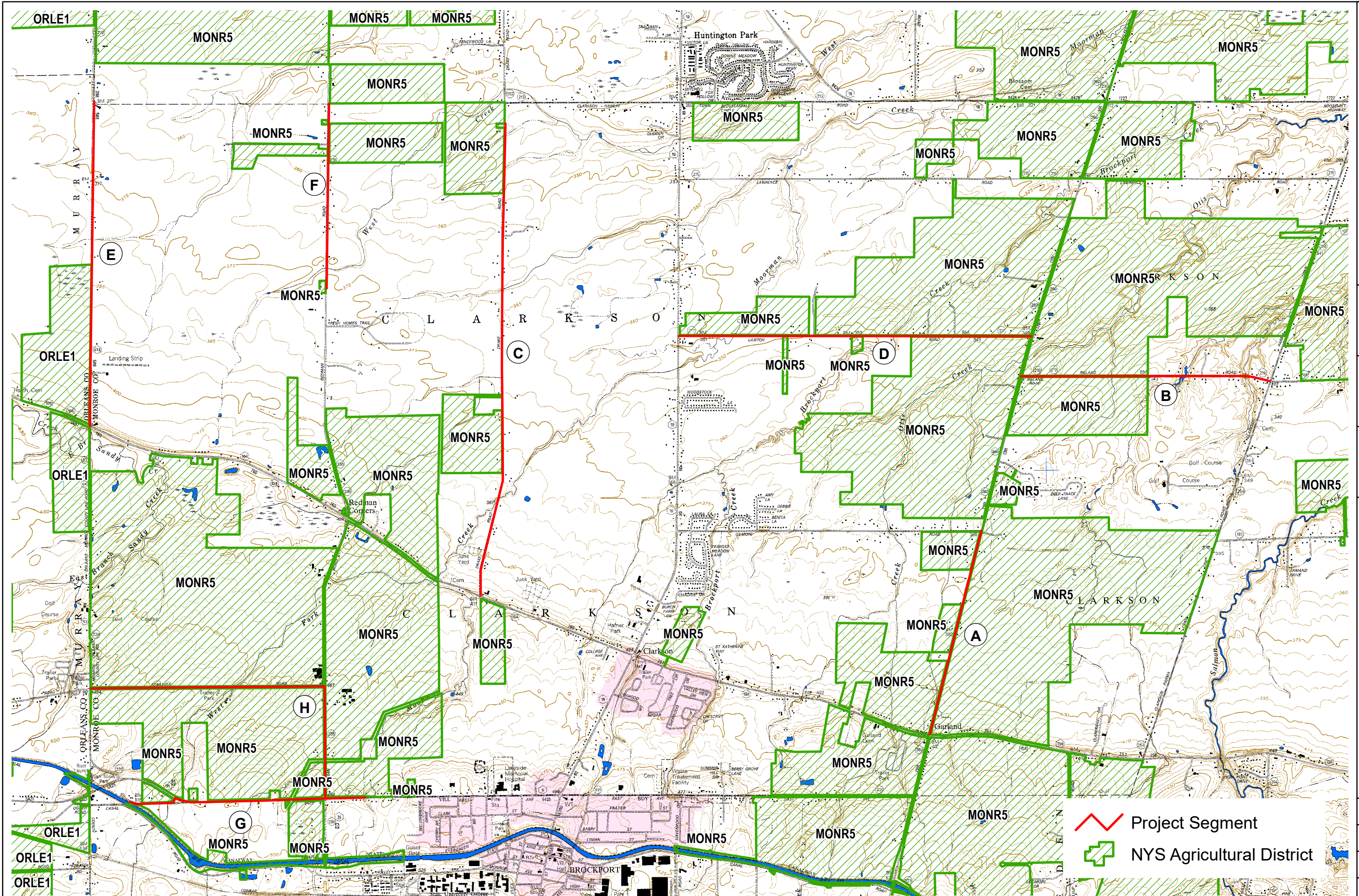
STATE AND FEDERAL WETLANDS AND STREAMS



WATER IMPROVEMENT BENEFIT AREA NO. 1		TOWN OF CLARKSON, MONROE COUNTY, NY	
WETLANDS			
TUV		1" = 3,000' @ 11" x 17"	
Drawn By:		Scale:	
Date:		JUN 2021	
PROJECT NO.		0330.21001	
SHEET NO.		1 of 1	

APPENDIX D

AGRICULTURAL DISTRICT MAPS



FILE PATH LOCATION N:\0330 21001 000deg\GIS Data\AgMarket_11x17_L.mxd

WATER IMPROVEMENT BENEFIT AREA NO. 1				AG AND MARKET DISTRICTS	
TOWN OF CLARKSON, MONROE COUNTY, NY					
Drawn By:		TJV	Scale:		1" = 3,000' @ 11"x17"
			Date:		JUN 2021
<div><div>MRB group</div><div>Engineering, Architecture, Surveying, D.P.C. 145 Culver Road, Suite 100, Rochester, New York 14620 585-381-9250 FAX 585-381-1008 www.mrbgroup.com</div></div>					
PROJECT NO.					
0330.21001					
SHEET NO.					
1 of 1					

APPENDIX E

LIST OF PARCELS IN CLARKSON WATER IMPROVEMENT BENEFIT AREA NO. 1

WIBA1	PRINTKEY	PARCELADDRESS	PARCELADDRESSNUMBER	PARCELADDRESSSTREETNAME	PARCELADDRESSSTREETSUFFIX	PARCELADDRESSCITY	PARCELADDRESSZIPCODE	PROPERTYCLASS
A	055.01-1-20	3255 Sweden Walker Rd	3255	Sweden Walker	Rd	Brockport	14420	210
A	055.01-1-35	Sweden Walker Rd		Sweden Walker	Rd	BROCKPORT	14420	322
A	054.04-1-15.2	Sweden Walker Rd		Sweden Walker	Rd	Brockport	14420	322
A	055.03-1-9.1	Sweden Walker Rd		Sweden Walker	Rd	BROCKPORT	14420	322
A	055.01-1-26	3410 Sweden Walker Rd	3410	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-17	3171 Sweden Walker Rd	3171	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-31.2	3530 Sweden Walker Rd	3530	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-14.1	3574 Sweden Walker Rd	3574	Sweden Walker	Rd	BROCKPORT	14420	314
A	055.01-1-36.22	Sweden Walker Rd		Sweden Walker	Rd	BROCKPORT	14420	322
A	055.03-1-11	3497 Sweden Walker Rd	3497	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-12	3477 Sweden Walker Rd	3477	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-13.001	Ridge Rd		Ridge	Rd	BROCKPORT	14420	105
A	055.03-1-8	3651 Sweden Walker Rd	3651	Sweden Walker	Rd	Brockport	14420	210
A	055.03-1-9.2	3631 Sweden Walker Rd	3631	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-10	3529 Sweden Walker Rd	3529	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-29	Sweden Walker Rd		Sweden Walker	Rd	BROCKPORT	14420	314
A	055.03-1-30	Sweden Walker Rd		Sweden Walker	Rd	BROCKPORT	14420	314
A	055.03-1-31.1	3536 Sweden Walker Rd	3536	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-34.1	3567 Sweden Walker Rd	3567	Sweden Walker	Rd	Brockport	14420	240
A	055.01-1-28	3396 Sweden Walker Rd	3396	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-29.1	3380 Sweden Walker Rd	3380	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-15	3640 Sweden Walker Rd	3640	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-19	3211 Sweden Walker Rd	3211	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-29.2	Sweden Walker Rd		Sweden Walker	Rd	BROCKPORT	14420	311
A	055.01-1-32	3318 Sweden Walker Rd	3318	Sweden Walker	Rd	BROCKPORT	14420	240
A	055.01-1-36.21	3186 Sweden Walker Rd	3186	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-37	3174 Sweden Walker Rd	3174	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-21	3267 Sweden Walker Rd	3267	Sweden Walker	Rd	BROCKPORT	14420	240
A	055.01-1-22	Sweden Walker Rd		Sweden Walker	Rd	BROCKPORT	14420	322
A	055.01-1-23	3325 Sweden Walker Rd	3325	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-24	3389 Sweden Walker Rd	3389	Sweden Walker	Rd	BROCKPORT	14420	240
A	055.01-1-25	3461 Sweden Walker Rd	3461	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.01-1-18	3191 Sweden Walker Rd	3191	Sweden Walker	Rd	BROCKPORT	14420	210
A	055.03-1-13.124	Cintron Lndg		Cintron	Lndg	BROCKPORT	14420	323
A	055.03-1-13.123	16 Cintron Lndg	16	Cintron	Lndg	BROCKPORT	14420	323
A	055.03-1-13.122	Cintron Lndg		Cintron	Lndg	BROCKPORT	14420	323
A	055.03-1-13.121	Cintron Lndg		Cintron	Lndg	BROCKPORT	14420	323
A	055.03-1-13.125	Cintron Lndg		Cintron	Lndg	BROCKPORT	14420	323
A	055.03-1-13.126	Cintron Lndg		Cintron	Lndg	BROCKPORT	14420	323
B	041.02-1-7.24	Ireland Rd		Ireland	Rd	BROCKPORT	14420	311
B	041.02-1-7.1	2270 Ireland Rd	2270	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-14	2058 Ireland Rd	2058	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-29	2227 Ireland Rd	2227	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-17.1	2035 Ireland Rd	2035	Ireland	Rd	Brockport	14420	210
B	041.01-1-33.008	2435 Ireland Rd	2435	Ireland	Rd	BROCKPORT	14420	210
B	041.01-1-33.006	2403 Ireland Rd	2403	Ireland	Rd	Brockport	14420	210
B	041.02-1-31.2	2239 Ireland Rd	2239	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-7.3	2204 Ireland Rd	2204	Ireland	Rd	Brockport	14420	210
B	041.02-1-33	Ireland Rd		Ireland	Rd	BROCKPORT	14420	322
B	041.02-1-13	2072 Ireland Rd	2072	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-7.21	Ireland Rd		Ireland	Rd	BROCKPORT	14420	312
B	041.02-1-32	2303 Ireland Rd	2303	Ireland	Rd	BROCKPORT	14420	240
B	041.02-1-34	2323 Ireland Rd	2323	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-23.11	2115 Ireland Rd	2115	Ireland	Rd	Brockport	14420	210
B	041.02-1-24	2061 Ireland Rd	2061	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-25.1	2105 Ireland Rd	2105	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-26.1	2121 Ireland Rd	2121	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-27.1	2197 Ireland Rd	2197	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-28.1	2203 Ireland Rd	2203	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-35	2339 Ireland Rd	2339	Ireland	Rd	BROCKPORT	14420	322
B	041.02-1-36	2355 Ireland Rd	2355	Ireland	Rd	BROCKPORT	14420	314
B	041.02-1-37.1	2371 Ireland Rd	2371	Ireland	Rd	BROCKPORT	14420	314
B	041.02-1-37.2	2363 Ireland Rd	2363	Ireland	Rd	BROCKPORT	14420	314
B	041.02-1-38	Ireland Rd		Ireland	Rd	BROCKPORT	14420	311
B	041.02-1-18	2051 Ireland Rd	2051	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-31.1	2265 Ireland Rd	2265	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-10.112	2122 Ireland Rd	2122	Ireland	Rd	BROCKPORT	14420	240
B	041.02-1-10.123	2125 Ireland Rd	2125	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-10.126	2151 Ireland Rd	2151	Ireland	Rd	BROCKPORT	14420	210

B	041.02-1-10.131	2185 Ireland Rd	2185	Ireland	Rd	Brockport	14420	210
B	041.02-1-11	2148 Ireland Rd	2148	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-12	2108 Ireland Rd	2108	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-7.22	Ireland Rd		Ireland	Rd	BROCKPORT	14420	311
B	041.02-1-7.23	2294 Ireland Rd	2294	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-15	2030 Ireland Rd	2030	Ireland	Rd	Brockport	14420	210
B	041.01-1-33.007	2387 Ireland Rd	2387	Ireland	Rd	BROCKPORT	14420	210
B	041.01-1-33.009	2419 Ireland Rd	2419	Ireland	Rd	Brockport	14420	312
B	041.02-1-8	2236 Ireland Rd	2236	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-9	2168 Ireland Rd	2168	Ireland	Rd	BROCKPORT	14420	210
B	041.02-1-10.111	Ireland Rd		Ireland	Rd	BROCKPORT	14420	312
B	041.01-1-33.001	2483 Ireland Rd	2483	Ireland	Rd	BROCKPORT	14420	210
B	041.01-1-33.002	2467 Ireland Rd	2467	Ireland	Rd	Brockport	14420	314
B	041.01-1-33.003	2451 Ireland Rd	2451	Ireland	Rd	BROCKPORT	14420	210
C	028.04-1-6	1214 Drake Rd	1214	Drake	Rd	BROCKPORT	14420	210
C	039.04-1-13.132	1946 Drake Rd	1946	Drake	Rd	BROCKPORT	14420	240
C	028.04-1-9	1140 Drake Rd	1140	Drake	Rd	BROCKPORT	14420	210
C	039.02-1-11	Drake Rd		Drake	Rd	BROCKPORT	14420	314
C	039.02-1-5	1687 Drake Rd	1687	Drake	Rd	Brockport	14420	210
C	028.04-1-3.21	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	028.04-1-3.3	1225 Drake Rd	1225	Drake	Rd	BROCKPORT	14420	240
C	039.04-1-5.1	Drake Rd		Drake	Rd	BROCKPORT	14420	323
C	039.02-1-1.211	Drake Rd		Drake	Rd	BROCKPORT	14420	912
C	040.01-1-17	Lake Rd		Lake	Rd	BROCKPORT	14420	322
C	039.02-1-6.1	1284 Drake Rd	1284	Drake	Rd	BROCKPORT	14420	240
C	039.04-1-13.2	1838-1840 Drake Rd	1838-1840	Drake	Rd	BROCKPORT	14420	220
C	039.04-1-12.1	1792 Drake Rd	1792	Drake	Rd	BROCKPORT	14420	210
C	039.02-1-3.4	Drake Rd		Drake	Rd	BROCKPORT	14420	314
C	039.02-1-10.1	1482 Drake Rd	1482	Drake	Rd	BROCKPORT	14420	311
C	039.02-1-9.1	1444 Drake Rd	1444	Drake	Rd	BROCKPORT	14420	210
C	039.04-1-8	1901 Drake Rd	1901	Drake	Rd	BROCKPORT	14420	210
C	028.04-1-12.11	Drake Rd						
C	028.04-1-12.12	Drake Rd		Drake	Rd	BROCKPORT	14420	105
C	039.02-1-30.1	1330 Drake Rd	1330	Drake	Rd	Brockport	14420	240
C	039.02-1-8	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	028.04-1-7	1196 Drake Rd	1196	Drake	Rd	Brockport	14420	210
C	028.04-1-8	1172 Drake Rd	1172	Drake	Rd	BROCKPORT	14420	210
C	028.04-1-10	1120 Drake Rd	1120	Drake	Rd	BROCKPORT	14420	210
C	028.04-1-11	Drake Rd		Drake	Rd	BROCKPORT	14420	311
C	028.04-1-12.21	1200 Drake Rd	1200	Drake	Rd	BROCKPORT	14420	210
C	039.04-1-1.21	Drake Rd		Drake	Rd	BROCKPORT	14420	323
C	039.04-1-1.22	1625 Drake Rd	1625	Drake	Rd	BROCKPORT	14420	210
C	039.04-1-1.23	Drake Rd		Drake	Rd	BROCKPORT	14420	311
C	039.04-1-2	1637 Drake Rd	1637	Drake	Rd	BROCKPORT	14420	210
C	039.04-1-3	1693 Drake Rd	1693	Drake	Rd	BROCKPORT	14420	210
C	039.04-1-4	1709 Drake Rd	1709	Drake	Rd	BROCKPORT	14420	210
C	028.04-1-1	925 Drake Rd	925	Drake	Rd	BROCKPORT	14420	241
C	028.04-1-1.000/TWR	1055 Drake Rd	1055	Drake	Rd	BROCKPORT	14420	837
C	028.04-1-3.1	1197 Drake Rd	1197	Drake	Rd	BROCKPORT	14420	240
C	028.04-1-3.22	Drake Rd		Drake	Rd	BROCKPORT	14420	311
C	028.04-1-4	1271 Drake Rd	1271	Drake	Rd	Brockport	14420	215
C	028.04-1-5.111	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	028.04-1-5.12	1258 Drake Rd	1258	Drake	Rd	BROCKPORT	14420	210
C	028.04-1-5.2	1270 Drake Rd	1270	Drake	Rd	BROCKPORT	14420	210
C	040.01-1-19.11	1616 Drake Rd	1616	Drake	Rd	BROCKPORT	14420	322
C	040.01-1-19.12	1622 Drake Rd	1622	Drake	Rd	BROCKPORT	14420	322
C	039.02-1-31	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	039.04-1-6.1	1819 Drake Rd	1819	Drake	Rd	BROCKPORT	14420	105
C	039.04-1-6.2	1815 Drake Rd	1815	Drake	Rd	Brockport	14420	210
C	039.02-1-9.21	1450 Drake Rd	1450	Drake	Rd	Brockport	14420	240
C	039.04-1-7	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	039.04-1-9	1700 Drake Rd	1700	Drake	Rd	BROCKPORT	14420	240
C	039.04-1-10.1	1746 Drake Rd	1746	Drake	Rd	BROCKPORT	14420	215
C	039.04-1-10.2	Drake Rd		Drake	Rd	BROCKPORT	14420	312
C	039.04-1-13.11	1850 Drake Rd	1850	Drake	Rd	BROCKPORT	14420	220
C	053.02-1-25	2112 Drake Rd	2112	Drake	Rd	BROCKPORT	14420	210
C	053.02-1-26	2120 Drake Rd	2120	Drake	Rd	BROCKPORT	14420	210
C	039.02-1-12.1	1362 Drake Rd	1362	Drake	Rd	BROCKPORT	14420	210
C	039.02-1-3.2	1413 Drake Rd	1413	Drake	Rd	BROCKPORT	14420	240
C	039.02-1-3.3	1389 Drake Rd	1389	Drake	Rd	Brockport	14420	210

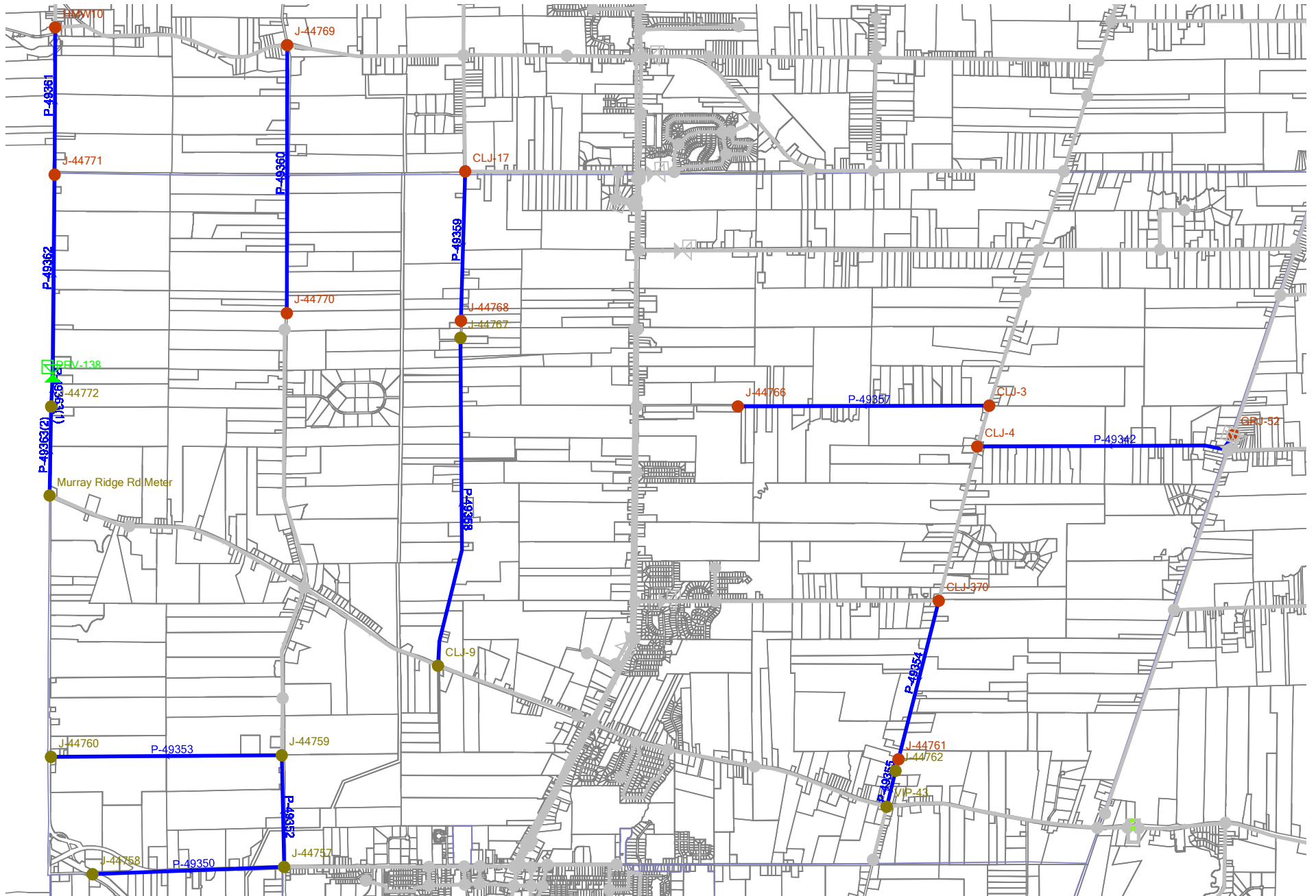
C	039.02-1-4.112	1517 Drake Rd	1517	Drake	Rd	BROCKPORT	14420	240
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C	039.02-1-4.12	1613 Drake Rd	1613	Drake	Rd	BROCKPORT	14420	240
C	053.02-1-17	2069 Drake Rd	2069	Drake	Rd	BROCKPORT	14420	475
C	053.02-1-18	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	053.02-1-19	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	053.02-1-21.1	2012 Drake Rd	2012	Drake	Rd	BROCKPORT	14420	210
C	053.02-1-21.2	Drake Rd		Drake	Rd	BROCKPORT	14420	311
C	039.02-1-4.2	Drake Rd		Drake	Rd	BROCKPORT	14420	311
C	039.02-1-6.2	1314 Drake Rd	1314	Drake	Rd	BROCKPORT	14420	312
C	039.02-1-7	1298 Drake Rd	1298	Drake	Rd	BROCKPORT	14420	210
C	053.02-1-22	2020 Drake Rd	2020	Drake	Rd	BROCKPORT	14420	210
C	053.02-1-24	2104 Drake Rd	2104	Drake	Rd	BROCKPORT	14420	210
C	039.02-1-1.1	1315 Drake Rd	1315	Drake	Rd	BROCKPORT	14420	210
C	039.02-1-1.22	1301 Drake Rd	1301	Drake	Rd	Brockport	14420	210
C	039.02-1-2.2	1337 Drake Rd	1337	Drake	Rd	Brockport	14420	210
C	039.02-1-3.11	1443 Drake Rd	1443	Drake	Rd	BROCKPORT	14420	240
C	039.04-1-13.133	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	039.04-1-13.135	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	039.04-1-13.134	Drake Rd		Drake	Rd	BROCKPORT	14420	314
C	039.04-1-13.136	Drake Rd		Drake	Rd	BROCKPORT	14420	322
C	039.04-1-13.137	Drake Rd		Drake	Rd	BROCKPORT	14420	322
D	040.02-1-20	Lawton Rd		Lawton	Rd	HILTON	14468	322
D	040.02-1-13	Lawton Rd		Lawton	Rd	HILTON	14468	314
D	040.02-1-5.1	522 Lawton Rd	522	Lawton	Rd	Hilton	14468	241
D	040.02-1-2	630 Lawton Rd	630	Lawton	Rd	HILTON	14468	240
D	040.01-1-34.11	Lawton Rd		Lawton	Rd	HILTON	14468	322
D	040.02-1-23	647 Lawton Rd	647	Lawton	Rd	HILTON	14468	240
D	041.01-1-9.113	150 Lawton Rd	150	Lawton	Rd	HILTON	14468	210
D	041.01-1-10.2	242 Lawton Rd	242	Lawton	Rd	HILTON	14468	210
D	041.01-1-11	290 Lawton Rd	290	Lawton	Rd	HILTON	14468	210
D	040.01-1-33	Lawton Rd		Lawton	Rd	HILTON	14468	311
D	041.01-1-12	280 Lawton Rd	280	Lawton	Rd	HILTON	14468	210
D	041.01-1-9.112	100 Lawton Rd	100	Lawton	Rd	HILTON	14468	210
D	040.02-1-9	383 Lawton Rd	383	Lawton	Rd	HILTON	14468	210
D	040.02-1-10	Lawton Rd		Lawton	Rd	HILTON	14468	314
D	040.02-1-6	484 Lawton Rd	484	Lawton	Rd	HILTON	14468	210
D	040.02-1-7	380 Lawton Rd	380	Lawton	Rd	HILTON	14468	241
D	040.02-1-8	373 Lawton Rd	373	Lawton	Rd	Hilton	14468	210
D	041.01-1-9.13	170 Lawton Rd	170	Lawton	Rd	HILTON	14468	240
D	041.01-1-9.31	218 Lawton Rd	218	Lawton	Rd	HILTON	14468	210
D	041.01-1-9.32	226 Lawton Rd	226	Lawton	Rd	HILTON	14468	210
D	041.01-1-9.41	56 Lawton Rd	56	Lawton	Rd	HILTON	14468	210
D	041.01-1-9.42	78 Lawton Rd	78	Lawton	Rd	HILTON	14468	240
D	041.01-1-10.1	Lawton Rd		Lawton	Rd	HILTON	14468	312
D	040.02-1-11	393 Lawton Rd	393	Lawton	Rd	HILTON	14468	210
D	040.02-1-12	401 Lawton Rd	401	Lawton	Rd	HILTON	14468	210
D	040.02-1-14	415 Lawton Rd	415	Lawton	Rd	Hilton	14468	210
D	040.02-1-15.1	363 Lawton Rd	363	Lawton	Rd	HILTON	14468	240
D	040.02-1-15.2	Lawton Rd		Lawton	Rd	HILTON	14468	322
D	040.02-1-16	469 Lawton Rd	469	Lawton	Rd	HILTON	14468	210
D	040.02-1-17	Lawton Rd		Lawton	Rd	HILTON	14468	311
D	041.01-1-15.21	Lawton Rd		Lawton	Rd	HILTON	14468	311
D	041.01-1-16	328 Lawton Rd	328	Lawton	Rd	HILTON	14468	210
D	040.02-1-1	650 Lawton Rd	650	Lawton	Rd	HILTON	14468	240
D	040.02-1-3	600 Lawton Rd	600	Lawton	Rd	HILTON	14468	210
D	040.02-1-4	588 Lawton Rd	588	Lawton	Rd	Hilton	14468	241
D	040.02-1-5.2	580 Lawton Rd	580	Lawton	Rd	HILTON	14468	210
D	041.01-1-17.21	2619 Sweden Walker Rd	2619	Sweden Walker	Rd	BROCKPORT	14420	105
D	040.01-1-30	Lawton Rd		Lawton	Rd	HILTON	14468	322
D	041.01-1-14.1	304 Lawton Rd	304	Lawton	Rd	HILTON	14468	210
D	041.01-1-15.1	292 Lawton Rd	292	Lawton	Rd	HILTON	14468	210
D	040.01-1-32	937 Lawton Rd	937	Lawton	Rd	HILTON	14468	210
D	041.01-1-9.114	120 Lawton Rd	120	Lawton	Rd	HILTON	14468	311
D	041.01-1-9.12	200 Lawton Rd	200	Lawton	Rd	HILTON	14468	240
D	040.02-1-18	489 Lawton Rd	489	Lawton	Rd	HILTON	14468	210
D	040.02-1-19	545 Lawton Rd	545	Lawton	Rd	Hilton	14468	240
D	040.02-1-21	599 Lawton Rd	599	Lawton	Rd	HILTON	14468	210
D	040.02-1-22	639 Lawton Rd	639	Lawton	Rd	HILTON	14468	210
D	040.02-1-24.1	669 Lawton Rd	669	Lawton	Rd	HILTON	14468	210

D	040.02-1-25.1	Lawton Rd		Lawton	Rd	HILTON	14468	323
E	038.02-1-1.2	3178 County Line Rd	3178	County Line	Rd	HOLLEY	14470	210
E	038.02-1-3.12	County Line Rd		County Line	Rd	Brockport	14420	557
E	038.02-1-1.1	County Line Rd		County Line	Rd	HOLLEY	14470	312
E	038.02-1-2.11	3240 County Line Rd	3240	County Line	Rd	HOLLEY	14470	312
E	038.02-1-3.2	3324 County Line Rd	3324	County Line	Rd	HOLLEY	14470	210
E	038.02-1-2.12	County Line Rd		County Line	Rd	HOLLEY	14470	323
E	038.02-1-2.2	3210 County Line Rd	3210	County Line	Rd	Holley	14470	210
E	038.02-1-3.11	3400 County Line Rd	3400	County Line	Rd	Brockport	14420	210
E	027.04-1-4	2684 County Line Rd	2684	County Line	Rd	HOLLEY	14470	210
E	027.04-1-5	2702 County Line Rd	2702	County Line	Rd	HOLLEY	14470	240
E	027.04-1-6	3092 County Line Rd	3092	County Line	Rd	HOLLEY	14470	210
E	027.04-1-1.2	2408 County Line Rd	2408	County Line	Rd	HOLLEY	14470	210
E	027.04-1-2.1	2556 County Line Rd	2556	County Line	Rd	Holley	14470	210
E	027.04-1-2.2	2480 County Line Rd	2480	County Line	Rd	Holley	14470	312
E	027.04-1-3	2672 County Line Rd	2672	County Line	Rd	Holley	14470	240
E	027.04-1-1.1	2412 County Line Rd	2412	County Line	Rd	HOLLEY	14470	312
F	028.03-1-20.2	2684 Redman Rd	2684	Redman	Rd	BROCKPORT	14420	105
F	028.03-1-22.2	2750 Redman Rd	2750	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-18	Redman Rd		Redman	Rd	BROCKPORT	14420	322
F	028.03-1-8.2	2593 Redman Rd	2593	Redman	Rd	BROCKPORT	14420	210
F	039.01-1-1	2863 Redman Rd	2863	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-16	2448 Redman Rd	2448	Redman	Rd	Brockport	14420	240
F	028.03-1-17	2540 Redman Rd	2540	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-19	2636 Redman Rd	2636	Redman	Rd	Brockport	14420	210
F	028.03-1-20.1	2660 Redman Rd	2660	Redman	Rd	Brockport	14420	210
F	028.03-1-22.11	Redman Rd		Redman	Rd	BROCKPORT	14420	322
F	028.03-1-22.12	2764 Redman Rd	2764	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-23	2842 Redman Rd	2842	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-8.1	Redman Rd		Redman	Rd	BROCKPORT	14420	311
F	028.03-1-9	2615 Redman Rd	2615	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-10	2633 Redman Rd	2633	Redman	Rd	BROCKPORT	14420	210
F	028.03-1-11	2669 Redman Rd	2669	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-12	Redman Rd		Redman	Rd	BROCKPORT	14420	312
F	028.03-1-13	2775 Redman Rd	2775	Redman	Rd	BROCKPORT	14420	210
F	028.03-1-14	Redman Rd		Redman	Rd	BROCKPORT	14420	322
F	028.03-1-2	2419 Redman Rd	2419	Redman	Rd	BROCKPORT	14420	210
F	028.03-1-15	2845 Redman Rd	2845	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-3	2441 Redman Rd	2441	Redman	Rd	BROCKPORT	14420	210
F	028.03-1-4	2477 Redman Rd	2477	Redman	Rd	Brockport	14420	210
F	028.03-1-5.1	2515 Redman Rd	2515	Redman	Rd	BROCKPORT	14420	240
F	028.03-1-5.2	Redman Rd		Redman	Rd	BROCKPORT	14420	105
F	028.03-1-6	2533 Redman Rd	2533	Redman	Rd	BROCKPORT	14420	312
F	028.03-1-7	2559 Redman Rd	2559	Redman	Rd	BROCKPORT	14420	241
F	028.03-1-1	Redman Rd		Redman	Rd	BROCKPORT	14420	323
F	028.03-1-21.11	Redman Rd		Redman	Rd	BROCKPORT	14420	312
F	028.03-1-21.12	Redman Rd		Redman	Rd	BROCKPORT	14420	311
G	067.02-1-2.1	992 West Ave	992	West	Ave	BROCKPORT	14420	210
G	068.01-1-2.2	770 West Ave	770	West	Ave	BROCKPORT	14420	210
G	068.01-1-1.12	980 West Ave	980	West	Ave	BROCKPORT	14420	240
G	068.01-1-4	4300 Redman Rd	4300	Redman	Rd	BROCKPORT	14420	484
G	067.02-1-2.31	986 West Ave	986	West	Ave	BROCKPORT	14420	210
G	067.02-1-4.1	West Ave		West	Ave	BROCKPORT	14420	105
G	068.01-1-1.11	936 West Ave	936	West	Ave	BROCKPORT	14420	241
G	068.01-1-1.2	976 West Ave	976	West	Ave	BROCKPORT	14420	210
G	068.01-1-2.1	West Ave		West	Ave	BROCKPORT	14420	105
G	067.02-1-4.2	1142 West Ave	1142	West	Ave	BROCKPORT	14420	210
G	067.02-1-5	1086 West Ave	1086	West	Ave	BROCKPORT	14420	210
G	068.01-1-3	740 West Ave	740	West	Ave	BROCKPORT	14420	210
G	067.02-1-6.1	1162 West Ave	1162	West	Ave	BROCKPORT	14420	210
G	067.02-1-2.211	West Ave		West	Ave	BROCKPORT	14420	320
G	053.02-1-36./BKPT	Util Vac Land		Util Vac Land		BROCKPORT	14420	380
H	068.01-1-6	4214 Redman Rd	4214	Redman	Rd	BROCKPORT	14420	240
H	068.01-1-5.2	Redman Rd		Redman	Rd	BROCKPORT	14420	105
H	068.01-1-7	4200 Redman Rd	4200	Redman	Rd	BROCKPORT	14420	210
H	068.01-1-5.1	4215 Redman Rd	4215	Redman	Rd	BROCKPORT	14420	210

Vacant Not Buildable

APPENDIX F

WATER SYSTEM HYDRAULIC CALCULATIONS



Label	Zone	Satisfies Fire Flow Constraints?	Fire Flow (Needed) (gpm)	Fire Flow (Available) (gpm)	Pressure (Calculated Residual) (psi)	Is Fire Flow Run Balanced?
CLJ-410	706	True	500.0	5,000.0	55.8	True
CLJ-370	550	True	500.0	2,121.4	20.0	True
CLJ-320	550	True	500.0	3,668.5	20.0	True
VIP-43	706	True	500.0	5,000.0	57.5	True
CLJ-2	550	True	500.0	4,301.4	20.0	True
CLJ-3	550	True	500.0	2,889.8	20.0	True
CLJ-4	550	True	500.0	2,899.1	20.0	True
CLJ-9	706	True	500.0	4,123.9	20.0	True
Murray Ridge Rd Meter	706	True	500.0	1,005.8	20.0	True
CLJ-12	706	True	500.0	952.7	20.1	True
CLJ-13	706	True	500.0	1,614.2	20.0	True
CLJ-17	550	True	500.0	2,000.3	20.0	True
GRJ-52	550	True	500.0	3,113.4	20.0	True
HMW10	550	True	500.0	1,974.0	20.0	True
J-43606	550	True	500.0	2,822.6	20.0	True
HMW17	550	True	500.0	3,817.8	20.0	True
HMW18	550	True	500.0	1,673.6	20.0	True
J-44687	706V	True	500.0	1,029.7	20.1	True
J-44757	706V	True	500.0	1,502.1	20.0	True
J-44758	706V	True	500.0	733.0	20.0	True
J-44759	706V	True	500.0	1,526.3	20.0	True
J-44760	706V	True	500.0	708.0	20.0	True
J-44761	550	True	500.0	598.0	20.0	True
J-44762	706	True	500.0	2,777.5	20.0	True
J-44767	706	True	500.0	979.6	20.0	True
J-44768	550	True	500.0	791.7	20.0	True
J-44769	550	True	500.0	1,741.1	20.0	True
J-44770	550	True	500.0	548.1	20.0	True
J-44771	550	True	500.0	1,532.0	20.0	True
J-44772	706	True	500.0	905.8	20.1	True

ID	Label	Elevation (ft)	Zone	Demand (gpm)	Hydraulic Grade (ft)	Pressure (psi)
1249	CLJ-370	365	550	7.8	520	66.9
2540	VIP-43	430	706	7.8	707	119.9
2575	CLJ-3	345	550	7.8	520	75.5
2576	CLJ-4	340	550	7.8	520	77.7
2581	CLJ-9	430	706	7.8	701	117.2
2583	Murray Ridge Rd Meter	420	706	72.0	696	119.5
2589	CLJ-17	345	550	4.0	518	74.9
3467	GRJ-52	336	550	6.3	524	81.1
28526	HMW10	354	550	4.0	518	70.8
31791	J-44757	500	706V	7.0	699	86.3
31793	J-44758	516	706V	7.0	699	79.4
31795	J-44759	460	706V	7.0	699	103.4
31798	J-44760	496	706V	7.0	699	87.8
31800	J-44761	399	550	4.0	520	52.2
31802	J-44762	399	706	7.0	707	133.3
31810	J-44766	350	550	4.0	520	73.4
31812	J-44767	364	706	7.0	701	145.8
31814	J-44768	364	550	4.0	518	66.7
31816	J-44769	348	550	4.0	518	73.7
31819	J-44770	379	550	4.0	518	60.0
31821	J-44771	343	550	4.0	518	75.6
31826	J-44772	394	706	7.0	696	130.7

ID	Label	Length (Scaled) (ft)	Status (Initial)	Diameter (in)	Hazen-Williams C	Flow (gpm)	Velocity (ft/s)	Headloss Gradient (ft/1000ft)
31730	P-49342	8,963.79	Open	8.0	110.0	-113.8	0.73	0.444
31794	P-49350	6,512.30	Open	8.0	110.0	7.0	0.04	0.003
31797	P-49352	3,792.44	Open	8.0	110.0	-56.6	0.36	0.122
31799	P-49353	7,841.86	Open	8.0	110.0	7.0	0.04	0.003
31801	P-49354	5,562.38	Open	8.0	110.0	4.0	0.03	0.001
31803	P-49355	1,258.53	Open	8.0	110.0	7.0	0.04	0.003
31811	P-49357	8,532.43	Open	8.0	110.0	4.0	0.03	0.001
31813	P-49358	11,234.05	Open	8.0	110.0	-7.0	0.04	0.003
31815	P-49359	5,075.03	Open	8.0	110.0	4.0	0.03	0.001
31820	P-49360	9,106.59	Open	8.0	110.0	4.0	0.03	0.001
31822	P-49361	5,006.94	Open	8.0	110.0	-29.1	0.19	0.036
31824	P-49362	6,761.44	Open	8.0	110.0	-33.1	0.21	0.045
31827	P-49363(1)	1,116.58	Open	8.0	110.0	-33.1	0.21	0.045
31828	P-49363(2)	3,023.45	Open	8.0	110.0	-40.1	0.26	0.064

ID	Label	Elevation (ft)	Diameter (Valve) (in)	Hydraulic Grade Setting (Initial) (ft)	Pressure Setting (Initial) (psi)	Flow (gpm)	Hydraulic Grade (From) (ft)	Hydraulic Grade (To) (ft)	Headloss (ft)
31823	PRV-138	394	6.0	518	53.7	33.1	696	518	177.99

APPENDIX G

PRELIMINARY OPINION OF PROBABLE COST

Town of Clarkson
Water Improvement Benefit Area No. 1

Item No.	Item Description:	Qty	Unit	Unit Price	Total
I-1	Mobilization / Demobilization	1	LS	\$ 162,900	\$ 162,900
I-2	Maintenance and Protection of Traffic	1	LS	\$ 52,200	\$ 52,200
I-3	12" DR-18 PVC Watermain	-	LF	\$ 40	\$ -
I-4	12" Gate Valve & Valve Box	-	EA	\$ 2,300	\$ -
I-5	8" DR-18 PVC Watermain	69,500	LF	\$ 46	\$ 3,197,000
I-6	8" Gate Valve and Box	70	EA	\$ 2,000	\$ 140,000
I-7	Hydrant Unit, Including Anchor Tee, 6" Anchor Pipe, Valve & Valve Box	124	EA	\$ 5,200	\$ 644,800
I-8	Connect to Existing Watermain	6	EA	\$ 2,000	\$ 12,000
I-9	Tapping Sleeve and Valve	6	EA	\$ 8,000	\$ 48,000
I-10	Short Side Water Service	105	EA	\$ 1,500	\$ 157,500
I-11	Long Side Water Service	73	EA	\$ 2,000	\$ 146,000
I-12	Directional Drill	2,510	LF	\$ 200	\$ 502,000
I-13	Boring & Casing	-	LF	\$ 300	\$ -
I-14	Sampling Manhole, Complete	-	LS	\$ 5,000	\$ -
I-15	Asphalt Pavement Replacement	157	TONS	\$ 150	\$ 23,550
I-16	Gravel/Stone Pavement Replacement	15,700	SF	\$ 1	\$ 15,700
I-17	Crushed Stone	2,470	CY	\$ 24	\$ 59,280
I-18	Non-Traffic Restoration	66,430	LF	\$ 3	\$ 199,290
I-19	1" Tapping Saddle & Corporation for Testing/Disinfection	63	EA	\$ 350	\$ 22,050
I-20	Rock Excavation (Max. \$150/CY)	70	CY	\$ 150	\$ 10,500
I-21	PRV Vault	1	LS	\$ 75,000	\$ 75,000
SUBTOTAL					\$ 5,468,000
Contingency 10%					\$ 547,000
Legal, Administration, Engineering 30%					\$ 1,640,000
PROJECT TOTAL					\$ 7,655,000
<p>**This construction cost estimate was prepared without the benefit of test holes or borings. Accordingly no allowance has been made for bedrock removal/disposal, or unstable soil conditions.</p> <p>Note: Individual water service costs are not included as a capital cost, but would be paid for as a one time connection charge by the affected property owners.</p>					

APPENDIX H

PROJECT BUDGET (FORM E)

FORM E

RURAL DEVELOPMENT (RD) PROJECT BUDGET/COST CERTIFICATION

Project Name: Town of Clarkson WIBA No. 1

Date: 09/15/22

Report No.:

Actual:

Estimate:

LOC

Funding Source(s)

Amount

Other Funding Source(s)

Amount

RD Loan \$4,700,000.00
RD Loan
RD Grant \$2,955,000.00
RD Grant
SUB TOTAL: \$7,655,000.00

Other Source:
Other Source:
Other Source:
SUBTOTAL: \$0.00
TOTAL: \$7,655,000.00

ITEM	APPROVED BUDGET	MODIFIED BUDGET	PREVIOUS EXPENDITURES	EXPENDITURES THIS PERIOD	EXPENDITURES TO DATE	BALANCE REMAINING
A. ADMINISTRATIVE						
1. Legal	\$110,000.00					
2. Bonding	\$120,000.00					
3. Net Interest	\$150,000.00					
4. Fiscal Coordination	\$62,000.00					
5. Project Management	\$0.00					
6. Lands & Rights of Way	\$10,000.00					
7. Single Audit	\$25,000.00					
8. Miscellaneous	\$15,000.00					
Total A. Administrative	\$492,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
B. TECHNICAL SVCS.						
1. Engineering						
a. Study and Report Phase	\$20,500.00					
b. Preliminary Design Phase	\$345,000.00					
c. Final Design Phase	\$290,000.00					
d. Bidding and Negotiation Phase	\$50,000.00					
e. Construction Phase	\$142,000.00					
f. Post Construction Phase	\$40,000.00					
g. Resident Project Representative	\$185,500.00					
h. Additional Services	\$75,000.00					
Total B. Technical Svcs.	\$1,148,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
C. CONSTRUCTION						
1. Construction Contracts						
a. Contract 1	\$5,468,000.00					
b. Contract 2						
c. Contract 3						
d. Contract 4						
e. Contract 5						
2. Direct Expenditures						
a.						
b.						
c.						
Total C. Construction	\$5,468,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
D. CONTINGENCY						
1. Contingency	\$547,000.00					
Total D. Contingency	\$547,000.00					\$0.00
TOTAL PROJECT COST	\$7,655,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

I certify to the best of my knowledge and belief that the billed costs or disbursements are in accordance with the terms of the project and that the reimbursement represents the Federal share due, which has not been previously requested and that an inspection has been performed and all work is in accordance with the terms of the award.

Applicant

Title

Engineer/ Architect

Reviewed By _____

Date Reviewed _____

(revised 12/1/2005)