

# Public Information Meeting

February 3, 2011

## Cedar Street Reconstruction

PIN 4754.37

City of Batavia



**A Federal-aid Project Administered by the  
City of Batavia Department of Public Works**



ERDMAN  
ANTHONY 

# *Project Team*

- **City of Batavia**
  - Sally Kuzon – Director of Public Works
- **Erdman Anthony - Consultant**
  - Marc Kenward - Project Manager
  - Dennis Elias – Project Engineer
- **Trowbridge & Wolf - Subconsultant**
  - Margot Chiuten - Landscape Architect
- **Ravi Engineering – Environmental Subconsultant**
- **R.K. Hite & Co. – Right-of-Way Subconsultant**

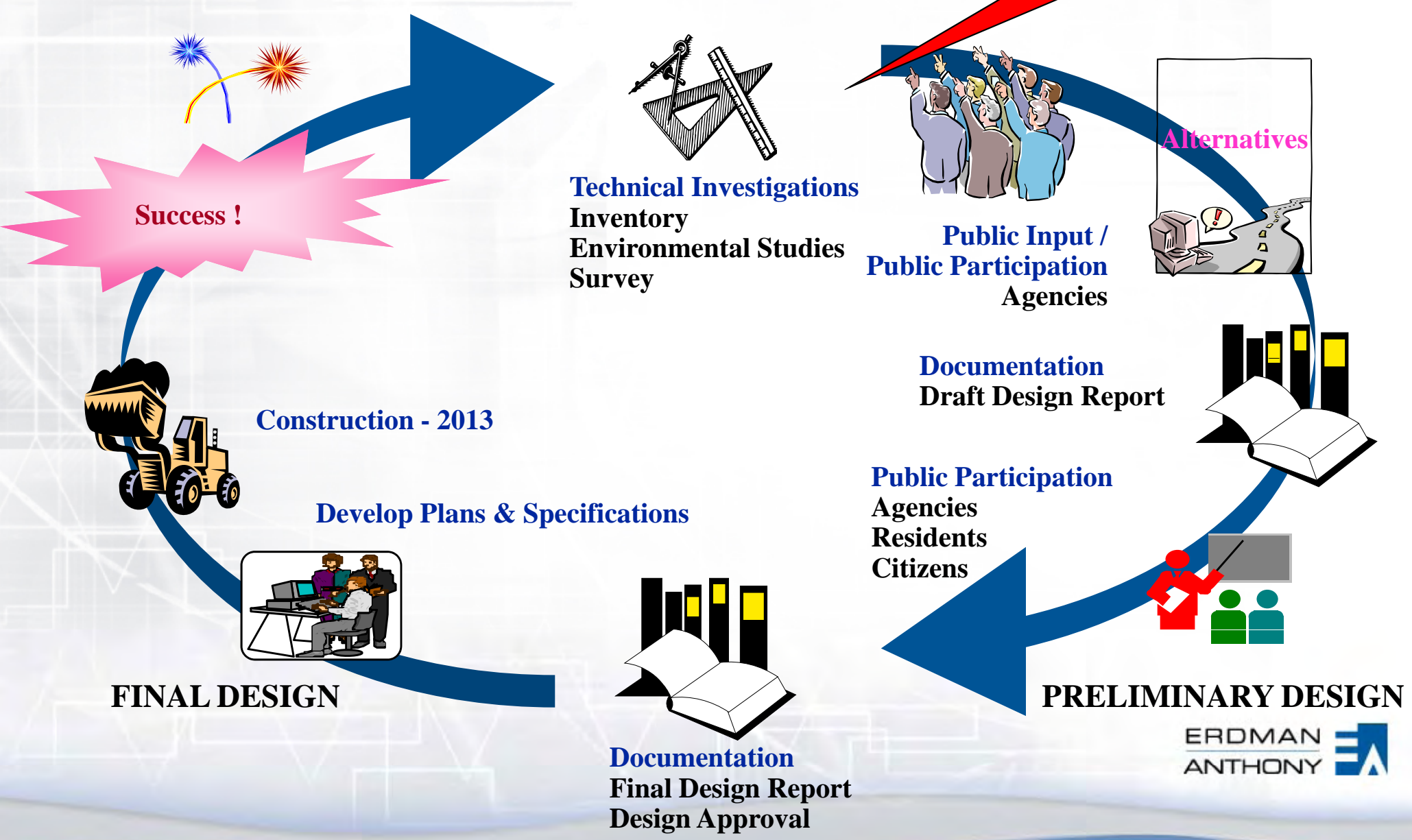
# Project Location

**PROJECT LOCATION  
PIN 4754.37**



# Project Process

**We are HERE !  
2-3-2011**



# ***Why is Project Needed?***

- **Pavement Deterioration**



# *Why is Project Needed?*

- **Sub-standard Vertical Clearance**



# *Why is Project Needed?*

- **Pedestrian mobility and access;  
Especially between Lions Park and the  
DeWitt Recreation Area**



## *Some History:*

- Originally Built in 1939 – 24 ft.  $\pm$  wide



## *Some History:*

- 1955-56: New York Central Railroad Relocation Lowered & Reconstructed 850 ft. segment to a width of 40 feet  
Included 4 foot wide asphalt walks on both sides



## *Some History:*

- 1962 – City Reconstructed the segment from Edwards to East Main Street

New “composite” Asphalt over Concrete pavement section built to a 36 ft. width.

Added curb / gutters and sidewalks



## *Some Facts:*

- Traffic Volumes

North End: *Edwards to Main Street*

**5800** vehicles per day

**535** vehicles during the peak hour

South End: *Ellicott to RR Underpass*

**3500** vehicles per day

**315** vehicles during the peak hour

# *Some Facts:*

## ■ ACCIDENTS

**15 accidents over 3 year period**

**Jan. 1, 2008 – Dec. 23, 2010**

**2.5** accidents / million vehicle miles (Acc/MVM)

**> Statewide Average of 1.55 Acc/MVM**



## *Some Facts:*

- **ACCIDENTS**

**15 accidents – 7 bridge hits**

**REDUCES Rate to 1.34** Acc/MVM

**< Statewide Average of 1.55** Acc/MVM

# *Design Elements*

<b>Element</b>	<b>Range</b>
<u>Lane Width</u> (curbed)	12 ft. min; 14 ft. Desirable
Turn Lane	11 ft. min; 12 ft. Desirable
<u>Parking Lane</u>	
Residential	7 ft. min; 8 ft. Desirable
Commercial	8 ft. min; 11ft. Desirable
<u>Sidewalk Width</u>	
ADAAG	3 ft. min. w/ 5 ft. for passing
Minimum Desirable	5 foot w/mow strip 7 foot adjacent to curb
<u>Vertical Clearance</u>	14 ft. min; 14.5 ft. Desirable

# *During Construction*

- A detailed Traffic Control Plan will be developed for the Maintenance of Traffic during the construction's duration
- Access will be provided at all times to properties abutting the project.
- We are aware of and sensitive to those RETAIL and INDUSTRIAL establishments that DEPEND on access to conduct their businesses.
- Traffic will be maintained in at least one-direction during the duration of the construction.

# *During Construction*

- Cedar Street will likely need to be closed at the DL&W Railroad underpass to accomplish the project work.

**SIGNED DETOURS  
WILL BE POSTED.**



# ***Project Costs***

<b>Item</b>	<b>Programmed Cost</b>
Scoping & Preliminary Engineering	\$ 222,000
Detailed Design	\$ 168,000
Right-of-Way	\$ 20,000
Construction	\$2,973,000
Construction Inspection	\$ 357,000
<b>Total</b>	<b>\$3,740,000</b>

## *Next Steps*

- Develop Alternatives
- Prepare Draft Design Report
- Individual Business / Owner / Resident meetings if needed
- Hold Another Public Informational Meeting

# We Need Your Input!

- Sidewalks & Crosswalks
- On-Street Parking
- Drainage
- Landscaping
- Property Acquisition
- Construction Concerns



# Comments & Questions ?

Ask us here today  
or

Get a Comment Sheet here today w/Contact Information  
and  
**SEND it IN!**

