

VILLAGE OF PERRY

MAIN STREET IMPROVEMENT PROJECT

PIN 4760.78

PUBLIC OPEN HOUSE

December 2015



Project Objectives

The project includes the following primary objectives:

- Improve effectiveness of sidewalk and street drainage.
- Improve pedestrian facilities in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Replace the existing lighting system with more pedestrian-friendly lighting.
- Improve landscape and add gateway elements to enhance the character of downtown and its identity as an attractive commercial and civic center.
- Improve the condition of traffic control devices (signs, pavement markings) in accordance with the National Manual of Uniform Traffic Control Devices.

Project Improvements

- ◊ Utility improvements including hydrant and drainage relocations
- ◊ New curbs, sidewalks, and curb ramps to ADAAG standards
- ◊ “Cobra head” lights (Approx. 40’ high) will be replaced with pedestrian-scale lights (15’ to 20’ high)
- ◊ Curbed bump-outs to improve safety for pedestrians, motorists and all users of Main Street. They improve

visibility, and reduce unprotected crossing distances while serving as traffic calming elements, creating a more people-friendly environment.

- ◊ Addition of landscaped islands to serve as traffic calming elements, that can also enhance downtown character, improve community identity and promote sense of place.
- ◊ Additional street trees, special-purpose paving, and gateway features to make the downtown more inviting and reinforce the Village’s unique identity.

Project Schedule:

Completed Prelim. Design:

May 2015

Design Approval:

May 2015

Complete Detailed Design:

December 2015

Construction Start:

April 2016

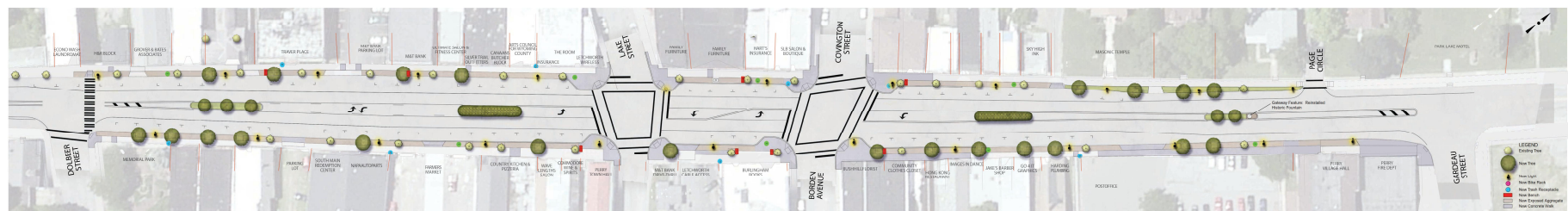
Construction Complete:

Fall 2016

Estimated Cost:

\$1.4 Million

- The project is primarily funded by the Federal Transportation Enhancement Program (TEP, \$1.06M) with a contribution from the Village (\$350K).



Main Street Improvement Project: Final Plan

Frequently Asked Questions

Q: How has the project progressed since the last public meeting?

A: Since the last meeting, the Village and the project design team have completed all of the formal documentation required for a federally funded project. Final design is nearly complete and the project will soon be sent out for bidding. The overall design of the project is essentially the same with a few minor modifications that were necessary to keep the project within the available budget. The biggest modifications included a reduction in the amount of sidewalk reconstruction and the number of islands was reduced from 6 to 4.

Q: When will construction begin and end?

A: The anticipated construction start date is April 1, 2016 with completion expected on or before October 1, 2016.

Q: What will the contractor do first?

A: The sequence of operations will ultimately be up to the contractor, but typically, they complete underground work, i.e. drainage, first. After that, we assume sidewalk and curb work followed by the lighting, signs and striping.

Q: What will be the impact to traffic during construction?

A: Periodically, two-way, one-lane traffic maintained by flaggers may be necessary during the construction of the bump-outs. No detours are expected to be required.

Q: Will the sidewalk in front of my business be restricted?

A: Access to the retail, commercial, and residential properties in the area would be maintained throughout construction. At times there will be sections of the sidewalk that will be replaced, but there will always be a way for patrons to get to your front door.

Q: Will parking in front of my building be available during construction?

A: There will be instances when parking may not be available on one side of the street, specifically during curb and sidewalk construction. Generally these restrictions will be short term, lasting no more than 48 hours. There will always be parking on at least one side of Main Street.

Q: Why can't we tell the contractor to totally avoid parking and the sidewalk restrictions?

A: The more limitations we place on the contractor, the more expensive the project will be. In reality, if we tell them not to restrict parking, it may increase the costs so much it would force us to eliminate some of the important design elements. In addition, the new drainage system is in the parking lane, so it would be impossible for the contractor to do that work without parking impacts.

Q: What happens next?

A: After this meeting, input from all attendees will be reviewed and factored into the final drawings as appropriate. The plans will be submitted to the NYSDOT for their approval and put out to bid in February. If you have additional questions or input to share, please contact the village.

For Further Information Please Contact:

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