



Hillsdale Streetscape Project

NYS DOT PIN 8780.44

Town of Hillsdale

August 4, 2015
Public Information Meeting



Introductions



Art Baer – Supervisor
Lee Heim – CEO/ZEO

GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

Chris Cornwell, P.E. – Project Director
Ed Snyder, P.E. – Project Manager
Lou Bach, P.E. – Project Engineer

Project History



A DESIGN AND DEVELOPMENT PLAN FOR HILLSDALE HAMLET
October 20, 2010



Project History

Key Destination: The Cullin Park Area

Pocket park with a focal point to serve as a meeting/gathering place

Outdoor dining in front of Mt. Washington House

Gathering place at Cullin Park

Continuous sidewalks with shade trees



**This is a concept rendering. It is not drawn to scale nor are all details necessarily accurate

Enhance pedestrian link between the Herrington Parking Lot and the IGA Parking Lot

Crosswalks with clear pedestrian signage

Temporary plaza that is sometimes closed to parking to allow for festivals, small performances and outdoor dining.

A Design and Development Plan for Hillsdale Hamlet

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Key Destination: Main Street Historic Row

Consistent edge created by planting flowers gardens in front yards

Shared parking lot

New retail or office buildings that are residential in character to fill in the empty gaps along the row



**This is a concept rendering. It is not drawn to scale nor are all details necessarily accurate

A Design and Development Plan for Hillsdale Hamlet

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Project Limits



Federal Aid Process

Project Identification
Project Initiation
Scope Determination

Scoping Phase

Preliminary Design
Public Information Meeting
Final Design

Design Phase

Bid Advertisement & Letting
Construction
Project Completion

Construction Phase

← We are here



Existing Conditions



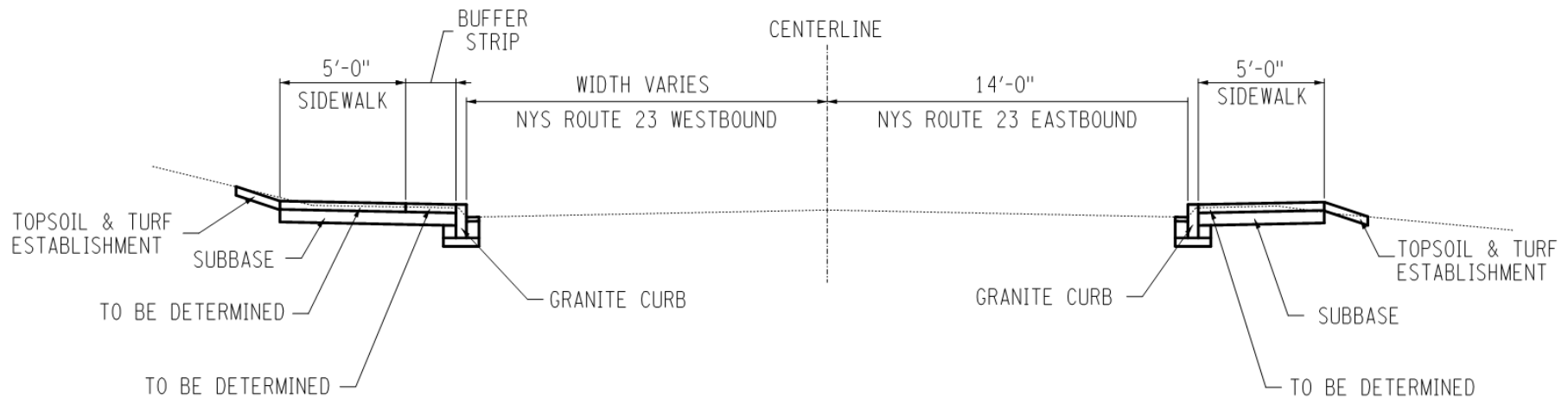
Proposed Design

- Provide ADA accessible pedestrian amenities along with aesthetic enhancements to the area on NYS Route 23 from White Hill Lane to NYS Route 22
- Construct well defined driveway openings to reduce pedestrian/vehicle conflicts
- Inspect and modify stormwater collection system as-needed
- Remove/replace/supplement traffic signs as-needed
- Identify potential opportunities for streetscape features
- (Separate grant pending for decorative street lighting)

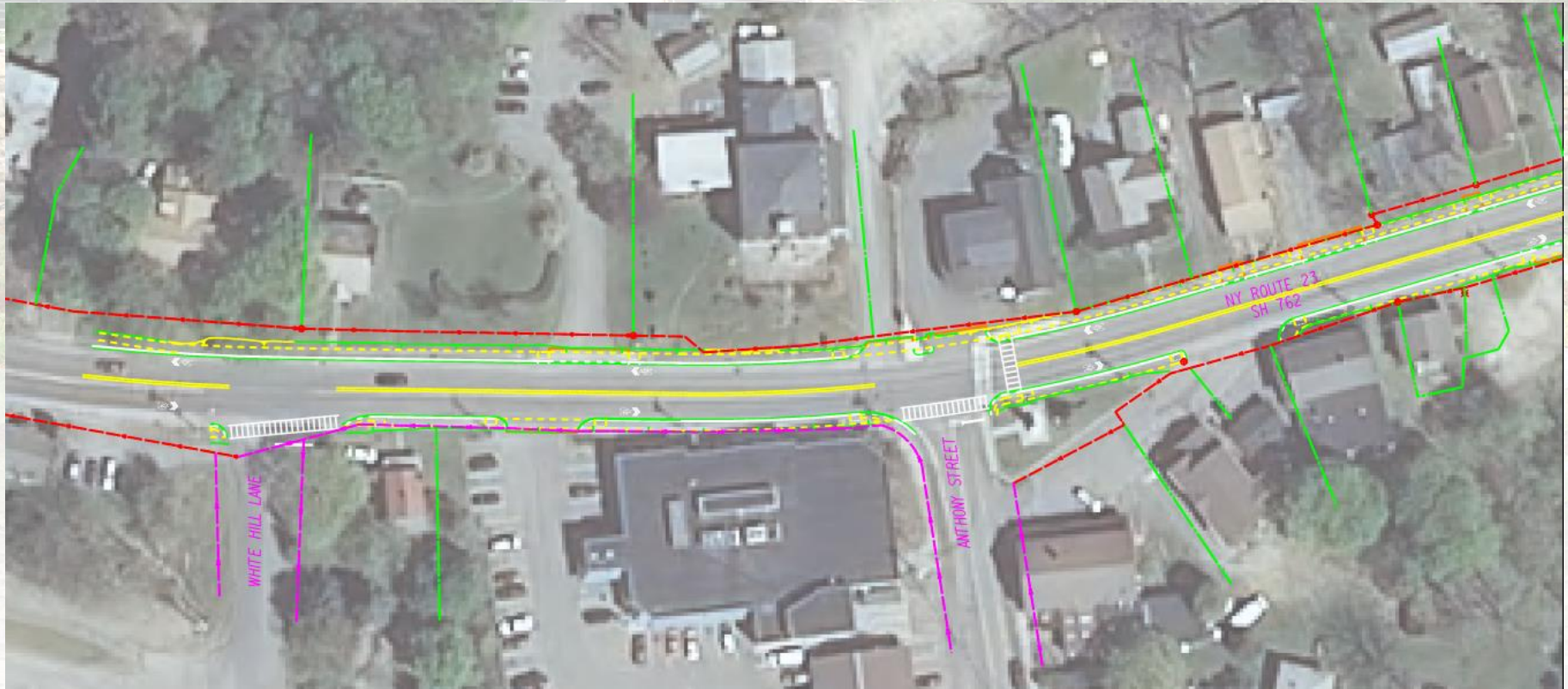


Proposed Design

Typical Section



Proposed Design



Proposed Design



Proposed Design

Sidewalk & Buffer Strip Material



Concrete



Stamped
Concrete



Brick

According to FHWA "A Guide for Maintaining Pedestrian Facilities for Enhanced Safety" these materials have a service life of approximately 80 years.

Proposed Design

Concrete



- Traditional sidewalk material & readily available
- Easily placed & easy to maintain
- Inexpensive when compared to other sidewalk materials



- Susceptible to salt damage
- Susceptible to cracking and spalling
- Not aesthetically pleasing in this application

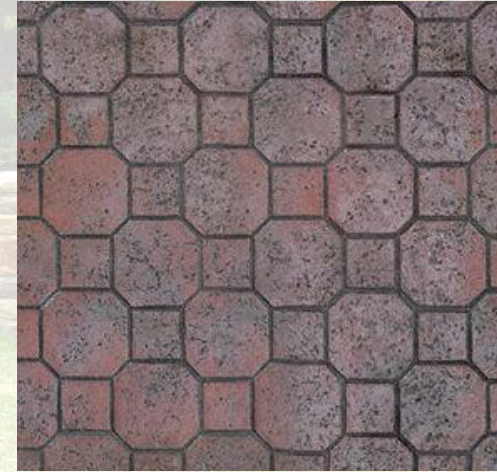
Proposed Design

Stamped Concrete



- Aesthetically pleasing
- Can get the look of bricks, pavers, stones, etc.
- Can be dyed several different colors
- Moderately expensive due to stamping and finishing
- Susceptible to salt damage
- Susceptible to cracking & spalling
- Damage to the pattern over time
- Difficult to match color if a repair is needed

Stamped Concrete



Proposed Design

Laid Brick

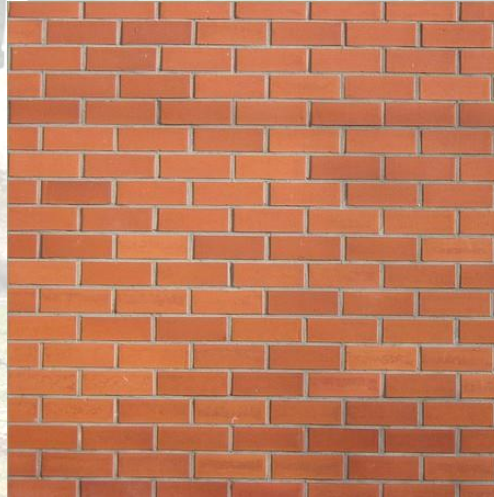


- Aesthetically pleasing
- Can be placed in many different patterns
- Durable



- Very costly to install
- Susceptible to heaving & tripping hazards
- Labor intensive to repair & maintain

Laid Brick



Proposed Design

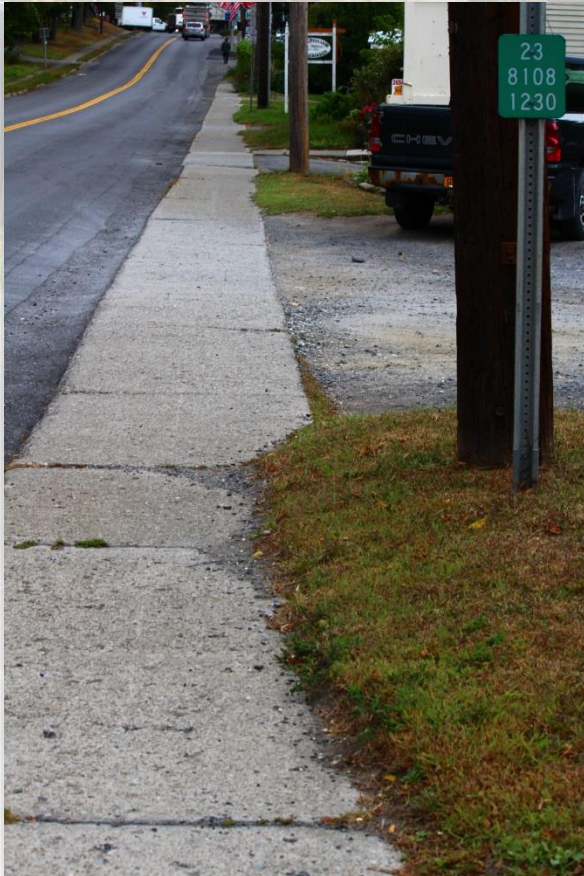
Streetscape Features

- Curbing will be granite
- Crosswalks will be high-visibility
 - White reflective “ladder bar” type crosswalks will be installed
 - Federal and State guidelines only allow white transverse, parallel, or diagonal markings
 - Contrasting color markings & materials are not recommended for a variety of reasons:
 - Not visible in low light or wet conditions
 - Difficult & costly to maintain (Town would assume this responsibility)
 - Not easy to follow for vision impaired pedestrians
- Landscaping amenities (trees, benches, etc.) are being evaluated and will be provided where right-of-way and funding allow



Proposed Design

Access Management



Proposed Design

Right-of-Way Impacts

- No acquisitions necessary, pending NYSDOT approval
- Minor grading/construction impacts
 - Small area (about 2') behind sidewalk
 - Driveway tie-ins
 - Walkway tie-ins
- NYSDOT release forms
 - Some property owners have been contacted by the Town
 - Additional may be required



Proposed Design

Project Cost

- Estimated Project Costs:
 - \$760,000 (Brick Pavers)
 - \$620,000 (Stamped Concrete)
 - \$575,000 (Concrete)
- Funding Breakdown:
 - 80% Federal
 - 20% Town
- Budgeted Construction Funding:
 - \$777,000 = (\$621,600 Federal + \$155,400 Town)
 - (Additional funds for street lighting pending)



Proposed Design

Construction Coordination

- Access to all properties will be maintained by the contractor at all times
- It is recommended that any property improvements be completed prior to construction and in coordination with the Town Building and Zoning Department
- Work hours
 - NYSDOT has strict restrictions for work within the roadway
 - Work outside of the roadway is less restrictive and can be determined by the Town
 - These restrictions will balance impacts to property owners with providing the contractor the ability to work efficiently



Schedule

- Survey and Mapping
- Develop Alternative Plans
- Environmental Screenings
- Draft Design Report
- **Public Meeting**
- Final Design Report – August
- Advanced Detail Plans (ADPs) – November
- Final Plans, Specifications, and Estimate (PS&E) – February 2016
- Project out for bid – April 2016
- Bid opening – June 2016
- Project Award – July 2016
- Construction – August to November 2016





Thank You!

Please take this time to ask any questions.

